MEETING AGENDA

Board of Trustees Meeting

Village of Homewood
November 09, 2021
Meeting Start Time: 7:00 PM
Village Hall Board Room
2020 Chestnut Road, Homewood, IL

Board Meetings will be held as in-person meetings. In addition to in-person public comment during the meeting, members of the public may submit written comments by email to comments@homewoodil.gov or by placing written comments in the drop box outside Village Hall. Comments submitted before 4:00 p.m. on the meeting date will be distributed to all Village Board members prior to the meeting.

Please see last page of agenda for virtual meeting information.

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Introduction of Staff
5. Minutes:

   Consider a motion to approve the minutes from the regular meeting of the Board of Trustees held on October 26, 2021.

6. Claims List:

   Consider a motion to approve the claims list of Tuesday, November 9, 2021 in the amount of $2,285,264.28.

7. Hear from the Audience
8. Appointment(s):

   A. Appointment/Village Trustee/Chenise Belue: Consider a motion to approve the appointment of Chenise Belue to the office of Village Trustee for a term ending on April 30, 2023.

   B. Appointment/Economic Development Committee/Barbara Dawkins: Consider a motion to appoint Barbara Dawkins to the Economic Development Committee for a two-year term ending on November 9, 2023.

9. Reappointment(s):

   Reappointments/Tree Committee: Consider a motion to approve the reappointments of Deborah Baldauf, Carolyn Bury, and Karl Persons to the Tree Committee for a three-year term ending on November 9, 2024.

10. Omnibus Vote: Consider a motion to pass, approve, authorize, accept, or award the following item(s):

    A. Intergovernmental Agreement/Health Inspections/Cook County Department of Public Health: Authorize the Village President to enter into an intergovernmental agreement with

the Cook County Department of Public Health for the Provision of Environmental Health Inspectional Services for the period of December 1, 2021 through November 30, 2022.

B. Budget Amendment/Agreement/Stationary License Plate Readers: Amend the budget in the amount of $4,500.00 and authorize the Village President to enter into an agreement with Flock Group Inc. for the purchase of six stationary license plate readers in the amount of $61,500.00.

C. M-2199/Purchase and Sale Agreement/18255 Dixie Highway LLC: Pass ordinance M-2199 approving a contract to sell the real estate at 18225 Dixie Highway to 18255 Dixie Highway, LLC, contingent upon the parties negotiating a redevelopment agreement for the property.

D. Approval/Dixie/Miller TIF minutes: Approve the minutes from the Dixie/Miller Court TIF District public hearing held on September 22, 2020.

11. New Business:

    A. Discussion/2021 Real Estate Tax Levy: Discuss the 2021 Real Estate Tax Levy and direct staff to prepare the appropriate 2021 real estate tax levy ordinances for the Board's consideration at the December 14 meeting.

    B. M-2200/Special Use Permit/Parking Variance/2413-2415 183rd Street: Consider a motion to pass an ordinance granting a special use permit and a parking variation to allow operation of a salon at 2413-2415 183rd Street.

    C. Presentation/183rd Street Traffic Study: Direct staff how to proceed based on the results of the 183rd Street traffic study conducted by Burns & McDonnell.

12. General Board Discussion

13. Executive Session: Consider a motion to enter into executive session under 5 ILCS 120/2(c)5 to discuss the purchase or lease of real property and to discuss the employment of a specific employee or employees under 5 ILCS 120/2(c)1.

14. Adjourn

Everyone entering the Village Hall must wear a face covering.

Zoom Link: https://zoom.us/
- To View the Meeting via Computer or Smartphone - Type in: Zoom.us into any internet browser.
Select: JOIN A MEETING from menu at top right of page. Meeting I.D.: 980 4907 6232
Meeting Password: 830183. Enter an email address (required), or
- To Listen to the Meeting via Phone - Dial: (312) 626-6799
Enter above "Meeting I.D. and Meeting Password" followed by "#" sign

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VILLAGE OF HOMEWOOD
BOARD OF TRUSTEES MEETING
TUESDAY -OCTOBER 26, 2021
VILLAGE HALL BOARD ROOM

CALL TO ORDER: President Hofeld called the regular meeting of the Board of Trustees to order at 7 p.m.

PLEDGE OF ALLEGIANCE: President Hofeld led the audience in the Pledge of Allegiance.

ROLL CALL: Clerk Marilyn Thomas called the roll. Those present were Village President Richard Hofeld, Trustee Lisa Purcell, Trustee Karen Washington, Trustee Vivian Harris-Jones, Trustee Lauren Roman, and Trustee Jay Heiferman.

President Hofeld introduced staff: Village Manager Jim Marino, Attorney Christopher Cummings, Director of Finance Dennis Bubenik, and Fire Chief Bob Grabowski.

MINUTES: The minutes of the meeting of October 12, 2021 were presented. There were no comments or corrections.

A motion was made by Trustee Purcell and seconded by Trustee Harris-Jones to approve the minutes as presented.

Roll Call: ***AYES—Trustees Purcell, Washington, Harris-Jones, Heiferman and Roman. NAYS – None. Motion carried.***

CLAIMS LIST: The Claims List in the amount of $388,630.75 was presented. There were no questions from the Trustees.

A motion was made by Trustee Washington and seconded by Trustee Purcell to approve the Claims List as presented.

Roll Call: ***AYES—Trustees Purcell, Washington, Harris-Jones, Roman and Heiferman. NAYS – None. Motion carried.***

HEAR FROM THE AUDIENCE: Resident Danielle Nolan-Ragland addressed the board on the speeding cars and asked the board to develop a plan to increase traffic enforcement activities. She said Homewood needs to be known as a place that is not friendly to speeders. Too many people have had close calls when driving.

NEW BUSINESS: Consideration of an ordinance authorizing a contract for sale of village-owned real estate at 18225 Dixie Highway was deferred to the November 9, 2021 meeting to allow for further legal review.

AUDIT: Ann Fields of Lauterbach & Amen presented the annual audit report. She said Homewood received an unmodified opinion, the highest award for an annual audit. Finance Director Dennis Bubenik reported that the audit reflects cuts the Village made in anticipation of depleted revenues due to the COVID-19 pandemic, and that sales tax receipts exceeded projections, primarily because of increased sales at several big box stores.

A motion was made by Trustee Purcell and seconded by Trustee Roman to accept the audit report as presented.

President Hofeld and trustees thanked Mr. Bubenik and Amy Zukowski, assistant finance director, for their continued good work.

Roll Call: ***AYES—Trustees Purcell, Washington, Harris-Jones, Roman and Heiferman. NAYS – None. Motion carried.***

GENERAL BOARD DISCUSSION: Trustee Roman wished everyone a Happy Halloween and urged caution when out for the holiday.

ADJOURN: A motion was made by Trustee Purcell and seconded by Trustee Washington to adjourn the regular meeting of the Board of Trustees.

Roll Call: ***AYES—Trustees Purcell, Washington, Harris-Jones, Roman and Heiferman. NAYS – None. Motion carried.***

The meeting adjourned at 7:12 p.m.

Respectfully submitted,

Marilyn Thomas

Village Clerk

Name	Description	DEPARTMENT	Net Invoice Amount
ACCURATE EMPLOYMENT SCR	EMPLOYMENT SCREENING SERVICES 10/1-10/31/21	MANAGER'S OFFICE	432.75
Total ACCURATE EMPLOYMENT SCREENING LLC:			432.75
ALL CLEAR CLEAN OUT SERVI	PROPERTY CLEAN UP AT 3043 183RD	FIRE DEPARTMENT	585.00
ALL CLEAR CLEAN OUT SERVI	PROPERTY CLEAN UP AT 2124 183RD ST	FIRE DEPARTMENT	105.00
ALL CLEAR CLEAN OUT SERVI	PROPERTY CLEAN UP AT 2138 183RD ST	FIRE DEPARTMENT	95.00
ALL CLEAR CLEAN OUT SERVI	PROPERTY CLEAN UP AT 1221 175TH ST	FIRE DEPARTMENT	195.00
ALL CLEAR CLEAN OUT SERVI	PROEPRTY CLEAN UP AT 18115 RIEGEL RD	FIRE DEPARTMENT	925.00
ALL CLEAR CLEAN OUT SERVI	PROPERTY CLEAN UP AT 18130 LOOMIS AVE	FIRE DEPARTMENT	225.00
Total ALL CLEAR CLEAN OUT SERVICES:			2,130.00
ALRO STEEL CORPORATION	GUARDS AT TRAINING SITE	PUBLIC WORKS	307.79
ALRO STEEL CORPORATION	GUARDS AT TRAINING SITE	PUBLIC WORKS	608.11
Total ALRO STEEL CORPORATION:			915.90
ALTORFER INDUSTRIES, INC	POWER FOR FALL FEST	MANAGER'S OFFICE	4,726.06
Total ALTORFER INDUSTRIES, INC:			4,726.06
AMERICAN LAWN CORP.	GRASS CUTTING	FIRE DEPARTMENT	607.18
Total AMERICAN LAWN CORP.:			607.18
AMERICAN PRINTING TECHNO	VEHICLE STICKER SITE MTHLY MAINT	MANAGER'S OFFICE	86.00
Total AMERICAN PRINTING TECHNOLOGIES INC:			86.00
ARC DOCUMENT SOLUTIONS	"OCE" PLOTTER PAPER USAGE	PUBLIC WORKS	15.69
Total ARC DOCUMENT SOLUTIONS:			15.69
ARTISTIC ENGRAVING	BADGES	POLICE DEPARTMENT	4,072.40
Total ARTISTIC ENGRAVING:			4,072.40
ATLAS FIRST ACCESS	VEHICLE PARTS	FIRE DEPARTMENT	1,178.98
Total ATLAS FIRST ACCESS:			1,178.98
AVALON PETROLEUM COMPAN	FUEL INVENTORY DIESEL 10-12-2021	ASSETS	1,948.20
AVALON PETROLEUM COMPAN	FUEL INVENTORY GASOLINE 10-12-2021	ASSETS	8,709.00
Total AVALON PETROLEUM COMPANY:			10,657.20
BARBARA OTTO	80% MEDICARE SUPPLEMENT REIMBURSEMENT	MANAGER'S OFFICE	483.20
Total BARBARA OTTO:			483.20
BRAVO SERVICES, INC.	CUSTODIAL SERVICE	PUBLIC WORKS	1,950.00

Name	Description	DEPARTMENT	Net Invoice Amount
Total BRAVO SERVICES, INC.:			1,950.00
BRITES TRANSPORATION, LTD	CONCRETE REMOVAL FROM BOGART'S	FIRE DEPARTMENT	575.00
BRITES TRANSPORATION, LTD	CONCRETE REMOVAL FROM BOGART'S	FIRE DEPARTMENT	230.00
BRITES TRANSPORATION, LTD	STONE	PUBLIC WORKS	856.60
BRITES TRANSPORATION, LTD	STONE	PUBLIC WORKS	1,910.49
BRITES TRANSPORATION, LTD	STONE	PUBLIC WORKS	380.46
Total BRITES TRANSPORATION, LTD:			3,952.55
BURNS & MCDONNELL ENGINE	WATER DELIVERY PROJECT	PUBLIC WORKS	701,834.96
BURNS & MCDONNELL ENGINE	183RD ST TRAFFIC STUDY ENGINEERING	PUBLIC WORKS	19,580.95
Total BURNS & MCDONNELL ENGINEERING CO., INC.:			721,415.91
CHARLENE DYER	80% MEDICARE SUPPLEMENT REIMBURSEMENT	MANAGER'S OFFICE	197.99
Total CHARLENE DYER:			197.99
CHERYL HATHAWAY	80% MEDICARE SUPPLEMENT REIMBURSEMENT	MANAGER'S OFFICE	3,348.72
Total CHERYL HATHAWAY:			3,348.72
CHEVROLET OF HOMEWOOD	POLICE TAHOE BATTERY CHARGE RELAY	PUBLIC WORKS	57.82
CHEVROLET OF HOMEWOOD	STREET DEPT PLOW TRUCK SEAT COVER	PUBLIC WORKS	237.88
Total CHEVROLET OF HOMEWOOD:			295.70
CHICAGO COMMUNICATIONS L	POLICE DEPT RADIO MICROPHONE	PUBLIC WORKS	97.10
Total CHICAGO COMMUNICATIONS LLC:			97.10
CHICAGO TIRE INC.	L&M DEPT SKID STEER TIRES	PUBLIC WORKS	2,620.00
Total CHICAGO TIRE INC.:			2,620.00
CHRISTOPHER BURKE EN	CONTRACTING/CONSULTING	PUBLIC WORKS	2,283.48
Total CHRISTOPHER BURKE EN:			2,283.48
CHRISTOPHER J. CUMMINGS, P	NOVEMBER LEGAL SERVICES	MANAGER'S OFFICE	13,591.40
Total CHRISTOPHER J. CUMMINGS, P.C.:			13,591.40
CITY OF HARVEY WATER	OCTOBER WATER PURCHASED 13-15	PUBLIC WORKS	93,843.55
CITY OF HARVEY WATER	OCTOBER WATER PURCHASED 13-15	PUBLIC WORKS	66,217.13
CITY OF HARVEY WATER	OCTOBER WATER PURCHASED 13-16	PUBLIC WORKS	66,217.14
CITY OF HARVEY WATER	OCTOBER WATER PURCHASED 13-16	PUBLIC WORKS	115,413.22
Total CITY OF HARVEY WATER:			341,691.04
CLEANING SPECIALISTS	ME TRANSPORT	POLICE DEPARTMENT	285.00
CLEANING SPECIALISTS	ME TRANSPORT	POLICE DEPARTMENT	285.00
Total CLEANING SPECIALISTS:			570.00

Name	Description	DEPARTMENT	Net Invoice Amount
COMCAST BUSINESS CORP	FIBER INTERNET VH AND FIBER NETWORK CONNECTIO	MANAGER'S OFFICE	1,689.41
COMCAST BUSINESS CORP	PRI TELEPHONE SERVICE ALL DIRECT DIAL NUMBERS	MANAGER'S OFFICE	414.03
Total COMCAST BUSINESS CORP:			2,103.44
COMED	OCTOBER UTILITES	PUBLIC WORKS	8,160.70
COMED	OCTOBER UTILITES	PUBLIC WORKS	963.03
COMED	OCTOBER UTILITES	PUBLIC WORKS	1,133.15
COMED	OCTOBER UTILITES	PUBLIC WORKS	456.22
COMED	OCTOBER UTILITES	PUBLIC WORKS	37.54
Total COMED:			10,750.64
COMMUNITY FIREFIGHTERS	FUNERAL FUND ASSESSMENT	FIRE DEPARTMENT	300.00
Total COMMUNITY FIREFIGHTERS:			300.00
CONCENTRIC INTEGRATION	ANNUAL LICENSE FEES MICROSOFT EXCHANGE	MANAGER'S OFFICE	17,280.00
Total CONCENTRIC INTEGRATION:			17,280.00
CONSTELLATION NEW ENERGY	OCTOBER SERVICES	PUBLIC WORKS	6,232.91
Total CONSTELLATION NEW ENERGY, INC.:			6,232.91
CONWAY SHIELD	OPERATING SUPPLIES - FD	FIRE DEPARTMENT	532.50
Total CONWAY SHIELD:			532.50
COOK COUNTY CLERK	RECORDING FEES - VA/LEGAL NOTICES	MANAGER'S OFFICE	1,493.00
Total COOK COUNTY CLERK:			1,493.00
CVB	HOTEL TAX - SEPTEMBER 2021	ASSETS	726.98
Total CVB:			726.98
D CONSTRUCTION INC.	2021 MFT STREET RESURFACING PAY ESTIMATE #3	PUBLIC WORKS	34,224.33
D CONSTRUCTION INC.	ASPHALT - PW	PUBLIC WORKS	1,155.63
D CONSTRUCTION INC.	ASPHALT - PW	PUBLIC WORKS	290.13
D CONSTRUCTION INC.	ASPHALT - PW	PUBLIC WORKS	276.94
Total D CONSTRUCTION INC.:			35,947.03
DANA ROBINSON	80% MEDICARE SUPPL. REIMBURSEMENT	MANAGER'S OFFICE	131.68
Total DANA ROBINSON:			131.68
DELTA SONIC CAR WASH	VEHICLE WASHES	PUBLIC WORKS	9.00
DELTA SONIC CAR WASH	CAR WASHES POLICE 10-29-21	PUBLIC WORKS	359.82
Total DELTA SONIC CAR WASH:			368.82
E-COM	VERIZON CARDS ECOM AUG-OCT	POLICE DEPARTMENT	5,622.67
Total E-COM:			5,622.67

Name	Description	DEPARTMENT	Net Invoice Amount
EMS DEPARTMENT	FULL TIME TRAINING	FIRE DEPARTMENT	60.00
Total EMS DEPARTMENT:			60.00
EXPRESS GREEN TREE & LAN	BACKYARD DIG RESTORATION	PUBLIC WORKS	950.00
Total EXPRESS GREEN TREE & LANDSCAPE:			950.00
FASTENAL COMPANY	STREET DEPT SIGN BOLTS	PUBLIC WORKS	93.00
Total FASTENAL COMPANY:			93.00
FIRE SERVICE INC	VEHICLE MAINTENANCE	FIRE DEPARTMENT	877.50
FIRE SERVICE INC	VEHICLE PARTS - FD	FIRE DEPARTMENT	1,160.79
Total FIRE SERVICE INC:			2,038.29
FLEET SAFETY SUPPLY	POLICE DEPARTMENT EMERGENCY LIGHT	PUBLIC WORKS	857.18
Total FLEET SAFETY SUPPLY:			857.18
FORD OF HOMEWOOD	VEHICLE PARTS	FIRE DEPARTMENT	59.52
FORD OF HOMEWOOD	POLICE UTILITY BRAKE PADS AND ROTORS	PUBLIC WORKS	347.26
FORD OF HOMEWOOD	POLICE UTILITY ENGINE MOUNT	PUBLIC WORKS	99.66
FORD OF HOMEWOOD	STREET DEPT PICKUP HITCH BOLTS	PUBLIC WORKS	114.96
FORD OF HOMEWOOD	STREET DEPT DUMP PANEL RETAINERS	PUBLIC WORKS	35.00
Total FORD OF HOMEWOOD:			656.40
GRAINGER INC	BUILDING MAINTENANCE SUPPLIES	PUBLIC WORKS	228.40
GRAINGER INC	GEO THERMAL FILTERS	PUBLIC WORKS	137.97
GRAINGER INC	VEHICLE MAINT DEPT CORDLESS DRILL	PUBLIC WORKS	296.44
GRAINGER INC	VEHICLE MAINT DEPT HAND CLEANING TOWELS	PUBLIC WORKS	193.80
GRAINGER INC	BUILDING MAINTENANCE SUPPLIES	PUBLIC WORKS	117.04
GRAINGER INC	BUILDING MAINTENANCE SUPPLIES	PUBLIC WORKS	27.76
GRAINGER INC	FIRE EXTINGUISHER CABINETS	PUBLIC WORKS	432.00
GRAINGER INC	BUILDING MAINTENANCE SUPPLIES	PUBLIC WORKS	88.96
Total GRAINGER INC:			1,522.37
HELSEL JEPPERSON ELECTRI	TRUCK STOCK	PUBLIC WORKS	461.37
HELSEL JEPPERSON ELECTRI	ELECTRICAL SUPPLIES	PUBLIC WORKS	10.72
HELSEL JEPPERSON ELECTRI	ELECTRICAL SUPPLIES	PUBLIC WORKS	125.00
Total HELSEL JEPPERSON ELECTRICAL:			597.09
HOMEWOOD DISPOSAL	STREET SWEEPING	PUBLIC WORKS	886.05
HOMEWOOD DISPOSAL	STREET SWEEPING	PUBLIC WORKS	345.95
HOMEWOOD DISPOSAL	STREET SWEEPING	PUBLIC WORKS	168.30
HOMEWOOD DISPOSAL	STREET SWEEPING	PUBLIC WORKS	226.60
HOMEWOOD DISPOSAL	STREET SWEEPING	PUBLIC WORKS	414.70
HOMEWOOD DISPOSAL	STREET SWEEPING	PUBLIC WORKS	251.35
Total HOMEWOOD DISPOSAL:			2,292.95
ILLINOIS CENTRAL SWEEPING	STREET SWEEPING	PUBLIC WORKS	800.00

Name	Description	DEPARTMENT	Net Invoice Amount
Total ILLINOIS CENTRAL SWEEPING:			800.00
ILLINOIS TOLLWAY	HIGHWAY TOLLS	PUBLIC WORKS	258.35
Total ILLINOIS TOLLWAY:			258.35
IPBC	NOVEMBER INSURANCE PREMIUM	MANAGER'S OFFICE	5,713.06
IPBC	NOVEMBER INSURANCE PREMIUM	MANAGER'S OFFICE	4.20
IPBC	NOVEMBER INSURANCE PREMIUM	MANAGER'S OFFICE	1,930.54
IPBC	NOVEMBER INSURANCE PREMIUM	MANAGER'S OFFICE	805.72
IPBC	NOVEMBER INSURANCE PREMIUM	MANAGER'S OFFICE	1,838.22
IPBC	NOVEMBER INSURANCE PREMIUM	MANAGER'S OFFICE	2,988.36
IPBC	NOVEMBER INSURANCE PREMIUM	MANAGER'S OFFICE	8.40
IPBC	NOVEMBER INSURANCE PREMIUM	PUBLIC WORKS	152.69
IPBC	NOVEMBER INSURANCE PREMIUM	PUBLIC WORKS	4,615.61
IPBC	NOVEMBER INSURANCE PREMIUM	PUBLIC WORKS	1,686.09
IPBC	NOVEMBER INSURANCE PREMIUM	PUBLIC WORKS	2,767.37
IPBC	NOVEMBER INSURANCE PREMIUM	PUBLIC WORKS	2,232.74
IPBC	NOVEMBER INSURANCE PREMIUM	PUBLIC WORKS	8.40
IPBC	NOVEMBER INSURANCE PREMIUM	PUBLIC WORKS	1,164.20
IPBC	NOVEMBER INSURANCE PREMIUM	PUBLIC WORKS	3,404.85
IPBC	NOVEMBER INSURANCE PREMIUM	PUBLIC WORKS	8,377.15
IPBC	NOVEMBER INSURANCE PREMIUM	PUBLIC WORKS	6,283.01
IPBC	NOVEMBER INSURANCE PREMIUM	FIRE DEPARTMENT	29,139.44
IPBC	NOVEMBER INSURANCE PREMIUM	FIRE DEPARTMENT	16.80
IPBC	NOVEMBER INSURANCE PREMIUM	FIRE DEPARTMENT	3,735.02
IPBC	NOVEMBER INSURANCE PREMIUM	FIRE DEPARTMENT	4.20
IPBC	NOVEMBER INSURANCE PREMIUM	FIRE DEPARTMENT	2,682.67
IPBC	NOVEMBER INSURANCE PREMIUM	FIRE DEPARTMENT	4.20
IPBC	NOVEMBER INSURANCE PREMIUM	POLICE DEPARTMENT	58,937.03
IPBC	NOVEMBER INSURANCE PREMIUM	POLICE DEPARTMENT	25.20
IPBC	NOVEMBER INSURANCE PREMIUM	POLICE DEPARTMENT	13,642.90
IPBC	NOVEMBER INSURANCE PREMIUM	POLICE DEPARTMENT	5,105.74
IPBC	NOVEMBER INSURANCE PREMIUM	POLICE DEPARTMENT	4,622.67
IPBC	NOVEMBER INSURANCE PREMIUM	MANAGER'S OFFICE	57,122.05
IPBC	NOVEMBER INSURANCE PREMIUM	PUBLIC WORKS	261.77
IPBC	NOVEMBER INSURANCE PREMIUM	PUBLIC WORKS	785.42
IPBC	NOVEMBER INSURANCE PREMIUM	PUBLIC WORKS	5,986.44
IPBC	NOVEMBER INSURANCE PREMIUM	PUBLIC WORKS	4,817.07
IPBC	NOVEMBER INSURANCE PREMIUM	PUBLIC WORKS	6,362.80
IPBC	NOVEMBER INSURANCE PREMIUM	PUBLIC WORKS	8,436.75
Total IPBC:			245,668.78
IRMA	HOLIDAY LIGHTS COVERAGE	MANAGER'S OFFICE	125.00
Total IRMA:			125.00
J & G TOOL SALES INC	OPERATING SUPPLIES L&M	PUBLIC WORKS	765.67
J & G TOOL SALES INC	VEHICLE MAINT DEPT ENGINE SUPPORT BAR	PUBLIC WORKS	269.99
J & G TOOL SALES INC	VEHICLE MAINT LED FLASHLIGHT KIT	PUBLIC WORKS	249.99
Total J & G TOOL SALES INC:			1,285.65
KANE MCKENNA ASSOC INC	YEARLY STATE REQUIRED TIF REPORT	PUBLIC WORKS	175.00
KANE MCKENNA ASSOC INC	YEARLY STATE REQUIRED TIF REPORT	EXPENSES	175.00

Name	Description	DEPARTMENT	Net Invoice Amount
KANE MCKENNA ASSOC INC	YEARLY STATE REQUIRED TIF REPORT	PUBLIC WORKS	175.00
KANE MCKENNA ASSOC INC	YEARLY STATE REQUIRED TIF REPORT	PUBLIC WORKS	175.00
KANE MCKENNA ASSOC INC	SET UP KEDZIE 183 NEW TIF	MANAGER'S OFFICE	5,716.59
Total KANE MCKENNA ASSOC INC:			6,416.59
KANKAKEE TRUCK EQUIPMEN	STREET DEPT BRINE SENSOR CABLE	PUBLIC WORKS	134.20
Total KANKAKEE TRUCK EQUIPMENT:			134.20
KENNETH SMITH	DEPOSIT REFUND	ASSETS	77.95
Total KENNETH SMITH:			77.95
KESLIN ENGINEERING	PLAN, ALARM & SUPPRESSION REVIEW-2033 RIDGE RD	FIRE DEPARTMENT	14,317.50
KESLIN ENGINEERING	KITCHEN HOOD & ANSUL SYSTEM REVIEW-CULTURE	FIRE DEPARTMENT	200.00
Total KESLIN ENGINEERING:			14,517.50
LAURIE KLUPCHAK	BEAUTIFICATION AWARDS	PUBLIC WORKS	10.20
Total LAURIE KLUPCHAK:			10.20
LAUTERBACH & AMEN LLP	POLICE & FIRE PENSION ACTUARIAL REPORT	MANAGER'S OFFICE	5,360.00
LAUTERBACH & AMEN LLP	4/31/2021 AUDIT WORK	MANAGER'S OFFICE	5,910.00
Total LAUTERBACH & AMEN LLP:			11,270.00
LAW OFFICE OF DENNIS G GIA	ADMINISTRATIVE HEARING OFFICER	MANAGER'S OFFICE	525.00
Total LAW OFFICE OF DENNIS G GIANOPOLUS:			525.00
LEEPS SUPPLY CO INC	BLDG MAINT SUPPLIES - PW	PUBLIC WORKS	73.44
LEEPS SUPPLY CO INC	PLUMBING REPAIRS - PD	PUBLIC WORKS	478.24
Total LEEPS SUPPLY CO INC:			551.68
LOUISE WOLF	80% MEDICARE SUPPLEMENT REIMBURSEMENT	MANAGER'S OFFICE	412.80
Total LOUISE WOLF:			412.80
LYNWOOD TIRE & AUTO SERVI	VEHICLE MAINTENANCE	FIRE DEPARTMENT	7.44
LYNWOOD TIRE & AUTO SERVI	VEHICLE PARTS	FIRE DEPARTMENT	86.58
LYNWOOD TIRE & AUTO SERVI	VEHICLE TIRES - FD	FIRE DEPARTMENT	25.00
Total LYNWOOD TIRE & AUTO SERVICE:			119.02
M E SIMPSON CO INC	LEAK LOCATION	PUBLIC WORKS	475.00
M E SIMPSON CO INC	LEAK LOCATION	PUBLIC WORKS	500.00
Total M E SIMPSON CO INC:			975.00
MAREN RONAN	CONTRACTING/CONSULTING SERVICE	MANAGER'S OFFICE	3,000.00
Total MAREN RONAN:			3,000.00
MARIAN KIEPURA	80% MEDICARE SUPPLEMENT REIMBURSEMENT	MANAGER'S OFFICE	268.00

Name	Description	DEPARTMENT	Net Invoice Amount
Total MARIAN KIEPURA:			268.00
MENARDS INC	OPERATING SUPPLIES	PUBLIC WORKS	24.99
MENARDS INC	TRUCK STOCK	PUBLIC WORKS	33.91
MENARDS INC	BUILDING MAINT SUPPLIES	PUBLIC WORKS	89.24
MENARDS INC	OEPRATING SUPPLIES	FIRE DEPARTMENT	77.08
MENARDS INC	OPERATING SUPPLIES	PUBLIC WORKS	419.99
MENARDS INC	TRUCK SUPPLIES	PUBLIC WORKS	94.15
MENARDS INC	BATTERIES FOR EVENTS	MANAGER'S OFFICE	47.97
MENARDS INC	BUILDING MAINT SUPPLIES	PUBLIC WORKS	83.82
MENARDS INC	BUILDING MAINT SUPPLIES	PUBLIC WORKS	8.33
MENARDS INC	BUILDING MAINT SUPPLIES	PUBLIC WORKS	139.22
MENARDS INC	BUILDING MAINT SUPPLIES	PUBLIC WORKS	16.65
MENARDS INC	OPERATING SUPPLIES	FIRE DEPARTMENT	24.99
MENARDS INC	BUILDING MAINT SUPPLIES	PUBLIC WORKS	17.61
MENARDS INC	OPERATING SUPPLIES	PUBLIC WORKS	40.56
MENARDS INC	BUILDING MAINT SUPPLIES	PUBLIC WORKS	17.46
MENARDS INC	BUILDING MAINT SUPPLIES	PUBLIC WORKS	79.47
MENARDS INC	WINTER DECORATIONS FOR DOWNTOWN	MANAGER'S OFFICE	594.96
Total MENARDS INC:			1,810.40
MICHAEL HOGER	80% MEDICARE SUPPLEMENT REIMBURSEMENT	MANAGER'S OFFICE	523.64
Total MICHAEL HOGER:			523.64
MONARCH AUTO SUPPLY	POLICE DEPT TAHOE WATER PUMP	PUBLIC WORKS	127.44
MONARCH AUTO SUPPLY	STREET DEPT PLOW HYDRAULIC FITTINGS	PUBLIC WORKS	70.76
MONARCH AUTO SUPPLY	STREET DEPT PLOW HOSE FITTINGS	PUBLIC WORKS	25.54
MONARCH AUTO SUPPLY	STREET DEPT PLOW TRUCK LIGHTS	PUBLIC WORKS	67.90
MONARCH AUTO SUPPLY	VEHICLE MAINT DEPT FLUID FILM	PUBLIC WORKS	29.58
MONARCH AUTO SUPPLY	STREET DEPT PLOW HOSE FITTINGS	PUBLIC WORKS	25.54
MONARCH AUTO SUPPLY	PARTS RETURN CREDIT	PUBLIC WORKS	116.60-
Total MONARCH AUTO SUPPLY:			230.16
MOTOROLA SOLUTIONS, INC	NETWORK 3 EXPENSE -- EAST HAZEL CREST PD	POLICE DEPARTMENT	10,309.10
MOTOROLA SOLUTIONS, INC	NETWORK 3 EXPENSE -- EAST HAZEL CREST PD	POLICE DEPARTMENT	213.16
MOTOROLA SOLUTIONS, INC	NETWORK 3 EXPENSE -- EAST HAZEL CREST PD	POLICE DEPARTMENT	486.18
Total MOTOROLA SOLUTIONS, INC:			11,008.44
MUNICIPAL COLLECTION SERVI	MCSI COLLECTION FEES	POLICE DEPARTMENT	116.39
Total MUNICIPAL COLLECTION SERVICES:			116.39
MUNICIPAL SYSTEMS LLC	MOVE/ABC HEARING COMMISSION	POLICE DEPARTMENT	617.50
MUNICIPAL SYSTEMS LLC	ADMINISTRATIVE HEARING COMMISSION	POLICE DEPARTMENT	742.00
Total MUNICIPAL SYSTEMS LLC:			1,359.50
NICOR	OCTOBER SERVICES	PUBLIC WORKS	1,111.43
NICOR	OCTOBER SERVICES	PUBLIC WORKS	45.01
NICOR	OCTOBER SERVICES	PUBLIC WORKS	42.56

Name	Description	DEPARTMENT	Net Invoice Amount
Total NICOR:			1,199.00
NORTH EAST MULTI-REGIONAL	SUPERVISING/MANAGING THE FIELD TRAINING	POLICE DEPARTMENT	225.00
Total NORTH EAST MULTI-REGIONAL TRAINING:			225.00
NORTHWESTERN UNIVERSITY	VEHICLE DYNAMICS	POLICE DEPARTMENT	900.00
Total NORTHWESTERN UNIVERSITY C.P.S.:			900.00
PACE SYSTEMS, INC	ANNUAL SUBSCRIPTION/MAINTENANCE FOR PD PACE	MANAGER'S OFFICE	2,800.00
Total PACE SYSTEMS, INC:			2,800.00
PAUL ZAREMBA	CONTRACTING/CONSULTING	MANAGER'S OFFICE	3,750.00
Total PAUL ZAREMBA:			3,750.00
PITNEY BOWES	VH POSTAGE METER REFILL	MANAGER'S OFFICE	1,520.99
Total PITNEY BOWES:			1,520.99
POSTMASTER	YEARLY FEE PERMIT 40000	MANAGER'S OFFICE	265.00
Total POSTMASTER:			265.00
REBECCA HERKERT	BEAUTIFICATION AWARDS	PUBLIC WORKS	26.16
Total REBECCA HERKERT:			26.16
REILLY, PENNER & BENTON, LL	POLICE PENSION AUDIT 4/30/21	MANAGER'S OFFICE	4,725.00
REILLY, PENNER & BENTON, LL	FIRE PENSION AUDIT 4/30/21	MANAGER'S OFFICE	3,850.00
Total REILLY, PENNER & BENTON, LLP:			8,575.00
RONALD J. NIXON	UNIFORM EMBROIDERY	FIRE DEPARTMENT	20.00
RONALD J. NIXON	HPW LOGO /UNIFORMS	PUBLIC WORKS	12.50
RONALD J. NIXON	QUARTERMASTER-UNIFORMS-PD	POLICE DEPARTMENT	7.50
RONALD J. NIXON	QUARTERMASTER-UNIFORMS-PD	POLICE DEPARTMENT	30.00
RONALD J. NIXON	QUARTERMASTER-UNIFORMS-PD	POLICE DEPARTMENT	25.00
Total RONALD J. NIXON:			95.00
SAFETY KLEEN	VEHICLE MAINT DEPT PARTS WASHER SERVICE	PUBLIC WORKS	317.38
Total SAFETY KLEEN:			317.38
SARAH JOHANNA MEEKS	CONTRACTUAL GRAPHIC DESIGNER/EVENTS	MANAGER'S OFFICE	810.00
Total SARAH JOHANNA MEEKS:			810.00
SEAN NETTLE	BEAUTIFICATION AWARDS	PUBLIC WORKS	81.98
Total SEAN NETTLE:			81.98
SHERWIN INDUSTRIES INC	CRACK SEALING COMPOUND - PW	PUBLIC WORKS	4,485.00

Name	Description	DEPARTMENT	Net Invoice Amount
Total SHERWIN INDUSTRIES INC:			4,485.00
SHERWIN WILLIAMS	PAINT	PUBLIC WORKS	80.21
SHERWIN WILLIAMS	PAINT	PUBLIC WORKS	17.47
SHERWIN WILLIAMS	PAINT	PUBLIC WORKS	24.46
SHERWIN WILLIAMS	PAINT	PUBLIC WORKS	19.09
Total SHERWIN WILLIAMS:			141.23
SOUND INCORPORATED	MONTHLY HOSTED SERVICES FEE FOR DOOR ACCESS	MANAGER'S OFFICE	495.00
Total SOUND INCORPORATED:			495.00
TERMINIX PROCESSING CNTR	PEST CONTROL/PD - PW	PUBLIC WORKS	103.00
Total TERMINIX PROCESSING CNTR:			103.00
THE BREWER COMPANY	OPERATING SUPPLIES - PW	PUBLIC WORKS	210.70
Total THE BREWER COMPANY:			210.70
TIMOTHY HANNIG	80% MEDICARE SUPPLEMENT REIMBURSEMENT	MANAGER'S OFFICE	355.20
Total TIMOTHY HANNIG:			355.20
TRAFFIC CONTROL & PROTEC	SIGN MATERIALS - PW	PUBLIC WORKS	87.10
TRAFFIC CONTROL & PROTEC	OPERATING SUPPLIES - PW	PUBLIC WORKS	1,121.25
Total TRAFFIC CONTROL & PROTECTION:			1,208.35
TRAFFIC CONTROL COMPANY	PAVEMENT MARKING PAYMENT #2 (FINAL)	PUBLIC WORKS	37,488.15
Total TRAFFIC CONTROL COMPANY:			37,488.15
TRL TIRE SERVICE	POLICE PATROL TIRES	PUBLIC WORKS	431.41
TRL TIRE SERVICE	POLICE PATROL TIRE	PUBLIC WORKS	138.94
Total TRL TIRE SERVICE:			570.35
ULINE	VEHICLE MAINT DEPT HYD LIFT TABLE	PUBLIC WORKS	804.16
ULINE	WATER DEPT AERIAL TRUCK WHEEL CHOCKS	PUBLIC WORKS	365.36
Total ULINE:			1,169.52
USA BLUEBOOK	RUBBER GLOVERS	PUBLIC WORKS	427.01
USA BLUEBOOK	VEHICLE MAINT DEPT HAND SCRUBBING WIPES	PUBLIC WORKS	170.70
USA BLUEBOOK	VEHICLE MAINT DEPT DISPOSABLE LATEX GLOVES	PUBLIC WORKS	322.50
USA BLUEBOOK	SEWER TRACING DYE	PUBLIC WORKS	233.94
USA BLUEBOOK	HYDRANT GATE VALVES	PUBLIC WORKS	549.90
Total USA BLUEBOOK:			1,704.05
UTERMARK & SONS	GRASS CUTTING	FIRE DEPARTMENT	97.73
UTERMARK & SONS	1 PROPERTY NOT CUT	FIRE DEPARTMENT	25.00

Name	Description	DEPARTMENT	Net Invoice Amount
Total UTERMARK & SONS:			122.73
WALTS FOOD CENTER	ICE AND WATER	PUBLIC WORKS	13.97
Total WALTS FOOD CENTER:			13.97
WAREHOUSE DIRECT OFFICE	OFFICE SUPPLIES	PUBLIC WORKS	193.02
WAREHOUSE DIRECT OFFICE	OFFICE SUPPLIES	PUBLIC WORKS	49.34
WAREHOUSE DIRECT OFFICE	OFFICE SUPPLIES	PUBLIC WORKS	105.90
Total WAREHOUSE DIRECT OFFICE PDTS:			348.26
WENTWORTH TIRE SERVICE IN	STREET DEPT LOADER TIRE REPAIR	PUBLIC WORKS	425.99
Total WENTWORTH TIRE SERVICE INC:			425.99
WEST SIDE TRACTOR SALES	STREET DEPT LOADER BUCKET CUTTING EDGE	PUBLIC WORKS	773.50
WEST SIDE TRACTOR SALES	STREET DEPT BACKHOE BUCKET SWINGER REPAIR	PUBLIC WORKS	1,249.35
Total WEST SIDE TRACTOR SALES:			2,022.85
WHITELINE CONSTRUCTI	CONCRETE FLATWORK	PUBLIC WORKS	6,807.90
WHITELINE CONSTRUCTI	CONCRETE FLATWORK	PUBLIC WORKS	14,949.75
WHITELINE CONSTRUCTI	CONCRETE FLATWORK	PUBLIC WORKS	4,940.75
WHITELINE CONSTRUCTI	CONCRETE FLATWORK	PUBLIC WORKS	19,725.00
WHITELINE CONSTRUCTI	CONCRETE FLATWORK	PUBLIC WORKS	19,073.00
Total WHITELINE CONSTRUCTI:			65,496.40
WINKLERS TREE SERVICE	CONTRACTUAL TREE TRIMMING	PUBLIC WORKS	2,240.00
WINKLERS TREE SERVICE	CONTRACTUAL TREE TRIMMING	PUBLIC WORKS	1,280.00
WINKLERS TREE SERVICE	CONTRACTUAL TREE TRIMMING	PUBLIC WORKS	2,802.00
Total WINKLERS TREE SERVICE:			6,322.00
ZIONS BANK	2020 BOND INTEREST PAYMENT	ADMIN & MGMT SERVICE	7,268.75
ZIONS BANK	2020 BOND PRINCIPLE PAYMENT	ADMIN & MGMT SERVICE	625,000.00
Total ZIONS BANK:			632,268.75
ZOLL MEDICAL CORPORATION	MEDICAL SUPPLIES - FD	FIRE DEPARTMENT	367.50
ZOLL MEDICAL CORPORATION	MEDICAL SUPPLIES - FD	FIRE DEPARTMENT	39.32
Total ZOLL MEDICAL CORPORATION:			406.82
Grand Totals:			2,285,264.28

Dated: _____

Village Clerk: _____

VILLAGE OF HOMEWOOD

BOARD AGENDA MEMORANDUM **DATE OF MEETING: November 9, 2021**

To: Jim Marino, Village Manager

From: Dennis Bubenik, Director of Finance

Topic: Renewal of Intergovernmental Agreement with Cook County for Health Inspections

PURPOSE

Establishments that sell food within the Village require regular health inspections in order to protect the health of their customers and the residents of the Village. For the past several years, the Village of Homewood has contracted with the Cook County Department of Public Health to complete all food establishment inspections in the Village. Cook County is seeking a renewal of the agreement from December 1, 2021 through November 30, 2022.

PROCESS

The Cook County Department of Public Health will conduct health inspections at each food establishment in the Village. Under this agreement, the cost per inspection would remain at $100. The businesses that receive these health inspections are invoiced for the inspection fees along with their business license fees. These costs are reimbursed to the Village through payment of those fees.

OUTCOME

Renewing this agreement will ensure continued success in bringing the food establishments into compliance with local and State code.

FINANCIAL IMPACT

- **Funding Source:** General Fund
- **Budgeted Amount:** $24,000
- **Cost:** N/A

LEGAL REVIEW

Not Required

RECOMMENDED BOARD ACTION

Authorize the Village President to enter into an agreement with the Cook County Department of Public Health for the Provision of Environmental Health Inspectional Services for the period of December 1, 2021 through November 30, 2022.

ATTACHMENT(S)

Intergovernmental Agreement

INTERGOVERNMENTAL AGREEMENT FOR THE PROVISION OF ENVIRONMENTAL HEALTH INSPECTIONAL SERVICES

This **AGREEMENT** entered into as of December 1, 2021 by and between the Village of Homewood, Cook County, Illinois a municipal corporation (hereinafter called the **VILLAGE**), and the County of Cook, Illinois a body corporate and politic (hereinafter called the **COUNTY**).

WITNESSETH:

WHEREAS, The **VILLAGE** wishes to provide environmental health inspectional services relating to food service sanitation and retail food store sanitation; and

WHEREAS, the **COUNTY** is willing to provide the **VILLAGE** with certain environmental health services through the work of its Department of Public Health, (hereinafter called the **DEPARTMENT**) upon the terms and conditions as hereinafter set forth; and

WHEREAS, the **COUNTY** is a home rule unit as provided in the 1970 Illinois Constitution (Art. VII, Sec. 6); and

WHEREAS, the **VILLAGE** is a municipality deriving its authority as provided in the Illinois Compiled Statutes (65 ILCS 5); and

WHEREAS, the 1970 Illinois Constitution (Art. VII, Section 10) and the Illinois Compiled Statutes (5 ILCS 220) provide authority for intergovernmental cooperation; and

WHEREAS, the Illinois Compiled Statutes (55 ILCS 5/5-25013 (B) 5), provides that the **DEPARTMENT** may contract for the sale of health services; and

WHEREAS, the parties hereto seek to protect the health of the citizens of the **COUNTY** and the **VILLAGE** by undertaking the **AGREEMENTS** contained herein through their joint effort.

NOW THEREFORE, in consideration of the premises, and such other considerations as hereinafter set forth, the parties hereto agree as follows:

1. The **DEPARTMENT**, through its Environmental Health Division Staff, shall provide the following environmental services to the **VILLAGE:**

    a. Make inspections as required by the food sanitation provisions of the Code of Ordinances of the **VILLAGE** (hereinafter called the **VILLAGE CODE**) of all food service establishments and retail food stores licensed or permitted by the **VILLAGE** as scheduled by the **VILLAGE** and the **DEPARTMENT** during the term of this **AGREEMENT** to assure compliance with the **VILLAGE CODE;**

b. Reinspect all food service establishments and retail food stores to monitor the correction of violations identified at the time of the initial inspection pursuant to (a.) above;

c. Provide the **VILLAGE** with reports of inspections undertaken;

d. Report immediately to the **VILLAGE** on matters which in the opinion of the inspector are of serious concern;

e. Testify as required in any court cases brought by the **VILLAGE** for correction of food sanitation code violations cited pursuant to inspections conducted by the **DEPARTMENT**;

f. Review plans for any new or extensively remodeled food service establishment or retail food store in the **VILLAGE** to assure compliance with current Federal, State, **COUNTY**, and **VILLAGE** Food Service Establishment and Retail Food Store Regulations.

2. The **DEPARTMENT** agrees to furnish its employees with means of transportation to, from, and within the **VILLAGE** in order to carry out the duties and inspections as described herein.

3. The **VILLAGE** agrees:

a. To maintain in force during the term and any extension of this intergovernmental **AGREEMENT**, ordinances or regulations at least equivalent to the **COUNTY** Food Service Establishment and Retail Food Store Ordinances;

b. To maintain files and records of inspections and licensing or permitting of food service establishments and retail food stores, and to provide the **DEPARTMENT** with one copy of inspection reports prepared by **DEPARTMENT** personnel and upon reasonable notice provide the **COUNTY** with access to said files and records;

c. To provide any legal action in the determination of the **VILLAGE** necessary to enforce the **VILLAGE** ordinances or regulations.

4. To provide the **DEPARTMENT** with the necessary authority to perform the duties and services referred to above.

5. The **DEPARTMENT** agrees to provide all of the services outlined in Paragraph Number 1 above, at a cost of **$100.00 per inspection** billed to the **VILLAGE** for the term of the **AGREEMENT**.

6. The **VILLAGE** agrees to hold harmless and to indemnify the **COUNTY**, its Board members, officers, agents and employees from liabilities, costs, judgments, attorneys' fees or other expenses resulting from any negligence or act or failure to act under this **AGREEMENT** by the **VILLAGE**, its officers, agents or employees. The **COUNTY** agrees to hold harmless and to indemnify the **VILLAGE**, its Board members, officers, agents and employees from liabilities, costs, judgments, attorneys' fees or other expenses resulting from any negligence or act or failure to act under this **AGREEMENT** by the **COUNTY**, its officers, agents or employees. Nothing herein shall be construed to require the **VILLAGE** to indemnify the **COUNTY** for the negligence of the **DEPARTMENT** or its officers, agents, or employees; and further, nothing herein shall be construed to require the **VILLAGE** to indemnify or make any payments in connection with any claim for which the **COUNTY** or the **DEPARTMENT** otherwise would not be liable, nor shall it be construed to waive any defenses that the **COUNTY**, the **DEPARTMENT** or the **VILLAGE** may otherwise have to any such claim. Furthermore, nothing herein shall be construed to require the **COUNTY** to indemnify the **VILLAGE** for the negligence of the **VILLAGE** or its officers, agents or employees; and further, nothing herein shall be construed to require the **COUNTY** to indemnify or make payments in connection with any claim for which the **VILLAGE** otherwise would not be liable.

7. This **AGREEMENT** shall become effective as of December 1, 2021 and shall continue through November 30, 2022 unless otherwise terminated by either party as hereinafter provided. This **AGREEMENT** may be renewed on an annual basis by resolution of the corporate authority of both parties or with the written agreement of the parties through their designated representatives. For purposes of the renewal of the terms and conditions contained in this **AGREEMENT** the **COUNTY** authorizes the Chief of the Bureau of Health Services or the Director of the **DEPARTMENT** to renew on its behalf.

8. The parties hereto shall at any time during the term of this **AGREEMENT** have the right to terminate same upon 30 days written notice to the other party, said notice to be sent certified mail, return receipt to: Director, Cook County Department of Public Health, 10220 S. 76th Avenue, Room 250, Bridgeview, IL 60455; or the Mayor, Village of Homewood, 2020 Chestnut Road, Homewood, IL 60430.

9. It is expressly agreed by the parties hereto that all environmental health staff members of the **DEPARTMENT** shall be deemed its employees and shall be under the sole supervision and control of the **DEPARTMENT.**

10. This intergovernmental **AGREEMENT** may be amended only by resolution of the corporate authority of each party hereto.

11. If any provision of this **AGREEMENT** is invalid for any reason, such invalid portion shall not render invalid the remaining provisions of this **AGREEMENT** which can be given effect without the invalid provision to carry out the intent of the parties as stated herein.

12. Neither party hereto may assign this **AGREEMENT** in whole or in part without the written consent of the other party.

13. The waiver by a party or any breach or failure of the other party to perform any covenant or obligation contained herein shall not constitute a waiver of any subsequent breach.

14. This **AGREEMENT** represents the entire **AGREEMENT** between the parties and supersedes any and all prior **AGREEMENTS**, whether written or oral. Any modification of this **AGREEMENT** shall be valid only if in writing and signed by all parties hereto.

15. This **AGREEMENT** shall be governed by and construed in accordance with the laws of the State of Illinois.

16. All notices relating to the **AGREEMENT** shall be either hand delivered to the party or mailed to the party by certified mail, return receipt requested to all respective parties at addresses as both appear in Section 8 of this **AGREEMENT**.

17. None of the provisions of this **AGREEMENT** is intended to create nor shall be designed or construed to create any relationship between the **COUNTY** and the **VILLAGE** other than of independent entities contracting with each other hereunder solely for effecting the provisions of the **AGREEMENT**. Neither of the parties hereto nor any of their respective representatives shall be construed to be the agent, the employer or representative of the other. The **VILLAGE** and the **COUNTY** will maintain separate and independent managements and each has full unrestricted authority and responsibility regarding its own organization and structure.

18. The execution of this **AGREEMENT** by the **COUNTY** shall be subject to the authorization of the Cook County Board of Commissioners adopted in accordance with applicable law.

IN WITNESS WHEREOF, the undersigned governmental units have caused this **AGREEMENT** to be duly executed and attached herewith are copies of the respective resolutions authorizing the signing official to execute this **AGREEMENT**.

VILLAGE OF HOMEWOOD
a municipal corporation

By:_____

Mayor

ATTEST:

By:_____
Village Clerk

Dated:

COUNTY OF COOK, a body corporate and politic

_____ By:_____

Dated Director, Cook County
Department of Public Health

VILLAGE OF HOMEWOOD

BOARD AGENDA MEMORANDUM **DATE OF MEETING: November 9, 2021**

To: Jim Marino, Village Manager

From: Denise McGrath, Police Chief

Topic: Budget Amendment and Purchase Agreement – Stationary License Plate Readers

PURPOSE

The Homewood Police Department is seeking to enhance public safety with the purchase and installation of additional stationary license plate readers (LPRs) at strategic locations within the Village limits to offer law enforcement not only an investigative tool, but a crime deterrent as well.

PROCESS

In 2018, the Police Department contracted with Brite to install two stationary license plate readers on Halsted St. at 175th St. Each camera reads one lane of traffic. The two cameras are installed to capture the center lanes of northbound traffic. At that time, Vigilant was the primary vendor operating in the Chicagoland area. The license plate information provided by those cameras have contributed to the successful resolution of cases, including but not limited to; burglary, armed robbery, motor vehicle theft, and homicide.

Six locations were selected to install new cameras. These locations, at the main entrances and exits to the Village limits, will provide a perimeter of security for the Village.

Northbound 175th St. & Halsted
Southbound 183rd St. & Halsted
Westbound 183rd St. & Kedzie
Northbound 175th St. & Dixie Hwy.
Southbound Dixie Hwy. & Idlewild
Southbound Riegel Rd. and Holbrook Ave.

Over the past few years, additional vendors have become active in the LPR market. Three quotes were requested from vendors that are active in this area. The following quotes were obtained:

VIGILANT SOLUTIONS

In February 2021, Vigilant Solutions provided a quote for a five-year agreement that included five single-lane cameras with a five-year warranty. The quote obtained was for $56,015.00 and did not include installation. The quote was renewed in June of 2021, however, since that time Vigilant Solutions has been unresponsive to requests for an updated quote for six cameras and the cost of installation. For reference, the installation for two cameras in 2018 was $6,254.27. Data sharing is an additional cost.

FLOCK SAFETY
Flock Safety provided a quote of $61,500.00 for six dual-lane cameras for four years including installation. With the Flock Agreement, the purchase is for the software, not the hardware. Therefore, there is no need for a warranty. There is no additional cost for data sharing.

MINUTEMAN SECURITY TECHNOLOGIES
Minuteman provided a quote of $63,190.37 for six dual-lane cameras for four years including installation and a one-year warranty. There is no additional cost for data sharing.

OUTCOME
At this time, the Flock Safety agreement offers the most advantages for the associated costs. The unique option with Flock is that the purchase is for software, not hardware. Therefore, there aren't any unexpected significant maintenance, replacement, or repair costs that would be incurred. The department would not have outdated equipment due to technological advancements. Flock offers a two-lane camera, which doubles the coverage area. There are many south suburban agencies that also have Flock cameras, including but not limited to; Country Club Hills (12), Matteson (15), Richton Park (10), Harvey (21), Riverdale (14), Oak Forest (17), Frankfort (15), New Lenox (25), and Mokena (15). There are no additional costs for the sharing of information with other Flock agencies. Flock also has a partnership with Axon, which equips Axon Fleet 3 with LPR capability. The Homewood Police Department currently has an agreement with Axon for fleet and body worn cameras (BWCs). The current AXON fleet agreement will be up for renewal in 2023. If Homewood continues to partner with AXON for fleet and BWCs, the new fleet cameras would then have LPR capability.

FINANCIAL IMPACT
- **Funding Source:** 2020 General Obligation Bond
- **Budgeted Amount:** $57,000.00
- **Cost:** $61,500.00

LEGAL REVIEW
Completed

RECOMMENDED BOARD ACTION
Amend the budget in the amount of $4,500.00 and authorize the Village President to enter into an agreement with Flock Group Inc. for the purchase of six stationary license plate readers in the amount of $61,500.00.

ATTACHMENT(S)
Quotes/Agreements

Quote for:

Homewood Police Department

Attn:
Rolle

Reference:
5 ReaperHD + 2 Comms Box

Quote By:
Sam Baldassano

Date:
06-08-21

VIGILANT SOLUTIONS

Vigilant Solutions, LLC
1152 Stealth Street
Livermore, California 94551
(P) 925-398-2079 (F) 925-398-2113

MOTOROLA SOLUTIONS

Issued To:	Homewood Police Department - Attention: Rolle	Date:	06-08-21
Project Name:	5 ReaperHD + 2 Comms Box	Quote ID:	SAB-0389-02

PROJECT QUOTATION

We at Vigilant Solutions, LLC are pleased to quote the following systems for the above referenced project:

Annuall Fee= $525 per camera

Annual Fee= $2,625

Qty	Item #	Description
(5)	VSF-025-RHD	**Vigilant Fixed LPR ReaperHD Camera with Sun Shield - 25mm Lens with Camera Cable - Standard ReaperHD Camera** Hardware: • Dual-lens camera with infrared LEDs for plate illumination up to 75' capture distance • Camera housing with included sunshield is IP67 rated for reliable use in varied weather conditions • 30' camera cable included Software: • Direct connect to Vigilant's nationally hosted LEARN LPR data server o Includes CarDetector LPR software for local server hosting • LPR vehicle license plate scanning / real time alerting o Full suite of LPR tools including data analytics
(1)	VS-LEARN--H	**Vigilant Hosted/Managed Centralized LPR server via LEARN** • Vigilant hosted/managed LEARN account o Central repository for all LPR data acquired by each LPR system • Includes Vigilant's suite of LPR data analytics via online web access o Automated CarDetector software update management o Plate searching, mapping, data mining utilities o Stakeout, Associate Analysis and Locate Analysis o Full administrative security with management auditing • Plug-N-Play an unlimited number of CarDetector LPR systems o Requires NO server hardware, NO server maintenance • Requires Vigilant Enterprise Service Agreement contract
(1)	VSBSCSVC-01	**Vigilant LPR Basic Service Package for Hosted/Managed LPR Deployments** • Managed/hosted server account services by Vigilant o Includes access to all LEARN or Client Portal and CarDetector software updates • Priced per camera per year for up to 14 total camera units registered • Requires new/existing Enterprise Service Agreement (ESA)

(5)	SSU-SYS-COM	**Vigilant System Start Up & Commissioning of 'In Field' LPR system** • Vigilant technician to visit customer site • Includes system start up, configuration and commissioning of LPR system • Applies to mobile (1 System) and fixed (1 Camera) LPR systems
(1)	VS-TRNG	**Vigilant End User Training** • End user training for Vigilant products o Covers all client purchased applications o Includes classroom and field operation training • Vigilant certified technician to visit site and perform one training class
(1)	VS-TRVL-01	**Vigilant Travel via Client Site Visit** • Vigilant certified technician to visit client site • Includes all travel costs for onsite support services
(5)	VS-SHP-02	**Vigilant Shipping Charges - Fixed or Comms** • Applies to each fixed camera LPR System • Or Communication Box Purchased without LPR System • Shipping Method is FOB Shipping
(5)	VS-FX-UNI-POLE-WALL-BRKT_REV_B	**Fixed LPR Camera Bracket** • Pole or Wall Mount - UPR ARM ASSY POLE & WALL MOUNT BLK REV B • UPR ARM ASSY POLE & WALL MOUNT BLK
(2)	BCAV1F2-C600	**Vigilant Fixed Camera Communications Box** • Manages power and communications for up to four (4) Vigilant fixed LPR cameras • Includes modem for communication with cellular carriers o SIM Card not included
Subtotal Price (Excluding sales tax)		**$45,515.00**

Qty	Item #	Description
(5)	CDFS-4HWW	**Fixed Camera LPR System - Extended Hardware Warranty - Year 2 through 5** • Fixed LPR System LPR hardware component replacement warranty • Applies to 1-Channel hardware system kit • Valid for 4 years from standard warranty expiration
Subtotal Price (Excluding sales tax)		**$10,500.00**

Quote Notes:

1. All prices are quoted in USD and will remain firm and in effect for 60 days.
2. Returns or exchanges will incur a 15% restocking fee.
3. Orders requiring immediate shipment may be subject to a 15% QuickShip fee.

Quoted by: Sam Baldassano - 925-409-5620 - sam.baldassano@vigilantsolutions.com

Total Price	**$56,015.00**	(Excluding sales tax) (Including All Adds)

flock safety

FLOCK GROUP INC.
SERVICES AGREEMENT
ORDER FORM

This Order Form together with the Terms (as defined herein) describe the relationship between Flock Group Inc. ("**Flock**") and the customer identified below ("**Customer**") (each of Flock and Customer, a "**Party**"). This order form ("**Order Form**") hereby incorporates and includes the "GOVERNMENT AGENCY CUSTOMER AGREEMENT" attached (the "**Terms**") which describe and set forth the general legal terms governing the relationship (collectively, the "**Agreement**"). The Terms contain, among other things, warranty disclaimers, liability limitations and use limitations.

The Agreement will become effective when this Order Form is executed by both Parties (the "**Effective Date**").

Customer:	Homewood Police Department	Contact Name:	
Address:	17950 Dixie Hwy, Homewood, IL 60430	Phone:	
		E-Mail:	
Expected Payment Method:		Billing Contact: (if different than above)	

Initial Term: 48 Months
Renewal Term: 24 Months

Billing Term: Initial term paid upfront due Net 30 per terms and conditions

Name	Price	QTY	Subtotal
(Includes one-time fees)			
Flock Falcon Camera 48 month term	$10,000.00	6	$60,000.00
Implementation Fee (Public)	$250.00	6	$1,500.00
		Year 1 Total	**$61,500.00**

flock safety

Recurring Total:	$0

This Agreement shall be governed by the laws of the State of Illinois. The Federal and State courts sitting in Illinois shall have jurisdiction over any matter stemming from a dispute under this Agreement.

By executing this Order Form, Customer represents and warrants that it has read and agrees all of the terms and conditions contained in the Terms attached. The Parties have executed this Agreement as of the dates set forth below.

Flock Group Inc

By:
Name: Alex Latraverse
Title: CRO
Date: 08/18/2021

Customer:

By:
Name:
Title:
Date:

flock safety

EXHIBIT A

Statement of Work

Installation of Flock Camera on existing pole or Flock-supplied pole if required

flock safety

GOVERNMENT AGENCY CUSTOMER AGREEMENT

This Government Agency Agreement (this "**Agreement**") is entered into by and between Flock Group, Inc. with a place of business at 1170 Howell Mill Rd NW Suite 210, Atlanta, GA 30318 ("**Flock**") and the police department or government agency identified in the signature block below ("**Agency**") (each a "**Party**," and together, the "**Parties**").

RECITALS

WHEREAS, Flock offers a software and hardware solution for automatic license plate detection through Flock's technology platform (the "**Flock Service**"), and upon detection, the Flock Service creates images and recordings of suspect vehicles (**"Footage"**) and can provide notifications to Agency upon the instructions of Non-Agency End User (**"Notifications"**);

WHEREAS, Agency desires to purchase, use and/or have installed access to the Flock Service in order to create, view, search and archive Footage and receive Notifications, including those from non-Agency users of the Flock System (where there is an investigative purpose) such as schools, neighborhood homeowners associations, businesses, and individual users;

WHEREAS, because Footage is stored for no longer than 30 days in compliance with Flock's records retention policy, Agency is responsible for extracting, downloading and archiving Footage from the Flock System on its own storage devices; and

WHEREAS, Flock desires to provide Agency the Flock Service and any access thereto, subject to the terms and conditions of this Agreement, solely for the purpose of crime awareness and prevention by police departments and archiving for evidence gathering ("Purpose").

AGREEMENT

NOW, THEREFORE, Flock and Agency agree as follows and further agree to incorporate the Recitals into this Agreement.

1. DEFINITIONS

Certain capitalized terms, not otherwise defined herein, have the meanings set forth or cross-referenced in this Section 1.

1.1 "***Authorized End User***" shall mean any individual employees, agents, or contractors of Agency accessing or using the Services through the Web Interface, under the rights granted to Agency pursuant to this Agreement.

1.2 "***Agency Data***" will mean the data, media and content provided by Agency through the Services. For the avoidance of doubt, the Agency Content will include the Footage and geolocation information and environmental data collected by sensors built into the Units.

1.3 "***Documentation***" will mean text and/or graphical documentation, whether in electronic or printed format, that describe the features, functions and operation of the Services which are provided by Flock to Agency in accordance with the terms of this Agreement.

1.4 "***Embedded Software***" will mean the software and/or firmware embedded or preinstalled on the Hardware.

1.5 "***Flock IP***" will mean the Flock Services, the Documentation, the Hardware, the Embedded Software, the Installation Services, and any and all intellectual property therein or otherwise provided to Agency and/or its Authorized End Users in connection with the foregoing.

1.6 "***Footage***" means still images and/or video captured by the Hardware in the course of and provided via the Services.

1.7 "***Hardware***" shall mean the Flock Gate Cameras and any other physical elements that interact with the Embedded Software and the Web Interface to provide the Services. The term "***Hardware***" excludes the Embedded Software.

1.8 "***Installation Services***" means the services provided by Flock regarding the installation, placements and configuration of the Hardware, pursuant to the Statement of Work attached hereto.

1.9 "***Flock Services***" means the provision, via the Web Interface, of Flock's software application for automatic license plate detection, searching image records, and sharing Footage.

1.10 ***"Non-Agency End User"*** means a Flock's non-Agency customer that has elected to give Agency access to its data in the Flock System.

1.11 ***"Non-Agency End User Data"*** means the Footage, geolocation data, environmental data and/or Notifications of a Non-Agency End User.

1.12 "***Unit(s)***" shall mean the Hardware together with the Embedded Software.

1.13 "***Web Interface***" means the website(s) or application(s) through which Agency and its Authorized End Users can access the Services in accordance with the terms of this Agreement.

2. FLOCK SERVICES AND SUPPORT

2.1 **Provision of Access.** Subject to the terms of this Agreement, Flock hereby grants to Agency a non-exclusive, non-transferable right to access the features and functions of the Flock Services via the Web Interface during the Service Term and No-Fee Term, solely for the Authorized End Users. The Footage will be available for Agency's designated administrator, listed on the Order Form, and any Authorized End Users to access via the Web Interface for 30 days. Authorized End Users will be required to sign up for an account, and select a password and username ("***User ID***"). Flock will also provide Agency the Documentation to be used in accessing and using the Flock Services. Agency shall be responsible for all acts and omissions of Authorized End Users, and any act or omission by an Authorized End User which, if undertaken by Agency, would constitute a breach of this Agreement, shall be deemed a breach of this Agreement by Agency. Agency shall undertake reasonable efforts to make all Authorized End Users aware of the provisions of this Agreement as applicable to such Authorized End User's use of the Flock Services and shall cause Authorized End Users to comply with such provisions. Flock may use the services of one or more third parties to deliver any part of the Flock Services, including without limitation using a third party to host the Web Interface which the Flock Services make available to Agency and Authorized End Users. Flock will pass-through any warranties that Flock receives from its then current third-party service provider to the extent that such warranties can be provided to Agency. SUCH WARRANTIES, AS PROVIDED AS HONORED BY SUCH THIRD PARTIES, ARE THE CUSTOMER'S SOLE AND EXCLUSIVE REMEDY AND FLOCK'S SOLE AND EXCLUSIVE LIABILITY WITH REGARD TO SUCH THIRD-PARTY SERVICES, INCLUDING WITHOUT LIMITATION HOSTING THE WEB INTERFACE. To the extent practicable, Agency agrees to comply with any acceptable use policies and other terms of any third-party service provider that are provided or otherwise made available to Agency from time to time.

2.2 **Embedded Software License.** Subject to all terms of this Agreement, Flock grants Agency a limited, non-exclusive, non-transferable, non-sublicensable (except to the Authorized End Users), revocable right to use the Embedded Software as installed on the Hardware by Flock; in each case, solely as necessary for Agency to use the Flock Services.

2.3 **Documentation License.** Subject to the terms of this Agreement, Flock hereby grants to Agency a non-exclusive, non-transferable right and license to use the Documentation during the Service Term for Agency's internal purposes in connection with its use of the Flock Services as contemplated herein.

2.4 **Usage Restrictions.** The purpose for usage of the equipment, the Services and support, and the Flock IP is solely to facilitate gathering evidence that could be used in a criminal investigation by the appropriate government agency and not for tracking activities that the system is not designed to capture ("Permitted Purpose"). Agency will not, and will not permit any Authorized End Users to, (i) copy or duplicate any of the Flock IP; (ii) decompile, disassemble, reverse engineer or otherwise attempt to obtain or perceive the source code from which any software component of any of the Flock IP is compiled or interpreted, or apply any other process or procedure to derive the source code of any software included in the Flock IP, or attempt to do any of the foregoing, and Agency acknowledges that nothing in this Agreement will be construed to grant Agency any right to obtain or use such source code; (iii) modify, alter, tamper with or repair any of the Flock IP, or create any derivative product from any of the foregoing, or attempt to do any of the foregoing, except with the prior written consent of Flock; (vi) interfere or attempt to interfere in any manner with the functionality or proper working of any of the Flock IP; (v) remove, obscure, or alter any notice of any intellectual property or proprietary right appearing on or contained within any of the Application IP; (vii) use the Flock Services for timesharing or service bureau purposes or otherwise for the benefit of a third party or any purpose other than the Purpose; (viii) use the Services, support, equipment and the Flock IP for anything other than the Permitted Purpose; or (ix) assign, sublicense, sell, resell, lease, rent or otherwise transfer or convey, or pledge as security or otherwise encumber, Agency's rights under Sections 2.1, 2.2, or 2.3.

2.5 **Retained Rights; Ownership.** As between the Parties, subject to the rights granted in this Agreement, Flock and its licensors retain all right, title and interest in and to the Flock IP and its components, and Agency acknowledges that it neither owns nor acquires any additional rights in and to the foregoing not expressly granted by this Agreement. Agency further acknowledges that Flock retains the right to use the foregoing for any purpose in Flock's sole discretion. There are no implied rights.

2.6 **Suspension.** Notwithstanding anything to the contrary in this Agreement, Flock may temporarily suspend Agency's and any Authorized End User's access to any portion or all of the Flock IP if (i) Flock reasonably determines that (a) there is a threat or attack on any of the Flock IP; (b) Agency's or any Authorized End User's use of the Flock Service disrupts or poses a security risk to the Flock Service or any other customer or vendor of Flock; (c) Agency or any Authorized End User is/are using the Flock IP for fraudulent or illegal activities; (d) Flock's provision of the Flock Services to Agency or any Authorized End User is prohibited by applicable law; or (e) any vendor of Flock has suspended or terminated Flock's access to or use of any third party services or products required to enable Agency to access the Flock (each such suspension, in accordance with this Section 2.6, a "***Service Suspension***"). Flock will make commercially reasonable efforts, circumstances permitting, to provide written notice of any Service Suspension to Agency (including notices sent to Flock's registered email address) and to provide updates regarding resumption of access to the Flock IP following any Service Suspension. Flock will use commercially reasonable efforts to resume providing access to the Application Service as soon as reasonably possible after the event giving rise to the Service Suspension is cured. Flock will have no liability for any damage, liabilities, losses (including any loss of data or profits) or any other consequences that Agency or any Authorized End User may incur as a result of a Service Suspension. To the extent that the service suspension is not caused by Agency's direct actions or by the actions of parties associated with the Agency, the expiration of the Term will be tolled by the duration of any suspension (for any continuous suspension lasting at least one full day).

2.7 Installation Services.

2.7.1 *Designated Locations.* Prior to performing the physical installation of the Units, Flock shall advise Agency on the location and positioning of the Units for optimal license plate image capture, as conditions and location allow. Flock and Agency must mutually agree on the location (mounting site or pole), position and angle of the Units (each Unit location so designated by Agency, a "***Designated Location***"). Flock shall have no liability to Agency resulting from any poor performance, functionality or Footage resulting from or otherwise relating to the Designated Locations or delay in installation due to Agency's delay in identifying the choices for the Designated Locations, in ordering and/or having the Designated Location ready for installation including having all electrical work preinstalled and permits ready. Designated Locations that are suggested by Flock and accepted by Agency without alteration will be known as Flock Designated Locations. After a deployment plan with Designated Locations and equipment has been agreed upon by both Flock and the Agency, any subsequent changes to the deployment plan ("***Reinstalls***") driven by Agency's request will incur a charge for Flock's then-current list price for Reinstalls, as listed in the then-current Reinstall Policy (available at https://www.flocksafety.com/reinstall-fee-schedule) and any equipment charges. These changes include but are not limited to camera re-positioning, adjusting of camera mounting, re-angling, removing

foliage, camera replacement, changes to heights of poles, regardless of whether the need for Reinstalls related to vandalism, weather, theft, lack of criminal activity in view, and the like.

2.7.2 *Agency's Installation Obligations.* Agency agrees to allow Flock and its agents reasonable access in and near the Designated Locations at all reasonable times upon reasonable notice for the purpose of performing the installation work, The "***Agency Installation Obligations***" include, to the extent required by the Deployment Plan, but are not limited to electrical work to provide a reliable source of 120V AC power that follow Flock guidelines and comply with local regulations if adequate solar exposure is not available. Agency is solely responsible for (i) any permits or associated costs, and managing the permitting process; (ii) any federal, state or local taxes including property, license, privilege, sales, use, excise, gross receipts or other similar taxes which may now or hereafter become applicable to, measured by or imposed upon or with respect to the installation of the Hardware, its use, or (iii) any other services performed in connection with installation of the Hardware. Any fees payable to Flock exclude the foregoing. Without being obligated or taking any responsibility for the foregoing., Flock may pay and invoice related costs to Customer if Customer did not address them or a third party requires Flock to pay. Agency represents and warrants that it has all necessary right title and authority and hereby authorizes Flock to install the Hardware at the Designated Locations and to make any necessary inspections or tests in connection with such installation.

2.7.3 *Flock's Installation Obligations.* The Hardware shall be installed in a workmanlike manner in accordance with Flock's standard installation procedures, and the installation will be completed within a reasonable time from the time that the Designated Locations are selected by Agency. Following the initial installation of the Hardware and any subsequent Reinstalls or maintenance operations, Flock's obligation to perform installation work shall cease; however, Flock will continue to monitor the performance of the Units and receive access to the Footage for a period of 3 business days for maintenance purposes. Customer can opt out of Flock's access in the preceding sentence, which would waive Flock's responsibility to ensure such action was successful. Agency understands and agrees that the Flock Services will not function without the Hardware. Labor may be provided by Flock or a third party.

2.7.4 *Security Interest.* The Hardware shall remain the personal property of Flock and will be removed upon the termination or expiration of this Agreement. Agency agrees to perform all acts which may be necessary to assure the retention of title of the Hardware by Flock. Should Agency default in any payment for the Flock Services or any part thereof or offer to sell or auction the Hardware, then Agency authorizes and empowers Flock to remove the Hardware or any part thereof. Such removal, if made by Flock, shall not be deemed a waiver of Flock's rights to any damages Flock may sustain as a result of Agency's default and Flock shall have the right to enforce any other legal remedy or right.

2.8 **Hazardous Conditions.** Unless otherwise stated in the Agreement, Flock's price for its services under this Agreement does not contemplate work in any areas that contain hazardous materials, or other hazardous conditions, including, without limit, asbestos. In the event any such hazardous materials are discovered in the designated locations in which Flock is to perform services under this Agreement, Flock shall have the right to cease work immediately in the area affected until such materials are removed or rendered harmless. Any additional expenses incurred by Flock as a result of the discovery or presence of hazardous material or hazardous conditions shall be the responsibility of Agency and shall be paid promptly upon billing.

2.9 **Support Services.** Subject to the payment of fees, Flock shall monitor the performance and functionality of Flock Services and may, from time to time, advise Agency on changes to the Flock Services, Installation Services, or the Designated Locations which may improve the performance or functionality of the Services or may improve the quality of the Footage. The work, its timing, and the fees payable relating to such work shall be agreed by the Parties prior to any alterations to or changes of the Services or the Designated Locations ("***Monitoring Services***"). Subject to the terms hereof, Flock will provide Agency with reasonable technical and on-site support and maintenance services ("***On-Site Services***") in-person or by email at hello@flocksafety.com. Flock will use commercially reasonable efforts to respond to requests for support.

2.10 **Special Terms.** From time to time, Flock may offer certain "Special Terms" related to guarantees, service and support which are indicated in the proposal and on the order form and will become part of this Agreement.

3. AGENCY RESTRICTIONS AND RESPONSIBILITIES

3.1 **Agency Obligations.** Agency agrees to provide Flock with accurate, complete, and updated registration information. Agency may not select as its User ID a name that Agency does not have the right to use, or another person's name with the intent to impersonate that person. Agency may not transfer its account to anyone else without prior written permission of Flock. Agency will not share its account or password with anyone, and must protect the security of its account and password. Agency is responsible for any activity associated with its account. Agency shall be responsible for obtaining and maintaining any equipment and ancillary services needed to connect to, access or otherwise use the Services. Agency will, at its own expense, provide assistance to Flock, including, but not limited to, by means of access to, and use of, Agency facilities, as well as by means of assistance from Agency personnel, to the limited extent any of the foregoing may be reasonably necessary to enable Flock to perform its obligations hereunder, including, without limitation, any obligations with respect to Support Services or any Installation Services.

3.2 **Agency Representations and Warranties.** Agency represents, covenants, and warrants that Agency will use the Services only in compliance with this Agreement and all applicable laws and regulations, including but not limited to any laws relating to the recording or sharing of video, photo, or audio content and retention thereof. To the extent allowed by the governing law of the state mentioned in Section 10.6, or if no state is mentioned in Section 10.6, by the law of the State of Georgia, Agency hereby agrees to indemnify and hold harmless Flock against any damages, losses, liabilities, settlements and expenses, including without limitation costs and attorneys' fees, in connection with any claim or action that arises from an alleged violation of the foregoing, Agency's Installation Obligations, or otherwise from Agency's use of the Services, Hardware and any Software, including any claim that such actions violate any applicable law or third party right. Although Flock has no obligation to monitor Agency's use of the Services, Flock may do so and may prohibit any use of the Services it believes may be (or alleged to be) in violation of the foregoing.

4. CONFIDENTIALITY; AGENCY DATA; NON-AGENCY DATA

4.1 **Confidentiality.** Each Party (the "***Receiving Party***") understands that the other Party (the "***Disclosing Party***") has disclosed or may disclose business, technical or financial information relating to the Disclosing Party's business (hereinafter referred to as "***Proprietary Information***" of the Disclosing Party). Proprietary Information of Flock is non-public information including but not limited to features, functionality, designs, user interfaces, trade secrets, intellectual property, business plans, marketing plans, works of authorship, hardware, customer lists and requirements, and performance of the Flock Services. Proprietary Information of Agency includes non-public Agency Data, Non-Agency End User Data, and data provided by Agency or a Non-Agency End User to Flock or collected by Flock via the Unit, including the Footage, to enable the provision of the Services. The Receiving Party shall not disclose, use, transmit, inform or make available to any entity, person or body any of the Proprietary Information, except as a necessary part of performing its obligations hereunder, and shall take all such actions as are reasonably necessary and appropriate to preserve and protect the Proprietary Information and the parties' respective rights therein, at all times exercising at least a reasonable level of care. Each party agrees to restrict access to the Proprietary Information of the other party to those employees or agents who require access in order to perform hereunder. The Receiving Party agrees: (i) to take the same security precautions to protect against disclosure or unauthorized use of such Proprietary Information that the party takes with its own proprietary information, but in no event will a party apply less than reasonable precautions to protect such Proprietary Information, and (ii) not to use (except in performance of the Services or as otherwise permitted herein) or divulge to any third person any such Proprietary Information. Flock's use of the Proprietary Information may include processing the Proprietary Information to send Agency Notifications or alerts, such as when a car exits Agency's neighborhood, or to analyze the data collected to identify motion or other events.

The Disclosing Party agrees that the foregoing shall not apply with respect to any information that the Receiving Party can document (a) is or becomes generally available to the public, or (b) was in its possession or known by Receiving Party prior to receipt from the Disclosing Party, or (c) was rightfully disclosed to Receiving Party without restriction by a third party, or (d) was independently developed without use of any Proprietary Information of the Disclosing Party.

Nothing in this Agreement will prevent the Receiving Party from disclosing the Proprietary Information pursuant to any subpoena, summons, judicial order or other judicial or governmental process, provided that the Receiving Party gives the Disclosing Party reasonable prior notice of such disclosure to obtain a protective order or otherwise oppose the disclosure. For clarity, Flock may access, use, preserve and/or disclose the Footage to law enforcement authorities, government officials, and/or third parties, if legally required to do so or if Flock has a good faith belief that such access, use, preservation or disclosure is reasonably necessary to: (a) comply with a legal process or request; (b) enforce this Agreement, including investigation of any potential violation thereof; (c) detect, prevent or otherwise address security, fraud or technical issues; or (d) protect the rights, property or safety of Flock, its users, a third party, or the public as required or permitted by law, including respond to an emergency situation. Having received notice prior to data being deleted, Flock may store Footage in order to comply with a valid court order but such retained Footage will not be retrievable without a valid court order.

4.2 **Agency and Non-Agency End User Data.** As between Flock and Agency, all right, title and interest in the Agency Data and Non-Agency End User Data, belong to and are retained solely by Agency. Agency hereby grants to Flock a limited, non-exclusive, royalty-free, worldwide license to use the Agency Data and Non-Agency End User Data and perform all acts with respect to the Agency Data and Non-Agency End User Data as may be necessary for Flock to provide the Flock Services to Agency, including without limitation the Support Services set forth in Section 2.9 above, and a non-exclusive, perpetual, irrevocable, worldwide, royalty-free, fully paid license to use, reproduce, modify and distribute the Agency Data and Non-Agency End User Data as a part of the Aggregated Data (as defined in Section 4.4 below). As between Flock and Agency, Agency is solely responsible for the accuracy, quality, integrity, legality, reliability, and appropriateness of all Agency Data and Non-Agency End User Data. As between Agency and Non-Agency End Users that have prescribed access of Footage to Agency, each of Agency and Non-Agency End Users will share all right, title and interest in the Non-Agency End User Data. This Agreement does not by itself make any Non-Agency End User Data the sole property or the Proprietary Information of Agency. Flock will automatically delete Footage older than 30 days. Agency has a 30-day window to view, save and/or transmit Footage to the relevant government agency prior to its deletion.

4.3 **Feedback.** If Agency provides any suggestions, ideas, enhancement requests, feedback, recommendations or other information relating to the subject matter hereunder, Agency hereby assigns (and will cause its agents and representatives to assign) to Flock all right, title and interest (including intellectual property rights) with respect to or resulting from any of the foregoing.

4.4 **Aggregated Data.** Notwithstanding anything in this Agreement to the contrary, Flock shall have the right to collect and analyze data that does not refer to or identify Agency or any individuals or de-identifies such data and other information relating to the provision, use and performance of various aspects of the Services and related systems and technologies (including, without limitation, information concerning Agency Data and data derived therefrom). Agency acknowledges that Flock will be compiling anonymized and/or aggregated data based on Agency Data and Non-Agency End User Data input into the Services (the "***Aggregated Data***"). Agency hereby grants Flock a non-exclusive, worldwide, perpetual, royalty-free right and license (during and after the Service Term hereof) to (i) use and distribute such Aggregated Data to improve and enhance the Services and for other marketing, development, diagnostic and corrective purposes, other Flock offerings, and crime prevention efforts, and (ii) disclose the Agency Data and Non-Agency End User Data (both inclusive of any Footage) to enable law enforcement monitoring against law enforcement hotlists as well as provide Footage search access to law enforcement for investigative purposes only. No rights or licenses are granted except as expressly set forth herein.

5. PAYMENT OF FEES

5.1 **Fees.** Agency will pay Flock the first Usage Fee, the Installation Fee and any Hardware Fee (defined on the Order Form, together the "Initial Fees") as set forth on the Order Form on or before the 7th day following the Effective Date of this Agreement. Flock is not obligated to commence the Installation Services unless and until the Initial Fees have been made and shall have no liability resulting from any delay related thereto. Agency shall pay the ongoing Usage Fees set forth on the Order Form with such Usage Fees due and payable thirty (30) days in advance of each Payment Period. All payments will be made by either ACH, check, or credit card. The first month of Services corresponding to the first Usage Fee payment will begin upon the first installation. For 10+-camera

offerings where only some of the cameras are installed at the first installation and additional cameras will be installed later, prorated Usage Fees corresponding to the then-installed cameras will be invoiced to Agency immediately after installation and to the later camera installation(s) subsequently invoiced.

5.2 **Changes to Fees.** Flock reserves the right to change the Fees or applicable charges and to institute new charges and Fees at the end of the Initial Term or any Renewal Term, upon sixty (60) days' notice prior to the end of such Initial Term or Renewal Term (as applicable) to Agency (which may be sent by email). If Agency believes that Flock has billed Agency incorrectly, Agency must contact Flock no later than sixty (60) days after the closing date on the first billing statement in which the error or problem appeared, in order to receive an adjustment or credit. Inquiries should be directed to Flock's customer support department. Agency acknowledges and agrees that a failure to contact Flock within this sixty (60) day period will serve as a waiver of any claim Agency may have had as a result of such billing error.

5.3 **Invoicing, Late Fees; Taxes.** Flock may choose to bill through an invoice, in which case, full payment for invoices issued in any given month must be received by Flock thirty (30) days after the mailing date of the invoice. Unpaid amounts are subject to a finance charge of 1.5% per month on any outstanding balance, or the maximum permitted by law, whichever is lower, plus all expenses of collection, and may result in immediate termination of Service. Agency shall be responsible for all taxes associated with Services other than U.S. taxes based on Flock's net income.

5.4 **No-Fee Term Access.** Subject to Flock's record retention policy, Flock offers complimentary access to the Flock System for 30 days (**"No Fee Term"**) to Agency when Non-Agency End Users intentionally prescribe access or judicial orders mandate access to Non-Agency End User Data. No hardware or installation services will be provided to Agency. No financial commitment by Agency is required to access the Flock Services or Footage. Should such access cause Flock to incur internal or out-of-pocket costs that are solely the result of the access, Flock reserves the right to invoice these costs to Agency under Section 5.3 and Agency agrees to pay them. For clarity, No-Fee Terms and Service Terms can occur simultaneously, and when a No-Fee Term overlaps with a Service Term, Agency agrees to pay the Initial Fees and Usage Fees payments according to Section 5.1.

6. TERM AND TERMINATION

6.1 **Term.** Subject to earlier termination as provided below, the initial term of this Agreement shall be for the period of time set forth on the Order Form (the "***Initial Term***"). ***Following the Initial Term, unless otherwise indicated on the Order Form, this Agreement will automatically renew for successive renewal terms for the greater of one year and the length set forth on the Order Form*** (each, a "***Renewal Term***", and together with the Initial Term, the "***Service Term***") ***unless either party gives the other party notice of non-renewal at least thirty (30) days prior to the end of the then-current term.***

6.2 **Agency Satisfaction Guarantee**. At any time during the agreed upon term, a customer not fully satisfied with the service or solution may self-elect to terminate their contract. Self-elected termination will result in a one-time fee of actual cost of removal, said cost not to exceed $500 per camera. Upon self-elected termination, a refund will be provided, prorated for any fees paid for the remaining Term length set forth previously. Self-termination of the contract by the customer will be effective immediately. Flock will remove all equipment at its own convenience upon termination. Advance notice will be provided.

6.3 **Termination.** In the event of any material breach of this Agreement, the non-breaching party may terminate this Agreement prior to the end of the Service Term by giving thirty (30) days prior written notice to the breaching party; provided, however, that this Agreement will not terminate if the breaching party has cured the breach prior to the expiration of such thirty-day period. Either party may terminate this Agreement, without notice, (i) upon the institution by or against the other party of insolvency, receivership or bankruptcy proceedings, (ii) upon the other party's making an assignment for the benefit of creditors, or (iii) upon the other party's dissolution or ceasing to do business. Upon termination for Flock's breach, Flock will refund to Agency a pro-rata portion of the pre-paid Fees for Services not received due to such termination.

6.4 **Effect of Termination.** Upon any termination of the Service Term, Flock will collect all Units, delete all Agency Data, terminate Agency's right to access or use any Services, and all licenses granted by Flock hereunder will immediately cease. Agency shall ensure that Flock is granted access to collect all Units and shall ensure that Flock personnel does not encounter Hazardous Conditions in the collection of such units. Upon termination of this Agreement, Agency will immediately cease all use of Flock Services.

6.5 **No-Fee Term.** The initial No-Fee Term will extend, after entering into this Agreement, for 30 days from the date a Non-Agency End User grants access to their Footage and/or Notifications. In expectation of repeated non-continuous No-Fee Terms, Flock may in its sole discretion leave access open for Agency's Authorized End Users despite there not being any current Non-Agency End User authorizations. Such access and successive No-Fee Terms are deemed to be part of the No-Fee Term. Flock, in its sole discretion, can determine not to provide additional No-Fee Terms or can impose a price per No-Fee Term upon 30 days' notice. Agency may terminate any No-Fee Term or access to future No-Fee Terms upon 30 days' notice.

6.6 **Survival.** The following Sections will survive termination: 2.4, 2.5, 3, 4, 5 (with respect to any accrued rights to payment), 6.5, 7.4, 8.1, 8.2, 8.3, 8.4, 9.1 and 10.5.

7. REMEDY; WARRANTY AND DISCLAIMER

7.1 **Remedy.** Upon a malfunction or failure of Hardware or Embedded Software (a "Defect"), Agency must first make commercially reasonable efforts to address the problem by contacting Flock's technical support as described in Section 2.9 above. If such efforts do not correct the Defect, Flock shall, or shall instruct one of its contractors to, in its sole discretion, repair or replace the Hardware or Embedded Software suffering from the Defect. Flock reserves the right to refuse or delay replacement or its choice of remedy for a Defect until after it has inspected and tested the affected Unit; provided that such inspection and test shall occur within 72 hours after Agency notifies the Flock of defect. Flock agrees to replace cameras at a fee according to the then-current Reinstall Policy (https://www.flocksafety.com/reinstall-fee-schedule). Customer shall not be required to replace subsequently damaged or stolen units; however, Customer understands and agrees that functionality, including Footage, will be materially affected due to such subsequently damaged or stolen units and that Flock will have no liability to Customer regarding such affected functionality nor shall the Fees owed be impacted.

7.2 **Exclusions.** Flock will not provide the remedy described in Section 7.1 above if any of the following exclusions apply: (a) misuse of the Hardware or Embedded Software in any manner, including operation of the Hardware or Embedded Software in any way that does not strictly comply with any applicable specifications, documentation, or other restrictions on use provided by Flock; (b) damage, alteration, or modification of the Hardware or Embedded Software in any way; or (c) combination of the Hardware or Embedded Software with software, hardware or other technology that was not expressly authorized by Flock.

7.3 **Warranty.** Flock shall use reasonable efforts consistent with prevailing industry standards to maintain the Services in a manner which minimizes errors and interruptions in the Services and shall perform the Installation Services in a professional and workmanlike manner. Services may be temporarily unavailable for scheduled maintenance or for unscheduled emergency maintenance, either by Flock or by third-party providers, or because of other causes beyond Flock's reasonable control, but Flock shall use reasonable efforts to provide advance notice in writing or by e-mail of any scheduled service disruption.

7.4 **Disclaimer.** THE REMEDY DESCRIBED IN SECTION 7.1 ABOVE IS AGENCY'S SOLE REMEDY, AND FLOCK'S SOLE LIABILITY, WITH RESPECT TO DEFECTIVE HARDWARE AND/OR EMBEDDED SOFTWARE. THE FLOCK DOES NOT WARRANT THAT THE SERVICES WILL BE UNINTERRUPTED OR ERROR FREE; NOR DOES IT MAKE ANY WARRANTY AS TO THE RESULTS THAT MAY BE OBTAINED FROM USE OF THE SERVICES. EXCEPT AS EXPRESSLY SET FORTH IN THIS SECTION, THE SERVICES AND INSTALLATION SERVICES ARE PROVIDED "AS IS" AND FLOCK DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE AND NON-INFRINGEMENT .THIS DISCLAIMER OF SECTION 7.4 ONLY APPLIES TO THE EXTENT ALLOWED BY THE GOVERNING

LAW OF THE STATE MENTIONED IN SECTION 10.6, OR IF NO STATE IS MENTIONED IN SECTION 10.6, BY THE LAW OF THE STATE OF GEORGIA.

7.5 **Insurance.** Flock and Agency will each maintain commercial general liability policies with policy limits reasonably commensurate with the magnitude of their business risk. Certificates of Insurance will be provided upon request.

8. LIMITATION OF LIABILITY AND INDEMNITY

8.1 **Limitation of Liability.** NOTWITHSTANDING ANYTHING TO THE CONTRARY, FLOCK AND ITS SUPPLIERS (INCLUDING BUT NOT LIMITED TO ALL HARDWARE AND TECHNOLOGY SUPPLIERS), OFFICERS, AFFILIATES, REPRESENTATIVES, CONTRACTORS AND EMPLOYEES SHALL NOT BE RESPONSIBLE OR LIABLE WITH RESPECT TO ANY SUBJECT MATTER OF THIS AGREEMENT OR TERMS AND CONDITIONS RELATED THERETO UNDER ANY CONTRACT, NEGLIGENCE, STRICT LIABILITY, PRODUCT LIABILITY, OR OTHER THEORY: (A) FOR ERROR OR INTERRUPTION OF USE OR FOR LOSS OR INACCURACY, INCOMPLETENESS OR CORRUPTION OF DATA OR FOOTAGE OR COST OF PROCUREMENT OF SUBSTITUTE GOODS, SERVICES OR TECHNOLOGY OR LOSS OF BUSINESS; (B) FOR ANY INDIRECT, EXEMPLARY, INCIDENTAL, SPECIAL OR CONSEQUENTIAL DAMAGES; (C) FOR ANY MATTER BEYOND FLOCK'S ACTUAL KNOWLEDGE OR REASONABLE CONTROL INCLUDING REPEAT CRIMINAL ACTIVITY OR INABILITY TO CAPTURE FOOTAGE OR IDENTIFY AND/OR CORRELATE A LICENSE PLATE WITH THE FBI DATABASE; (D) FOR ANY PUBLIC DISCLOSURE OF PROPRIETARY INFORMATION MADE IN GOOD FAITH; (E) FOR CRIME PREVENTION; OR (F) FOR ANY AMOUNTS THAT, TOGETHER WITH AMOUNTS ASSOCIATED WITH ALL OTHER CLAIMS, EXCEED THE FEES PAID AND/OR PAYABLE BY AGENCY TO FLOCK FOR THE SERVICES UNDER THIS AGREEMENT IN THE 12 MONTHS PRIOR TO THE ACT OR OMISSION THAT GAVE RISE TO THE LIABILITY, IN EACH CASE, WHETHER OR NOT FLOCK HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. IN THE EVENT OF AN EMERGENCY, AGENCY SHOULD CONTACT 911 AND SHOULD NOT RELY ON THE SERVICES.THIS LIMITATION OF LIABILITY OF SECTION 8 ONLY APPLIES TO THE EXTENT ALLOWED BY THE GOVERNING LAW OF THE STATE MENTIONED IN SECTION 10.6, OR IF NO STATE IS MENTIONED IN SECTION 10.6, BY THE LAW OF THE STATE OF GEORGIA

8.2 **Additional No-Fee Term Requirements.** IN NO EVENT SHALL FLOCK'S AGGREGATE LIABILITY, IF ANY, ARISING OUT OF OR IN ANY WAY RELATED TO THE NO-FEE TERM EXCEED $100, WITHOUT REGARD TO WHETHER SUCH CLAIM IS BASED IN CONTRACT, TORT (INCLUDING NEGLIGENCE), PRODUCT LIABILITY OR OTHERWISE. Except for Flock's willful acts, Agency agrees to pay for Flock's attorneys' fees to defend Flock for any alleged or actual claims arising out of or in any way related to the No-Fee Term.

8.3 **Responsibility.** Each Party to this Agreement shall assume the responsibility and liability for the acts and omissions of its own employees, deputies, officers, or agents, in connection with the performance of their official duties under this Agreement. Each Party to this Agreement shall be liable (if at all) only for the torts of its own officers, agents, or employees that occur within the scope of their official duties. Agency will not pursue any claims or actions against Flock's suppliers.

8.4 **Indemnity.** Agency hereby agrees to indemnify and hold harmless Flock against any damages, losses, liabilities, settlements and expenses (including without limitation costs and attorneys' fees) in connection with any claim or action that arises from an alleged violation of Section 3.2, a breach of this Agreement, Agency's Installation Obligations, Agency's sharing of any data in connection with the Flock system, Flock employees or agent or Non-Agency End Users, or otherwise from Agency's use of the Services, Hardware and any Software, including any claim that such actions violate any applicable law or third party right. Although Flock has no obligation to monitor Agency's use of the Services, Flock may do so and may prohibit any use of the Services it believes may be (or alleged to be) in violation of Section 3.2 or this Agreement.

flock safety

9. RECORD RETENTION

9.1 **Data Preservation.** The Agency agrees to store Agency Data and Non-Agency End User Data in compliance with all applicable local, state and federal laws, regulations, policies and ordinances and their associated record retention schedules. As part of Agency's consideration for paid access and no-fee access to the Flock System, to the extent that Flock is required by local, state or federal law to store the Agency Data or the Non-Agency End User Data, Agency agrees to preserve and securely store this data on Flock's behalf so that Flock can delete the data from its servers and, should Flock be legally compelled by judicial or government order, Flock may retrieve the data from Agency upon demand.

10. MISCELLANEOUS

10.1 **Severability.** If any provision of this Agreement is found to be unenforceable or invalid, that provision will be limited or eliminated to the minimum extent necessary so that this Agreement will otherwise remain in full force and effect and enforceable.

10.2 **Assignment.** This Agreement is not assignable, transferable or sublicensable by Agency except with Flock's prior written consent. Flock may transfer and assign any of its rights and obligations, in whole or in part, under this Agreement without consent.

10.3 **Entire Agreement.** This Agreement, together with the Order Form(s), the then-current Reinstall Policy (https://www.flocksafety.com/reinstall-fee-schedule), and Deployment Plan(s), are the complete and exclusive statement of the mutual understanding of the parties and supersedes and cancels all previous written and oral agreements, communications and other understandings relating to the subject matter of this Agreement, and that all waivers and modifications must be in a writing signed by both parties, except as otherwise provided herein. None of Agency's purchase orders, authorizations or similar documents will alter the terms of this Agreement, and any such conflicting terms are expressly rejected.

10.4 **Relationship.** No agency, partnership, joint venture, or employment is created as a result of this Agreement and Agency does not have any authority of any kind to bind Flock in any respect whatsoever.

10.5 **Costs and Attorneys' Fees.** In any action or proceeding to enforce rights under this Agreement, the prevailing party will be entitled to recover costs and attorneys' fees.

10.6 **Governing Law; Venue.** This Agreement shall be governed by the laws of the State of ~~Georgia~~ Illinois without regard to its conflict of laws provisions. To the extent that the arbitration language below does not apply, the federal and state courts sitting in ~~Atlanta, Georgia~~ * will have proper and exclusive jurisdiction and venue with respect to any disputes arising from or related to the subject matter of this Agreement. The parties agree that the United Nations Convention for the International Sale of Goods is excluded in its entirety from this Agreement. Any dispute arising out of, in connection with, or in relation to this agreement or the making of validity thereof or its interpretation or any breach thereof shall be determined and settled by arbitration in ~~Atlanta, Georgia~~ * by a sole arbitrator pursuant to the rules and regulations then obtaining of the American Arbitration Association and any award rendered therein shall be final and conclusive upon the parties, and a judgment thereon may be entered in the highest court of the forum, state or federal, having jurisdiction. The service of any notice, process, motion or other document in connection with an arbitration award under this agreement or for the enforcement of an arbitration award hereunder may be effectuated by either personal service or by certified or registered mail to the respective addresses provided herein.

* Chicago, Illinois

10.7 **Publicity.** Unless otherwise indicated on the Order Form, Flock has the right to reference and use Agency's name and trademarks and disclose the nature of the Services provided hereunder in each case in business and development and marketing efforts, including without limitation on Flock's website.

10.8 **Export.** Agency may not remove or export from the United States or allow the export or re-export of the Flock IP or anything related thereto, or any direct product thereof in violation of any restrictions, laws or regulations of the United States Department of Commerce, the United States Department of Treasury Office of Foreign Assets

Control, or any other United States or foreign agency or authority. As defined in FAR section 2.101, the Services, the Hardware, the Embedded Software and Documentation are "commercial items" and according to DFAR section 252.2277014(a)(1) and (5) are deemed to be "commercial computer software" and "commercial computer software documentation." Consistent with DFAR section 227.7202 and FAR section 12.212, any use, modification, reproduction, release, performance, display, or disclosure of such commercial software or commercial software documentation by the U.S. Government will be governed solely by the terms of this Agreement and will be prohibited except to the extent expressly permitted by the terms of this Agreement.

10.9 **Headings.** The headings are merely for organization and should not be construed as adding meaning to the Agreement or interpreting the associated Sections.

10.10 **Counterparts.** This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

10.11 **Authority.** Each of the below signers of this Agreement represent that they understand this Agreement and have the authority to sign on behalf of and bind the organizations and individuals they are representing.

10.12 **Notices.** All notices under this Agreement will be in writing and will be deemed to have been duly given when received, if personally delivered; when receipt is electronically confirmed, if transmitted by facsimile or e-mail; the day after it is sent, if sent for next day delivery by recognized overnight delivery service; and upon receipt, if sent by certified or registered mail, return receipt requested.

We have prepared a quote for you

Vaxtor Fixed LPR

Quote # 012609
Version 1

Prepared for:

Homewood Police Department

Denise McGrath
dmcgrath@homewoodil.gov

8200 W. 185th St
Tinley Park, IL 60487
https://www.minutemanst.com
331-3013302

MINUTEMAN SECURITY TECHNOLOGIES™

Norris Fire

Thursday, October 14, 2021

Homewood Police Department
Denise McGrath
17950 Dixie Highway
Homewood, IL 60430
dmcgrath@homewoodil.gov

Dear Denise,

I wanted to take a moment to send you over the quote I put together for your Vaxtor Fixed LPR system.

Please take a look and let me know if you have any questions or would like to see any adjustments made.

I'm available any time via phone or email to answer questions or address concerns.

As always, thank you for trusting Minuteman Security with your life-safety and security needs.

Shawn O'Connell

Shawn O'Connell
Executive Account Manager
Illinois

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MINUTEMAN™ SECURITY TECHNOLOGIES

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Scope of Work

Riegel & Holbrook - SB/NB (Direction of Travel)

- MST to provide and install (1) 16ft above ground pole
- (1) LPR camera will be mounted on this pole to capture (1) lane of traffic Southbound and (1) lane of traffic Northbound
- ComEd cannot provide power to this location
- MST to provide and install a solar panel array to power this location
- LPR data will transmit from this camera to Minuteman's Regional Server via the cloud
- Homewood to provide (1) sim card and (1) cellular data plan for this location

Dixie Highway & Idlewild - SB

- MST to install (1) LPR camera on a black Village owned street light pole to capture 1 lanes of traffic southbound
- This pole location only has Village power from dusk until dawn
- MST to provide and install an online power module. When Village power is brought to this pole at night this village power will operate the LPR system. At dawn when Village power is shut off the LPR system will operate on battery power. At night when Village power is provided to the pole the LPR system will operate off Village power and recharge the battery system for the next days use.
- LPR data will transmit from this camera to Minuteman's Regional Server via the cloud
- Homewood to provide (1) sim card and (1) cellular data plan for this location

Minuteman assumes:

- Assumes all work will be completed during normal business hours of Monday - Friday 7:00AM - 5:00PM.
- That there is not a requirement for prevailing wage and or union labor.
- Village of Homewood to provide power service disconnects at (1) Village owned black street light pole
- Homewood to provide (6) sim cards and cellular data plans

Customer Supplied Connections:

- A high-speed internet connection with a static IP address must be provided by the customer at the head-end location for remote access.
- A network connection must be provided at each specified location. An IP address may also be required.

Existing Devices:

- This proposal assumes that any & all existing conduit, wire, devices & hardware to be used are in satisfactory condition and meet minimum requirements.
- Replacement, repairs and or changes to equipment will require change order authorization by both the customer & Minuteman Security Technologies, Inc.

Payment Info:

- Payment Terms: [Net30].
- Progress payments per AIA form will be submitted.
- Final Payment due upon completion of project.

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MINUTEMAN SECURITY TECHNOLOGIES™

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Scope of Work

Scope: Minuteman Security Technologies to provide and install (6) LPR cameras throughout the Village of Homewood at the following locations:

175th & Halsted - NB

- MST to provide and install (1) 16ft above ground pole
- (1) LPR camera will be mounted on this pole to capture (2) lanes of traffic Northbound
- ComEd to provide 24/7 power to this pole
- LPR data will transmit from these cameras to Minuteman's Regional Server via the cloud
- Homewood to provide (1) sim card and (1) cellular data plan for this location

183rd & Halsted - SB

- MST to provide and install (1) 16ft above ground pole
- (1) LPR camera will be mounted on this pole to capture (2) lanes of traffic Southbound
- ComEd to provide 24/7 power to this pole
- LPR data will transmit from this camera to Minuteman's Regional Sever via the cloud
- Homewood to provide (1) sim card and (1) cellular data plan for this location

183rd & Kedzie - WB

- MST to provide and install (1) 16ft above ground pole
- (1) LPR camera will be mounted on this pole to capture (2) lanes of traffic Northbound
- ComEd to provide 24/7 power to this pole
- LPR data will transmit from this camera to Minuteman's Regional Server via the cloud
- Homewood to provide (1) sim card and (1) cellular data plan for this location

175th & Dixie Highway - NB

- MST to provide and install (1) 16ft above ground pole
- (1) LPR camera will be mounted on this pole to capture (2) lanes of traffic Northbound
- ComEd cannot provide power to this location
- MST to provide a solar panel array to power this location
- LPR data will transmit from this camera to Minuteman's Regional Server via the cloud
- Homewood to provide (1) sim card and (1) cellular data plan for this location

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MINUTEMAN™ SECURITY TECHNOLOGIES

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LPR

Description	Price	Qty	Ext. Price
Head End Equipment & Software			
MST COOP LAW Connection for 1-Year. Per camera	$500.00	30	$15,000.00
Minuteman Managed Services setup fee	$500.00	1	$500.00
1 Genetec Security Desk Client Connection (Incl.	$260.00	3	$780.00
Hotlist-Permit List Updater Through Ftp/Http/Sft	$142.86	1	$142.86
LPR License for IP Camera	$700.00	6	$4,200.00
Field Devices			
P1455-LE LPR Cameras	$785.03	6	$4,710.18
16ft above grade Direct Burial Pole, Black	$708.57	5	$3,542.85
Solar Power Generator Kit,Self Contained 160 watt solar panel and 650WH Lithium battery and pole mount	$2,327.00	2	$4,654.00
Towable Hydraulic Auger	$156.25	1	$156.25
Cabling & Misc.			
Electrician to provide required electrical services on MST installed poles	$1,333.33	3	$3,999.99
Security Project Permitting	$666.67	1	$666.67
Shipping & Handling	$440.00	1	$440.00
30ft bucket truck	$750.00	1	$750.00

Subtotal: **$39,542.80**

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IPCAM Assemblys

Description	Price	Qty	Ext. Price
Online Power Module, 1 LPR w/R240 Uplink	**$2,147.92**	**1**	**$2,147.92**
IPCam Pwr Box, 2x bt w/R240 Uplink	**$1,112.71**	**3**	**$3,338.13**
IPCam Pwr Box, 2x bt & 2x at/af w/Cu Uplink	**$730.76**	**2**	**$1,461.52**
		Subtotal:	**$6,947.57**

Labor

Description	Price	Qty	Ext. Price
Install Labor	**$8,640.00**	**1**	**$8,640.00**
Programming Labor	**$6,820.00**	**1**	**$6,820.00**
Project Management	**$1,240.00**	**1**	**$1,240.00**
		Subtotal:	**$16,700.00**

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MINUTEMAN™ SECURITY TECHNOLOGIES

Norris Fire

Vaxtor Fixed LPR

Prepared by:

Illinois

Shawn O'Connell
3314549656
soconnell@minutemanst.com

Prepared for:

Homewood Police Department

17950 Dixie Highway
Homewood, IL 60430
Denise McGrath
(708) 206-3427
dmcgrath@homewoodil.gov

Quote Information:

Quote #: 012609

Version: 1
Delivery Date: 10/14/2021
Expiration Date: 11/30/2021

Quote Summary

Description	Amount
LPR	$39,542.80
IPCAM Assemblys	$6,947.57
Labor	$16,700.00
Total:	**$63,190.37**

Payment Terms: Net 30 Days

Illinois

Signature: *Shawn O'Connell*

Name: Shawn O'Connell

Title: Executive Account Manager

Date: 10/14/2021

Homewood Police Department

Signature: _____

Name: Denise McGrath

Date: _____

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MINUTEMAN SECURITY TECHNOLOGIES

Norris Fire

Sales Agreement T&C's

Standard

OPERATION: Customer shall be responsible for: (i)properly testing and setting the system on every closing and to properly turn off the system on each opening (if applicable); (ii) testing any detection device, or other electronic equipment designated in the Proposal prior to setting the System for closed periods; (iii) notifying Minuteman promptly if such equipment fails to respond to the test; and (iv) using and operating the System and the equipment properly and in accordance with proper operating procedures (if customer requires Minuteman Security Technologies). Whenever Minuteman employees or authorized representatives are sent to the Covered Premises in response to a service call or alarm signal caused by the Customer improperly following operating instructions or failing to close or properly secure a protected point, Customer agrees to pay an additional service charge at Minuteman's prevailing rate per occurrence.

DELAYS - INTERRUPTION OF SERVICE: Minuteman shall not be liable for any delays, however caused, or for interruptions of service caused by strikes, riots, floods, acts of God, loss of communication and or other signal transmission lines, or by any event beyond the control of Minuteman. Minuteman will not be required to furnish service to Customer while such interruption shall continue.

EXCLUSIONS: Services to be provided by Minuteman pursuant to this Agreement do not include:

- Repair of damage or increase in service time caused by failure to continually provide a suitable operating environment for the System as prescribed by Minuteman and/or the manufacturer of any equipment used in the System, including, but not limited to, the failure to provide, or the failure of, adequate and regulated electrical power, air conditioning or humidity control; or such special requirements as contained in the Proposal hereto.
- Repair of damage or increase in service time caused by use of the equipment for other than the ordinary use for which the equipment was designed or purpose for which it was intended.
- Repair of damage, replacement parts (due to other than normal wear) or repetitive service calls caused by the use of unauthorized supplies or equipment.
- Repair of damage or increase in service time caused by: accident, disaster, which shall include, but not be limited to, fire, flood, water, wind and lightning; transportation, neglect or misuse, alterations, which shall include, but not be limited to, any deviation from Minuteman's physical, mechanical or electrical machine design; attachments, which are defined as the mechanical, electrical or electronic interconnecting to non-Minuteman equipment and devices not supplied by Minuteman.
- Electrical work external to the equipment or accessories furnished by Minuteman.

ADDITIONAL CHARGES: Unless otherwise specified in the Proposal, service charges for the system are based upon coverage during "normal business hours of operation." Service performed outside this window, or as a result of the failure of the Customer to adhere to the requirements as specified by either the manufacturer or outside the scope of the Agreement, shall be chargeable at Minuteman's prevailing rates. Customer shall not tamper with, adjust, alter, move, remove, or otherwise interfere with equipment without Minuteman's specific permission, nor permit the same by other contractors. Any work performed by Minuteman to correct Customer's breach of the foregoing obligation shall be corrected and paid for by Customer at Minuteman's prevailing rates. Remedial maintenance due to Acts of God or events beyond the control of Minuteman shall be corrected by Minuteman and paid for by Customer in accordance with Minuteman's prevailing rates.

Minuteman shall have the right to increase or decrease the periodic service charge provided above at any time or times after the expiration of one year from the date service is operative under this Agreement, upon giving Customer written notice thirty (30) days in advance of the effective date of such increase or decrease.

LIQUIDATED DAMAGES -MINUTEMAN'S LIMITS OF LIABILITY: Customer understands that Minuteman is not an insurer; that Customer is responsible for obtaining insurance for such reasons or purposes, including theft and vandalism, and in such amounts, as Customer shall

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Norris Fire

Sales Agreement T&C's

original site visit. Labeling of devices, controls or any required signs unless specifically listed on the quote. Unforeseen existing conditions that were not brought to our attention prior to the quote.

IT IS THE CUSTOMER'S RESPONSIBILITY TO: Provide a revised equipment count if the quantities shown are incorrect. Provide a minimum of FIVE business days to schedule. Provide a clean and safe working environment that complies with all OSHA rules and standards. Provide a safe and secure, climate-controlled storage area for tools and the equipment being installed. Provide labeling and any required signs. Provide trash receptacles and pay for all trash removal unless trash removal is specifically listed. Cutting, patching, and painting of any areas affected by the installation unless each of these functions are specifically listed on the quote. If there is a custom annunciator/map or custom control panel, etc. then AutoCAD files must be provided to work from. To pay additional travel and labor costs for any additional unplanned site-visits.

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Sales Agreement T&C's

determine. Customer further understands and agrees that the sums payable hereunder to Minuteman are based upon the value of services offered and equipment value provided and such sums are not related to the value of property belonging to Customer or to others located on the Covered Premises. Customer does not and shall not seek indemnity under this Agreement from Minuteman, and specifically waives any rights for indemnity for any damages or losses caused by hazards to customers, invitees, guests, or property of customer or third parties. Customer understands and agrees that the System and the services to be supplied hereunder are designed to detect security breaches, and that MINUTEMAN MAKES NO WARRANTY, EXPRESS OR IMPLIED, THAT THE SYSTEM OR THE SERVICES IT FURNISHES WILL AVERT OR PREVENT OCCURRENCES, OR THE CONSEQUENCES THEREFROM. Customer agrees that Minuteman shall not be liable to Customer, its employees, agents or guests, or to any third party, for any losses or damages, irrespective of origin, to person or property, whether directly or indirectly caused by performance or non-performance of obligations imposed upon Minuteman under this Agreement or by negligent acts or omissions of Minuteman, its agents or employees. In all events, it is further agreed that if Minuteman should become liable for any losses or damages for any reason having to do with this Agreement, Minuteman's total liability to Customer shall be limited $250., which sum the Customer agrees is reasonable. The payment of this amount shall be Minuteman's sole and exclusive liability regardless of the amount of loss or damage incurred by the Customer.

INDEMNIFICATION: Each party shall indemnify and hold harmless the other, their trustees, officers, professional staff, employees and agents from and against any loss, damage, claim or liability, including reasonable attorneys' fees (collectively "liabilities"), arising out of the performance of this Agreement to the extent that such liabilities arise from the acts or omissions, negligence, gross or reckless misconduct, or intentional wrongdoing of the indemnifying party, its trustees, officers, professional staff, employees or agents.

WARRANTY: Minuteman Security Technologies, Inc. Full One Year Limited Warranty:

- What is Covered: This warranty covers any defects in materials or workmanship, including installation, with the exceptions stated below.
- How Long Coverage Lasts: This warranty runs for one year from the date your system was installed and accepted.
- What Is Not Covered: This warranty does not cover intentional or un-intentional misuse or of any of the system components or software. The warranty does not cover damage as a result of acts of god (lighting, floods, storms, etc...) or electric surge.
- What Minuteman Will Do: Minuteman will repair any part of the system that is proved to be defective in materials or workmanship. In the event repair is not possible on certain system components, Minuteman will replace said component with similar specification and price.
- How To Get Service: Contact our service department at your nearest service center. A service representative will review your system and take any necessary action to correct problems covered by this warranty.
- How State Law Applies: This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

Turnkey Installation

THIS QUOTE INCLUDE: Only the items and quantities of devices listed on this quotation. The design is pending approval of authorities having jurisdiction where approval is required. Pre-installation rough-in followed by one site visit for final connection of head-end w/ training if needed and all required testing to be performed during the same visit. Acceptance and testing documentation (when applicable). For alarm systems with a key lock box, if shown on plans the least expensive lock box will be provided unless specified otherwise. Work is to be performed during the hours of 8:00 AM and 4:30 PM. We may choose to make a network connection in the building to facilitate commissioning and service remotely.

THIS QUOTE DOES NOT INCLUDE: Multiple site visits for phased projects unless it was specifically advised of the phasing schedule prior to providing this quote. Permits, licenses, sales tax, or shipping costs to the customer unless each is specifically listed. Third party approvals or third-party testing or inspections unless specifically listed. Return visits if other trades could not be coordinated to be present during our

MINUTEMAN™ SECURITY TECHNOLOGIES

Canon

CANON FINANCIAL SERVICES, INC.

158 Gaither Drive, Mount Laurel, NJ 08054

CREDIT APPROVAL

Attention:	Shawn O'Connell	**Approval Date:**	09/29/2021
Dealer:	MINUTEMAN SECURITY TECHNOLOGIES INC		
Application:	1847283	**Expiration Date:**	12/28/2021
		Customer Number:	867026

Legal Name:	VILLAGE OF HOMEWOOD		
DBA Name:	HOMEWOOD POLICE DEPT		
Proposal Amount:	$63,190.37		
		Purchase Option:	Fixed $1
Term:	60		
Model:	FIXED LPR SYSTEM	**Equipment Description:**	Security Equipment
Upfront Costs:	0.00		

TOTAL MONTHLY PAYMENT TO CFS - $1,154.71

Terms of Approval:

- Original Invoice billed to CANON FINANCIAL SERVICES, INC.
- Lease Contract executed by: **Authorized Signer**
  * For additional acceptable signers, please reference the Authorized Lease Signer Reference Guide.
- If Customer is sales tax exempt, a valid exemption certificate must be submitted and approved by CFS. Tax Certificate must list purchaser, supplier or vendor as Canon Financial Services, Inc. 158 Gaither Dr, Mt. Laurel, NJ 08054.
- **Fiscal Funding Addendum or Municipal Agreement**
- **Signed Delivery and Acceptance**
- **Verification of Lease Signer**
- **Lessee's purchase order drawn to Canon Financial Services, Inc., 14904 Collections Center Dr., Chicago, IL 60693, which specifies the equipment model number, lease term, monthly payment, purchase option and payment due upon receipt**

(A) Credit approval may be revoked upon any adverse change in Customer's condition, financial or otherwise, as determined by CFS. (B) Published rate may require blending based on total soft costs and MSRP. Please refer to Published Rate Sheets for specific rate guidelines (ie: Blending Rules, Expiration Date, Program requirements etc). (C) Approval does not constitute confirmation of above referenced rate factor. A current published rate or special rate confirmation must be provided with your lease documentation package. (D) Any change in soft costs may make the above stated rate factor invalid. (E) Dealer must validate MSRP on all equipment to be leased. (F) Upgrade amounts are valid as specified on the Transaction Opportunity. (G) ALL DOCUMENTS SUBMITTED ELECTRONICALLY MUST HAVE LEGIBLE TERMS AND CONDITIONS AND SIGNATURE AREA MUST BE "HIGHLIGHTER" FREE. (H) Approval for any municipal entity is subject to receipt of required municipal documentation. To discuss municipal documentation requirements for your transaction, please contact the Sales Support Team at 800-220-0200 ext 2. (I) If the approved legal name is inconsistent with your records, please contact the Sales Support Team at 800-220-0200 ext 2 *before* completing and submitting documents.

To help the government fight the funding of terrorism and money laundering activities, federal law requires all financial institutions to obtain, verify and record information that identifies each person who enters into a lease. This means that prior to funding a transaction, we will ask for, among other things: (1) the customer's federal tax identification number and (2) the date of birth if the customer is a sole proprietor. We may also ask to see identifying documents.

VILLAGE OF HOMEWOOD

BOARD AGENDA MEMORANDUM **DATE OF MEETING: November 9, 2021**

To: Jim Marino, Village Manager

From: Angela Mesaros, Director of Economic and Community Development

Topic: Sale of Property at 18225 Dixie Highway

PURPOSE

18255 Dixie Highway, LLC, d/b/a Homewood Brewing Company (HBC) has submitted a letter of intent to purchase the property at 18225 Dixie Highway. This property is the former Bogart's Charhouse restaurant. Homewood Brewing Company proposes to construct a 12,000 square foot single-story brewery and restaurant. The new facility will include a brewhouse and full-service kitchen as well as a taproom, dining room, and an outdoor seating area. The Village has solicited alternative bids and received no bids. The Village's next step is to enter into a purchase and sale agreement with Homewood Brewing Company.

PROCESS

In 2018, the Village acquired the property in a tax foreclosure sale. At that time, the building had been vacant for approximately nine years. In October 2020, the Village established the Dixie Highway/Miller Court Tax Increment Financing District (TIF), which includes this property. The intent was to secure this property and provide incentives for suitable development. Recently, the Village partnered with the Cook County Sheriff's Restoring Neighborhoods Workforce (RENEW) program to demolish the building and prepare the site for redevelopment.

As required, the Village has provided the opportunity for other interested parties to submit alternate proposals to purchase the property. The Village has received no bids. Therefore, the Village intends to move forward with the sale of the property to Homewood Brewing Company.

OUTCOME

The sale of the former Bogart's property will result in the redevelopment of an underutilized vacant property at the gateway of downtown Homewood. Homewood Brewing Company plans to construct a restaurant and brewery. A restaurant is a targeted business and will attract customers to Homewood. Redevelopment of the property will improve the overall physical conditions of the area and augment the area's mix of commercial uses.

FINANCIAL IMPACT

Funding Source: No Financial Impact

- **Budgeted Amount:** N/A
- **Cost:** N/A

LEGAL REVIEW

Completed

RECOMMENDED BOARD ACTION

Authorize the Village President to enter into a commercial sales contract with 18255 Dixie Highway, LLC , d/b/a Homewood Brewing Company, of Orland Park, IL for $1 for the property located at 18225 Dixie Highway.

ATTACHMENT(S)

- Ordinance
- Sales Contract

ORDINANCE M-2199

AN ORDINANCE APPROVING A REAL ESTATE PURCHASE AND SALE AGREEMENT BETWEEN THE VILLAGE OF HOMEWOOD AND 18255 DIXIE HIGHWAY, LLC

WHEREAS, the Village of Homewood, Cook County, Illinois (the "Village") owns real estate within the Dixie Highway/Miller Court Tax Incremental Redevelopment Project Area; and

WHEREAS, 18255 Dixie Highway, LLC has offered to purchase land owned by the Village within the redevelopment project area development according to the terms of the Purchase and Sale Agreement attached to this Ordinance as Exhibit A to construct a brewery and restaurant to be operated by Homewood Brewing, LLC; and

WHEREAS, as required by 65 ILCS 5/11-74.4-4, the Village provided a reasonable opportunity for any other person to submit an alternate proposal or bid for the sale and redevelopment of this property by publishing a notice soliciting alternate bids by October 12, 2021; and

WHEREAS, the Village received no alternate bids for the property; and

WHEREAS, the President and Board of Trustees find it to be in the village's best interest to enter into a contract to sell the property at 18225 Dixie Highway to 18255 Dixie Highway, LLC, contingent upon negotiation of a redevelopment agreement.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Homewood, Cook County, Illinois:

SECTION ONE – APPROVAL AND AUTHORIZATION TO EXECUTE REAL ESTATE PURCHASE AND SALE AGREEMENT.

(a) The proposed Purchase and Sale Agreement between the Village and 18255 Dixie Highway, LLC is hereby approved. The Village President and Village Clerk are authorized to execute that Agreement.

(b) The Village Attorney or his nominee is authorized to close the transfer of the said parcel to 18255 Dixie Highway, LLC. The Village Attorney or his nominee, elected officials, and members of the Village staff, as appropriate, are authorized to execute all documents necessary to complete this transaction.

SECTION TWO – EFFECTIVE DATE.

This Ordinance shall be effective upon its passage and approval as provided by law.

PASSED AND APPROVED this 9th day of November, 2021.

By: _____
Village President

ATTEST:

_____
Village Clerk

AYES: _____ NAYS: _____ ABSTENTIONS: _____ ABSENCES: _____

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, the undersigned do hereby certify that I am the Village Clerk of the Village of Homewood, Cook County, Illinois, and as such I am the keeper of the records and files of the President and Board of Trustees of said Village.

I do further certify that the attached and foregoing is a correct copy of an ordinance M-2199 entitled:

AN ORDINANCE APPROVING A REAL ESTATE PURCHASE AND SALE AGREEMENT BETWEEN THE VILLAGE OF HOMEWOOD AND 18255 DIXIE HIGHWAY, LLC

as adopted by the President and Board of Trustees of the Village of Homewood at its regularly convened meeting held on October 26, 2021, and as signed by the President of said Village on November 9, 2021, all as appears from the official records of said Village in my care and custody.

In witness whereof, I have affixed my official signature and the corporate seal of the Village of Homewood, Illinois on _____, 2021.

_____
Village Clerk

(SEAL)

REAL ESTATE PURCHASE AND SALE AGREEMENT

THIS REAL ESTATE PURCHASE AND SALE AGREEMENT ("Agreement") is made this ____ day of November, 2021, between Homewood Brewing, LLC, 18255 Dixie Highway, LLC, or its assignee ("Purchaser"), and the Village of Homewood ("Seller"). The date that the last party signs the Agreement and delivers a copy to the other party shall be the date filled in above and shall be referred to herein as the "Effective Date."

WITNESSETH:

THAT FOR and in consideration of the mutual covenants, agreements and undertakings herein set forth, and other valuable considerations, the receipt and sufficiency of which are hereby acknowledged, Seller agrees to sell and convey to Purchaser and Purchaser agrees to purchase from Seller the real property described in Paragraph 1 below on the terms hereinafter set forth:

1. Agreement of Purchase and Sale.

Subject to the terms contained in this Agreement, Seller agrees to sell to Purchaser, and Purchaser agrees to purchase from Seller:

1.1. The real property legally described in Exhibit A attached and as shown on Exhibit B attached, consisting of 1.05 acres of land (collectively the "Land") at 18225 Dixie Highway, Homewood, Illinois, 60430.

1.2 All improvements on the Land, including, without limitation, landscaping, parking lot, and other improvements (collectively called the "Improvements").

1.3 All mineral, water, irrigation and other property rights of Seller, if any, running with or otherwise pertaining to such Land.

1.4 All of Seller's right, title and interest in any easements, covenants, declarations, reciprocal easement agreements, tenements, hereditaments, gaps, gores and appurtenances to the Land.

The property interests described in Sections 1.1 through 1.4 hereof are hereinafter referred to as the "Property."

2. Purchase Price.

2.1 The Purchase Price for the Property (the "Purchase Price") shall be One Dollar ($1.00).

2.2 The Purchase Price shall be payable by delivery by Purchaser to Seller at Closing of good federal funds by check or wire transfer in an amount equal to the Purchase Price, subject to adjustment as provided herein and as set forth in the settlement statement.

3. Seller's Deliveries.

On or before the Effective Date, Seller shall deliver to Purchaser copies of all the items on Exhibit C attached (the "Due Diligence Materials") to the extent in Seller's possession. If Seller obtains new or updated information or documentation regarding the Property before Closing, Seller shall immediately notify Purchaser of such fact and will promptly deliver all such supplemental information and documentation to Purchaser. Seller is not aware of any inaccuracies or incomplete documents in the Due Diligence Materials and Seller warrants that the copies delivered are true, correct and complete copies of the documents.

4. Contingency for Inspection, Approvals and Third-Party End Users.

4.1. Inspection Period.

(a) During the period commencing on the Effective Date and ending at 6:00 p.m. (CST) on the day which is thirty (30) days thereafter (the "Inspection Period"), Purchaser shall have the right, at Purchaser's sole cost and expense, to: (i) review the Due Diligence Materials, (ii) inspect and test the Property, including, but not limited to, for engineering, environmental, zoning, appraisals, to obtain a new survey or update an existing survey, to perform marketing and cost studies and for any other purposes related to Purchaser's determination of the feasibility of the Property

(b) During the period commencing on the Effective Date and ending at 6:00 p.m. (CST) on the day which is one hundred eighty (180) days thereafter (the "Governmental Approval Period"), Purchaser shall have the right, at Purchaser's sole cost and expense, to: obtain any necessary zoning approvals, special use permits, conditional use approvals, variances, administrative approvals, subdivisions, consolidations, annexation agreements, parking agreements, easements, vacations, permits, plat of subdivisions, and similar approvals or documents with the municipality, county, any other governmental authority or any entity or agency, Seller shall cooperate with Purchaser's efforts to obtain any approvals and shall diligently sign any zoning applications, permit applications, ownership authorization and provide any documentation or information required by the applicable governmental authority or agency as part of Purchaser's process to obtain its approvals. The Governmental Approval Period may be extended upon written agreement by Purchaser and Seller.

(c) Purchaser shall give Seller reasonable advance notice of the dates and times of its inspections of the Property. Seller or its representative and Purchaser, its representatives, agents, and independent contractors shall have the right to be present at any such inspections. If Purchaser is satisfied or not satisfied with the Property, including, but not limited to, its review and inspections, in Purchaser's sole and absolute discretion, Purchaser shall provide written notice to Seller that it is or not proceeding with the Agreement before the expiration of the Inspection Period.

(d) Purchaser and Seller acknowledge that the inspections, investigations, survey and environmental inspections made by Purchaser and Purchaser's agents before Closing are for the benefit and at the instance of Purchaser. Purchaser expressly acknowledges that nothing in this Agreement authorizes Purchaser, or any person dealing with, through or under Purchaser to subject Seller's interest in the Property to mechanic's or materialmen's liens before Closing. Purchaser shall indemnify, hold harmless and defend Seller from any claim, liability, loss, damage, cost or expense (including reasonable attorney's fees, but expressly excluding any punitive, speculative or consequential damages) which Seller incurs solely due to the entry on the Property by Purchaser, its employees, agents or independent contractors before Closing, or damage to or liens placed on the Property caused by Purchaser, its agents, employees, or independent contractors for any such entry. Purchaser's indemnification obligations shall not extend or apply to and Purchaser shall not be liable to Seller for: (i) any release of pre-existing hazardous substances arising from the conduct of any investigation or testing of the Property or for any diminution in the market value of the Property resulting from the information disclosed by any such investigation or tests, (ii) for any negligence or misconduct of Seller or any agent, contractor, or employee of Seller, or (iii) any pre-existing conditions on or about the Property. Purchaser's obligations shall survive any termination of this Agreement. Before Purchaser or its agents or contractors entering the Property, Purchaser shall obtain commercial general liability insurance in the amount of not less than $1,000,000.00 naming the Village of Homewood as an additional insured on an ISO CG 20 10 form endorsement from an Illinois licensed insurance company. Purchaser shall maintain this coverage from the Effective Date through the Closing Date.

(e) Notwithstanding the expiration of the Inspection Period, Purchaser shall have access to the Property through the Closing Date for inspections, obtaining any reports, surveys, appraisals, and engineering and environmental tests and reports.

4.2. Redevelopment Agreement.

This contract is contingent upon the Village of Homewood (Seller), 18255 Dixie Highway, LLC (Purchaser) and Homewood Brewing, LLC, (Brewery Operator) entering into a redevelopment agreement for the property within ninety (90) days of the contract date. If a redevelopment agreement is not approved by all parties within ninety (90) days, Purchaser or Seller may terminate this contract with no further obligation.

5. Commitment for Title Insurance/Title and Survey Matters.

5.1 Within ten (10) days after the Effective Date, Seller, at its sole cost and expense, shall cause a mutually acceptable title insurance company underwritten by Chicago Title or Fidelity National ("Title Company" and "Escrow Agent") to deliver to Purchaser a commitment for an ALTA owner's policy of title insurance (the "Commitment"), showing Seller as fee title owner, naming Purchaser as the insured in the amount of the Purchase Price (or minimum amount required), issued by the Title Company, insuring the Property, together with legible copies of all recorded title documents referred to in the Commitment ("Title Documents"). The Commitment shall be subject to only the: (i) "Permitted Exceptions" (defined in Section 5.2 below), (ii) any mortgages and similar liens of a definite or ascertainable amount which must be paid by Seller out of the closing proceeds ("Monetary Encumbrances") and (iii) any maters not objected to by Purchaser. If Seller has an existing survey, and Purchaser uses Seller's existing survey, and Seller's existing survey is approved by Purchaser's lender, if any, and the Title Company, subject to execution of a survey affidavit allowing it to issue extended coverage on the Purchaser's owner's title policy, then Seller shall sign a customary survey affidavit at Closing in a form approved by all parties.

5.2 The term "Permitted Exceptions" shall mean: (i) all non-delinquent taxes and assessments not yet due at the time of Closing, and (ii) any other title matters not objected to, waived or deemed waived by Purchaser.

5.3 If Purchaser objects to the Commitment and/or any survey, Purchaser shall give written notice to Seller before the expiration of the Inspection Period, specifying Purchaser's objections to such title exceptions and/or survey matters (the "Unpermitted Exceptions"). Seller shall at its option have five (5) days from receiving such notice to notify Purchaser in writing of any Unpermitted Exceptions that Seller shall cure, insure over or have removed from the Commitment before Closing. If Seller notifies Purchaser within such five (5) day period, or fails to notify Purchaser, that it is unable or unwilling to have the Unpermitted Exceptions removed before Closing, Purchaser shall, as Purchaser's sole remedy, have the option either to (i) terminate this Agreement, whereupon neither party shall have any further liability or obligation to the other, except as expressly provided herein; or (ii) proceed with the Closing and accept title to the Property as reflected in the Commitment and survey, whereupon such

exceptions shall be deemed Permitted Exceptions, other than Monetary Encumbrances which shall be paid by Seller out of Closing proceeds. Purchaser shall exercise such option by delivery of written notice of such exercise to Seller within five (5) days after the earlier of: (a) the expiration of Seller's notice period for responding to Purchaser's title and survey objections, or (b) the date Seller gives Purchaser notice of its unwillingness or inability to remove any the Unpermitted Exceptions. If any title exceptions or survey matters are disclosed or modified by updates of the Commitment and/or the survey or other title "date-downs" that affect the marketability or insurability of the title to the Property or that adversely affect the use of the Property for its intended purposes or are objectionable to Purchaser, then Purchaser may after the discovery thereof notify Seller in writing, in which event Seller shall promptly employ its good faith best efforts to procure a cure for same, as required above, and upon the failure of Seller to effectuate a cure or Seller's failure to respond to Purchaser in writing, then Purchaser may elect any of the options set forth in subclauses (i) and (ii) above. If Purchaser fails to notify Seller of Purchaser's election within the five-day period required for Purchaser's notification of its election, then Purchaser shall be deemed to have elected option (ii).

6. Closing, Possession and Conditions Precedent to Closing.

6.1 Closing. The closing (the "Closing") of the transaction contemplated shall take place on or before May 9, 2022. The date upon which the Closing actually occurs shall be referred to herein as the "Closing Date." Seller shall give sole and exclusive possession of the Property to Purchaser at Closing, subject only to the Permitted Exceptions. The Closing shall take place at the Chicago office of the Title Company (which shall allow delivery of documents into escrow) by means of a "New York Style Closing" with the parties delivering their closing documents, the Title Company's concurrently delivering the closing documents, committing to delivery of the Title Policy described in Section 6.4(b) below to Purchaser, and the concurrent payment of the Purchase Price, all with no parties required to be present.

6.2 At Closing, Seller shall deliver to the Escrow Agent, with copies to Purchaser:

(a) A duly executed and acknowledged Special Warranty Deed (the "Deed") conveying to Purchaser the fee simple interest in the Property, subject only to the Permitted Exceptions.

(b) A duly executed affidavit of Seller, stating Seller's United States taxpayer identification number and that Seller is not a foreign person as defined in Internal Revenue Code § 1445.

(c) A MyDec transfer tax declaration in form customary for the State, County City of the Property ("Transfer Tax Declaration") and any municipal transfer tax declarations.

(d) A resolution from Seller approving and authorizing it to sell the Property and granting authority to a specific person to bind the Seller.

(e) A settlement statement agreed to between Seller and Purchaser ("Settlement Statement"), signed by Seller, setting forth the Purchase Price, credits, prorations, and disbursements under this Agreement.

(f) An owner's affidavit.

(g) Documents requested by the Title Company for obligations required of Seller under this Agreement or to provide extended coverage, including, without limitation, Owner's Affidavit, Survey Affidavit of no change, if required by the Title Company to provide extended coverage, Gap Indemnity, formation documents and any other reasonable documentation.

6.3 At Closing, Purchaser shall deliver to the Escrow Agent:

(a) The balance of the Purchase Price, subject to adjustment on the Settlement Statement, by wire transfer of federal funds.

(b) The Settlement Statement signed by Purchaser, setting forth the Purchase Price, credits, prorations, and disbursements under this Agreement.

(c) A counterpart of the Transfer Tax Declaration and any applicable municipal transfer tax declarations.

(d) Any other document requested by the Title Company to close the transaction.

6.4 Conditions to Obligations to Close. The obligations of Purchaser to consummate the transactions contemplated shall be subject to fulfilling these conditions ("Purchaser's Conditions"), any of which may be waived in writing by Purchaser in its sole and absolute discretion:

(a) At Closing, Seller will cause the Title Company to issue (or commit irrevocably and unconditionally to issue) to Purchaser an owner's policy of title insurance in accordance with the requirements of the Commitment subject only to the Permitted Exceptions (the "Title Policy").

(b) The representations and warranties of Seller in this Agreement shall be true and correct on and as of the Closing Date with the same force and

effect as though such representations and warranties had been made on and as of the Closing Date, and Seller will so certify.

(c) Seller shall have performed the agreements, covenants and obligations made and contained in this Agreement to be performed or complied with by Seller on or before the Closing Date.

(d) Delivery of sole and exclusive possession of the Property to Purchaser subject only to the Permitted Exceptions.

7. Prorations; Closing Adjustments.

7.1 All real estate taxes and assessments, due and owing or delinquent before Closing, whether or not they have become liens, shall be the responsibility of Seller and paid by Seller before the due date and at or before Closing. This obligation shall survive Closing. All real estate taxes not yet due and owing at the time of Closing shall be prorated on the Closing Date based on the most recent ascertainable tax bill, and Seller shall be responsible to credit Purchaser for all such real estate taxes through and including the day of Closing. All tax prorations shall be final as of Closing.

7.2 In the event any special assessments, water or sewer assessment, code violations, fines or other assessments have been levied against the Property for any period on or before the Closing Date, Seller shall pay the same at or before Closing. These obligations shall survive Closing. All water, sewer, and other utility charges currently due shall be adjusted as of the Closing Date. Any of these payments due and owing as of the Closing Date shall be credited to Purchaser from Seller at Closing and any prepaid amounts shall be credited to Seller form Purchaser.

7.3 Seller shall pay: (i) the cost of the Title Commitment, (ii) the costs for the standard coverage portion of the Purchaser's owner's Title Policy premium, (iii) all State, County and municipal transfer taxes, (iv) half of all escrow and closing costs, and (v) all costs for any endorsements to cure, remove or insure over any title exceptions agreed to be cured by Seller. Purchaser shall pay: (i) the cost of the extended coverage portion of the Title Policy premium and all endorsements to the Title Policy requested by Purchaser, (ii) half of all escrow costs, and (iii) the cost to record the deed. The parties shall pay their respective attorney's fees. Any other costs and charges in connection with the Closing shall be paid by Seller or Purchaser, respectively, as is customary in the area in which the Property is located.

7.4 All CAM and other charges due under any REA, Declaration or other agreements shall be prorated on the Closing Date with Seller being responsible

for any costs prior to Closing and Purchaser being responsible for any costs on and after Closing. Any of these payments due and owing as of the Closing Date shall be credited to Purchaser from Seller at Closing and any prepaid amounts shall be credited to Seller from Purchaser. These obligations shall survive Closing.

8. Representations, Warranties, Covenants and Agreements of Seller and Purchaser.

8.1 Seller represents, covenants and warrants to Purchaser and agrees, as of the date of this Agreement and, without further writing as of the Closing Date, as follows:

(a) Seller holds fee title to the Property subject only to those rights-of-way, easements, conditions, covenants and restrictions of record. There are no persons in possession or occupancy of the Property or any part thereof, nor are there any persons who have possessory rights regarding the Property or any part thereof through written agreement, orally or by operation of law.

(b) All required payments of Seller have been made and there is no default by Seller, nor has Seller received any written notice of default from any property owner, tenant or other party under any reciprocal easement agreements or declarations or similar documents, nor are there any facts known to the Seller that would constitute a default by Seller or, to Seller's knowledge, by any property owner or tenant under any reciprocal easement agreements or declarations or similar documents.

(c) There is no lawsuit or similar proceeding filed, or to the best of Seller’s knowledge, threatened to be filed, against Seller regarding the Property before any court, tribunal, mediator, arbitrator, governmental or administrative agency. Seller has received no notices and is not aware of any pending or threatened: (a) condemnation, eminent domain or similar proceeding against the Property, (b) special assessments against the Property, or any real estate tax protest, or similar proceeding; or (c) any public plans or proposals for changes in road grade, access or other municipal improvements or for any adjacent developments that may affect the Property. There is no bankruptcy, assignment for the benefit of creditor or insolvency proceedings filed against or by Seller wherein Seller is identified as the debtor.

(d) Seller has taken all required measures to approve the sale and has all requisite power and authority to enter into and perform Seller’s obligations under this Agreement and to sell the Property. The execution of this Agreement has been duly authorized by all requisite actions and this Agreement is enforceable against Seller under its terms.

(e) The Property has utilities necessary for the operation of the Property and no fact or condition exists that would cause the termination of access to and from the Property or the cessation of utilities for the operation of the Property.

(f) Seller shall not, without the prior written consent of Purchaser, enter into, amend, extend or grant any concessions regarding any lease, reciprocal easement agreement, declaration or any other documents affecting the property, or accept any prepayment of rent for more than one month in advance. Seller shall promptly deliver to Purchaser a copy of any notice (including without limitation, a notice of default) received from any property owners under any easement agreements, declarations or from any governmental authority or from any tenant or adjacent property owners. Seller shall not intentionally do anything, or permit anything to be done, that would impair or modify the status of title as shown on the Commitment or the survey.

(g) Seller is not a foreign person or entity under the Foreign Investment and Real Estate Property Tax Act or the Tax Reform Act of 1984.

(h) As of the Closing Date, the Property will be clear of any encumbrances or liens of an ascertainable amount which can be removed by the payment of a liquidated amount of money, except for the Permitted Exceptions, and such encumbrances and liens as paid by Seller at Closing.

(i) From the Effective Date until Closing, Seller shall continue to manage and operate the Property in a reasonable manner consistent with other similar commercial properties in Homewood, Illinois, including, but not limited to, performing all maintenance and snow removal, paying all operating expenses, real estate taxes, insurance and utilities before their due date, keeping the Property free of liens and code violations, and maintaining property and liability insurance in commercially reasonable amounts.

(j) Except as set forth in the Due Diligence Materials, to the best of Seller's knowledge, the Property complies with all environmental laws relating to "hazardous materials or toxic materials or substances" (as those terms are defined under all applicable environmental laws, rules, regulations and ordinances in Illinois, , the United States, and by the United States Environmental Protection Agency (hereinafter referred to as "Environmental Laws")) and Seller has received no notice from any person, property owner, or governmental agency that the Property is in violation or may violate any Environmental Laws or of any release or suspected release of hazardous materials on the Property or adjacent properties. There are no underground storage tanks at the Property. The Property is not being used, and to the best of Seller's knowledge, has never been used, for the storage or disposal of any

hazardous materials or toxic waste or as a dump site, the Property is not currently subject to any grading, slope or drainage restrictions which would obligate or require any owner of the Property to accept, supply, deliver or collect drainage water, surface water or irrigation water to or from any real property within the reasonable vicinity of the Property and there are no unrecorded share expense agreements, repayment agreements, reimbursement agreements, tax increment financing or development agreements that affect all or any portion of the Property and that could require Purchaser to pay any money in full or partial satisfaction of any such agreements.

(k) Seller owns no personal property located on the Property or to the extent it does will remove it by Closing.

(l) Seller is not a party to any management, service or other contracts or agreements that will be binding on Purchaser or the Property after Closing.

(m) Seller will (1) continue to operate the Property as heretofore operated; (2) maintain the Property in its current condition and perform routine and required maintenance and replacements; (3) pay before Closing all sums due for work, materials or services furnished or otherwise incurred in the ownership, use or operation of the Property; (4) comply with all governmental requirements applicable to the Property; (5) not place or permit to be placed on any portion of the Property any new improvements of any kind or remove or permit any improvements to be removed from the Property; and (6) not cause or create any easements, encumbrances, or liens to arise or to be imposed upon the Property or to allow any amendment or modification to any existing easements or encumbrances.

(n) To Seller's knowledge, the Due Diligence Materials are true, correct and complete in all material respects. Seller has delivered to Purchaser all Due Diligence Materials its possession or control.

(o) There are no rights of first refusal or options to purchase the Property (or any part thereof) contained in any agreement affecting the Property (or any part thereof).

8.2 Seller shall indemnify and hold Purchaser harmless from and against any costs, fees, charges, penalties or liabilities of any kind resulting from any "bulk sales" taxes, fees or charges assessed by any applicable governmental authority or agency related solely to the period of Seller's ownership of the Property. This indemnification shall survive the Closing.

8.3 Purchaser represents and warrants to Seller, as of the date of this Agreement and without further writing as of the Closing that Purchaser is

authorized and permitted to enter into this Agreement, to execute any documentation required, and to perform this Agreement, none of which conflicts with any provision of any law, rule or regulation applicable to Purchaser. This Agreement is a valid and binding obligation of Purchaser under its terms.

8.4 All representations and warranties of Seller or Purchaser in this Agreement shall survive the Closing.

9. Damage or Condemnation.

9.1 In the event of any eminent domain or condemnation action before or on the Closing Date Seller shall immediately notify Purchaser and Purchaser may elect, in its sole discretion, to (a) terminate this Agreement, in which event neither party shall have any further liability under this Agreement except for those obligations which expressly survive the termination of this Agreement, or (b) proceed to Closing, whereupon at Closing Seller shall transfer the Property less any portion of the Property taken by eminent domain or condemnation or conveyed in lieu of condemnation. If Purchaser elects to close on the Closing Date, Seller shall assign to Purchaser, all of Seller's interest in any proceeds or awards that may thereafter be made for any taking or condemnation. The Purchase Price shall be reduced by any such proceeds or awards collected and retained by Seller before the Closing Date, provided, however, Seller shall not negotiate and agree to any settlement or payment without Purchaser's prior written approval, which shall not be unreasonably withheld or delayed.

9.2 if the Property suffers any damage or destruction before Closing, Purchaser may elect, at Purchaser's sole option, to: (a) proceed to Closing and take the Property subject to such damage or destruction and Seller shall assign any insurance proceeds to Purchaser (but only to the extent of Seller's rights in same) and Purchaser shall receive a credit at Closing in the amount of any deductible being carried under such insurance policy, or (b) terminate this Agreement in which event neither party shall have any further liability under this Agreement except for those obligations which expressly survive the termination of this Agreement.

10. Brokerage.

Each party represents and warrants to the other, as of the date of this Agreement and without further writing as of the Closing, there are no real estate agents or brokers involved that are owed a commission or finder's fee in connection with this transaction. Each party agrees to indemnify, defend, and hold harmless the other party regarding any claim made for any commission or finder's fee arising out of the warranting party's conduct. This Section 10 shall survive the Closing.

11. Default.

11.1 If this transaction does not close due to Purchaser's default or Purchaser is otherwise in default of its obligations under this Agreement, then Seller shall have the right, as its sole and exclusive remedy, to terminate this Agreement by written notice to Purchaser and upon such termination this Agreement shall be of no further force and effect and neither party shall have any further rights, duties, or obligations except regarding the provisions hereof which expressly survive the termination of this Agreement. Purchaser shall not be liable to Seller for any punitive, speculative, incidental, consequential or damages for loss of opportunity or lost profit if Purchaser's default occurs.

11.2 If this transaction is not closed due to a default of Seller or Seller is otherwise in default of its obligations under this Agreement, then Purchaser shall have the option of (i) terminating this Agreement by written notice to Seller, and neither party shall have any further liability under this Agreement, except for those obligations which expressly survive the termination of this Agreement, or (ii) enforcing this Agreement by specific performance, or (iii) Purchaser shall have all rights and remedies at law and in equity if any intentional default by Seller occurs that renders specific performance unavailable.

11.3 Before exercising any remedy under this Agreement, the non-defaulting party shall provide notice to the defaulting party and the defaulting party shall have three (3) days to cure such default.

12. Notices.

All notices permitted or required under this Agreement may be made by a party or the party' attorney to the other party or the other party's attorney and shall be in writing and shall be served by one of these methods: (a) hand delivery, or (b) deposit thereof with Federal Express or other nationally recognized overnight delivery service for next day delivery, or (c) by facsimile transmission, or (d) by email transmission. All notices shall be addressed to the parties to whom such notices are intended as set forth below:

If to Seller:
Village of Homewood
2020 Chestnut Road
Homewood, IL 60430
Attention: Village Manager
Email: jmarino@homewoodil.gov

with a copy to:
Christopher J. Cummings
Village Attorney
2024 Hickory Road, #205
Homewood, IL 60430
Email: chris@cjcummingslaw.com

If to Purchaser:

Carmela Wallace

18255 Dixie Highway, LLC

11038 Fawn View Circle

Orland Park, IL 60467

708-802-3069

With a copy to:

Kristen L. Gorenberg, Esq.

Ruben & Goldberg, LLC

3000 Dundee Road, Suite. 305

Northbrook, IL 60062

847-790-7627

Either party may change its address by giving notice to the other under this Section. Notice sent by an attorney on behalf of their client shall be deemed proper notice from the party. Notice personally delivered shall be effective on the date of delivery. Notices sent by a nationally recognized overnight courier shall be effective on the date of delivery as indicated by the carrier's on-line record. Notice sent by facsimile shall be effective on the date of delivery during the hours of 8a.m. to 6p.m. CST, Monday through Friday, with proof of successful transmission which shall be retained by the sender. Notice sent by email shall be effective on the date of delivery during the hours of 8a.m. to 6p.m. CST, Monday through Friday.

13. Miscellaneous.

13.1 Section Headings. The Section headings of this Agreement are for convenience only and in no way limit or enlarge the scope or meaning of the language thereof.

13.2 Entire Agreement. All previous negotiations and agreements between the parties, regarding the transaction set forth herein, are merged in this instrument which alone fully and completely expresses the parties' rights and obligations. This Agreement is the entire agreement between the parties regarding the Property and supersedes any other prior agreements and understandings, whether written or oral, formal or informal.

13.3 Governing Law. This Agreement shall be governed by the internal laws of the State of Illinois without reference to its conflict of law provisions.

13.4 Invalidity of Terms. If any term or provision of this Agreement is held illegal, invalid or unenforceable as a matter of law, the remaining terms and

provisions of this Agreement shall not be affected, but each such term and provision shall be valid and shall remain in full force.

13.5 Time/Dates. Time is of the essence of this Agreement. If any date in this Agreement for the delivery of any document or the happening of any event should, under the terms hereof, fall on a weekend or holiday, then such date shall be automatically extended to the next succeeding weekday that is not a holiday.

13.6 Dispute/Attorney's Fees. If a dispute arises between the parties regarding the enforcement of either party's obligations contained herein, the prevailing party shall be entitled to reimbursement of its reasonable attorney's fees, court costs, and expenses incurred in connection therewith. This Section 13.6 shall survive the early termination or closing of this transaction.

13.7 Amendment. This Agreement may be amended, modified or terminated only by a written instrument executed by Seller and Purchaser.

13.8 Termination at Closing. Except as expressly provided for herein, the provisions of this Agreement shall terminate with the Closing and shall be of no further force or effect.

13.9 Waiver of Rights. No right under this Agreement may be waived, except by written instrument executed by the party waiving such right. No waiver of any breach of any provision in this Agreement shall be deemed a waiver of any preceding or succeeding breach of that provision or of any other provision in this Agreement. No extension of time for performance of any obligations or acts shall be deemed an extension of the time for performance of any other obligations or acts.

13.10 Assignment. Purchaser may assign this Agreement to any assignee or single purpose entity; provided that: (i) such assignee shall expressly assume all of Purchaser's obligations; and (ii) Purchaser shall provide Seller with written notice of such assignment.

13.11 1031 Exchange. At either party's option and at no loss, cost, liability, or expense to the other party, both parties agree to cooperate with one another in closing this transaction as a like-kind exchange under Section 1031 of the Internal Revenue Code, provided that (a) no party making such accommodation shall be required to acquire any substitute property, (b) such exchange shall not affect the representations, warranties, liabilities and obligations of the parties to each other under this Agreement, (c) no party making such accommodation shall incur any additional cost, expense or liability in connection with such exchange (other than expenses of reviewing and executing documents required in connection with

such exchange), and (d) no dates in this Agreement will be extended as a result thereof. Each party's right, title and interest under this Agreement, but not its obligations, shall be assignable to a "Qualified Intermediary" of its choice. For purposes of this Agreement, the term "Qualified Intermediary" shall have the same meaning as that found in Section 1.103(k)-(g)(4)(iii), Income Tax Regulations.

13.12 Binding Agreement. Purchaser and Seller acknowledge and agree that they intend this Agreement to be a binding and enforceable agreement, subject to the terms set forth herein, and each party waives any right to hereafter challenge the enforceability of this Agreement because the inspection and due diligence contingencies in this Agreement are not sufficient consideration to make this Agreement a valid contract. Purchaser agrees to use its good faith efforts to perform its due diligence activities regarding the Property. Seller agrees that Purchaser's due diligence efforts will require Purchaser to expend significant time and money, and that the expenditure of such time and money by Purchaser constitutes sufficient consideration to Seller for Seller granting Purchaser the time set forth in this Agreement to investigate and resolve all of its contingencies and agreeing to be bound by this Agreement.

13.13. Counterpart Signatures. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all such counterparts shall together constitute the same Agreement. Any counterparts of this Agreement and any subsequent amendments may be executed and delivered by any party by email transmission in portable document format "(PDF") and any document so executed and delivered shall be considered an original for all purposes

14. Confidentiality.

14.1 Either party (the "Providing Party") may provide the other party (the "Receiving Party") with confidential or proprietary information, including intended future use site plans and identification of proposed future users, whether disclosed orally, in writing or upon inspection of documents or other tangible property (such information, together with any documents or records prepared by the Providing Party or Receiving Party or any of its affiliates, which contain or otherwise reflect or are generated from such information, the "Confidential Information"). The term "Confidential Information" shall not include information that (i) is or becomes generally available to the public other than because of a disclosure by the Receiving Party; (ii) is specifically permitted in writing by the Providing Party, before any disclosure by the Receiving Party, to be so disclosed; or (iii) is disclosed in compliance with the requirements of any law, subpoena or administrative, regulatory or judicial process (provided that, to the extent reasonably feasible under the circumstances, prior written notice of

such disclosure is furnished to the other party Providing Party to afford the Providing Party an opportunity to seek a protective order).

14.2 The Receiving Party's review and inspection of the Confidential Information shall be undertaken solely to evaluate the transaction contemplated herein. The Receiving Party shall use the Confidential Information solely for such purpose. Except as specifically provided, the Receiving Party shall not disclose, and shall use reasonable efforts to prevent any other person or entity from disclosing, any Confidential Information to any other party without the Providing Party's prior written consent; provided, however, that the Receiving Party may share Confidential Information with its advisors, consultants, attorneys, investors, accountants and lenders in connection with evaluating and financing the transaction contemplated.

14.3 If the Closing does not occur, the Receiving Party shall promptly deliver to the Providing Party or destroy all documents furnished by the Providing Party constituting Confidential Information.

14.4 Notwithstanding the foregoing, the parties acknowledge that Seller is a public body subject to the Illinois Freedom of Information Act (FOIA). If the Seller receives a FOIA request, Seller shall have the sole authority to determine what records concerning this transaction, if any, are responsive to the FOIA request and shall be tendered to the requestor. If Purchaser provides Seller with information, documents, or data it believes to be proprietary, privileged, or confidential as defined by Section 7, paragraph (1)(g) of the FOIA (5 ILCS 140/7(1)(g)), it shall identify them as such when tendered to the Seller.

15. Exclusivity.

Seller acknowledges that Purchaser will expend substantial time, effort and resources to consummate the transaction contemplated by this Agreement. In consideration of such effort, unless this Agreement is terminated, during the period from the Effective Date until the Closing Date (the "Exclusivity Period"), Seller shall not (and shall cause its affiliated and associated entities, and its and its affiliated and associated companies' principals, officers, directors, managers, members, employees, agents, brokers and representatives and any other person acting for it or them, not to) enter into any agreement or discussion with any other party regarding, or solicit or entertain proposals for or about the sale or lease of any part of the Property or any other transactions or negotiations that would prohibit or adversely affect the sale of the Property to Purchaser or any other aspect of the transaction contemplated.

(Signatures on next page)

IN WITNESS WHEREOF, the parties have executed this Agreement to be effective as of the date of mutual execution and delivery.

Purchaser

18255 Dixie Highway, LLC

By: _____

Name: Carmela Wallace

Title: Manager_____

Date: _____

Seller

Village of Homewood

By: _____

Richard A. Hofeld

Village President

Date: _____

Brewery Operator

Homewood Brewing, LLC

By: _____

Name: Carmela Wallace_____

Title: Manager_____

Date: _____

EXHIBIT A

Legal Description of Property

Parcel 1: Lot 2, 3 and 4 in the resubdivision of Lot 6 in the County Clerk's Division of the West½ of the Southeast ¼ of Section 31, Township 36 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois.

Parcel 2: The East 99 feet of Lot 1 in the subdivision of Lot 6 in the County Clerk's Division of the West ½ of the Southeast¼ of Section 31, Township 36 North, Range 14, East of the Third Principal Meridian, according to the Plat thereof recorded October 21, 1927 as document 9816722, in Book 253 of Plats, Page 2; also the East 99 feet of that part of the West ½ of the Southeast ¼ of Section 31 bounded and described as follows: Beginning at the Northeast corner of Lot 1 in the South of Lot 6 aforesaid; thence West along the North line of said Lot 1, 297 feet to the East line of Dixie Highway; thence North along said East line of Dixie Highway, 27.07 feet; thence East parallel with the North line of Lot 1 aforesaid, 297 feet; thence South parallel with the West line of the Southeast ¼ of said Section 31, 27.07 feet to the point of beginning, in Cook County, Illinois.

Parcel 3: The East 99 feet of the North 53.93 feet of the South 81 feet of that part of the West ½ of the Southeast ¼ of Section 31, Township 36 North, Range 14, East of the Third Principal Meridian, bounded and described as follows: Beginning at the Northeast corner of Lot 1 in the subdivision of Lot 6 in the County Clerk's Division of the West ½ of the Southeast ¼ of said Section, according to the Plat thereof recorded October 21, 1927, as document 9816722, in Book 253 of Plats, Page 2; thence West along the North line of said Lot 1, 297 feet to the East line of Dixie Highway; thence North along said East line of Dixie Highway, 346 feet; thence East parallel with the North line of Lot 1 aforesaid, 297 feet; thence South parallel with the West line of the Southwest ¼ of said Section, 346 feet to the place of beginning in Cook County, Illinois.

Property Index Numbers:
29-31-409-037-0000
29-31-409-038-0000
29-31-409-010-0000
29-31-409-041-0000
29-31-409-072-0000

Common address: 18225 Dixie Highway, Homewood, Illinois

EXHIBIT B

Diagram of Property

EXHIBIT C

Due Diligence Materials

1. A copy of any leases for the Property and all schedules, exhibits, riders, amendments, guaranties and memorandums of lease related thereto.

2. A copy of all vendor, property management and third-party agreements or contracts for the Property, including any maintenance agreements.

3. A copy of any and all environmental reports from Seller or its predecessor, in Seller's possession, including, but not limited to, any existing phase I environmental site assessments reports, Phase II reports, asbestos reports, asbestos correspondence, and any other environmental reports, and correspondence with any governmental agencies relating to the Property.

4. Copies of any surveys of the Property.

5. Copies of any soils reports or geotechnical reports, and engineering studies, if any.

6. Copy of Seller's owner's title policy and any current title commitments for the Property and all recorded title documents referenced therein.

7. Copies of any plats or proposed plats related to the subdivision or consolidation of the Property and surrounding parcels.

8. Copies of the current real estate tax bills for the Property.

9. Copies of any declarations, reciprocal easement agreements, development agreements, easement agreements, use restrictions, deed restrictions, rights of first refusal, property owner's association documents, property owner's rules and regulations, bylaws and articles of organization.

VILLAGE OF HOMEWOOD

PUBLIC HEARING ON CREATION OF A TIF DISTRICT

TUESDAY – SEPTEMBER 22, 2020

Village Hall Boardroom and audio conferencing

PUBLIC HEARING ON CREATION OF A TIF DISRICT

CALL TO ORDER: Village President Hofeld called the public hearing on a proposed Tax Increment Financing district for the former Bogart's property (18225 Dixie Highway) to order at 7 p.m. This public hearing was a continuance of a public hearing from July 2020 and was conducted by President Hofeld from the Boardroom.

NOTE: Due to the Governor's emergency order because of the COVID-19 pandemic and social distancing recommendations, and the Village President finding that, pursuant to Public Act 101-0640, an in-person meeting is not prudent, elected officials are permitted to participate via video/audio. The public was invited to listen into the meeting live via audio. The public was invited to submit comments by email before the meeting. All elected officials were able to hear one another as well as all discussion.

PRESENTATION: President Hofeld asked Angela Mesaros, director of Economic Development, for an update. She reported that a Joint Review Board meeting for the proposed Dixie/Miller Court TIF was conducted on June 17, 2019, and the proposal was accepted unanimously by the parties.

President Hofeld introduced Bob Rychlicki of Kane McKenna & Associates who gave an overview of the proposed TIF. Following guidelines of the Downtown Master Plan, the site will be redeveloped for a commercial use. The former Bogart's Restaurant has been vacant for nearly a decade and was acquired by the village in 2018. The restaurant site includes five PINs and is the largest property within the proposed TIF. The TIF also would include two residential properties on Miller Court, the cleaners south of Bogart's, and several storefronts on Dixie Highway north of the Bogart's property.

All properties in the TIF are well past the 35 years old or older requirement for the district to meet one of the "conservation use" thresholds needed to develop a TIF. Redeveloping the property will improve the overall appearance of the downtown district. However, since the property has remained vacant and dilapidated for many years, the village needs to create a TIF to offer incentives for redevelopment.

The village proposes a $3.05 million budget for the TIF. Current Equalized Assessed Valuation is $573,000. It is expected a TIF will raise the EAV to between $2.4 million and $5 million. The village will use the TIF money to rehabilitate the property, make public improvements, and cover professional services. The TIF will have a 23-year life.

No one was in the audience at village hall to comment and no written comments were received.

The public hearing adjourned at 7:15 p.m.

Respectfully submitted,

Marilyn Thomas

Village Clerk

VILLAGE OF HOMEWOOD

BOARD AGENDA MEMORANDUM **DATE OF MEETING: November 9, 2021**

To: Jim Marino, Village Manager

From: Dennis Bubenik, Director of Finance

Topic: 2021 Real Estate Tax Levy

PURPOSE

It is necessary for the Village Board to discuss setting the yearly real estate tax levy under the rules applied to non-home rule communities. These rules are often referred to as "Tax Caps". The final real estate tax levy ordinances will be based on this discussion, and will be brought to the Board for a vote in December.

PROCESS

A tax levy is the amount of money a taxing body can request from the overall property taxes that are paid by residents within the taxing district.

The rules for setting the levy are dictated by the State of Illinois and tax cap laws. The Village of Homewood's tax levy is allowed to increase from the previous year's levy based on (1) the change in Consumer Price Index (CPI) for the preceding calendar year and (2) the change for new construction value for the preceding calendar year.

The CPI used for the 2021 Real Estate Tax Levy is 1.4%. The change for new construction value will not be known until the summer of 2022, so at this time we are required to make a best estimate. The Village is estimating 3.3%. This gives the Village a total 4.7% increase over the prior year's tax capped levy.

The 4.7% increase is allocated between the cost of providing municipal services and meeting our pension obligations. An actuary calculates the Police and Fire Pension amounts. Within the actuarial report, we are provided with two options. There is a 100% pension funded recommendation and a 90% funded recommendation. The Village has chosen the 90% funded option again for the 2021 tax levy so that the allocation towards the day-to-day operations of the municipality will not be reduced.

Debt obligations are also included in the 2021 tax levy. This amount is not subject to tax cap rules and allows the Village to levy for the coming year's principal and interest payments on the 2020 General Obligation bond. The amount levied is $644,850, which is a decrease from the prior year.

The Village of Homewood's levy is only about 10% of the total real estate tax bill. For example, if a home's total property tax bill is $6,000, only $600 of the annual property taxes are allocated for high-quality police, fire, public works, and other municipal services.

OUTCOME

The total 2021 Real Estate Tax Levy for the Village of Homewood municipal operations, pension obligations, and debt service is $6,881,974. This is an overall 3.8% increase.

FINANCIAL IMPACT

The final levy will be the basis for next fiscal year's property tax budget amounts.

- **Funding Source:** N/A
- **Budgeted Amount:** N/A
- **Cost:** N/A

LEGAL REVIEW

Not required

RECOMMENDED BOARD ACTION

Discuss the 2021 Real Estate Tax Levy and direct staff to bring the appropriate 2021 real estate tax levy ordinances to the Board's December 14 meeting for a vote.

ATTACHMENT(S)

- Worksheet
- Calculation

TAX LEVY WORKSHEET 2021 VERSUS 2020

	DETAIL	(a) Village of Homewood ***Levy 2020***	(b) Cook County Tax Cap Extended ***Levy 2020***	(c) ***Projected Village of Homewood Levy 2021***	(d) % Change Extended versus Levy 2020
	Corporate	625,000	610,773	625,000	2.33%
	Audit	50,000	48,994	50,000	2.05%
	Liability Insurance	706,208	690,493	706,208	2.28%
	Crossing Guards	50,000	48,994	50,000	2.05%
	Fire Protection	375,000	366,630	375,000	2.28%
	Police Protection	187,500	183,107	187,500	2.40%
	Street & Bridges	250,000	244,143	250,000	2.40%
(1)	**Subtotal General Fund (Fund 01)**	2,243,708	2,193,134	2,243,708	2.3%
	IMRF/SLEP (Fund 21)	518,680	506,971	500,542	-1.27%
	SSI/Medicare (Fund 21)	451,760	441,783	482,095	9.12%
	Police Pension (Fund 51)	2,104,390	2,056,949	2,237,677	8.79%
	Fire Pension (Fund 52)	765,460	748,207	762,102	1.86%
(2)	**Subtotal Pensions**	3,840,290	3,753,910	3,982,416	6.1%
(3)	**Subtotal Gen'l Fund & Pensions**	6,083,998	5,947,044	6,226,124	4.7%
	Fire Pension (non capped)(Fund 52)	11,000	11,330	11,000	-2.91%
		-	-	-	
		-	-	-	
	GOBOND 2014/2017/2020 (fund 61)	642,324	674,440	644,850	-4.39%
(4)	**Subtotal Debt Service (Abated)**	642,324	674,440	644,850	-4.39%
(5)	**TOTAL LEVY AFTER ABATEMENTS**	6,737,322	6,632,814	6,881,974	3.8%

DEBT SERVICE ABATEMENT SCHEDULE

	Net Levy	**Abatement**	**Net Levy**
GO 2014	-		-
GO 2017/2020	642,324	-	644,850
TOTAL DEBT SERVICE LEVY	642,324	-	644,850

SUMMARY

Total General Fund (capped)	2,243,708
Total Pension (capped)	3,840,290
Total Pension (not capped)	11,000
Total Debt Service (not capped)	642,324
TOTAL LEVY AFTER ABATEMENTS	6,737,322
Total General Fund (capped)	2,243,708
Total Pension (capped)	3,982,416
Total Pension (not capped)	11,000
Total Debt Service (not capped)	644,850
TOTAL LEVY AFTER ABATEMENTS	6,881,974

(a) what the Homewood Village Board discussed and voted on in Nov 2020 and Dec 2020
(b) what Cook County gave Homewood in late Summer 2021 based on tax cap rules
(c) what Homewood Village Board will discuss and vote on in Nov. & Dec. 2021
(d) percentage change between (c) and (b)

the effect of the State's passage of PA 93-0689 is shown separately from the capped fire pension

PROCESS FOR SETTING THE VILLAGE OF HOMEWOOD'S 2021 TAX LEVY

1. Calculate the change in the Consumer Price Index (CPI) for the past 12 months. This is known here in November, as it is the change in December 2021 CPI versus December 2020 CPI. This is 1.4% for the 2021 real estate tax levy.
2. Estimate the increase in new construction EAV. Since this will not be known until the summer of 2022, we will estimate 3.3%. Cook County will make the necessary adjustments depending on how close this estimate is to the actual.
3. Apply this 4.7% increase (1.4% plus 3.3%) to the tax capped levies of pensions and operating as released by Cook County in late summer 2021 of $5,947,044, which gives us $6,226,124 for the coming year, which is an increase of $279,080.
4. Allocate real estate tax levy dollars to police pension $2,237,677 and fire pension $762,102 line items as calculated by an independent actuary.
5. Internally calculate IMRF pension requirements of $500,542 based on information provided by IMRF actuary. IMRF pension pool covers non-police pension and non-fire pension Village of Homewood employees.
6. Internally calculate the real estate tax levy amount required for social security and Medicare $482,095.
7. Take number 3 calculation of $6,226,124 and subtract number 4, 5, and 6. This amount totals $2,243,708 and will be used for the day-to-day operating section of the real estate tax levy
8. Add $644,850 real estate tax levy dollars required to meet principal and interest (P&I) payments from any outstanding general obligation (GO) bonds outstanding. This debt levy is not subject to tax cap rules. It is set each year at the amount of principle & interest due.
9. Add $11,000 to reflect the effect of State's passage of PA-93-0689 for fire pension members.

VILLAGE OF HOMEWOOD

BOARD AGENDA MEMORANDUM **DATE OF MEETING: November 9, 2021**

To: Jim Marino, Village Manager

From: Angela Mesaros, Director of Economic and Community Development

Topic: Special Use Permit and Parking Variation for a salon at 2413-2415 W. 183rd Street

PURPOSE

Jamilah Anderson has submitted an application to operate a hair salon at 2413-2415 W. 183rd Street. Since the building currently does not have enough spaces to meet the parking requirement, the proposed business will require a parking variation. Salon/Spa establishments require a special use in the B-2 zoning district in which the subject property is located. A special use allows the opportunity for the village to consider the impact the proposed use may have upon neighboring lands and the public need for the proposed use at the subject location.

Subject property

PROCESS

Ms. Anderson is the contract purchaser of a two-story building (3,000 sq. ft.) within a multi-tenant mixed-use commercial center. The subject property is private property and is not within a shopping center with a shared parking lot. Each commercial establishment is located on its own property with discernable lot lines dividing the parking spaces to be used by each commercial establishment. The proposed space was most recently a fitness/personal training use and is currently vacant. Other uses in the center include a dry cleaner, electronics repair, chiropractor, dentist, insurance agent, and real estate broker.

Ms. Anderson currently has a salon at 18350 Kedzie Avenue and wishes to purchase the subject property to live in the apartment above her salon for a live/workspace.

The zoning ordinance requires two parking spaces per chair plus one parking space per employee for a beauty salon. Ms. Anderson plans to have three stations and four employees.

Subject Property as viewed from 183rd Street

Therefore, 10 parking spaces would be required (3 chairs x 2) 6 + 4 employees = 10) for the salon. This building currently has five parking spaces in the front, which does not meet the required parking.

Section 11.5B of the Zoning Code authorizes the Planning and Zoning to allow a reduction in spaces through shared parking and states that the petitioner shall submit "*a legal agreement guaranteeing that the parking spaces shall be maintained so long as the uses are in existence unless the required parking is provided elsewhere in accordance with this Article. The instrument shall be approved by the Village Attorney and shall be recorded with the Recorder of Deeds.*"

Buildings in the center with excess parking would be permitted to share parking with the petitioner. The buildings with excess parking are 2429 183rd, Best Cleaners; and 2401 183rd Street, Infiniti Real Estate.

At its regular meeting on October 14, 2021, the Homewood Planning & Zoning Commission reviewed the request for a special use permit and parking variation.

The following standards were considered in the review of the special use request:

1. The use is necessary for the public convenience at that location. The salon is moving from another location in Homewood (on Kedzie Avenue) and will bring in customers from outside of the surrounding area.
2. The salon is not detrimental to the economic welfare of the community. Occupation of this space benefits the economic welfare of the community through property taxes.
3. The use will be consistent with the goals and policies of the Comprehensive Plan. The future land use map identifies the parcel as "commercial"; however, the narrative of the plan does not specifically address uses such as a salon.
4. The salon is so designed, located, and proposed to be operated, that public health, safety, and welfare will be protected. This space has been most recently used as a

personal training/fitness facility, which is a business providing a service to the community.

5. The use is suitable for the property and, without the special use, the property will be substantially diminished in value. The purpose of the B2 Community Business district is to "protect and maintain the scale of commercial areas that provide goods and services primarily for the convenience of the surrounding neighborhoods". The proposed salon will serve an area that is larger than the surrounding neighborhood and could negatively impact the neighborhood by bringing in additional traffic.
6. Will not cause substantial injury to the value of other property in the neighborhood in which it is located. The proposed use requires a special use and therefore requires additional scrutiny regarding potential impact on surrounding uses.
7. Will be consistent with the uses and community character of the neighborhood surrounding the parcel. The B2 district is intended for businesses that serve the surrounding neighborhood.
8. Will not be injurious to the use or enjoyment of other property in the neighborhood for the purposes permitted in the zoning district. The proposed use requires 10 parking spaces, which exceeds the amount available and will likely result in customers parking in spaces outside of the petitioner's property. In addition, the first floor of the building is 3,000 square feet, and expansion of salon stations would be possible within the space.
9. Will not impede the normal and orderly development and improvement of surrounding properties for uses permitted in the zoning district. The area is developed and in close proximity to a residential neighborhood. Additional traffic would likely impact the surrounding neighborhood.
10. Provides adequate measures of ingress and egress in a manner that minimizes traffic congestion in the public streets. Adequate access is provided from 183rd Street. Access to the property is also off of Western Avenue which is a local neighborhood street at this intersection.
11. Is served by adequate utilities, drainage, road access, public safety, and other necessary facilities. The area is developed and currently served by adequate utilities.

No zoning variation shall be granted unless the findings based upon the evidence presented in each specific case establish the standards of Zoning Ordinance Section 2.17 have been met. The first three standards must all be met; the remaining standards are provided for further consideration:

1. The property cannot yield a reasonable return if permitted to be used under the conditions allowed by regulations. The subject property is a two-story

commercial/residential building. The proposed use is a salon. The salon requires a special use permit.

2. The plight of the owner is due to unique circumstances. The subject property was constructed prior to the adoption of the current parking ordinance. The use and parking requirements have changed over the years. The property is 3,000 square feet, other commercial/service uses would require up to 12 spaces (1/250 SF = 12 spaces).
3. The variation will not alter the essential character of the locality. The existing multi-use parking lot exceeds the requirements. The dental office at 2421 was recently granted a variance for three spaces. Previous more intense uses such as a former salon and restaurant in this center have caused parking issues in the past.

The following Standards are provided for your consideration in making a decision regarding the requested variation.

4. Existing conditions pose a particular hardship. The proposed salon requires a variation from parking requirements.
5. Conditions of the petition are not generally applicable. The subject property is private property and not a shopping center with a shared parking lot. Each commercial establishment is located on its own property with lot lines dividing the parking spaces to be used by each commercial establishment. The number of parking spaces available to the businesses in the middle of the center is minimal in comparison to the spaces on each end.
6. Hardship not created by the property owner. The petitioner is the contract purchaser of one multi-use building that is in line with multiple commercial buildings with a connected parking lot that pre-date the zoning ordinance.
7. Variation is not detrimental or injurious to the neighborhood. The proposed variance would increase the amount of traffic and parking density in the area. 183rd Street is classified as a principal arterial and therefore anticipates the expected traffic volumes. Access to the property is also off of Western Avenue which is a local neighborhood street at this intersection.
8. The proposed use is not expected to generate any excessive noise, vibration, light, or other factors that would disrupt adjacent properties.

Commissioners tabled the case and requested additional information from the petitioner and staff: (1) that the petitioner secures a parking agreement with other property owners in the plaza who have excess parking and/or from Walt's Food Center (2345 183rd), (2) verification of the total number of parking spaces at the shopping center, and (3) a history of parking approvals/denials for other businesses at this location.

At the meeting on October 28, 2021, Ms. Anderson provided a lease/parking agreement with the owner of Best Cleaners for access to five spaces for a monthly fee. With this agreement, the salon would meet the required total parking of 10 spaces. In addition, Walt's has agreed to allow parking.

Staff confirmed that each commercial establishment is located on its own property with lot lines dividing the parking spaces to be used by each commercial establishment. Based on a physical count of all striped, privately-owned business parking spaces, the total number of parking spaces is 38 (two of which are ADA accessible). This does not include unstriped areas behind the building, garage spaces, or public parking.

Past variances for parking spaces include approval of reductions in parking for a men's clothing store, chiropractor, and dental office, and denial of requests for the expansion of a restaurant and a salon.

The Planning & Zoning Commission, with five members present, unanimously recommended approval of a special use permit and zoning variation.

OUTCOME

After consideration of public testimony, the following Findings of Fact (as proposed or amended) by the standards set forth in Section 2.16 may be entered into the record:

1. Jamilah Anderson is under contract to purchase the two-story multi-use (commercial/ residential) building located at 2413-2415 W. 183rd Street in the B-2 Community Business District;
2. Ms. Anderson proposes to operate a salon in an approximately 3,000 square feet space within the multi-tenant mixed-use commercial center at the subject location;
3. Ms. Anderson will be the tenant of the apartment upstairs of the salon;
4. Salons are a special use in the B-2 district;
5. The subject property has five on-site parking spaces;
6. Two garage spaces are provided for the second-floor apartment;
7. The proposed salon requires 10 parking spaces;
8. The salon requires a variation for five parking spaces;
9. Ms. Anderson has a lease to utilize five parking spaces on the west side of the building at 2429 W. 183rd Street; and
10. There are four municipal-owned parking spaces fronting 183rd Street for which overflow parking would be able to be utilized.

Approval of the special use and parking variance allows a new business to open in a vacant building. The existing shopping center was constructed prior to the zoning ordinance and several uses have received variances for parking. The applicant has provided alternatives for

herself and her employees to park, including two garage spaces, five spaces leased from the cleaners at the end of the center, public parking spaces in the center, and the option of parking at Walt's Food Center.

FINANCIAL IMPACT

Funding Source: No Financial Impact

- **Budgeted Amount:** N/A
- **Cost:** N/A

LEGAL REVIEW

Completed

RECOMMENDED BOARD ACTION

Pass the attached ordinance granting a special use permit and a parking variation to allow operation of a salon at 2413-2415 183rd Street in Homewood.

ATTACHMENT(S)

Ordinance

ORDINANCE NO. M - 2200

AN ORDINANCE GRANTING A SPECIAL USE PERMIT AND A PARKING VARIATION TO ALLOW OPERATION OF A SALON 2413-2415 183RD STREET, HOMEWOOD, COOK COUNTY, ILLINOIS

WHEREAS, 65 ILCS 5/11-13-1 *et seq.* authorizes municipalities under 500,000 population to determine and vary the application of their zoning regulations relating to the use of land; and

WHEREAS, 65 ILCS 5/11-13-1.1 authorizes the granting of a special use by passage of an Ordinance; and

WHEREAS, 65 ILCS 5/11-13-5 authorizes the granting of a zoning variation by passage of an Ordinance; and

WHEREAS, a request has been received for a special use permit to locate a salon in an existing multi-tenant commercial building at 2413-2415 183rd Street with five parking spaces; and

WHEREAS, the subject property is located in the B-2, Community Business District; and

WHEREAS, salons are allowed as a special use in the B-2, Community Business District; and

WHEREAS, based upon the number of employees and stations at the proposed salon, the Homewood Zoning Ordinance requires ten parking spaces; and

WHEREAS, the Homewood Planning and Zoning Commission reviewed and considered the request at its regular meeting on October 14, 2021, continued to October 28, 2021, and recommended approval of a special use and zoning variation to allow operation of a salon with five fewer parking spaces than required by the zoning ordinance; and

WHEREAS, the President and Board of Trustees of the Village of Homewood, Cook County, Illinois deem it appropriate and are willing to grant a special use permit and variance, subject to the terms and provisions hereof.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Homewood, Cook County, Illinois, that:

SECTION ONE – FINDINGS OF FACT:

1. Jamilah Anderson is under contract to purchase the two-story multi-use (commercial/ residential) building located at 2413-2415 W. 183rd Street in the B-2 Community Business District;
2. Ms. Anderson proposes to operate a salon in an approximately 3,000 square feet space within the multi-tenant mixed-use commercial center at the subject location;
3. Ms. Anderson will be the tenant of the apartment upstairs of the salon;
4. Salons are a special use in the B-2 district;
5. The subject property has 5 on-site parking spaces;
6. Two garage spaces are provided for the second-floor apartment;
7. The proposed salon requires 10 parking spaces;
8. The salon requires a variation for 5 parking spaces;
9. Ms. Anderson has a lease to utilize five parking spaces on the west side of the building at 2429 W. 183rd Street; and
10. There are four municipal-owned parking spaces fronting 183rd Street for which overflow parking would be able to be utilized.

SECTION TWO – LEGAL DESCRIPTION:

The subject property is legally described as follows:

Lots 2 and 3 in Block 14 in Flossmoor Park 3rd Addition, being a subdivision of the East half of Lots 1 and 2 (except the East 660 feet thereof) in the Northeast Quarter of Section 1, Township 35 North, Range 13, East of the Third Principal Meridian, in Cook County, Illinois.

Permanent Index Number: 31-01-205-005-0000

Common Address: 2413-2415 183rd Street
Homewood, IL 60430

SECTION THREE – ISSUANCE OF SPECIAL USE PERMIT:

A special use permit is hereby granted to Jamilah Anderson to operate a salon in the commercial building at the above-described property.

SECTION FOUR – GRANTING OF VARIATION:

The following variation is hereby granted to the petitioner:

A variation from Section 11.2 and Table 11.2 of the Homewood Zoning Ordinance to allow operation of a salon at 2413-2415 183rd Street with five fewer parking spaces than the minimum required by the zoning ordinance.

SECTION FIVE – ADDITIONAL MATERIALS TO BECOME PART OF THIS ORDINANCE:

The following documents are hereby made part of this Ordinance:

The Homewood Planning and Zoning Commission minutes of October 14, 2021, and October 28, 2021, as they relate to the subject zoning.

The Homewood Village Board minutes of November 9, 2021, as they relate to the subject zoning.

SECTION SIX – RECORDING:

The Village Attorney shall cause this Ordinance without attachments to be recorded with the Cook County Clerk – Recording Division.

PASSED and APPROVED this 9th day of November 2021

_____
Village President

_____
Village Clerk

YEAS: _____ NAYS: _____ ABSTENTIONS: _____ ABSENCES: _____

VILLAGE OF HOMEWOOD

BOARD AGENDA MEMORANDUM **DATE OF MEETING: November 9, 2021**

To: Jim Marino, Village Manager

From: John D. Schaefer, Director of Public Works

Topic: 183rd Street Traffic Study Presentation

PURPOSE

To present the results of the 183rd Street traffic study conducted by Burns & McDonnell.

PROCESS

In February 2021, the engineering firm of Burns & McDonnell was contracted by the Village to perform a traffic study of potential improvements to 183rd Street in the Village of Homewood. The study project limits are from the intersection of 183rd Street and Park Avenue on the west, to 183rd Street and Halsted Street on the east, a distance of 1.83 miles. The project involved the collection of traffic data and analysis of corridor crash reports for the most recent five years available; development of a list of potential improvements which address the findings of the crash analysis and traffic counts; development of sketches to illustrate some of the more complicated improvement concepts; and identification of a slate of recommended concepts for the Village of Homewood to consider. This work is now complete and will be summarized in a presentation by Burns & McDonnell.

There are six concerned residents that live along the 183rd Street corridor and have made known their concerns at a previous meeting conducted by Village staff and Burns & McDonnell. These residents have been invited to the November 9th Board meeting.

OUTCOME

Reviewing the potential mitigation concepts as outlined in the attached report will help to implement changes that will increase safety along the 183rd Street corridor.

LEGAL REVIEW

Not Required

RECOMMENDED BOARD ACTION

Direct staff how to proceed based on the results of the traffic study and presentation by Burns & McDonnell.

ATTACHMENT(S)

183rd Street – Summary of Initial Corridor Studies

Memorandum

BURNS McDONNELL

Date: October 4, 2021

To: John Schaefer, Village of Homewood

From: Stephen Crede, Burns & McDonnell

Subject: Homewood: 183rd Street – Summary of Initial Corridor Studies

In Spring 2021, Burns & McDonnell was directed by the Village to undertake a study of potential improvements to 183rd Street in the Village of Homewood (Village). The project limits are the intersection with Park Avenue on the west and Halsted Street to the east, a distance of 1.83 miles.

The project involved the collection of traffic data and a request for design-year projections from the Chicago Metropolitan Agency for Planning (CMAP); analysis of corridor crash reports for the most recent five years available; development of a list of potential improvements which address the findings of the crash analysis and traffic counts; development of sketches to illustrate some of the more complicated improvement concepts; and identification of a slate of recommended concepts for future study. That work is complete and summarized herein.

Overview

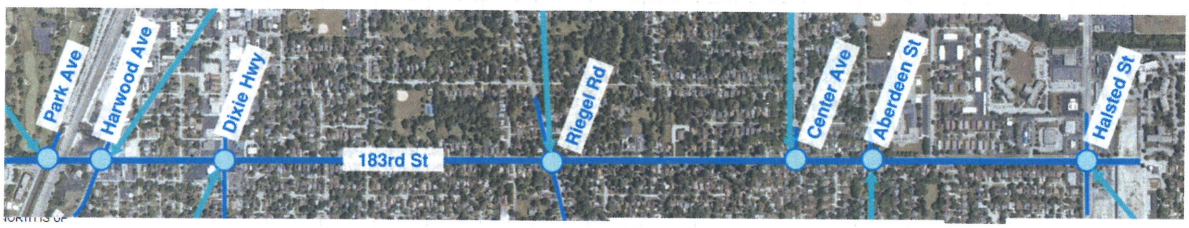

Figure 1: Project Limits

The 183rd Street corridor consists of two traffic lanes in each direction for its entire length. The corridor's west terminus, at Park Avenue, is included in all technical discussions of the project. The east terminus at Halsted Street is discussed in most of the study deliverables, but generally not identified as a Village issue or a potential improvement location because the intersection and most of its concerns are under IDOT jurisdiction.

The corridor was divided into eleven "locations", either a major intersection or a segment between intersections. Each location featured unique geometry and land use features which encouraged its evaluation as a separate site, though it is likely that some proposed improvements in future phases of the project will join multiple locations into a single improvement concept.

Traffic Analysis

Traffic counts were performed on April 13, 2021. 24-hour counts were taken at only one location, 183rd Street at Dixie Highway; the other intersections were counted for a 13-hour period from 6am to 7pm. The traffic counts resulted in an estimated Average Daily Traffic (ADT) ranging from 24,800 at the Metra tracks to 12,600 immediately west of Halsted Street. Traffic patterns were somewhat different from typical suburban arterials in that there was almost no AM peak with a midday dropoff; instead, traffic tended to increase gradually through the day before peaking in the 5pm hour (see Figure 2 below).

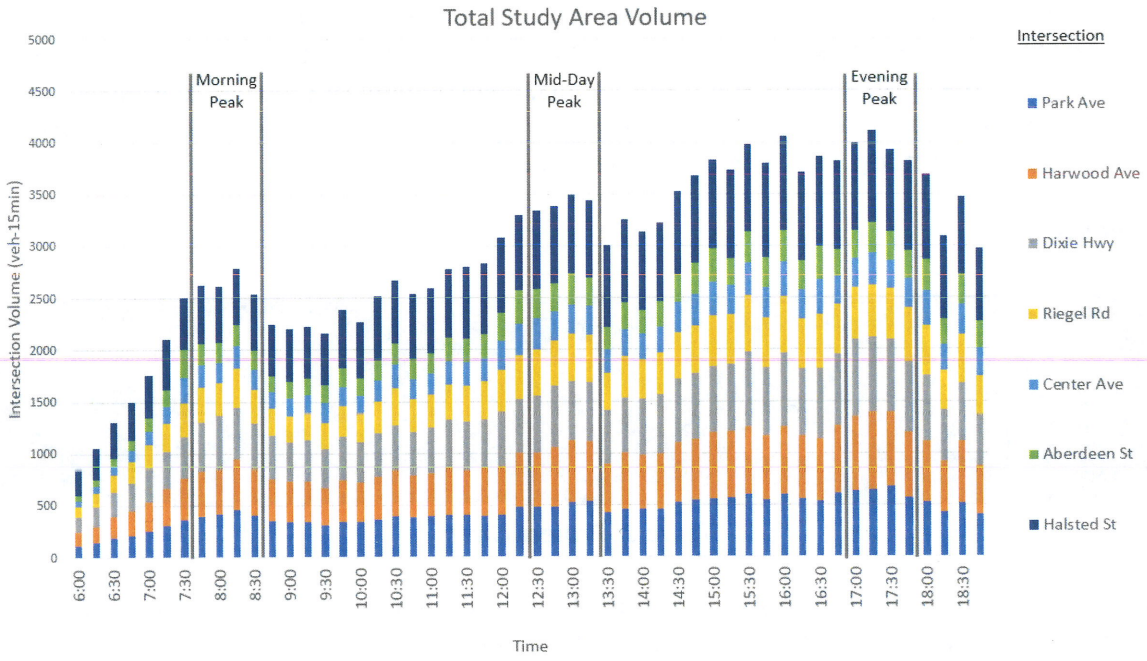

Figure 2: Traffic Volumes by Hour

Historical data was analyzed by the project team; their findings, corroborated by observations from Village staff, suggested that April 2021 volumes were similar to pre-COVID. Small adjustments to ADT were made at the west end to account for traffic to and from the Metra station, which has been very light since the pandemic began.

The ADTs developed by the project team were provided to CMAP for Year 2050 traffic projections. CMAP anticipates growth of approximately 20% over the next thirty years. This

number seems high given the fully built-out nature of the corridor and its lack of regional destinations, but it provides a conservative baseline for the future traffic analysis work.

Included Documents: TM_TrafficCounts, Letter_2050_DT_183rdStCorridor

Crash Analysis

Within the project limits, a total of 438 standard-form crash reports, from the years 2016-2020 inclusive, were provided to the project team. Crash locations were determined based on the information provided in the crash reports. Some adjustments were made to the stated location for the purpose of this analysis. For example, rear-end crashes were generally assigned to the next signalized intersection in the direction of travel if the narrative suggested that the struck vehicle was sitting in a signal-related queue.

The total number of crashes per intersection is depicted in Figure 3 below.

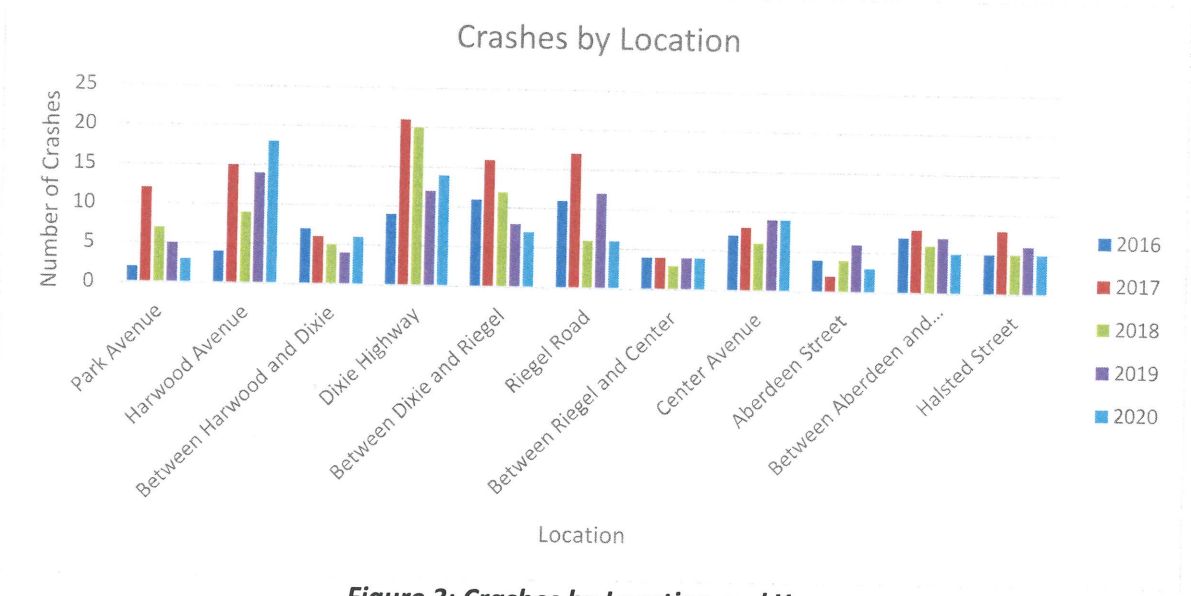

Figure 3: Crashes by Location and Year

Approximately half of the crashes in the corridor were rear-end crashes, which are common to congested arterials. Angle crashes followed by sideswipe crashes were the next two most common types, at slightly under 10% of the total. Two fatalities and over 50 serious "A" or "B" injuries were reported in the study period. The Center Avenue intersection featured a disproportionate number of injuries and was deemed the most critical crash location in the corridor.

A variety of causes were attributed to the various safety issues. Rear-end crashes at the signalized intersections were often due to backups at intersections. The frequency of driveways in some segments and poor sight lines at minor streets were the cause of a surprisingly high number of mid-block crashes. The offset geometry of the Center Street intersection results in confusing travel movements and a high concentration of angle and turning crashes.

The corridor crash issues were ranked in order of importance, based on the number of injuries and the number of overall crashes. It is expected that future improvements will concentrate, at least initially, on the most critical crash locations.

Included Documents: TM_CrashAnalysis

Potential Improvements

Following the crash analysis effort, the project team developed an extensive list of mitigation concepts outlined in the national and state versions of the Highway Safety Manual (HSM), which documented their potential for crash mitigation. The project team then made a list of every mitigation concept which could be applied to each corridor location, and performed a preliminary evaluation of their suitability based on their apparent feasibility for construction (e.g. can the concept fit within existing right-of-way?) and suitability for the specific issues at that location (e.g. will the concept reduce the queues which cause rear-end crashes?).

The Village was introduced to the concept of CMFs – crash modification factors – which represent an attempt in the HSM to quantify the reduction in crashes which can be anticipated from any geometric or safety improvement. Preliminary CMFs were prepared for various Center Avenue mitigation concepts; a full CMF analysis will be part of future phases of the work.

Concept-level cost estimates were prepared for each of the feasible concepts.

The project team concluded its analysis by screening the list of feasible concepts and selecting a list of recommended concepts for future study.

Included Documents:

- **Narratives_Potential_Mitigation_Concepts**
- **TM_CMF-Discussion**
- **CrashMitigationConcepts-FINAL**

Funding Considerations

The Village has a variety of options available for study and implementation of the strategies discussed in this memorandum.

LOCAL FUNDING: The Village may choose to pay for the study, design, and implementation of improvements with internal funding. This option allows for the Village to begin the project right away and minimizes risks to the schedule, but also requires that the Village incur all project costs. This approach may be appropriate for lower-cost safety improvements, such as changes to signing and pavement marking or the addition of lighting. If local funding is used, some of the mitigation concepts described in this Memorandum could be implemented in only a few months following the completion of a safety benefit-cost analysis of the potential countermeasures.

COUNTY FUNDING: The "Invest in Cook" program provides Cook County Department of Transportation and Highways (CCDOTH) funding for local projects. This grant program has an annual Call for Projects. Funding can cover any phase of design or construction. Projects that encourage transit use or development tend to do better in the selection process, but the corridor's crash issues should make targeted improvements at 183rd Street highly competitive. The next round of funding applications opens in December 2021. The average grant awarded in the 2020 cycle was $300,000.

STATE AND FEDERAL FUNDING: Four funding sources which appear most applicable to 183rd Street improvements are Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP) and Illinois Transportation Enhancement Program (ITEP). STP funds are intended to address larger-scale regional projects, especially where they support the Chicago Metropolitan Agency for Planning (CMAP) ON TO 2050 plan. CMAQ funds are intended to improve air quality and mitigate congestion. HSIP funds are Federal monies awarded by the State specifically to address fatalities and serious injuries. ITEP funds are generally for non-motorized transportation, though they may be a good fit for 183rd Street pavement reduction concepts such as roundabouts or landscaped barrier medians. All of these programs have annual or biannual Calls for Projects and require extensive application effort and paperwork. Administration of these funds requires IDOT coordination and detailed planning and design processes. Grants will either consist of a fixed amount, or a percentage of project cost with a local match (for example, STP can provide 80% of the estimated cost of a larger improvement with a 20% local contribution).

Schedule Considerations

Regardless of funding source, the first step will be to complete a benefit-cost analysis for the potential countermeasures at each high-priority location. This detailed safety analysis will help the Village identify the safety investments most likely to reduce crashes, while at the same time providing the justification and documentation required in the application process for external funding sources. The implementation schedule will be driven by both the funding source and the specific safety treatments chosen. If State or Federal funds are used for the project, the schedule will be based on application and award timelines, and if the project is not selected for funding, further delays will be incurred as alternative funding options are sought.

Once funding has been identified and secured, the schedule will be determined by the crash mitigation strategies identified in this Memorandum, which have a wide range of implementation timelines. For example, a decision to pursue a roundabout at Riegel Road might require eighteen months or more from the beginning of Phase I design to construction letting, with an entire season of construction required thereafter. On the other hand, locally funded strategies like restriping or simple curb work can be executed very quickly after the safety analysis is complete. (While HSIP funds in particular look like a good match for this project, grants will not be made until next summer at the earliest.)

For this project, Burns & McDonnell recommends a two-pronged strategy. First, to address the most critical needs quickly, a focused crash mitigation study will be conducted for the intersection at Center Avenue consisting only of measures the Village can pay for with its own funds and implement immediately. This study will evaluate the most affordable options (all-way stop, signalization, conversion to a three-lane section, and right-in, right-out treatments on one or both legs of Center) on their likely effectiveness. A study of this type would not take more than two months to complete, and any of the possible options could be installed quickly and removed at low cost when additional funding is made available (for example, a temporary traffic signal could be installed instead of using permanent appurtenances).

At the same time, to address additional needs through the corridor, we recommend initiating a more in-depth study of more comprehensive strategies that would require external funding sources. Most of the available funding sources require or encourage a completed Phase I study, so it would benefit the Village to look at locations like Riegel or the downtown corridor as subjects of a full NEPA Phase I study with IDOT coordination and oversight. This study could probably result in Design Approval of one or more major concepts within nine months of Notice to Proceed. Design would be likely to take another nine to twelve months.

Traffic Analysis Documents

Memorandum

BURNS McDONNELL

Date: May 20, 2021

To: Steve Crede

From: Tim Cope, PTOE and Matt Papirnik, PTOE

Subject: Homewood – 183rd Street Traffic Counts

Overview

The purpose of this memorandum is to provide an overview of traffic counting efforts performed on Tuesday, April 13 2021. Traffic counts were performed at the following intersections with 183rd Street with correlating data collection durations:

1. Park Avenue (13-hr)
2. Harwood Avenue (13-hr)
3. Dixie Highway (24-hr)
4. Riegel Road (13-hr)
5. Center Avenue (13-hr)
6. Aberdeen Street (13-hr)
7. Halsted Street (13-hr)

Thirteen-hour traffic counts were collected from 6:00 AM to 7:00 PM.

Average Daily Traffic (ADT)

Twenty-four-hour traffic counts were collected at the intersection of 183rd Street with Dixie Highway. The east leg of 183rd Street was chosen as the ADT location. Turning movement counts at Dixie Highway yielded the following 24-hour directional volumes on the east leg of the intersection:

- Eastbound = 9,208
- Westbound = 8,445
- Total Segment = 17,653

The data shows that 83% of intersection traffic occurred between the hours of 6:00 AM and 7:00 PM. Based on this percentage, ADTs can be roughly estimated for other segments of 183rd Street using the 13-hour counts. ADT estimations throughout the 183rd Street corridor show western portions between Park Avenue and Dixie Highway to be the most heavily traveled segments while segments from Riegel Road to Halsted Street were found to be lesser traveled segments. (Refer to the "15 Minute Counts" exhibit for additional information.)

In comparing peak hour traffic volume counts, morning peak hour (7:45 AM – 8:45 AM) volumes accounted for approximately 6% of the daily traffic while the evening peak hour (4:30 PM – 5:30 PM) accounted for approximately 8% of the daily traffic. Typical peak hour volume comparisons to daily traffic show the peak hours to comprise of approximately 10% of total daily traffic each. Peak hour volume percentage of daily traffic less than 10% is indicative of roadway segments that experience more consistent traffic volumes throughout daytime hours than typically anticipated morning and evening rush hour surges.

The enclosed exhibits provide additional visuals on the associated data of this memorandum.

Analysis and Next Steps

The design team notes the following facts and proposed action items for Village consideration:

- In general, do the ADTs presented here match expectations? If not… where, and why not?
- Traffic volumes are consistent or slowly rising throughout the day. It would be helpful if the Village can confirm that this is consistent with pre-2020 experience.
- The relatively low-key AM peak was somewhat surprising. A higher peak was expected. Is it possible that this is due to reduced usage of the Homewood Metra station?
- ADTs east of Riegel appear to be easily manageable with a two-lane road. Do the Village's observations of travel patterns on that segment concur with that idea?

TRAFFIC FORECAST RECORD

Record Number: ck-79-21

Type of Report: Projection

Year Sought: 2050

Analyst: JAR

Organization requesting forecast: Burns & McDonnell

Contact: Matthew A. Papirnik, P.E., PTOE

Email or Phone mpapirnik@burnsmcd.com

Sponsor: Village of Homewood

Date request was received: July 7, 2021

Date that response was emailed: July 9, 2021

Facility Location: 183rd Street Corridor

Municipality: Homewood

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

July 9, 2021

Hon. Richard Hofeld
President
Village of Homewood
2020 Chestnut Road
Homewood, IL 60430

Subject: 183rd Street Corridor
Village of Homewood

Dear President Hofeld:

In response to a request made on your behalf and dated July 7, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
183rd St immediately west of Harwood Ave	24,800	30,100
183rd St immediately east of Dixie Hwy	17,700	21,400
183rd St immediately west of Halsted St	12,600	15,200

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2021 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Papirnik (Burns and McDonnell)
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Crash Analysis Documents

Memorandum

BURNS McDONNELL

Date: June 25th, 2021

To: John Schaefer, Village of Homewood

From: Matt Papirnik and Alexa Yeo, Burns & McDonnell

Subject: Homewood: 183rd Street – Crash Analysis

Burns & McDonnell has begun work on a study of potential improvements to 183rd Street in the Village of Homewood (Village). The project limits are the intersection with Park Avenue on the west and Halsted Street to the east, a total distance of 1.83 miles.

A key element of this initial phase is to assess the safety and the crash history of the corridor. The purpose of this Memorandum is to summarize crash data for the intersections and segments of the corridor and identify patterns and potential causes which can be used to develop concepts which might lead to a reduction in crash frequencies. Crash data from the years 2016 through 2020 were reviewed; 5 years of data is stipulated in Illinois Department of Transportation (IDOT) standard crash analysis procedures. Although the village did provide data for 2015, this was not included as IDOT only requires the most recent 5 years.

Overview

Figure 1: Project Limits

Within the project limits, a total of 438 standard-form crash reports, from the years 2016-2020 inclusive, were provided to the project team. A complete list of all crashes can be found in Appendix A. Crashes were broken into 11 locations within the study limits.

Location 1: Intersection with Park Avenue
Location 2: Intersection with Harwood Avenue
Location 3: Between Harwood Avenue and Dixie Highway
Location 4: Intersection with Dixie Highway

Location 5: Between Dixie Highway and Riegel
Location 6: Intersection with Riegel Road
Location 7: Between Riegel Road and Center Avenue
Location 8: Intersection with Center Avenue
Location 9: Intersection with Aberdeen Street

Location 10: Between Aberdeen Street and Halsted Street
Location 11: Intersection with Halsted Street

Crash locations were determined based on the information provided in the crash reports. Some adjustments were made to the stated location for the purpose of this analysis. For example, rear-end crashes were generally assigned to the next signalized intersection in the direction of travel if the narrative suggested that the struck vehicle was sitting in a signal-related queue.

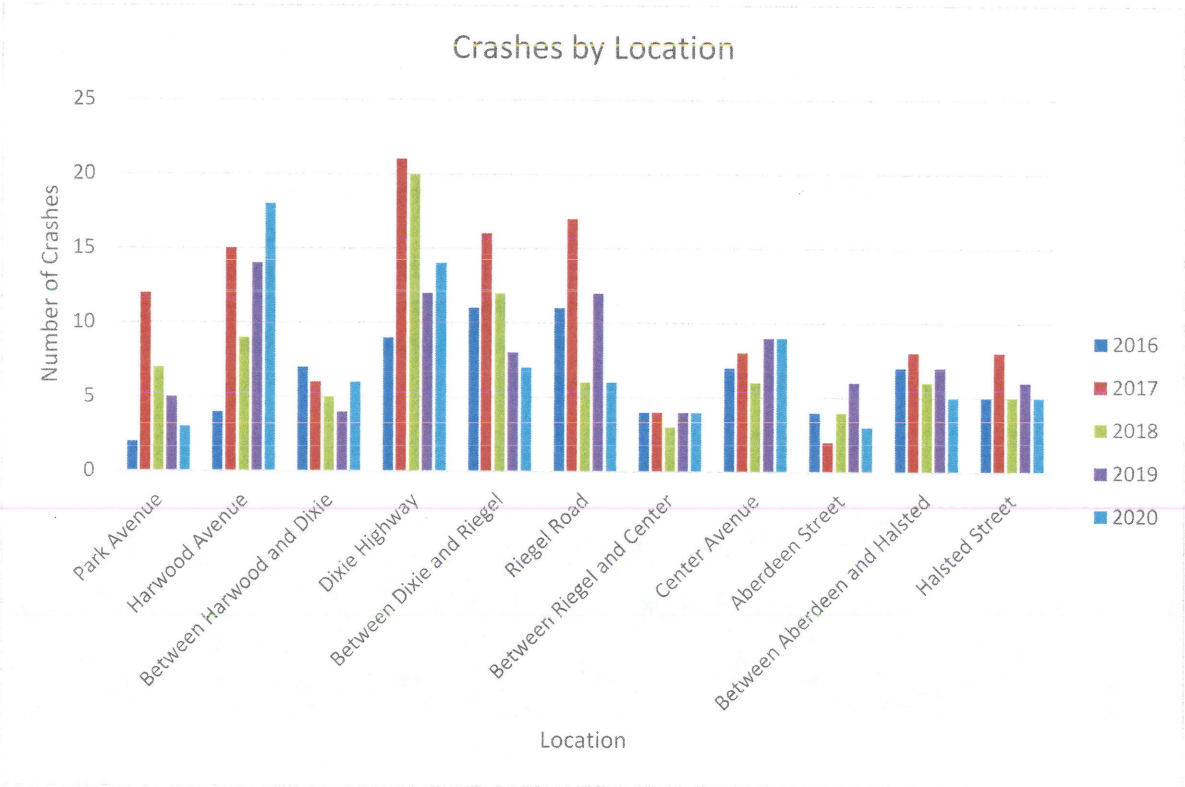


Figure 2: Crashes by Location

The location that saw the most crashes within the corridor was the intersection with Dixie Highway, followed by the intersection of Harwood Avenue, and the segment between Dixie Highway and Riegel Road: 76, 60, and 54 crashes, respectively. Over 40% of reported crashes (194) occurred within the 0.31-mile portion of the corridor between the intersections of Park Avenue and Dixie Highway inclusive; three signalized intersections are present within this segment. Although normal commuting and traffic patterns were affected in 2020, the crash data does not show any significant abnormalities compared to previous years. Therefore, the 2020 data will be considered with the same weight as the previous years.

A summary of the injuries reported in the study period can be found in Table 1: Injury Summary.

Table 1: Injury Summary

Injuries	Total Injuries	Total Crashes	% of Overall Crashes
Fatalities	2	2	0.3%
A Injuries (typically requiring ambulance transport)	9	9	2.1%
B Injuries (evident injuries treated on scene)	44	32	7%
C Injuries (self-reported; no significant harm observed)	46	37	8%

Of the 438 crashes over the five years studied, 79 (18%) involved injuries. The intersections with the highest percentage of injury crashes were Center Avenue (31%) and Park Avenue (27%); each of these intersections were the scene of a traffic fatality as well.

Time of day crashes were distributed as follows:

Table 2: Crashes by Time of Day

Time of Crash	Total	% of Total
Darkness	21	5%
Darkness, Lighted Road	68	15%
Dawn/Dusk	12	3%
Daylight	332	76%
Unknown	5	1%

Dry, daytime conditions were reported in 76% of crash reports, and the most common of these were rear-end crashes. It is likely that traffic or vehicle-movement issues, rather than weather or pavement conditions, are a primary cause of crashes in the corridor.

A figure depicting crashes by type as a percent of the total can be seen in Figure 3 on the next page.

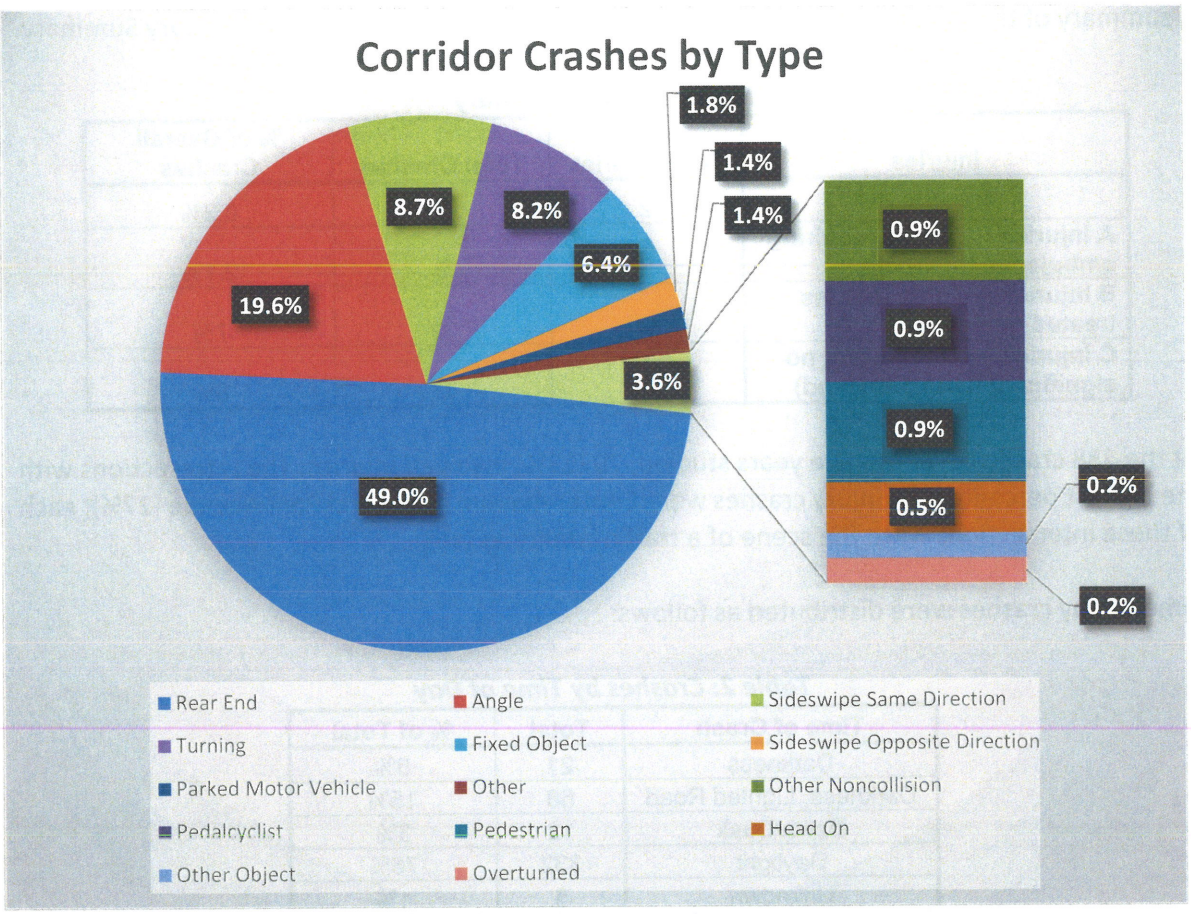


Figure 3: Corridor Crashes by Type

Rear end crashes, which are common to congested arterials with long periods of stop-and-go traffic, accounted for 49% of the total crashes. Angle crashes made up almost 20% of crashes. These can be attributed to the protected-permitted phasing present at many of the intersections in this corridor, well as the high number of driveways in some segments. (Protected-permitted phasing is when left turns are given their own arrow-controlled phase, after which they are allowed to make a left turn on a green light through available gaps in opposing traffic. This is differentiated from "protected-only" phasing, where left turns are allowed only on a green arrow.)

The corridor features a relatively large number of turning and angle movement crashes, which is a substantial concern given the severity such crashes can have at the travel speeds prevalent on 183rd Street. Turning and angle movement crashes, which comprise 28% of total crashes in the corridor, represented 52% of the injury crashes and 52% of the total injuries recorded. The use of protected-permitted phasing at most of the signalized intersections is a likely contributor to the high number of these types of crashes. This is addressed further in the conclusion.

Analyses of the individual locations of the corridor are as follows:

Location 1: Intersection with Park Avenue

The Park Avenue intersection with 183rd Street is a three-way intersection. Park Avenue meets 183rd Street from the north and oncoming traffic to the intersection on Park Avenue is controlled by a stop sign. Left turns for southbound Park Avenue are prohibited, though traffic counts found dozens of violations of this restriction. Traffic on 183rd Street is free-flow. Across from where Park Avenue meets 183rd Street is a concrete wall, with a pedestrian sidewalk protected by a fence. Park Avenue carries one lane in either direction. 183rd Street carries two lanes in either direction. There is an auxiliary left turn lane on 183rd Street to northbound Park Avenue. Park Avenue provides access to the Ravisloe Country Club, located northwest of the intersection, and the Amtrak/Metra station approximately one-quarter mile north. Directly east of the intersection, 183rd Street goes under the Amtrak/Metra train tracks. A barrier and a bridge pier separate the opposing lanes of traffic. A marked pedestrian crosswalk is located across Park Avenue. There are no crosswalks across 183rd Street.

Table 3: Crashes by Type at Location 1: Park Avenue					
Crash Type	**# Crashes**	**# A inj.**	**# B inj.**	**# C inj.**	**PDO****
Angle	*2*	*0*	*0*	*1*	*1*
Fixed Object	*6**	*0*	*1*	*1*	*3*
Head On	*1*	*0*	*2*	*0*	*0*
Bicyclist	*2*	*0*	*1*	*0*	*1*
Pedestrian	*2*	*1*	*0*	*0*	*1*
Rear End	*11*	*0*	*0*	*0*	*11*
Sideswipe Same Direction	*1*	*0*	*0*	*0*	*1*
Turning	*4*	*0*	*1*	*0*	*3*
Total	***29***	***1***	***5***	***2***	***21***

**One of the fixed object crashes resulted in a fatality to the driver.*
*** PDO = property damage only (no injuries reported).*
Note: These tables provide the number of reported injuries, not the number of injury crashes. Some crashes result in multiple injuries. For that reason, the totals for the four component columns may add up to more than the total number of crashes.

This intersection averaged 6 crashes per year between 2016 and 2020. 11 crashes (38%) were rear end crashes, and most of them (9) occurred on 183rd Street rather than Park Ave, even though 183rd Street does not have a stop sign or signal, which is a common factor in these types of crashes. One possible cause of these accidents is stopped or slowed vehicles on 183rd Street attempting to turn on to Park Avenue. Speeding or lane changes may also be a factor, as well as the barrier under the train tracks, due to decreased visibility.

A total of 9 injuries were associated with Location 1 within the study timeframe. Most notably, there was one fatality in 2018. The crash occurred in July after 10 pm. The driver hit the stop sign on Park Avenue and then hit the concrete wall across 183rd Street.

Location 2: Harwood Avenue Intersection

The intersection of Harwood Avenue and 183rd Street is a four-way signalized intersection. 183rd Street carries two lanes in either direction with an auxiliary left turn lane for both directions. Harwood Avenue carries one lane in either direction. There is an auxiliary left turn lane for both approaches with protected-permitted phasing; a southbound right turn lane serves traffic turning west on to 183rd Street. Commercial properties are present on all four corners of the intersection. Marked pedestrian crosswalks and pushbutton-operated pedestrian signals are present on all four approaches of the intersection.

Table 4: Crashes by Type at Location 2: Harwood Avenue					
Crash Type	**# Crashes**	**# A inj.**	**# B inj.**	**# C inj.**	**PDO**
Angle	11	0	5	3	5
Fixed Object	4	0	0	0	4
Rear End	30	0	0	3	28
Sideswipe Same Direction	9	0	0	1	8
Turning	6	0	2	1	4
Total	**60**	**0**	**7**	**8**	**49**

The intersection averaged 12 crashes per year between 2016 and 2020. 30 crashes (50%) were rear end crashes. This is expected given that this intersection is signalized, as rear end crashes are commonly associated with intersection queues. Angle crashes, which can occur where protected-permitted phasing is in place, make up 18% (11) of the crashes at this location.

A total of 15 injuries were associated with Location 2 within the study timeframe, with over half (8) occurring in angle crashes. None were A injuries; this may be due to the relatively low speeds imposed by the constrained intersection.

Location 3: Between Harwood Avenue and Dixie Highway

The portion of the corridor between Harwood Avenue and Dixie Highway contains the intersections with Morris Avenue and Martin Avenue. Both intersections are stop-controlled on the minor legs. 183rd Street carries two lanes in either direction except for the approaches to Harwood Avenue and Dixie Highway, where auxiliary left turn lanes are present. This location is primarily residential, with businesses located at the blocks closest to Harwood Avenue and Dixie Highway. Marked pedestrian sidewalks are present on both sides of 183rd Street.

Table 5: Crashes by Type at Location 3: Between Harwood and Dixie					
Crash Type	**# Crashes**	**# A inj.**	**# B inj.**	**# C inj.**	**PDO**
Angle	5	0	0	0	5
Fixed Object	3	0	0	0	3
Parked Motor Vehicle	2	0	0	0	2
Rear End	11	0	1	0	10
Sideswipe Opposite Direction	1	0	0	0	1
Sideswipe Same Direction	5	0	0	0	5
Turning	2	0	0	0	2
Total	**29**	**0**	**1**	**0**	**28**

This section averaged 6 crashes per year between 2016 and 2020. 11 crashes (38%) were rear end crashes, despite no major intersections in this part of the corridor. Sideswipe same direction and angle crashes were the next highest at 5 crashes each (17%).

There was only one B injury associated with Location 3 within the study timeframe, which was the result of a rear end crash.

Location 4: Intersection with Dixie Highway

All four legs of this intersection carry two lanes each way. Dixie Highway goes to one lane in each direction about one block north of the intersection. The intersection is signalized in all directions and there is an auxiliary left turn lane for all approaches. Turning right on red is not allowed. Banks are located at the northeast and southeast corners and businesses are at the northwest and southwest corners. Marked pedestrian crosswalks and pushbutton-operated pedestrian signals are present on all four approaches of the intersection.

Table 6: Crashes by Type at Location 4: Dixie Highway

Crash Type	# Crashes	# A inj.	# B inj.	# C inj.	PDO
Angle	10	0	0	3	8
Fixed Object	2	0	0	0	2
Parked Motor Vehicle	1	0	0	0	1
Rear End	51	0	1	3	50
Sideswipe Opposite Direction	3	0	0	0	3
Sideswipe Same Direction	5	0	0	0	5
Turning	4	0	0	1	3
Total	**76**	**0**	**1**	**7**	**72**

Location 4 had the greatest number of crashes reported of the 11 study locations at 76 crashes, which account for 17% of the total crashes in this corridor during this study timeframe. The intersection averaged 15 crashes per year between 2016 and 2020. 51 of them (67%) were rear end crashes, making up 24% of the total rear end crashes in this corridor during this study timeframe. The high number of rear end crashes is expected at a high traffic signalized intersection like Dixie Highway, where starting from and stopping at the intersection is common. Angle crashes were the second most common crash type, making up 13% (10) of the crashes reported. 14 crashes (18%) occurred during the 11am hour. This cluster may be linked to commercial activity, but the connection is tenuous.

The frequency of injury crashes was surprisingly low. Only one injury more severe than a "C" was reported, and 72 of the 76 crashes (95%) were PDO. Congestion and the constraints created by

the corridor between Park Avenue and Dixie Highway may be reducing vehicle speeds, which frustrates motorists but makes the corridor safer.

Location 5: Between Dixie Highway and Riegel Road

The portion of the corridor between Riegel Road and Dixie Highway contains the intersections of Cowing Court, Gottschalk Avenue, Homewood Avenue, Highland Avenue, Gladville Avenue, and Ashland Avenue from west to east. Cowing Court and Gladville Avenue are three-way intersections. Both Gladville Avenue and Cowing Court meet 183rd Street from the south and traffic turning onto 183rd Street is controlled by stop signs. Gottschalk Avenue, Homewood Avenue, and Ashland Avenue are four-way split intersections which all have stop signs for traffic entering onto 183rd Street. Highland Avenue is a four-way intersection and has stop signs for traffic entering onto 183rd Street. All 6 intersections carry one lane in either direction. 183rd Street carries two lanes in each direction from Dixie Highway to Riegel Road, except for both approaches to Dixie Highway and Riegel Road, where there are auxiliary left turn lanes. This segment is primarily residential, with over 50 driveways and three residential streets intersecting with 183rd Street. Active commercial properties are located at the blocks closest to Dixie Highway. Both sides of the street feature sidewalks and crosswalks for the entire length of the segment.

Table 7: Crashes by Type at Location 5: Between Dixie and Riegel

Crash Type	# Crashes	# A inj.	# B inj.	# C inj.	PDO
Angle	8	1	1	0	6
Fixed Object	4	0	0	0	4
Head On	1	0	0	0	1
Other Noncollision	1	0	1	0	0
Parked Motor Vehicle	1	0	0	0	1
Bicyclist	1	1	0	0	0
Rear End	27	0	0	3	24
Sideswipe Opposite Direction	1	0	0	0	1
Sideswipe Same Direction	4	0	0	0	4
Turning	5	1	2	0	4
Total	**53**	**3**	**4**	**3**	**45**

This section averaged 11 crashes per year between 2016 and 2020. Twenty-seven crashes (51%) were rear end crashes. This is important given the fact that 183rd Street traffic is not impeded by a stop sign or signal, which is a common factor in these types of crashes.

A total of 19 crashes (36%), including 11 of the 27 rear-end crashes, occurred on icy, wet, or snowy pavement – by far the highest percentage of adverse-surface crashes anywhere in the corridor. Pavement condition is a common cause of such crashes, but the pavement in this segment is not any different from that of other segments with much lower adverse-condition

crash percentages. It is reasonable to conclude that traffic conditions, including the profusion of entrances, are the cause of this issue as well.

A total of 10 injuries were associated with Location 5 within the study timeframe. 4 of these injuries (40%) were associated with a rear end crash and 3 injuries (30%) were A injuries.

Location 6: Intersection with Riegel Road

The Riegel Road intersection with 183rd Street is signalized. 183rd Street and Riegel Road both carry two lanes in either direction, with an auxiliary left lane on all four approaches. Residential properties surround this intersection. A short concrete wall is located on the northwest corner of the intersection. Marked pedestrian crosswalks and pushbutton-operated pedestrian signals are present on all four approaches of the intersection.

Table 8: Crashes by Type at Location 6: Riegel Road

Crash Type	# Crashes	# A inj.	# B inj.	# C inj.	PDO
Angle	15	0	4	2	11
Fixed Object	3	0	0	0	3
Overturned	1	0	0	0	1
Rear End	29	0	1	0	28
Sideswipe Same Direction	1	0	0	0	1
Turning	3	0	3	0	1
Total	**52**	**0**	**8**	**2**	**45**

This intersection averaged 10 crashes per year between 2016 and 2020. 29 crashes (56%) were rear end crashes, and one-half of these (14) occurred on eastbound 183rd Street. 15 of these crashes (29%) were angle crashes.

A total of 10 injuries were associated with the Riegel Road intersection within the study timeframe. Six of these (60%) occurred in angle crashes.

Location 7: Between Riegel Road and Center Avenue

The portion of the corridor between Riegel Road and Center Avenue contains the intersections of Poplar Avenue, Loomis Avenue, and Hood Avenue, from west to east. All three streets carry one lane in each direction. The Poplar Avenue and Loomis Avenue intersections are three-way intersections. Both Poplar Avenue and Loomis Avenue meet 183rd Street from the south and oncoming traffic to the intersections are controlled by stop signs. The Hood Avenue intersection is a four-way split intersection. Hood Avenue has stop signs for traffic entering onto 183rd Street. 183rd Street carries two lanes in each direction from Riegel Road to Center Avenue, except for

the approach to Riegel Road, where there is an auxiliary left turn lane. This portion is primarily residential, with over 30 driveways and three residential streets intersecting with 183rd within the segment. There are two religious centers on the north side of 183rd Street between Poplar Avenue and Hood Avenue. Pedestrian crosswalks are located on both sides of 183rd Street.

Table 9: Crashes by Type at Location 7: Between Riegel and Center					
Crash Type	**# Crashes**	**# A inj.**	**# B inj.**	**# C inj.**	**PDO**
Angle	2	0	0	0	2
Fixed Object	4	0	0	0	4
Other Noncollision	1	0	0	0	1
Pedestrian	1	1	2	0	0
Rear End	7	1	1	0	5
Sideswipe Same Direction	2	0	0	0	2
Other	1	0	0	0	1
Total	**18**	**2**	**3**	**0**	**15**

This section averaged 4 crashes per year between 2016 and 2020. 7 crashes (39%) were rear end crashes, despite no major intersections in this part of the corridor. 4 crashes (22%) were fixed object crashes, with 2 of them occurring near Hood Avenue.

A total of 5 injuries were associated with this Location within the study timeframe. 3 of these injuries occurred within one pedestrian crash, with one A injury and two B injuries.

Location 8: Intersection with Center Avenue

The intersection of Center Avenue and 183rd Street is a four-way split intersection, with the north leg of Center Avenue approximately 60 feet offset west from the south leg. Center Avenue carries one lane in each direction. Both legs of Center are stop-sign controlled. Traffic on 183rd Street does not have a stop sign or a light. Residential properties surround this intersection. Marked pedestrian crosswalks are located across the north and south legs of Center Avenue. There are no crosswalks across 183rd Street. Delineators installed in 2020 prohibit left turns.

Table 10: Crashes by Type at Location 8: Center Avenue					
Crash Type	**# Crashes**	**# A inj.**	**# B inj.**	**# C inj.**	**PDO**
Angle	12	3	6	4	3
Rear End	20	0	2	2	17
Sideswipe Same Direction	5	0	0	0	5
Turning	2	0	0	0	2
Total	**39**	**3**	**8**	**6**	**27**

**Note: One of the "A" injuries eventually resulted in a fatality.*

This intersection averaged 8 crashes per year between 2016 and 2020. Twenty crashes (51%) were rear end crashes, and 12 of them occurred to vehicles traveling east on 183rd, just west of the intersection. Angle movement crashes also comprise 31% of the total crashes. 9 crashes (23%) occurred on wet or snowy pavement.

A total of 17 injuries were associated with Location 8 within the study timeframe. 13 injuries (68%) occurred in angle crashes. Specifically, three of these angle crash injuries were A injuries, one of which eventually resulted in a fatality. The delineator barrier across the intersection eliminates left turns and through traffic between legs of Center Avenue but appears to be generating illegal U-turns. Long-term solutions to the issues at this intersection will be a critical element of focus in future design.

Location 9: Intersection with Aberdeen Street

The intersection of Aberdeen Street and 183rd Street is a four-way signalized intersection. Both streets carry two lanes in either direction. Residential properties are located at the northwest, southwest, and southeast corners. James Hart Middle School is located at the northeast corner of the intersection. A school pick-up zone is located on the east side of Aberdeen Street, directly north of the intersection. Marked pedestrian crosswalks and pushbutton-operated pedestrian signals are present on all four approaches of the intersection.

Table 11: Crashes by Type at Location 9: Aberdeen Street

Crash Type	# Crashes	# A inj.	# B inj.	# C inj.	PDO
Angle	5	0	0	2	3
Fixed Object	2	0	0	0	2
Other Noncollision	1	0	0	0	1
Bicyclist	1	1	0	0	0
Pedestrian	1	0	0	1	0
Rear End	8	0	0	2	6
Sideswipe Same Direction	1	0	0	0	1
Total	**19**	**1**	**0**	**5**	**13**

Safety is particularly important at this intersection because of the proximity of the school, so the fact that this intersection only averaged 4 crashes per year is encouraging. Eight of the nineteen crashes (42%) during the study period were rear end crashes, and five of those involved vehicles approaching from the west.

A total of 6 injuries were associated with this intersection within the study timeframe. One of these injuries was an A injury, occurring during a bicyclist crash.

Location 10: Between Aberdeen Street and Halsted Street

The portion of the corridor between Aberdeen Street and Halsted Street contains the intersections with Morgan Avenue, Illinois Avenue, and Carpenter Street, which all carry one lane in either direction. All three intersections are three-way and have stop signs for traffic entering onto 183rd Street. The entrances to Carpenter Street and Illinois Avenue are located on the south side of 183rd Street and the entrance to Morgan Avenue is located on the north side of 183rd Street. 183rd Street carries with two lanes in each direction from Aberdeen Street to Halsted Street, except for the approach to Halsted, where there is a left turn lane. A school zone is located between Morgan Avenue and Aberdeen Street on the north side of 183rd Street and there are businesses located at the blocks closest to Halsted Street. Pedestrian sidewalks are located on both sides of 183rd Street from Aberdeen Street to Illinois Avenue, and just on the north side of 183rd Street from Illinois Avenue to Halsted Street.

Table 12: Crashes by Type at Location 10: Between Aberdeen and Halsted

Crash Type	# Crashes	# A inj.	# B inj.	# C inj.	PDO
Angle	11	0	0	0	11
Parked Motor Vehicle	2	0	0	2	1
Rear End	12	0	1	4	8
Sideswipe Opposite Direction	2	0	0	0	2
Sideswipe Same Direction	2	0	0	0	2
Turning	4	0	2	2	2
Total	**33**	**0**	**3**	**8**	**26**

Location 10 averaged 7 crashes per year between 2016 and 2020. 12 crashes (36%) were rear end crashes. Half of these rear end crashes occurred to those traveling east on 183rd, just before Morgan Avenue, even though there is no stop sign or traffic signal in this location, which is a common factor in these types of crashes. 11 crashes (33%) were angle crashes.

A total of 11 injuries were associated with Location 10 within the study timeframe, with 5 of them occurring with rear end crashes. Somewhat surprisingly, none of the 11 angle crashes resulted in injuries to those involved.

Location 11: Intersection with Halsted Street

The Halsted Street intersection with 183rd Street is a four-way signalized intersection. 183rd street carries two lanes in either direction, with an auxiliary left turn lane for both approaches. There are right turn lanes for those traveling east and turning south and those traveling west and turning north onto Halsted Avenue. Halsted Avenue carries two lanes in either direction, with a

left turn lane for both directions. There are also right turn lanes for those traveling north and turning east onto 183rd Street, and for those traveling south and turning west onto 183rd Street. There are restaurants on the northwest and northeast corners of the intersection. There is a bank and a small strip mall on the southeast and southwest corners, respectively. Pedestrian sidewalks are located at all four corners, but a marked crosswalk is only installed on the west leg of 183rd Street. No pedestrian signals are present.

Table 13: Crashes by Type at Location 11: Halsted Street

Crash Type	# Crashes	# A inj.	# B inj.	# C inj.	PDO
Angle	6	0	1	1	5
Fixed Object	1	0	0	0	1
Rear End	12	0	0	1	11
Sideswipe Opposite Direction	1	0	0	0	1
Sideswipe Same Direction	3	0	0	0	3
Turning	6	0	3	3	2
Total	**29**	**0**	**4**	**5**	**23**

This intersection averaged 6 crashes per year between 2016 and 2020. 12 crashes (41%) were rear end crashes. Long queues at this signalized intersection are probably a primary cause of this issue. Eight (67%) of the rear end crashes occurred for those traveling southbound on Halsted toward the intersection. Angle and turning crashes combined make up 41% of the total.

A total of 9 injuries were associated with Location 11 within the study timeframe. All but one occurred in turning or angle crashes. None of these injuries were A injuries.

Conclusions

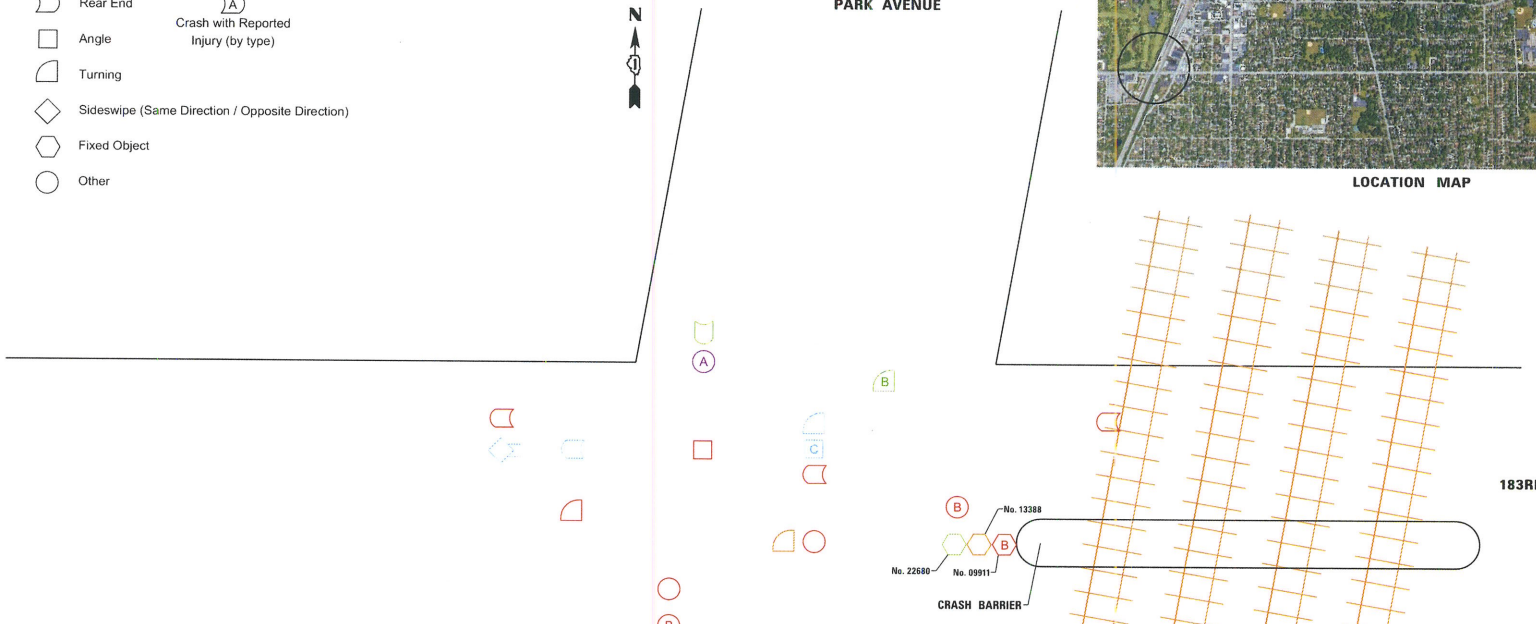
From the 438 crashes reported within the project limits over the 5 years from 2016 to 2020, some clear trends are evident. The most obvious trend is the high share of rear end crashes (49%), which are present in high degree even away from signalized intersections. Additionally, the crash frequency in the segments between intersections is high. Each segment has a crash rate well over one crash per million vehicle miles traveled; a typical goal on a crash mitigation project is to try to reduce frequencies to that target rate. On most of 183rd Street, the significant number of private driveways and side-street intersections create a situation where vehicles can be decelerating nearly anywhere, making the risk of rear-end crashes a constant. The typical solutions to this issue – reductions in the number of access points, and reduction of vehicle speeds – will be very difficult to implement on this corridor.

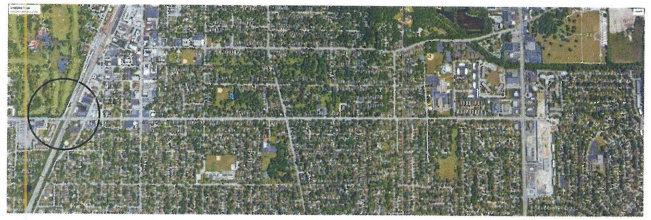
Only 23% of crashes (100 crashes) cited wet pavement, snow, or foggy conditions, so adverse pavement conditions are clearly not a primary concern. The section between Dixie Highway and Riegel Road is the exception, in which 36% of crashes took place during adverse pavement conditions. However, this is most likely due to the traffic conditions in this section rather than the pavement conditions itself. The time of day also did not correlate to the frequency of accidents, so "rush hours" do not need to be the focus of the design team's investigations. Over 40% of the crashes occurred in the one-third mile segment between Park Avenue and Dixie Highway inclusive, so a substantial focus on geometric solutions may be needed in this area, which features three signalized intersections and a median bridge pier.

As noted in the text, turning and angle crashes were responsible for a disproportionately high share of corridor injuries – a fact which will make this issue a priority concern of the project team in the concept development phase. The very high number of entrances and side streets in the segments between major intersections are the reason why this issue is present, but very different possible mitigation strategies will be appropriate depending on the location.

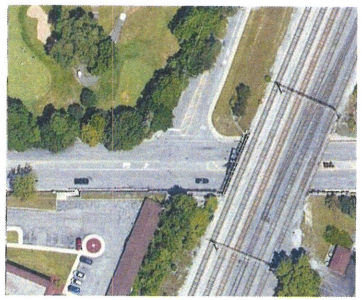
CRASH ANALYSIS SYMBOL LEGEND

2016	Rear End	(A) Crash with Reported Injury (by type)
2017	Angle	
2018	Turning	
2019	Sideswipe (Same Direction / Opposite Direction)	
2020	Fixed Object	
	Other	





LOCATION MAP



INTERSECTION CONFIGURATION

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	DRAWN -	REVISED -	
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PLOT DATE = $DATE$	DATE -	REVISED -	

CRASH DIAGRAMS:
183RD STREET AT PARK AVENUE

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			CONTRACT N	
		ILLINOIS FED. AID PROJECT		

MODEL: $MODELNAME$
FILE NAME: $FILEPATH$

CRASH ANALYSIS SYMBOL LEGEND

2016	Rear End	A — Crash with Reported Injury (by type)
2017	Angle	
2018	Turning	
2019	Sideswipe (Same Direction / Opposite Direction)	
2020	Fixed Object	
	Other	

LOCATION MAP

INTERSECTION CONFIGURATION

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	DRAWN -	REVISED -
PLOT SCALE = %SCALE%	CHECKED -	REVISED -
PLOT DATE = %DATE%	DATE -	REVISED -

VILLAGE OF HOMEWOOD
183RD STREET STUDY

CRASH DIAGRAMS:
183RD STREET AT HARWOOD AVENUE

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

MODEL: SACCELNAMES
FILE NAME: STEP 3

CRASH ANALYSIS SYMBOL LEGEND

- 20`6
- 20`7
- 20`8
- 20`9
- 2020

- Rear End
- Angle
- Turning
- Sideswipe (Same Direction / Opposite Direction)
- Fixed Object
- Other

(A) Crash with Reported Injury (by type)

N

LOCATION MAP

USER NAME = $USERS	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = $SCALES	CHECKED -	REVISED -
PLOT DATE = $DATES	DATE -	REVISED -

VILLAGE OF HOMEWOOD
183RD STREET STUDY

CRASH DIAGRAMS:
183RD STREET BETWEEN HARWOOD AND DIXIE

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

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CRASH ANALYSIS SYMBOL LEGEND

2016	Rear End	A — Crash with Reported Injury (by type)
2017	Angle	
2018	Turning	
2019	Sideswipe (Same Direction / Opposite Direction)	
2020	Fixed Object	
	Other	

LOCATION MAP

183RD STREET

DIXIE HIGHWAY

INTERSECTION CONFIGURATION

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	DRAWN -	REVISED -	
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CRASH DIAGRAMS:
183RD STREET AT DIXIE HIGHWAY

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

MODEL: $MODELNAME$
FILE NAME: $FILENAME$

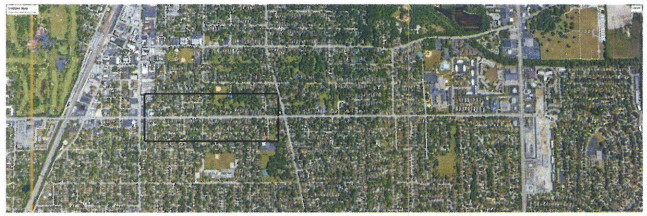
CRASH ANALYSIS SYMBOL LEGEND

- 2016
- 2017
- 2018
- 2019
- 2020

- Rear End
- Angle
- Turning
- Sideswipe (Same Direction / Opposite Direction)
- Fixed Object
- Other

(A) Crash with Reported Injury (by type)

N



LOCATION MAP

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		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

MODEL: $MODELNAME$
FILE NAME: $FILENAME$

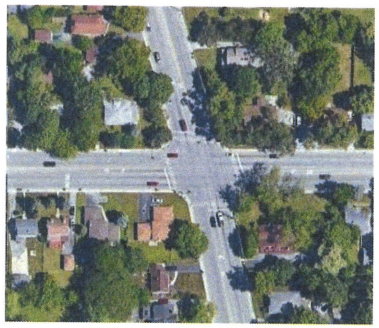
CRASH ANALYSIS SYMBOL LEGEND

- 2016
- 2017
- 2018
- 2019
- 2020

- Rear End
- Angle
- Turning
- Sideswipe (Same Direction / Opposite Direction)
- Fixed Object
- Other

(A) Crash with Reported Injury (by type)

LOCATION MAP



INTERSECTION CONFIGURATION

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FILE NAME: $FILENAME$

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	DRAWN -	REVISED -
PLOT SCALE = $SCALE$	CHECKED -	REVISED -
PLOT DATE = $DATE$	DATE -	REVISED -

VILLAGE OF HOMEWOOD
183RD STREET STUDY

CRASH DIAGRAMS:
183RD STREET AT RIEGEL ROAD

SCALE: | SHEET OF SHEETS | STA TO STA

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CONTRAC		
	ILLINOIS	FED. AID PROJECT		

CRASH ANALYSIS SYMBOL LEGEND

- 2016
- 2017
- 2018
- 2019
- 2020

- Rear End
- Angle
- Turning
- Sideswipe (Same Direction / Opposite Direction)
- Fixed Object
- Other

(A) Crash with Reported Injury (by type)

N

LOCATION MAP

USER NAME = $USERS	DESIGNED -	REVISED -	VILLAGE OF HOMEWOOD 183RD STREET STUDY	CRASH DIAGRAMS: 183RD STREET BETWEEN RIEGEL AND CENTER	F.A. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
	DRAWN -	REVISED -			
PLOT SCALE = $SCALES	CHECKED -	REVISED -			CONTRACT
PLOT DATE = $DATES	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	ILLINOIS / FED. AID PROJECT

MODEL: $MODELNAMES
FILE NAME: $FILES

CRASH ANALYSIS SYMBOL LEGEND

2016
2017
2018
2019
2020

Rear End
Angle
Turning
Sideswipe (Same Direction / Opposite Direction)
Fixed Object
Other

A — Crash with Reported Injury (by type)

LOCATION MAP

INTERSECTION CONFIGURATION

USER NAME = $USER$	DESIGNED -	REVISED -	VILLAGE OF HOMEWOOD 183RD STREET STUDY
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	CRASH DIAGRAMS: 183RD STREET AT CENTER AVENUE
PLOT DATE = $DATE$	DATE -	REVISED -	

SCALE: | SHEET OF SHEETS | STA TO STA

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET
		CONTRACT N		
	ILLINOIS FED. AID PROJECT			

MODEL: $MODELNAME$
FILE NAME = $FILE$

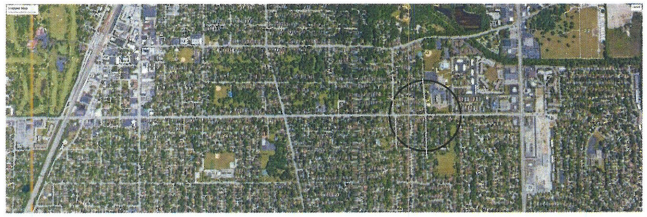
CRASH ANALYSIS SYMBOL LEGEND

- 2016
- 2017
- 2018
- 2019
- 2020

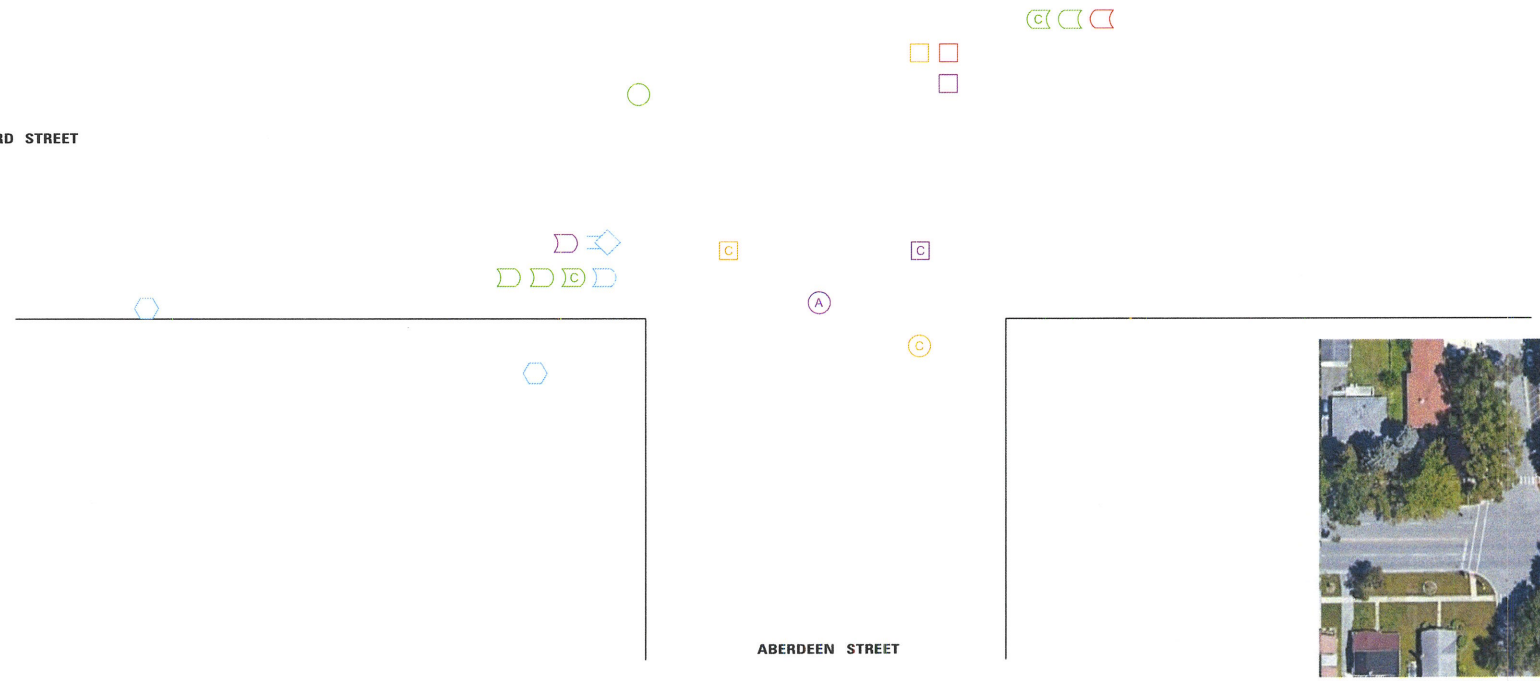
- Rear End
- Angle
- Turning
- Sideswipe (Same Direction / Opposite Direction)
- Fixed Object
- Other

A — Crash with Reported Injury (by type)

N

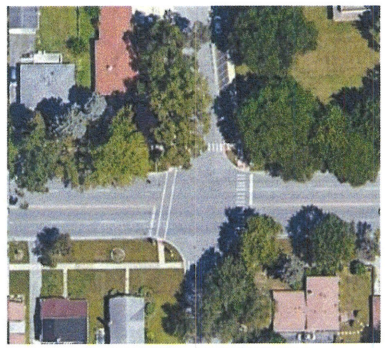


LOCATION MAP



183RD STREET

ABERDEEN STREET



INTERSECTION CONFIGURATION

USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = $DATE$	DATE -	REVISED -	

VILLAGE OF HOMEWOOD
183RD STREET STUDY

CRASH DIAGRAMS:
183RD STREET AT ABERDEEN STREET

SCALE: | SHEET OF SHEETS | STA. | TO STA

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

MICRO: $MICRO NAME$
FILE NAME: $FILE$

CRASH ANALYSIS SYMBOL LEGEND

- 2016
- 2017
- 2018
- 2019
- 2020

- Rear End
- Angle
- Turning
- Sideswipe (Same Direction / Opposite Direction)
- Fixed Object
- Other

(A) Crash with Reported Injury (by type)

850 W 183RD ST 820 W 183RD ST LOCATION MAP

MORGAN AVE

ABERDEEN STREET

183RD STREET

HALSTED STREET

CARPENTER ST

ILLINOIS AVENUE

USER NAME = $USER$	DESIGNED -	REVISED -	VILLAGE OF HOMEWOOD 183RD STREET STUDY
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = $DATE$	DATE -	REVISED -	

CRASH DIAGRAMS:
183RD STREET BETWEEN ABERDEEN AND HALSTED

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

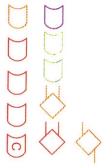
CONTRACT NO.

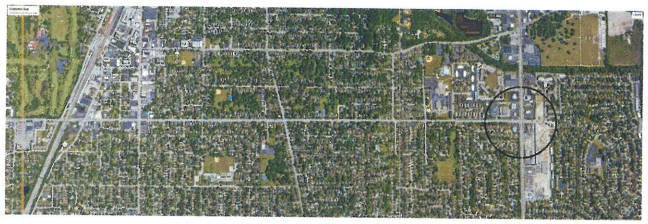
ILLINOIS | FED. AID PROJECT

MODEL: $MODEL$NAME$
FILE NAME: $FILE$

CRASH ANALYSIS SYMBOL LEGEND

2016	Rear End	(A) Crash with Reported Injury (by type)
2017	Angle	
2018	Turning	
2019	Sideswipe (Same Direction / Opposite Direction)	
2020	Fixed Object	
	Other	





LOCATION MAP

183RD STREET

HALSTED STREET

INTERSECTION CONFIGURATION

USER NAME = $USER$	DESIGNED -	REVISED -	VILLAGE OF HOMEWOOD 183RD STREET STUDY
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = $DATE$	DATE -	REVISED -	

CRASH DIAGRAMS:
183RD STREET AT HALSTED STREET

SCALE | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT N

ILLINOIS | FED. AID PROJECT

MODEL: $MODELNAME$
FILE NAME: $FILE$

Location 1: Park Ave

Hour	Volume (veh)	% Total Volume
6	674	2.5%
7	1324	4.8%
8	1634	5.9%
9	1339	4.9%
10	1469	5.3%
11	1605	5.8%
12	1864	6.8%
13	1958	7.1%
14	1993	7.3%
15	2270	8.3%
16	2302	8.4%
17	2525	9.2%
18	1882	6.8%

Location 2: Harwood Ave

Hour	Volume (veh)	% Total Volume
6	720	2.4%
7	1479	4.8%
8	1790	5.9%
9	1529	5.0%
10	1655	5.4%
11	1760	5.8%
12	2068	6.8%
13	2176	7.1%
14	2208	7.2%
15	2551	8.4%
16	2499	8.2%
17	2804	9.2%
18	2128	7.0%

Location 4: Dixie Hwy

Hour	Volume (veh)	% Total Volume
0	186	0.6%
1	113	0.4%
2	64	0.2%
3	83	0.3%
4	145	0.5%
5	365	1.1%
6	865	2.7%
7	1563	4.9%
8	1860	5.8%
9	1581	4.9%
10	1667	5.2%
11	1842	5.8%
12	2203	6.9%
13	2199	6.9%
14	2376	7.4%
15	2668	8.3%
16	2746	8.6%
17	2848	8.9%
18	2187	6.8%
19	1704	5.3%
20	1178	3.7%
21	768	2.4%
22	496	1.5%
23	300	0.9%

Location 6: Riegel Rd

Hour	Volume (veh)	% Total Volume
6	597	2.6%
7	1150	4.9%
8	1284	5.5%
9	1054	4.5%
10	1241	5.3%
11	1367	5.8%
12	1694	7.2%
13	1655	7.1%
14	1680	7.2%
15	1985	8.5%
16	2006	8.6%
17	2016	8.6%
18	1715	7.3%

Location 8: Center Ave

Hour	Volume (veh)	% Total Volume
6	306	2.1%
7	748	5.1%
8	753	5.1%
9	722	4.9%
10	795	5.4%
11	884	6.0%
12	1168	7.9%
13	1058	7.2%
14	1084	7.4%
15	1218	8.3%
16	1228	8.3%
17	1148	7.8%
18	1131	7.7%

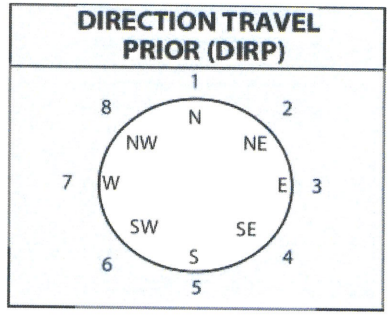
Location 9: Aberdeen St

Hour	Volume (veh)	% Total Volume
6	293	2.0%
7	786	5.4%
8	753	5.2%
9	686	4.8%
10	771	5.3%
11	887	6.1%
12	1157	8.0%
13	1040	7.2%
14	1054	7.3%
15	1174	8.1%
16	1171	8.1%
17	1113	7.7%
18	1112	7.7%

Location 11: Halsted St

Hour	Volume (veh)	% Total Volume
6	1240	2.9%
7	1935	4.6%
8	2108	5.0%
9	2085	4.9%
10	2390	5.7%
11	2664	6.3%
12	2957	7.0%
13	3112	7.4%
14	3165	7.5%
15	3468	8.2%
16	3479	8.2%
17	3385	8.0%
18	3058	7.3%

Date	Time	Location	Type name	A Injuries	B Injuries	C Injuries	Dir 1	Dir 2	Surface	Day/Night	Snow	Icy	Wet	Fog
2/23/2016	2:20 PM	1	Pedestrian	1			5	3	1	(d)				
6/15/2016	6:29 AM	1	Rear End				3	3	1	(d)				
5/11/2017	6:03 PM	1	Pedalcyclist				6	3	1	(d)				
5/16/2017	12:32 AM	1	Fixed Object							(N-LR)				
5/27/2017	1:53 PM	1	Head On		2		2	7	1	(d)				
6/1/2017	6:10 PM	1	Pedestrian				7	3	1	(d)				
6/3/2017	1:59 AM	1	Fixed Object		1		3		1	(N-LR)				
6/30/2017	6:35 PM	1	Angle				7	5	1	(d)				
7/14/2017	7:18 PM	1	Pedalcyclist		1		3	5	1	(d)				
10/17/2017	5:26 PM	1	Rear End				7	7	1	(d)				
10/29/2017	8:05 AM	1	Rear End				7	7	2	(d)			(W)	
12/17/2017	2:35 PM	1	Turning				6	3	1	(d)				
12/18/2017	3:00 PM	1	Rear End				3	3	2	(d)			(W)	
12/20/2017	8:20 AM	1	Rear End				7	7	1	(d)				
1/19/2018	3:17 PM	1	Rear End				3	3	1	(d)				
3/5/2018	6:36 PM	1	Angle			1	5	7	2	(N-LR)			(W)	
4/9/2018	5:15 PM	1	Turning				5	5	1	(d)				
4/10/2018	10:40 AM	1	Sideswipe Same Direction				7	7	1	(d)				
7/5/2018	10:07 PM	1	Fixed Object				5		1	(N-LR)				
8/20/2018	8:00 PM	1	Rear End				3	3	2	(N-LR)			(W)	
12/18/2018	1:57 PM	1	Rear End				7	7	1	(d)				
2/3/2019	12:25 AM	1	Fixed Object			1	5		1	(N-LR)				
2/9/2019	9:42 PM	1	Rear End				5	5	1	(N)				
3/10/2019	1:19 PM	1	Turning		1		2	7	1	(d)				
11/14/2019	5:45 PM	1	Rear End				3	3	1	(d)				
11/23/2019	4:09 PM	1	Fixed Object				3		1					
2/5/2020	3:39 PM	1	Rear End				3	3	3	(d)	(S)			
10/1/2020	2:21 AM	1	Fixed Object				3		1	(N-LR)				
10/19/2020	5:42 PM	1	Turning				3	7	2	(d)			(W)	
2/10/2016	1:21 PM	2	Rear End				7	7	1	(d)				
7/5/2016	11:06 AM	2	Turning				6	6	1	(d)				
7/31/2016	2:58 PM	2	Angle				3	2	1	(d)				
10/31/2016	4:55 PM	2	Rear End				3	3	1	(d)				
1/28/2017	11:40 AM	2	Angle				5	7	1	(d)				
2/19/2017	4:55 PM	2	Sideswipe Same Direction				6	7	1	(d)				
2/26/2017	12:23 PM	2	Rear End				5	5	1	(d)				
3/26/2017	10:09 AM	2	Rear End				7	7	2	(d)			(W)	
4/20/2017	7:08 AM	2	Rear End				1	1	1	(d)				
6/15/2017	7:04 PM	2	Rear End			1	3	3	1	(d)				
6/23/2017	7:23 PM	2	Rear End				1	1	1	(d)				
6/30/2017	8:55 PM	2	Rear End				1	1	2	(N-LR)			(W)	
7/19/2017	Unknown	2	Fixed Object				Unknown		9	(U)				
7/20/2017	7:15 PM	2	Sideswipe Same Direction				1	1	1	(d)				
7/28/2017	12:59 PM	2	Rear End				3	3	1	(d)				
8/22/2017	7:22 AM	2	Rear End				7	7	2	(d)			(W)	
8/27/2017	1:37 AM	2	Sideswipe Same Direction			1	3	3	1	(N-LR)				
10/7/2017	9:32 AM	2	Rear End				3	3	1	(d)				
10/12/2017	3:34 PM	2	Sideswipe Same Direction				3	3	1	(d)				
2/5/2018	4:04 PM	2	Rear End				7	7	3	(d)	(S)			
2/10/2018	2:37 PM	2	Turning				8	6	1	(d)				
2/15/2018	11:00 AM	2	Rear End				7	7	1	(d)				(F)
3/22/2018	5:29 PM	2	Rear End				1	1	1	(d)				
5/14/2018	6:15 PM	2	Rear End				5	5	1	(d)				



Date	Time	Location	Type name	A Injuries	B Injuries	C Injuries	Dir 1	Dir 2	Surface	Day/Night	Snow	Icy	Wet	Fog
6/28/2018	9:54 PM	2	Angle				6	3	1	(N-LR)				
9/2/2018	11:13 PM	2	Angle		1		8	5	1	(N-LR)				
9/27/2018	7:53 AM	2	Rear End				7	7	1	(d)				
11/15/2018	7:17 AM	2	Angle				7	7	3	(d)	(S)			
2/13/2019	2:27 PM	2	Rear End				7	7	1	(d)				
3/13/2019	5:30 PM	2	Rear End				3	3	1	(d)				
3/25/2019	10:32 AM	2	Rear End				3	3	1	(d)				
3/26/2019	2:07 PM	2	Rear End				7	7	1	(d)				
5/2/2019	2:00 PM	2	Turning		2		5	3	2	(d)			(W)	
5/25/2019	11:10 AM	2	Angle			1	1	5	2	(d)			(W)	
5/25/2019	10:34 AM	2	Angle			2	3	5	1	(N-LR)				
6/4/2019	3:41 PM	2	Sideswipe Same Direction				7	7	1	(d)				
6/7/2019	11:46 AM	2	Rear End			2	3	3	1	(d)				
6/28/2019	Unknown	2	Angle		1		1	1	1	(d)				
7/19/2019	3:50 PM	2	Sideswipe Same Direction				3	3	1	(d)				
8/23/2019	9:57 AM	2	Rear End				1	1	1	(d)				
9/27/2019	4:06 PM	2	Rear End				7	7	2	(d)			(W)	
12/9/2019	3:22 PM	2	Rear End				5	5	1	(d)				
1/25/2020	8:59 AM	2	Turning				6	3	3	(d)	(S)			
1/28/2020	11:03 AM	2	Sideswipe Same Direction				1	1	1	(d)				
1/29/2020	5:09 PM	2	Angle				4	1	1	(N-LR)				
1/30/2020	9:05 AM	2	Rear End				3	3	1	(d)				
2/2/2020	2:35 PM	2	Rear End				3	3	1	(d)				
2/7/2020	6:42 AM	2	Fixed Object				7		3	(d)	(S)			
2/17/2020	5:04 PM	2	Rear End				3	3	2	(d)			(W)	
3/8/2020	4:20 PM	2	Rear End				1	1	1	(d)				
3/15/2020	8:04 PM	2	Rear End				1	1	1	(N-LR)				
5/14/2020	10:05 AM	2	Turning				6	3	2	(d)			(W)	
6/16/2020	3:25 PM	2	Turning			1	1	7	1	(d)				
6/20/2020	6:30 PM	2	Rear End				7	7	2	(d)			(W)	
7/9/2020	12:22 AM	2	Fixed Object				1		1	(N-LR)				
7/16/2020	4:40 PM	2	Sideswipe Same Direction				7	7	1	(d)				
8/10/2020	12:52 AM	2	Fixed Object				5		1	(N-LR)				
8/27/2020	5:42 PM	2	Sideswipe Same Direction				5	5	1	(d)				
9/25/2020	12:43 PM	2	Angle		2		3	5	1	(d)				
11/7/2020	2:33 PM	2	Angle		1		3	1	1	(d)				
5/20/2016	3:11 PM	3	Sideswipe Same Direction				7	7	1	(d)				
6/30/2016	6:25 PM	3	Angle				1	3	1	(d)				
7/9/2016	4:54 PM	3	Turning				1	7	1	(d)				
7/20/2016	8:08 PM	3	Rear End				7	7	1	(DSK)				
8/2/2016	1:49 PM	3	Fixed Object				7		1	(d)				
10/4/2016	7:07 PM	3	Turning				1	3	1	(N-LR)				
12/28/2016	11:37 AM	3	Rear End				7	7	2	(d)			(W)	
3/30/2017	2:14 PM	3	Rear End		1		7	7	2	(d)			(W)	
6/22/2017	1:30 PM	3	Rear End				7	7	1	(d)				
8/25/2017	6:22 PM	3	Rear End				7	7	1	(d)				
10/13/2017	4:03 PM	3	Angle				1	3	1	(d)				
11/29/2017	5:43 PM	3	Angle				5	7	1	(N-LR)				
12/21/2017	7:50 PM	3	Sideswipe Opposite Direction				5	3	1	(N-LR)				
5/16/2018	3:36 PM	3	Sideswipe Same Direction				3	3	1	(d)				
6/12/2018	11:30 PM	3	Parked Motor Vehicle				3	1	1	(N-LR)				
7/9/2018	4:19 PM	3	Rear End				3	3	1	(d)				

Date	Time	Location	Type name	A Injuries	B Injuries	C Injuries	Dir 1	Dir 2	Surface	Day/Night	Snow	Icy	Wet	Fog
10/5/2018	8:20 AM	3	Rear End				7	7	2	(d)			(W)	
11/2/2018	5:43 PM	3	Parked Motor Vehicle				5	5	1	(N-LR)				
7/11/2019	6:00 PM	3	Fixed Object				1		1	(d)				
10/17/2019	3:18 PM	3	Rear End				3	3	1	(d)				
11/18/2019	12:32 PM	3	Sideswipe Same Direction				3	3	1	(d)				
12/23/2019	12:55 PM	3	Angle				1	3	1	(d)				
1/22/2020	12:09 PM	3	Rear End				7	7	1	(d)				
6/25/2020	9:14 PM	3	Rear End				7	7	1	(N-LR)				
7/6/2020	4:30 PM	3	Sideswipe Same Direction				3	3	1	(d)				
7/28/2020	3:38 PM	3	Rear End				3	3	1	(d)				
9/6/2020	9:31 AM	3	Fixed Object				3		2	(d)			(W)	
11/16/2020	1:07 PM	3	Sideswipe Same Direction				7	7	1	(d)				
12/9/2020	1:42 PM	3	Angle				5	3	1	(d)				
1/2/2016	10:50 AM	4	Rear End				7	7	1	(d)				
7/14/2016	11:40 AM	4	Rear End				5	5	1	(d)				
8/12/2016	8:55 AM	4	Rear End				7	7	1	(d)				
8/24/2016	9:45 AM	4	Sideswipe Same Direction				7	7	2	(d)			(W)	
9/8/2016	11:33 AM	4	Angle				7	3		(d)				
9/19/2016	4:45 PM	4	Rear End				3	3	1	(d)				
9/30/2016	4:58 PM	4	Rear End				7	7	2	(d)			(W)	
11/2/2016	3:22 PM	4	Rear End				3	3	2	(d)			(W)	
11/8/2016	1:40 PM	4	Sideswipe Opposite Direction				7	3	1	(d)				
1/9/2017	4:40 PM	4	Angle				3	1	3	(N-LR)	(S)			
1/13/2017	12:17 PM	4	Rear End				7	7	3	(d)	(S)			
2/9/2017	1:25 PM	4	Parked Motor Vehicle				3	7	1	(d)				
3/14/2017	8:34 AM	4	Fixed Object							(d)				
4/5/2017	3:23 PM	4	Rear End				3	3	2	(d)			(W)	
4/9/2017	9:54 PM	4	Angle				3	1	1	(N-LR)				
4/28/2017	12:57 PM	4	Turning			1	7	7	1	(d)				
6/14/2017	11:56 AM	4	Rear End				3	3	1	(d)				
6/15/2017	11:40 AM	4	Rear End				5	5	1	(d)				
7/10/2017	3:26 PM	4	Rear End				3	3	1	(d)				
7/23/2017	11:50 AM	4	Rear End				3	3	1	(d)				
7/29/2017	7:15 PM	4	Rear End				5	5	1	(d)				
8/1/2017	11:00 AM	4	Rear End				1	1	1	(d)				
8/17/2017	2:50 PM	4	Rear End				3	3	1	(d)				
9/9/2017	4:11 PM	4	Rear End				7	7	1	(d)				
9/19/2017	7:55 AM	4	Rear End				3	3	2	(d)			(W)	
10/9/2017	5:50 PM	4	Rear End				3	3	1	(d)				
10/17/2017	1:16 PM	4	Rear End				5	5	1	(d)				
11/10/2017	9:07 AM	4	Rear End				7	7	3	(d)	(S)			
11/28/2017	12:38 AM	4	Rear End		1		7	7	1	(N-LR)				
12/8/2017	1:16 PM	4	Sideswipe Opposite Direction				3	8	1	(d)				
1/15/2018	8:05 AM	4	Rear End				1	1	3	(d)	(S)			
2/9/2018	11:10 AM	4	Rear End				1	1	3	(d)	(S)			
2/10/2018	11:39 AM	4	Angle				5	7	1	(DSK)				
3/9/2018	8:48 AM	4	Rear End				7	7	1	(d)				
3/17/2018	6:43 PM	4	Rear End				5	5	1	(DSK)				
3/17/2018	9:11 PM	4	Angle				3	1	1	(N-LR)				
3/22/2018	4:30 PM	4	Rear End				7	7	1	(d)				
3/30/2018	8:19 AM	4	Rear End				3	3	1	(d)				

Date	Time	Location	Type name	A Injuries	B Injuries	C Injuries	Dir 1	Dir 2	Surface	Day/Night	Snow	Icy	Wet	Fog
4/28/2018	9:23 AM	4	Fixed Object				7			(d)				
5/3/2018	11:29 AM	4	Rear End				3	3	1	(d)				
5/16/2018	7:43 AM	4	Rear End				5	5	1	(d)				
7/5/2018	4:41 PM	4	Rear End				1	1	2	(d)			(W)	
8/1/2018	4:45 PM	4	Rear End				3	3	2	(d)			(W)	
8/3/2018	1:30 PM	4	Sideswipe Same Direction				5	5	1	(d)				
8/20/2018	4:20 PM	4	Turning				3	1	2	(d)			(W)	
10/4/2018	9:25 AM	4	Angle				6	7	1	(d)				
10/16/2018	5:54 PM	4	Rear End				3	3	1	(d)				
11/8/2018	11:05 AM	4	Rear End				3	3	1	(d)				
11/16/2018	6:47 AM	4	Angle			2	3	1	1	(d)				
12/17/2018	7:50 PM	4	Rear End				3	3	1	(N-LR)				
1/28/2019	10:26 AM	4	Rear End				1	1	3	(d)	(S)			
2/6/2019	7:09 PM	4	Rear End				5	5	2	(N)			(W)	
3/3/2019	9:23 AM	4	Sideswipe Same Direction				1	5	1	(d)				
3/29/2019	12:50 PM	4	Rear End				3	3	1	(d)				
5/7/2019	8:18 AM	4	Rear End				7	7	2	(d)			(W)	
5/9/2019	11:15 AM	4	Rear End				5	5	1	(d)				
5/14/2019	6:45 PM	4	Rear End				2	2	1	(d)				
7/17/2019	11:46 AM	4	Turning				1	3	1	(d)				
8/1/2019	5:40 PM	4	Rear End				7	7	1	(d)				
11/13/2019	5:05 PM	4	Rear End				7	7	1	(N-LR)				
12/6/2019	6:00 PM	4	Sideswipe Opposite Direction				7	3	1	(N-LR)				
12/14/2019	5:06 PM	4	Rear End				5	5	1	(N)				
1/20/2020	1:37 PM	4	Rear End				7	7	1	(d)				
2/11/2020	3:18 PM	4	Rear End				7	7	1	(d)				
2/15/2020	1:08 PM	4	Sideswipe Same Direction				7	7	1	(d)				
2/22/2020	11:13 AM	4	Sideswipe Same Direction				3	3	1	(d)				
3/3/2020	7:01 PM	4	Rear End				3	3	1	(N)				
3/15/2020	7:22 PM	4	Rear End				7	7	1	(N-LR)				
4/13/2020	9:23 PM	4	Angle				8	3	1	(N-LR)				
5/14/2020	9:20 PM	4	Angle				5	7	2	(DSK)			(W)	
6/8/2020	5:13 PM	4	Turning				3	1	1	(d)				
8/13/2020	6:39 AM	4	Rear End				7	7	1	(d)				
8/18/2020	11:35 AM	4	Rear End				1	1	1	(d)				
9/23/2020	11:18 PM	4	Angle			1	7	1		(N-LR)				
11/12/2020	12:05 PM	4	Rear End				3	3	1	(d)				
12/29/2020	9:07 AM	4	Rear End			2	7	7	1	(d)				
1/11/2016	8:32 PM	5	Rear End				3	3	3	(N-LR)	(S)			
1/13/2016	8:25 AM	5	Rear End				3	3	1	(d)				
1/15/2016	2:46 PM	5	Rear End				7	7	2	(d)			(W)	
4/15/2016	4:32 PM	5	Turning	1	2		7	3	1	(d)				
6/1/2016	5:30 PM	5	Sideswipe Same Direction				7	7	1	(d)				
6/15/2016	5:33 PM	5	Rear End				3	3	1	(d)				
7/26/2016	2:43 PM	5	Rear End			1	3	3	1	(d)				
8/19/2016	6:37 PM	5	Angle	1			7	7	1	(d)				
8/29/2016	5:03 PM	5	Sideswipe Same Direction				7	7	1	(d)				
10/26/2016	5:00 PM	5	Rear End				3	3	2	(d)			(W)	
12/10/2016	9:13 PM	5	Angle				3	3	3	(N-LR)	(S)			
2/27/2017	6:47 PM	5	Angle				8	3	1	(N-LR)				
2/28/2017	2:44 PM	5	Fixed Object				7		2	(d)			(W)	
3/13/2017	8:00 AM	5	Rear End				1	1	3	(d)	(S)			

Date	Time	Location	Type name	A Injuries	B Injuries	C Injuries	Dir 1	Dir 2	Surface	Day/Night	Snow	Icy	Wet	Fog
3/16/2017	7:25 AM	5	Angle				5	1	1	(d)				
4/6/2017	4:05 PM	5	Sideswipe Opposite Direction				5	3		(d)				
5/4/2017	1:43 PM	5	Sideswipe Same Direction				7	7	2	(d)			(W)	
5/6/2017	5:15 PM	5	Angle				7	5	1	(d)				
6/11/2017	12:57 PM	5	Pedalcyclist	1			3	3	1	(d)				
7/11/2017	6:43 PM	5	Rear End				3	3	1	(d)				
7/12/2017	3:30 PM	5	Rear End				3	3	2	(d)			(W)	
8/25/2017	5:03 PM	5	Rear End				3	3	1	(d)				
9/9/2017	10:58 PM	5	Angle				1	7	1	(N-LR)				
10/12/2017	12:08 PM	5	Rear End				7	7	1	(d)				
11/2/2017	3:10 PM	5	Rear End				7	7	2	(d)			(W)	
11/11/2017	4:35 PM	5	Rear End				7	7	9	(U)				
12/2/2017	5:38 PM	5	Angle				3	7	1	(N-LR)				
1/24/2018	7:05 AM	5	Rear End				5	5	4	(DWN)		(I)		
3/7/2018	1:53 PM	5	Fixed Object				Unknown			(d)				
5/16/2018	5:35 PM	5	Rear End				3	3	1	(d)				
6/4/2018	5:48 PM	5	Rear End				7	8	1	(d)				
7/26/2018	5:38 PM	5	Rear End				3	3	1	(d)				
10/27/2018	8:03 PM	5	Turning				7	7	2	(N-LR)			(W)	
11/8/2018	2:22 PM	5	Rear End				3	3	1	(d)				
11/15/2018	7:42 PM	5	Rear End				1	1	4	(d)		(I)		
11/26/2018	8:13 AM	5	Rear End				7	7	3	(d)	(S)			
12/7/2018	6:38 PM	5	Rear End				3	3	2	(N)			(W)	
12/26/2018	6:24 PM	5	Rear End			1	7	7	1	(N-LR)				
1/25/2019	3:25 PM	5	Rear End				3	3	3	(d)	(S)			
1/27/2019	5:14 AM	5	Fixed Object				7		3	(d)	(S)			
2/10/2019	2:06 PM	5	Turning				5	7	3	(d)	(S)			
2/10/2019	2:37 PM	5	Head On				3	7	3	(d)	(S)			
2/12/2019	6:43 AM	5	Fixed Object				3		3	(DSK)	(S)			
6/20/2019	4:09 PM	5	Rear End				3	3	1	(d)				
8/6/2019	4:06 PM	5	Rear End				7	7	1	(d)				
8/24/2019	1:56 PM	5	Rear End				7	7	1	(d)				
1/7/2020	6:13 PM	5	Turning				5	3	1	(N-LR)				
1/14/2020	6:00 PM	5	Angle		1		1	3	1	(N-LR)				
5/26/2020	12:09 PM	5	Other Noncollision		1		7		1	(d)				
8/25/2020	4:51 PM	5	Turning				1	3	1	(d)				
9/3/2020	3:05 PM	5	Rear End			1	3	3	1	(d)				
11/21/2020	11:25 AM	5	Sideswipe Same Direction				3	3	1	(d)				
Unknown	Unknown	5	Parked Motor Vehicle				Unknown		9	(U)				
1/11/2016	3:27 PM	6	Rear End				7	7	3	(d)	(S)			
1/12/2016	1:51 PM	6	Rear End				1	1	2	(d)			(W)	
1/23/2016	5:11 PM	6	Rear End		1		5	5	1	(N-LR)				
5/4/2016	7:30 AM	6	Rear End				7	7	1	(d)				
5/4/2016	7:25 PM	6	Rear End				5	5	1	(DSK)				
5/12/2016	10:32 PM	6	Rear End				7	7	1	(N)				
8/30/2016	10:35 AM	6	Angle			1	8	5	2	(N)			(W)	
11/6/2016	3:37 PM	6	Angle				7	5	1	(d)				
11/19/2016	4:03 PM	6	Rear End				3	3	1	(d)				
11/25/2016	11:10 PM	6	Rear End				3	3	1	(N-LR)				
12/11/2016	5:30 PM	6	Rear End				3	3	3	(N)	(S)			
1/20/2017	12:15 AM	6	Rear End				7	7	2	(d)			(W)	
2/3/2017	12:02 PM	6	Angle				4	5	1	(d)				

Date	Time	Location	Type name	A Injuries	B Injuries	C Injuries	Dir 1	Dir 2	Surface	Day/Night	Snow	Icy	Wet	Fog
4/3/2017	8:15 AM	6	Rear End				3	3	9	(U)				
4/19/2017	2:20 PM	6	Angle				5	3	1	(d)				
5/1/2017	4:53 PM	6	Rear End				3	3	2	(d)			(W)	
7/28/2017	2:43 PM	6	Rear End				5	5	1	(d)				
8/7/2017	2:19 PM	6	Rear End				3	3	1	(d)				
8/7/2017	2:19 PM	6	Rear End				3		1	(d)				
8/30/2017	7:22 AM	6	Turning		2		8	5	1	(d)				
9/10/2017	4:15 PM	6	Overturned				7		1	(d)				
9/24/2017	2:40 PM	6	Rear End				3	3	1	(d)				
9/26/2017	1:37 PM	6	Angle		2		1	3	1	(d)				
10/7/2017	11:05 AM	6	Angle				8	5	1	(d)				
11/3/2017	6:14 PM	6	Rear End				3	3	1	(N-LR)				
11/24/2017	9:08 AM	6	Angle				5	3	1	(d)				
12/19/2017	5:35 PM	6	Rear End				7	7	1	(N-LR)				
12/31/2017	11:55 AM	6	Angle		1	1	3	1	3	(d)	(S)			
2/9/2018	11:30 AM	6	Turning				5	1	3	(d)	(S)			
2/11/2018	4:34 PM	6	Rear End				1	1	4	(d)		(I)		
7/7/2018	1:26 PM	6	Angle				5	3	1	(d)				
8/8/2018	7:39 AM	6	Angle		1		7	3	2	(d)			(W)	
8/29/2018	9:59 AM	6	Rear End				7	7	2	(d)			(W)	
12/12/2018	12:16 PM	6	Rear End				7	7	1	(d)				
1/11/2019	6:00 PM	6	Rear End				3	3	1	(N-LR)				
1/12/2019	9:27 AM	6	Rear End				3	3	3	(d)	(S)			
1/26/2019	5:30 PM	6	Fixed Object				1		3	(DWN)	(S)			
3/7/2019	6:15 PM	6	Rear End				1	1	1	(N)				
4/3/2019	7:09 AM	6	Rear End				1	1	1	(d)				
5/6/2019	11:43 AM	6	Angle				3	7	1	(d)				
5/9/2019	3:55 PM	6	Turning		1		3	1	1	(d)				
5/17/2019	8:55 AM	6	Rear End				3	3	1	(d)				
6/29/2019	6:30 PM	6	Angle				2	7	1	(d)				
7/5/2019	6:20 PM	6	Fixed Object				2	7	1	(d)				
8/25/2019	6:23 PM	6	Rear End				3	3	1	(d)				
8/29/2019	5:41 PM	6	Fixed Object				7	7	1	(d)				
4/22/2020	12:01 PM	6	Rear End				7	7	1	(N)				
5/23/2020	7:19 AM	6	Angle				5	3	1	(d)				
8/21/2020	5:22 PM	6	Sideswipe Same Direction				3	3	1	(d)				
8/31/2020	12:24 AM	6	Angle				1	7	1	(N-LR)				
10/4/2020	8:56 PM	6	Rear End				3	3	1	(N)				
10/21/2020	7:49 AM	6	Angle				7	5	1	(d)				
1/22/2016	1:21 PM	7	Rear End				3	3	2	(d)			(W)	
4/2/2016	12:17 PM	7	Other Noncollision				7		1	(d)				
6/3/2016	11:17 PM	7	Rear End				3	3	1	(N)				
1/9/2017	5:37 PM	7	Fixed Object				1		3	(N-LR)	(S)			
4/10/2017	11:23 AM	7	Fixed Object				7		1	(d)				
6/18/2017	7:50 AM	7	Rear End	1			1		1	(d)				
8/8/2017	7:23 PM	7	Sideswipe Same Direction				7	7	1	(d)				
3/2/2018	4:21 PM	7	Sideswipe Same Direction				3	3	1	(d)				
3/15/2018	2:56 PM	7	Pedestrian	1	2		3		1	(d)				
3/15/2018	4:45 PM	7	Rear End				7	7	1	(d)				
1/17/2019	2:23 PM	7	#N/A				5	7	1	(d)				
1/25/2019	6:30 PM	7	Rear End				7	7	3	(N)	(S)			
9/4/2019	5:40 PM	7	Angle				1	3	1	(d)				
12/22/2019	5:30 PM	7	Rear End		1		7	7	1	(N-LR)				

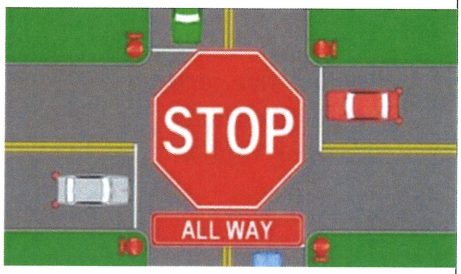
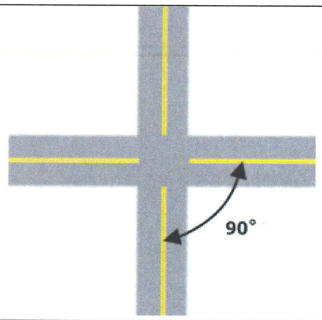
Date	Time	Location	Type name	A Injuries	B Injuries	C Injuries	Dir 1	Dir 2	Surface	Day/Night	Snow	Icy	Wet	Fog
1/18/2020	9:10 AM	7	Fixed Object				5		4	(d)		(I)		
1/27/2020	3:46 PM	7	Fixed Object				7		1	(d)				
2/11/2020	6:28 PM	7	Rear End				3	3	1	(N-LR)				
2/21/2020	10:43 AM	7	Angle				1	3	1	(d)				
6/2/2016	3:27 PM	8	Rear End				3	3	1	(d)				
7/6/2016	3:23 PM	8	Sideswipe Same Direction				3	3	1	(d)				
7/9/2016	10:11 AM	8	Angle		1		1	7	1	(d)				
7/26/2016	3:23 PM	8	Angle			1	5	7	1	(d)				
10/1/2016	4:50 PM	8	Angle			2	5	3	2	(d)			(W)	
10/10/2016	5:57 AM	8	Sideswipe Same Direction				7	7	1	(N)				
12/2/2016	10:25 PM	8	Rear End				5	5	1	(N-LR)				
2/3/2017	8:07 AM	8	Sideswipe Same Direction				3	3	1	(d)				
2/11/2017	3:42 PM	8	Rear End				5	1	1	(d)				
3/20/2017	5:36 PM	8	Angle		1		N	7	1	(d)				
3/30/2017	1:18 PM	8	Rear End				3	3	2	(d)			(W)	
6/2/2017	1:34 PM	8	Rear End				3	3	1	(d)				
7/17/2017	3:25 PM	8	Angle	1			7	E	1	(d)				
8/23/2017	6:46 AM	8	Turning				3	7	1	(d)				
11/8/2017	7:40 AM	8	Angle				3	1	1	(d)				
3/14/2018	10:52 AM	8	Rear End				1	5	1	(d)				
9/13/2018	1:00 PM	8	Rear End				3	3	1	(d)				
9/25/2018	1:05 PM	8	Rear End				3	3	1	(d)				
10/23/2018	8:00 PM	8	Sideswipe Same Direction				3	3	1	(N-LR)				
11/1/2018	3:47 PM	8	Rear End				3	3	1	(d)				
11/17/2018	4:25 PM	8	Sideswipe Same Direction				7	7	2	(N-LR)			(W)	
1/28/2019	7:24 AM	8	Rear End				1	1	3	(d)	(S)			
2/10/2019	1:44 PM	8	Turning				1	3	3	(d)	(S)			
4/25/2019	5:08 PM	8	Angle			1	1	3	1	(d)				
5/18/2019	3:05 PM	8	Angle		2		5	3	2	(d)			(W)	
6/5/2019	7:48 AM	8	Rear End				3	3	2	(d)			(W)	
6/25/2019	5:07 PM	8	Rear End				3	3	1	(d)				
11/8/2019	10:31 AM	8	Rear End				3	3	1	(d)				
11/27/2019	9:43 AM	8	Rear End				3	3	2	(d)			(W)	
1/3/2020	5:51 PM	8	Rear End			1	3	3	1	(N-LR)				
2/20/2020	7:48 AM	8	Angle				1	7	1	(d)				
5/9/2020	8:55 AM	8	Angle				5	7	1	(d)				
6/17/2020	1:26 PM	8	Rear End				7	7	1	(d)				
7/3/2020	5:30 PM	8	Rear End				7	7	1	(d)				
7/22/2020	5:11 PM	8	Angle	2			5	7	1	(d)				
7/30/2020	7:56 PM	8	Rear End			1	3	3	1	(DSK)				
8/6/2020	2:06 PM	8	Angle		2		1	7	1	(d)				
11/24/2020	5:28 PM	8	Rear End		2		7	7	2	(N)			(W)	
Unknown	4:30 PM	8	Rear End				5	5	1	(d)				
5/21/2016	10:00 PM	9	Angle			1	3	1	1	(N)				
5/24/2016	8:43 PM	9	Pedalcyclist	1			3	3	1	(N-LR)				
6/21/2016	9:24 PM	9	Angle				2	7	1	(N-LR)				
11/2/2016	6:08 PM	9	Rear End				3	3	2	(N-LR)			(W)	
9/21/2017	9:06 AM	9	Rear End				7	7	1	(d)				
10/19/2017	4:16 PM	9	Angle				7	1	1	(d)				
2/9/2018	2:08 AM	9	Fixed Object				7		3	(N-LR)	(S)			
3/11/2018	3:04 PM	9	Sideswipe Same Direction				3	3	1	(d)				
6/1/2018	2:21 AM	9	Fixed Object				7		1	(N-LR)				
7/13/2018	6:39 PM	9	Rear End				3	3	1	(d)				
1/10/2019	5:35 PM	9	Rear End				3	3	1	(N-LR)				

Date	Time	Location	Type name	A Injuries	B Injuries	C Injuries	Dir 1	Dir 2	Surface	Day/Night	Snow	Icy	Wet	Fog
3/8/2019	7:35 AM	9	Rear End				7	7	3	(d)	(S)			
7/3/2019	2:16 PM	9	Rear End				3	3	1	(d)				
8/29/2019	11:07 AM	9	Other Noncollision				5	7	1	(d)				
9/17/2019	2:30 PM	9	Rear End				7	7	1	(d)				
12/2/2019	7:39 AM	9	Rear End				3	3	1	(d)				
9/18/2020	6:30 PM	9	Angle				7	1	1	(d)				
11/27/2020	4:50 PM	9	Pedestrian				1		1	(N)				
12/26/2020	8:13 PM	9	Angle				5	3	1	(N-LR)				
4/16/2016	1:23 PM	10	Rear End				3	3	1	(d)				
4/26/2016	8:25 AM	10	Turning				8	7	1	(d)				
7/1/2016	7:59 PM	10	Rear End				5	5	1	(d)				
8/20/2016	11:06 AM	10	Rear End				3	3	2	(d)			(W)	
8/24/2016	7:15 AM	10	Rear End				5	5	1	(d)				
10/25/2016	5:55 PM	10	Rear End				5	7	1	(N-LR)				
12/4/2016	4:54 PM	10	Angle				8	4	3	(N-LR)	(S)			
1/30/2017	12:43 PM	10	Angle				5	3	1	(d)				
2/6/2017	1:22 PM	10	Angle				3	5	1	(d)				
2/17/2017	2:57 PM	10	Parked Motor Vehicle			2	5	5	1	(d)				
5/5/2017	12:23 PM	10	Parked Motor Vehicle				1	0	1	(d)				
5/14/2017	3:23 PM	10	Rear End				5	5	1	(d)				
6/23/2017	12:58 AM	10	Rear End			2	3	3	1	(N)				
12/5/2017	12:33 PM	10	Rear End				3	3	1	(d)				
12/5/2017	5:59 PM	10	Turning				1	4	1	(N-LR)				
1/18/2018	11:25 AM	10	Angle				6	7	1	(d)				
1/27/2018	7:10 PM	10	Angle				5	3	1	(N-LR)				
3/11/2018	4:00 PM	10	Angle				1	7	1	(d)				
5/2/2018	9:37 AM	10	Angle				7	7	1	(d)				
5/27/2018	9:40 AM	10	Angle				5	3	1	(d)				
10/29/2018	3:57 PM	10	Sideswipe Opposite Direction				3	7	1	(d)				
2/14/2019	6:18 PM	10	Rear End		1		7	7	2	(d)			(W)	
3/4/2019	2:44 PM	10	Rear End				3	3	1	(d)				
5/17/2019	8:15 PM	10	Sideswipe Same Direction				7	7	1	(d)				
5/18/2019	12:29 PM	10	Turning		2		4	7	1	(d)				
6/10/2019	1:36 PM	10	Angle				7	7	2	(d)			(W)	
8/13/2019	12:29 PM	10	Sideswipe Opposite Direction				1	3	1	(d)				
10/22/2019	3:29 PM	10	Angle				4	7	1	(d)				
2/13/2020	3:09 PM	10	Sideswipe Same Direction				7	7	2	(d)			(W)	
2/28/2020	3:39 PM	10	Turning			2	2	7	1	(d)				
5/30/2020	9:07 PM	10	Rear End				3	3	1	(DSK)				
5/30/2020	9:07 PM	10	Rear End				3		1	(DWN)				
9/25/2020	11:48 PM	10	Angle				7	7	1	(N)				
1/25/2016	2:51 PM	11	Rear End				5	5	1	(d)				
2/24/2016	2:40 PM	11	Turning			2	5	3	3	(d)	(S)			
9/17/2016	8:50 AM	11	Turning		2		5	8	1	(d)				
9/30/2016	9:49 AM	11	Turning				1	5	2	(d)			(W)	
10/7/2016	5:35 PM	11	Rear End				6	6	1	(d)				
1/25/2017	8:20 PM	11	Angle				5	7	2	(N)			(W)	
3/17/2017	1:04 PM	11	Sideswipe Same Direction				5	5	1	(d)				
5/7/2017	12:57 PM	11	Rear End				5	5	1	(d)				
5/11/2017	8:23 PM	11	Rear End			1	5	5	1	(DSK)				
7/31/2017	11:23 AM	11	Rear End				7	7	1	(d)				

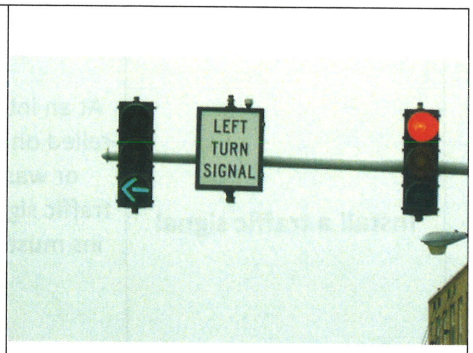
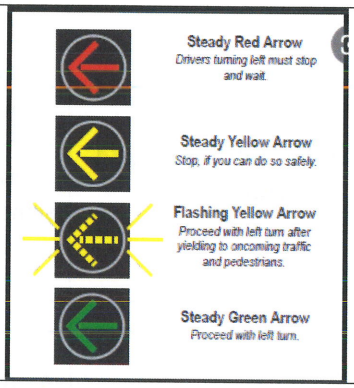
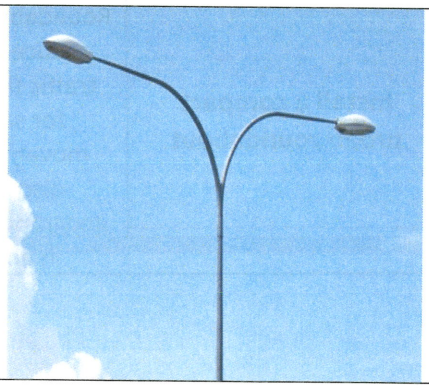
Date	Time	Location	Type name	A Injuries	B Injuries	C Injuries	Dir 1	Dir 2	Surface	Day/Night	Snow	Icy	Wet	Fog
8/11/2017	10:06 PM	11	Angle				7	5	1	(N-LR)				
8/29/2017	1:43 PM	11	Rear End				5	5	1	(d)				
10/20/2017	3:46 PM	11	Rear End				5	5	1	(d)				
3/8/2018	12:32 PM	11	Turning				5	8	1	(d)				
4/14/2018	1:33 AM	11	Fixed Object							(N-LR)				
6/21/2018	3:25 PM	11	Angle				3	5	2	(d)			(W)	
7/11/2018	12:24 PM	11	Rear End				3	3	1	(d)				
7/20/2018	3:29 PM	11	Rear End				3	3	2	(d)			(W)	
4/4/2019	2:28 PM	11	Angle		1	1	7	5	2	(d)			(W)	
5/6/2019	10:48 AM	11	Rear End				5	5	1	(d)				
6/28/2019	8:39 AM	11	Turning			1	7	3	1	(d)				
9/30/2019	11:00 AM	11	Rear End				5	5	1	(d)				
11/13/2019	10:05 AM	11	Turning		1		1	5	1	(d)				
12/23/2019	1:57 PM	11	Sideswipe Same Direction				3	3	1	(d)				
4/21/2020	12:34 PM	11	Angle				5	N	1	(d)				
7/18/2020	5:23 PM	11	Sideswipe Opposite Direction				5	5	1	(d)				
8/1/2020	2:21 PM	11	Angle				7	5	1	(d)				
12/17/2020	6:21 PM	11	Rear End				5	5	1	(N-LR)				
12/22/2020	1:31 AM	11	Sideswipe Same Direction				5	5	1	(N)				
9/5/2019	3:19 PM	Unknown	#N/A				3	1	1	(d)				

Crash Mitigation Study Documents

183rd STREET IMPROVEMENT STUDY:
NARRATIVES OF POTENTIAL MITIGATION CONCEPTS

STRATEGY	DESCRIPTION	EXAMPLE
Install a traffic signal	At an intersection that previously relied on traffic signage for control or was uncontrolled, install a traffic signal. Proper utility line tie-ins must be considered as part of this solution.	
Implement all-way (4 way) stop	At an intersection previously controlled by a traffic signal, two stop signs, or was uncontrolled, install four "all-way stop" stop signs. This is the same as a flashing red light on a traffic signal.	
Realign the legs of an intersection	A notable number of intersections in this corridor have offset legs. These can make through crossing movements between offset legs dangerous for all traffic. The intersection can be reconstructed to align these legs.	
Install a compact urban roundabout	Remove existing intersection controls and connect surrounding roads with a roundabout. Roundabouts have been proven to reduce crash severity, increase traffic flow efficiency, and allow for safe (and legal) U-Turn movements. Roundabouts can also be designed for small geographical areas, such as found in an urban environment.	

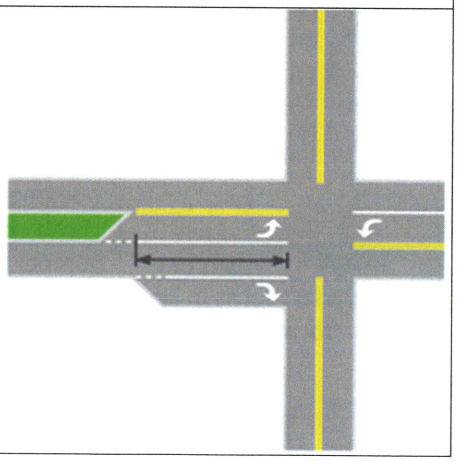
183rd STREET IMPROVEMENT STUDY:
NARRATIVES OF POTENTIAL MITIGATION CONCEPTS

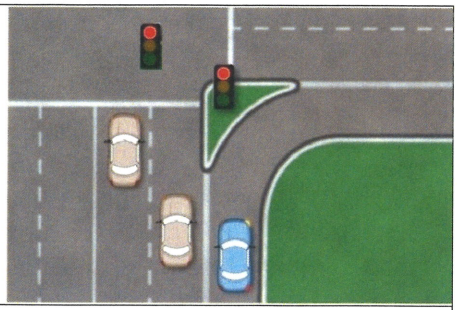
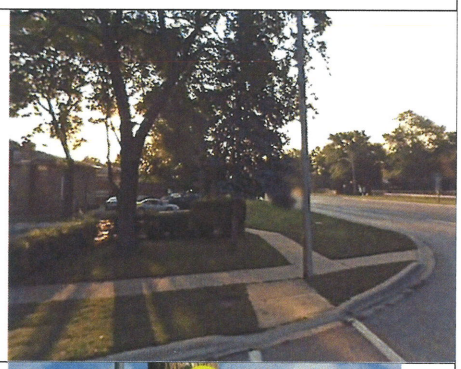
Convert intersection to protected-only phasing	Currently, vehicles at some intersections in this corridor are allowed to make left turns on solid circular green indications. Protected-only phasing does not allow vehicles to make this maneuver. Left turns are only permitted during a green left turn arrow, protecting both turning vehicles and thru traffic.	
Replace five-face signal heads with Flashing Yellow Arrows	A Flashing Yellow Arrow (FYA) operates the same as a solid circular green indication for left turns. But an FYA better conveys to drivers the need to yield to both oncoming traffic and pedestrians that may be crossing.	
Convert road to three-lane section with bidirectional left turn lane	Currently, most of the corridor through residential areas consists of four lanes, two in each direction. This makes turning on/off 183rd Street difficult. A bidirectional turn lane can reduce rear end crashes by allowing turning vehicles to get out of the path of thru traffic before making their turns.	
Enhance driver visibility	Safety can be improved for all through the implementation of additional illuminating structures and the maintenance of existing ones. Examples of these include streetlights, reflecting pavement markings, and other reflectorized surfaces.	

183rd STREET IMPROVEMENT STUDY:
NARRATIVES OF POTENTIAL MITIGATION CONCEPTS

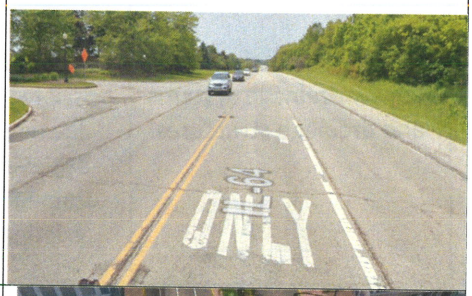
Park Ave/183rd St Install "Caution Entrance" signage with flashing detector	There is a railroad bridge that passes over 183rd St next to the Park Ave intersection. Drivers have poor visibility before and while going through it. This is dangerous for vehicles that are attempting to turn onto 183rd St from Park Ave. This sign will make drivers aware of this potential risk before going under the bridge.	
Park Avenue: **Install a forced barrier island on Park Ave entrance to prevent left turns**	Currently, at the Park Ave/183rd St intersection, there is a stop sign accompanied by a "no left turns" sign. However, we have reason to believe that several crashes have still occurred as a result of vehicles performing this illegal left turn. To prevent vehicles from making this turn, a concrete barrier island can be constructed to force vehicles approaching from Park Ave to only turn right.	
Remove or consolidate side streets, or convert some side streets to one-way traffic.	Prolific side streets can cause rear end collisions for vehicles seeking to turn left, as well as intersection-related incidents from vehicles attempting to turn onto 183rd St across four lanes of traffic. Some streets can be removed or repurposed through dead end installations without undue impact to access.	
Install a median to prevent left turns in key locations	In the crash study, it was noted that many crashes in corridor segments are centered around these side street entrances. A fair number of them are angle/turning crashes. A physical median could be installed along certain stretches to prevent this behavior.	

183rd STREET IMPROVEMENT STUDY:
NARRATIVES OF POTENTIAL MITIGATION CONCEPTS

Riegel Rd/183rd St and Halsted St/183rd St Extended/implement "no turn on red" control to daytime or 24-hour restriction	Currently, the Riegel Rd/183rd St intersection is controlled by "no turn on red on school days when children are present" signage. This restriction could be extended to all daytime hours or 24 hours to protect thru traffic and pedestrians. The intersection of Halsted St could also benefit from this.	
Riegel Rd/183rd St Review safety and security of traffic control boxes/manhole covers	There is at least one instance of vehicular damage due to loose traffic control boxes/manhole covers. Proper and timely inspection of these covers in the 183rd St corridor is important and easy to achieve. Replace as needed.	
Add a near-side signal head to approaches with high rear-end crash occurrences	Behind a truck or other large vehicle, it can be difficult to see a traditional traffic signal head over an intersection. Rear end crashes are common in this situation. It is recommended to install a near-side signal head at intersections where rear end collisions are prevalent. This allows drivers behind trucks to see the signal.	
Lengthen left turn lanes to increase storage	There is a notable amount of rear end crashes on the approaches of 183rd St at various intersections in this corridor. A possible reason for this phenomenon is that there is insufficient storage in the left turn lane, causing unexpected spillage into the thru lanes. The Village could back up the space at which the lane shift taper begins, increasing the storage length of the L turn lane.	

Add dedicated right turn lanes wherever possible	Another solution to rear end collision mitigation is to install dedicated right turn lanes. This allows thru traffic to pass without having to contend with sudden stops by right-turning traffic.	
Between Riegel Road and Center Ave Review drainage systems and drainage structures	In this segment, there was a notable number of drivers who lost control of their vehicle as a possible result of poor weather conditions. During winter months, it is crucial to have as little standing water on roads as possible to reduce the prospect of ice development. This can be achieved by reviewing current drainage methods and ensuring existing structures are free of debris.	
Improve maintenance of parkway trees to reduce sight obstructions	There are several instances (especially at the intersections of side streets) where overhanging tree branches pose a significant view obstruction to turning vehicles. Possible solutions to this issue are trimming services or to cut down the tree.	
Aberdeen St/183rd St Install sufficient pedestrian signage/flashers	The presence of pedestrian signage makes drivers aware of potential conflicts with people crossing the street in residential areas. Also, they provide greater comfort for peds when crossing the intersection.	

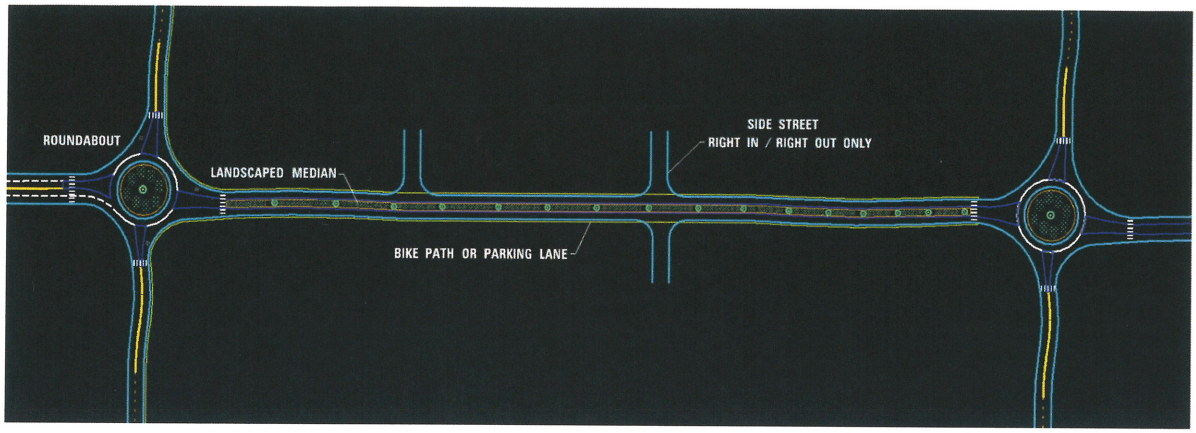
183rd STREET IMPROVEMENT STUDY:
NARRATIVES OF POTENTIAL MITIGATION CONCEPTS

Aberdeen St/183rd St Install "school zone" signage (W-bound approach)	Ensure that drivers are properly informed of the presence of a school zone. Typically, speed limits are reduced to 20 mph during school days when children are present. This makes it possible for sudden stops if a child runs into the street.	
Install dedicated left turn lane.	Similar to the purpose of a bidirectional turn lane, a dedicated left turn lane can be constructed to move waiting traffic from the thru lane. These are installed at unique intersections that have large volumes of major to minor road L-turns.	
Add striped pedestrian crosswalks where appropriate	Pedestrian crosswalks are signified by their large, white, block shapes. They indicate the best path for people to cross the street, while also alerting drivers that they must be aware of peds in this area and yield to them when.	

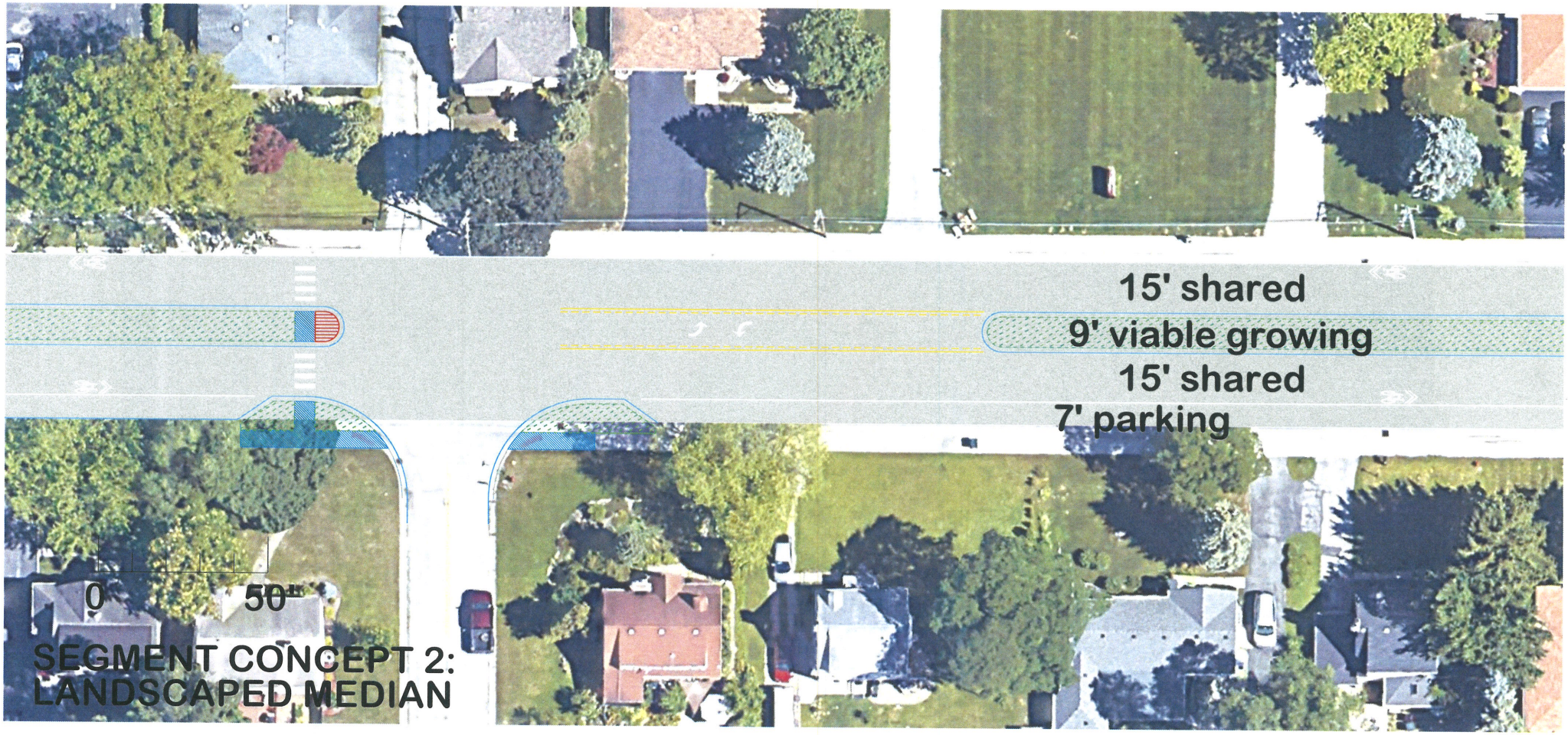
183rd STREET IMPROVEMENT STUDY:
NARRATIVES OF POTENTIAL MITIGATION CONCEPTS

COMBINATION OF TREATMENTS: "BARBELL" CONCEPT

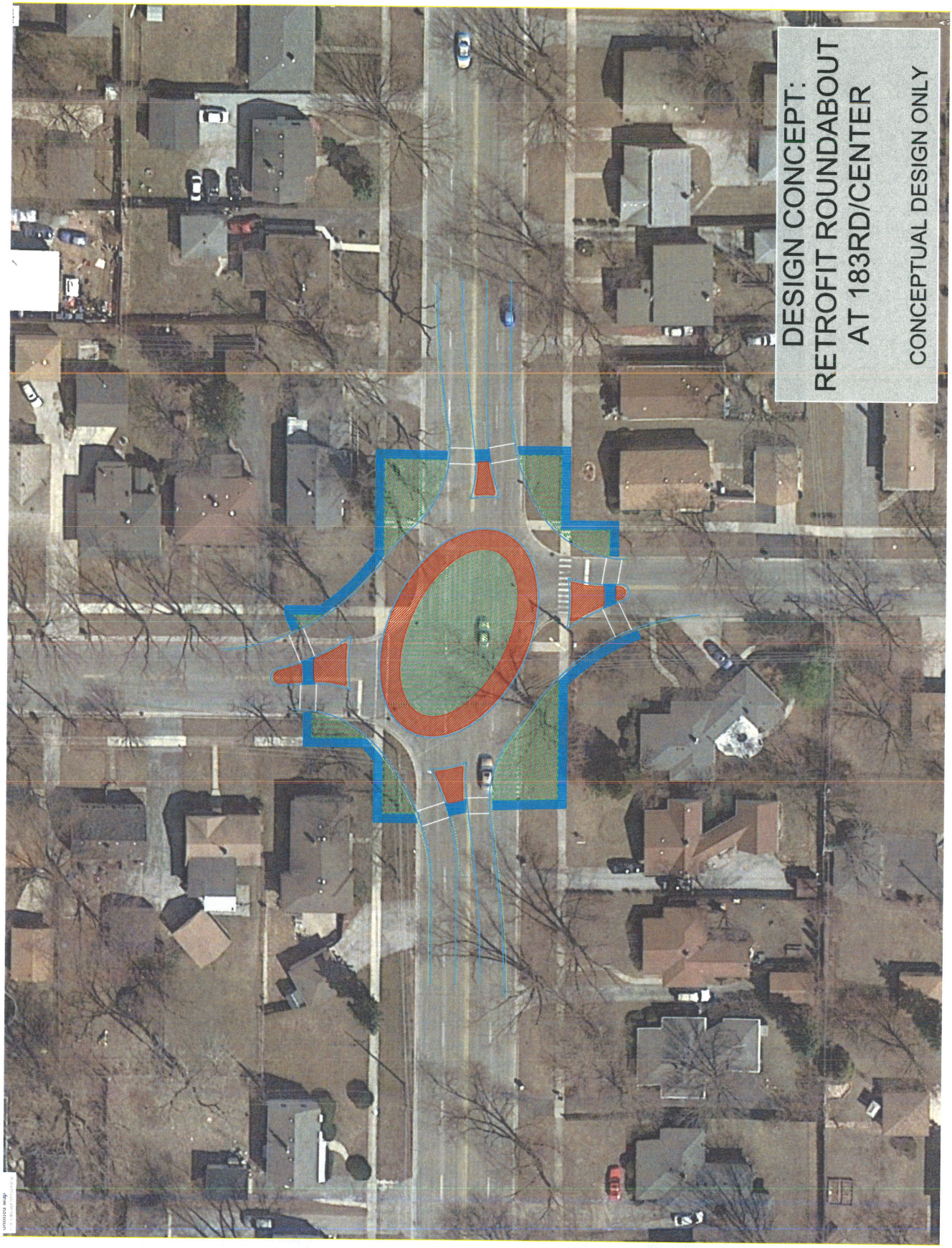
A "barbell" is the combination of a landscaped median segment with roundabouts at each end. The median prevents vehicles from making left turns; the roundabouts at both ends of the segment allow left turns to be executed safely and legally (while also handling standard intersection movements).



SEGMENT CONCEPT 1:
THREE-LANE SECTION
(WITH ENHANCED CROSSWALKS)



SEGMENT CONCEPT 2:
LANDSCAPED MEDIAN


DESIGN CONCEPT:
RETROFIT ROUNDABOUT
AT 183RD/CENTER
CONCEPTUAL DESIGN ONLY

Memorandum

BURNS McDONNELL

Date: July 18, 2021
(Appended August 27, 2021)

To: John Schaefer, Village of Homewood

From: Jessica Hutton and Matt Papirnik, Burns & McDonnell

Subject: Homewood: 183rd Street – Crash Modification Factors

Burns & McDonnell has begun work on a study of potential improvements to 183rd Street in the Village of Homewood (Village). The project limits are the intersection with Park Avenue on the west and Halsted Street to the east, a total distance of 1.83 miles.

A key element of this initial phase is to assess the safety and the crash history of the corridor. The purpose of this Memorandum is to explain the Crash Modification Factors (CMFs) which are used to predict the crash-reduction effectiveness of various traffic control strategies under consideration in the 183rd Street corridor.

Overview

In 2010, the Illinois Center for Transportation at the University of Illinois at Urbana-Champaign published a report documenting the Safety Performance Functions (SPFs) developed for several roadway and intersection types for the state of Illinois titled, "Development and Application of Safety Performance Functions for Illinois". The SPFs developed follow the form of the SPFs used in the Highway Safety Manual, but are based on crash experience at Illinois segments and intersections. These SPFs are a function of AADT and predict the annual number of crashes expected per intersection or per mile of roadway segment by severity level.

Undivided multilane urban arterials tend to have higher crash rates than some alternate facility types. Common issues include left-turn vehicles stopped in travel lanes waiting for a gap being rear-ended (and potentially pushed into oncoming traffic), through and left-turning traffic from minor streets accepting inappropriate gaps, and turning traffic from closely-spaced driveways competing for the same space on the major road. In addition, crossing pedestrians are forced to attempt to navigate four lanes of traffic with no refuge space. Without provision of a bike lane, cyclists may not have sufficient space to ride outside of the path of motor vehicle traffic.

Using Illinois' SPFs, we expect an urban multilane undivided highway with 20,000 vehicles per day to experience approximately 0.93 fatal or injury crash per mile each year. For comparison, an urban two-lane road would be expected to have 0.55 fatal / injury crashes per mile per year, and an urban multiline divided road would be expected to have 0.77 fatal / injury crashes per year.

SPFs can be used not only to compare the expected performance of vehicle types, but also to perform network screenings to identify the locations with crash rates substantially higher than the SPF predicts; these tend to be locations with the greatest potential for improvement.

Crash modification factors (CMFs) are used to estimate the expected crash reduction (or increase) of a specific safety treatment, design element, or roadside condition. They are multiplicative factors that modify the prediction of an SPF. FHWA's CMF Clearinghouse holds thousands of CMFs, and the searchable online database is continually updated with new research. CMFs can be specific to facility type, crash severity, or other factors and can range from highly reliable (modeled with a large dataset using sound statistical methodology) to not very reliable (perhaps based on a smaller sample size or calculated with simplistic or biased methodologies). Reliability is indicated on a 1 to 5-star scale in the Clearinghouse.

Many states, including Illinois, have an approved or recommended list of CMFs to create consistency within the agency for safety and benefit-cost analyses. Such a list provides guidance on which CMF to use in cases where there may be several available to choose from for a given design element or treatment. Illinois' CMF list is included in Appendix A of IDOT's HSIP Draft User Manual Benefit-Cost Tool (2017), and can be found at their HSIP website.

Many of the possible mitigation strategies shown in the accompanying table for 183rd Street from Park Avenue to Halsted Street have CMFs available in the Illinois Benefit-Cost tool. However, they must be applied with care. Applying multiple strategies targeting the same crash type at the same location will likely not result in the full combined reduction that would be expected from each treatment applied independently. In addition, the specific conditions of the location may not be appropriate for a given strategy or may hamper the effectiveness of the strategy. A careful review of site conditions and of the crash report narratives can shed light on how impactful a treatment may be on the specific crashes occurring at the location.

Finally, fundamental principles to keep in mind when trying to mitigate crashes include:

- Keep speeds low, especially where pedestrians and bikes are using the facility and where there are high volumes of entering and exiting traffic at numerous access points. Make sure the design of the facility reinforces the desired speed.
- Reduce conflict points where possible by consolidated access points and providing shared access for multiple properties or access from minor roads.
- Provide clear sight lines for turning vehicles (both exiting and entering the major road).
- Illuminate intersections, pedestrian crossings, and other potential conflict points.
- Maintain design consistency to not violate driver expectations.

- Use signs and markings to provide clear guidance for lane use, turning restrictions, and destinations (such as advanced street name signs) to prevent unnecessary or last-minute lane changes and weaving and unallowed movements. (This includes ensuring marking, signing and signals are visible in all light and weather conditions.)

Recommended Next Steps

1. Determine a planning-level cost for each mitigation strategy at each location. Remove strategies that are not feasible due to cost of implementation or other factors, such as ownership/jurisdiction, access to businesses, familiarity to local drivers, consistency with other similar corridors, right-of-way availability, or consideration of other user groups.
2. Identify available CMFs for each mitigation strategy show in the table, recording the specific crash types and severity levels the CMF applies to.
3. Calculate expected crash reductions for each strategy at each location in the table based on historical crash experience (2016 through 2020).
4. Calculate a planning-level benefit-cost ratio for each treatment at each location to help determine which strategies to implement.
5. Choose preferred crash mitigation strategies.

References

Illinois facility type SPFs: https://www.ideals.illinois.edu/bitstream/handle/2142/45952/FHWA-ICT-10-066.pdf?sequence=2
CMF Clearinghouse: http://www.cmfclearinghouse.org/
IDOT HSIP website: https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/highway-safety-improvement-program

Appendix: Sample CMF Analysis

As an introduction to the CMF development process, the following data were compiled for the intersection with Center Avenue. CMFs shown here are preliminary, and subject to calibration as detailed analysis proceeds.

Key Potential Crash Modification Actions: 183rd Street at Center Avenue		
Mitigation Strategy	CMF	Application Notes
4-Way Stop	0.30	Assumes aligned intersection; from Chapter 12 of HSM; applies to all crash types
Traffic Signal	0.33	Assumes aligned intersection; applies to right turn, angle, left -turn, etc. Rear-end crashes increase (CMF = 2.43)
Realign both legs of Center Avenue	Var.	CMF is for changing 4-leg intersection into two 3-leg intersections. Could apply in reverse. CMFs range from 0.3 to 1.35.
Roundabout	0.19	Applies to all crash types.
Three-lane section on 183rd Street	0.71	For adding left-turn lane to intersection. Applies to all crashes. Guard against opposing lefts creating a sight distance issue.

Note: All CMFs shown here came from the IDOT "Illinois HSIP Benefit Cost Tool User Guide".

183rd Street from Park Avenue to Halsted Street:
Key Issues from 2016-2020 Crash Analysis, and Potential Mitigation Actions

Location	Crash Issue	Ranking of Importance	Justification for Ranking	Possible Mitigation Strategies	Feasibility	Concept-level Const. Cost	Recommended for Further Study
Center Avenue Intersection (Location 8)	20 rear end crashes (12 eastbound) over study range. 9 crashes involving N/S bound traffic going through asymmetric intersection.	Highest	Very high frequency of crashes and injuries (11 A/B) for relatively low levels of traffic.	Make the intersection an all-way stop.	High	$16,000	
				Install a traffic signal.	Medium	$250,000	YES
				Reconstruct intersection to align both legs of Center Avenue.	Low	$1,200,000	YES
				Install a roundabout.	Low	$1,300,000	YES
				Convert to three-lane section including bidirectional left turn lane.	Medium	$30,000	N/A
Park Avenue Intersection (Location 1)	Dangerous crashes into south fence and crash barrier at support (6 crashes at these areas during 2016-2020, including a fatality). 3 injury-causing pedestrian crashes.	High	Significant geometric, traffic control and traffic volume issues. Addressing cause of fatality is important.	Enhanced street lighting if needed; enhanced pavement marking and reflectorized surfaces.	High	$50,000	YES
				Install a roundabout.	Low	$1,300,000	YES
				Install "Caution Entrance" sign with flashing detector before bridge on W bound 183rd St	High	$6,000	YES
				Install barrier island on Park Avenue entrance to prevent left turns.	High	$12,500	YES
				Install a traffic signal.	Medium	$250,000	YES
Harwood Ave Intersection (Location 2)	High number of "turning" category collisions (6 during 2016-2020).	High	Second-most intersection crashes in the corridor. Linked to issues at Park.	Convert intersection to protected-only phasing.	High	$10,000	
				Replace five-face signal heads with Flashing Yellow Arrows. (See Note 3).	High	$17,500	YES
				Convert north leg of Harwood to right-in, right-out access.	Low	$15,000	YES
Between Dixie Highway and Riegel Road (Location 5)	A very high number of crashes (53 total / 27 rear end / 13 angle or turning) given the lack of major intersections.	High	Crash frequency too high for a segment.	Reduce corridor speed limit to 25 or 30 mph.	High	$1,500	
				Convert to three-lane section including bidirectional left turn lane.	Medium	$50,000	YES
				Remove / consolidate side street entrances. Cost per location. (See Note 1)	Low	$15,000	YES
				Convert some sidestreets to one-way. Cost per location.	Medium	$15,000	YES
				Install a median to prevent left turns in key locations.	Low	$75,000	YES
				Where possible, add turning aprons for driveways.	Medium	$80,000	YES
Riegel Road Intersection (Location 6)	29 rear end crashes (14 eastbound).	High	Highest number of angle crashes and second highest number of A/B injuries of any location in the corridor.	Extend "no turn on red" control to daytime or 24-hour restriction.	High	$2,500	YES
				Protected-only phasing on left turns.	High	$10,000	
				Lengthen eastbound L turn lane storage to reduce EB rear end crashes.	Medium	$30,000	YES
				Replace five-face signal heads with Flashing Yellow Arrows.	High	$17,500	YES
				Review safety and security of traffic control boxes/manhole covers.	High	$10,000	N/A
				Add a near-side signal head to approaches with high rear-end crash frequencies.	High	$22,500	YES
Dixie Highway Intersection (Location 4)	High number of intersection-related turning/angle (15) and rear end (50) crashes.	Medium	Crash frequency is high, but injury risk is somewhat lower than at other locations.	Extend 183rd left turn storage lengths.	Medium	$60,000	YES
				Protected-only phasing on left turns.	High	$10,000	YES
				Replace five-face signal heads with Flashing Yellow Arrows.	High	$17,500	YES
				Add dedicated right turn lanes wherever possible. (Cost per location, n/incl ROW.)	Low	$25,000	
				Add a near-side signal head to approaches with high rear-end crash frequencies.	High	$22,500	YES
Between Riegel Road and Center Avenue (Location 7)	Relatively high number of cars losing control and going off road (5). 7 rear-end crashes despite a lack of major intersections.	Medium	Similar issues to Location 5, but in lesser magnitude.	Convert to three-lane section including bidirectional left turn lane.	Medium	$75,000	YES
				Remove / consolidate side street entrances. Cost per location. (See Note 2)	Low	$15,000	YES
				Install a median to prevent left turns in key locations.	Low	$60,000	YES
				Review drainage, especially in winter months.	High	$2,500	N/A
Morgan Avenue Intersection (within Location 10)	12 total intersection-related collisions (7 rear end crashes) reported near this intersection.	Medium	Frequency is of some concern.	Improved maintenance of parkway trees to reduce sight obstructions.	High	$2,000	N/A
				Add an eastbound left turn lane for the entrance.	Medium	$120,000	YES
				Convert to three-lane section including bidirectional left turn lane.	Medium	$30,000	YES
				Convert to signalized intersection.	Medium	$250,000	
Halsted Street Intersection (Location 11)	12 turning / angle crashes.	Medium	Not the highest angle/turning frequency in the corridor.	Add ped crosswalks and "left turn guide" pavement markings.	High		Discuss with IDOT; their involvement will be required.
				Expand storage lanes on S/E/W-bound approaches.	Low		
				Protected-only phasing on left turns.	High		
				Implement "No Turn On Red" control.	High		
Martin Ave/183rd St (within Location 3)	High number of crashes at south end of Martin Ave (Approximately 5 during 2016-2020).	Low	Crash counts are low, but issue is very specific and therefore potentially actionable.	Remove south leg of Martin Avenue between 183rd and the alley parallel to 183rd.	Medium	$22,500	YES
				Remove obstructive trees on SW corner of Martin/183rd.	High	$2,500	
Aberdeen Street Intersection (Location 9)	2 incidents involving non-motorized users, both of which resulted in injuries.	Low	Involvement of peds offsets the very low frequency of these events.	"Ped ahead" sign on Westbound 183rd.	High	$1,200	YES
				Install ped signage on N/S bound approaches on Aberdeen St.	High	$2,000	YES
				Convert to three-lane section including bidirectional left turn lane.	Medium	$15,000	YES
				Install "School zone" signage	High	$2,000	YES
Culver's and Walgreens access from 183rd St (within Location 10)	5 collisions have occurred during 2016-2020 directly at the intersection of 850/820 W 183rd St and 183rd St (a commercial drive). Approximately 10 additional crashes may have been caused by complications from this access drive.	Low	Not clear if this issue lies within the scope of the project. Issue is vaguely defined and may not be actionable.	Remove obstructive trees.	High	$600	YES
				Install traffic signal.	Medium	$200,000	YES
				New EB left turn lane for entrance.	Medium	$70,000	YES
Halsted Street Intersection (Location 11)	11 crashes on the southbound approach to the intersection.	Other	Outside of project scope.	Restripe bi-directional turn lane median on southbound approach.	Not Village responsibility; coordinate with IDOT.		Discuss with IDOT.
				Construct southbound right turn lane.			
				Lengthen southbound left-turn lane storage.			
820 and 850 W 183rd St, Homewood, IL 60430 (Walgreens and Culver's parking lots - within Location 10)	11 reported crashes in the connected parking lots of Culver's and Walgreens.	Other	Outside of project scope.	Install speed bumps on connecting drive from S Halsted St.	Not Village responsibility, but coordination with owner(s) may be helpful.		N/A; private property issue.
				Install "SLOW" signage.			
				Add "no thru traffic" signage on S Halsted side road entrance.			
				Improve Halsted/183rd signal timing to decrease cut-through traffic.			
				Resurface back lot.			
				Paint crosswalk to sidewalk landing on west end of Culver's for the cars parked there.			