



Village of Maple Park

302 Willow Street ♦ P.O. Box 220 ♦ Maple Park, Illinois 60151

Village Hall: 815-827-3309

Fax: 815-827-4040

Website: <http://www.villageofmaplepark.com>

BOARD OF TRUSTEES COMMITTEE OF THE WHOLE TUESDAY, JULY 20, 2021

7:00 p.m.

**MAPLE PARK CIVIC CENTER
302 WILLOW STREET, MAPLE PARK**

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL/QUORUM ESTABLISHED**
- 4. PUBLIC COMMENTS** – *Any resident wishing to address the Board may do so according to the guidelines set forth in the “Rules for Public Comments at Public Meetings” handout. Please complete a speaker request form and submit it to the Village Clerk. . You may also send an email to villageclerk@villageofmaplepark.com in advance of the meeting. The Village Clerk will read such comments during the Public Comment portion of the meeting.*
- 5. OTHER BUSINESS**
 - A. Memorial Park – Existing Amenities and Possible Improvements
 - B. County Line Road Crosswalk
- 6. VILLAGE ADMINISTRATOR REPORT**
 - A. Risk and Resilience Assessment and Emergency Response Plan and Status of Grand Victoria River Boat Grant
- 7. VILLAGE PRESIDENT REPORT**
- 8. OTHER BUSINESS**
- 9. EXECUTIVE SESSION**
- 10. ADJOURNMENT**



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MEMORANDUM

TO: Village President and Board of Trustees

FROM: Village Administrator Dawn Wucki-Rossbach 

DATE: July 16, 2021

SUBJECT: MEMORIAL PARK – AMENITIES AND POSSIBLE IMPROVEMENTS

BACKGROUND

On July 1, 2014, the Village Board approved Resolution 2014-09 Designating an Operational Plan for the Park Lane Located in Heritage Hills Subdivision Known as “Memorial Park.” The resolution acknowledged that several residents wished to donate items for the park. It also acknowledged the layout for the amenities, that prospective donors are required to obtain permission from the Village to place the items in the park. The resolution also required donors to execute a hold harmless agreement regarding the donation. Donators purchase the benches and tables through Custom Stone Works in Cortland.

Attached is a map of the existing layout of the Memorial Park Pond. Amenities include:

1. Trees – Identified by a circle with a squiggle
2. Benches – Identified by a circle with a B
3. Tables – Identified by a circle with a T

The Village has no financial responsibility in the purchase of the donated items. Staff recently noticed that there are several trees that need to be removed and will confirm that removal is needed, trees may be under stress due to recent weather.

The pond is currently aerated between April/May and the aerator is removed October/November depending on the weather. The aerator is run from 6:15 a.m. through 8:00 p.m. every day of the week. The Village budgets \$1,000.00 per year for the electricity to operate the aerator and \$1,500.00 per year to maintain the aerator. Village Staff mows the park and picks up the trash. When needed, the pond is treated for algae growth.

Recently, the pond was stocked with donated fish. The fish are in memoriam of the loss of a young Maple Park resident. As part of the Heritage Hills development, the pond was designed for stormwater detention and was not designed as a recreational pond. Detention ponds usually do not maintain a stable level of water which fish need to survive, a minimum of 10’ of water is needed for a stable fishery. The Village does not currently monitor the depth of the water in the pond. After talking with the Illinois Department of Natural Resources biologist the aerator in the pond does not assist the O2 level for the fish. The aerator assists with water evaporation.

If we were to change this from a detention pond to a recreational pond the biologist recommended the installation of a destratification system that would sit at the bottom of the pond. The destratification system would need to operate 24/7 to be effective and the Village would have to stabilize the water level to 10'. It is possible that the center of the pond is 16'. Without any additional research, the cost of the destratification system is unknown and we will need to ask the question and have a discussion on whether or not to forcibly stabilize the water level to 10' in this pond if the depth is not 16'. A policy change regarding the intended use of the pond should also be discussed. If the pond is to remain a detention pond, it will slowly release water back into the area after a rain event which will lead to decreased water levels and unfortunately over time, there may be instances of fish kills. The Village has been lucky so far and not had a fish kill even with the low water levels we had in June.

RECOMMENDATION

That the Board discuss Memorial Park regarding the following:

1. Potential plans for the future development of the park
2. Obtain a quote on the destratification system for the pond
3. Provide Staff direction on how to proceed

Attachments

Resolution 2014-09 Designating Operational Plan for Memorial Park

Current Map of Amenities in Memorial Park

**A RESOLUTION DESIGNATING AN OPERATIONAL PLAN
FOR THE PARK LAND LOCATED IN HERITAGE HILLS
SUBDIVISION KNOWN AS "MEMORIAL PARK"**

WHEREAS, the Village of Maple Park owns certain real estate legally described in the attached Exhibit "A" located within the Heritage Hills subdivision in the Village comprising the park land recently named "Memorial Park"; and,

WHEREAS, several area residents are interested in donating items for the park; and,

WHEREAS, this Village Board finds it appropriate to set forth specific operational plans in the event that future donations occur;

**NOW THEREFORE, BE IT RESOLVED BY THE CORPORATE AUTHORITIES
OF THE VILLAGE OF MAPLE PARK, KANE AND DEKALB COUNTIES, ILLINOIS,**
as follows:

SECTION 1:

1. That the operational plan for Memorial Park is attached hereto and incorporated herein as Appendix A.
2. That pursuant to this plan, prospective donors would apply to the Village Clerk for permission to donate an item to the Village of Maple Park.
3. That any prospective donors will be required to execute a hold harmless agreement in a form acceptable to the Village regarding donation and installation of any donated items.
4. That the placement of donated items will occur in accordance with the attached plan subject to discretion of the Public Works director with the direction of the Village President.

SECTION 2: This Resolution shall be in full force and effect immediately upon its passage.

APPROVED and PASSED this 1st day of July 1, 2014.

AYES: Goucher, Cutsinger, Lunardon, Nowak

NAYS: None

ABSENT: Armstrong, Borg


Kathleen Curtis, Village President

Attest:

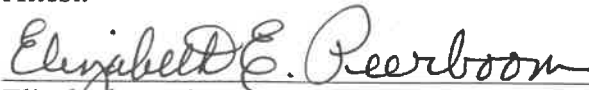

Elizabeth Peerboom, CMC, Village Clerk



EXHIBIT A

Parcel 09-36-201-005

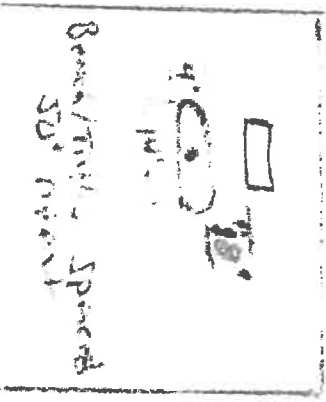
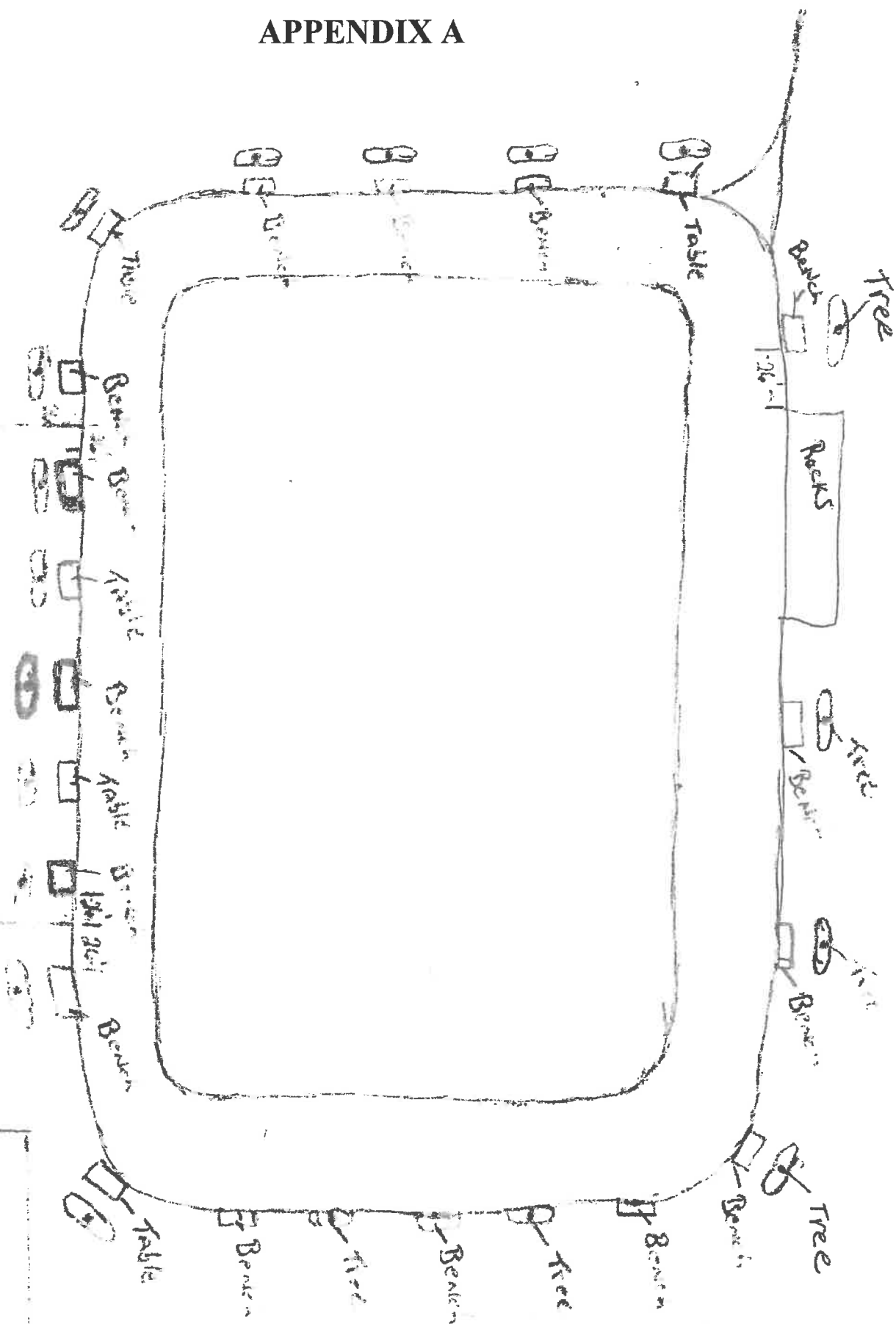
All that part of the area designated as "Parcel B" in Heritage Hill Estates, Phase III, according to the plat thereof recorded on July 26, 2004 as Doc. No. 2004015067 in Plat Cabinet 9 at Slide 115-C in the Office of the DeKalb County Recorder.

Parcel 09-36-201-006

All that part of the area designated as "Parcel A" in Heritage Hill Estates, Phase III, according to the plat thereof recorded July 26, 2004 as Doc. No. 2004015067 in Plat Cabinet 9 at Slide 115-C in the Office of the DeKalb County Recorder.

APPENDIX A

N →



Hand-drawn map of a rectangular area with various labels and symbols. The map includes a central rectangular area, a "Rocks" box on the left, and several "Tree" and "Electrical" labels. Names like Mary Alms, Schrader, Mike Olsen, Brian Moudy, Rich Ferdinand, Rick Lay, Dorothy McAdams, Randy Little, Brad Olsen, Bill Sanders, Joe Heyob, Butch/Joyce Crobbe, Jesse & Jared Klotz, and Turk are listed around the perimeter. Symbols include "B" (circle), "T" (circle), "E" (circle), and "W" (circle). A "SIGN" box is also present.

T/B — ALREADY INSTALLED — TREE



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MEMORANDUM

TO: Village President and Board of Trustees

FROM: Village Administrator Dawn Wucki-Rossbach 

DATE: July 8, 2021

SUBJECT: COUNTY LINE ROAD CROSSWALK – WILLOW STREET AND COUNTY LINE ROAD

BACKGROUND

On July 29, 2008, the Village requested that the DeKalb County Highway Department install a crosswalk at the intersection of Willow Street and County Line Road and that the crosswalk would be extremely useful to Maple Park during Fun Fest, softball tournaments and when the Maple Park and Countryside Fire Protection District hosts fundraisers. On August 29, 2008, County Engineer Lorence responded that based on the Bureau of Local Road and Street guidelines as well as Title II of the Americans with Disabilities Act requires that the crosswalks be connected to sidewalks at the intersections. Because there are no sidewalks at or beyond the intersection on which a walker or a wheelchair could access, the request was denied. Attached to the response letter was a copy of the Bureau of Local Roads & Streets Special Design Elements, 41-6(11) and from the Walkinginfo.org website was Accessible Pedestrian Signals (APS), Synthesis and Guide to Best Practice and where APS is required.

On May 21, 2012, the Village requested that the DeKalb Highway Department install striping and a sign for “one” neutrally located crosswalk at the intersection of Willow Street and County Line Road. No response was received from the County.

On May 27, 2021, the Village met with County Engineer Nathan Schwartz. At this meeting, the prior requests to install a crosswalk at the intersection of Willow Street and County Line Road were reviewed. The crosswalk is an important tool for joining the Village together, better access to the Civic Center, the Library, to Main Street and it provides a “safe” place to cross. The County reminded the Village that golf carts are not permitted sidewalk users. The Village reiterated that it would like to have a crosswalk installed at this T-intersection. The crosswalk should have the proper striping and signage. There are two (2) options that would allow the Village to install the crosswalk on a County roadway. The options are listed below.

1. Crosswalk – Willow Street and County Line Road

As stated in the August 29, 2008 response to the Village’s request and at the May 27, 2021 meeting, the County made it clear that they would not permit a crosswalk to be installed until there was something to “cross to,” meaning an ADA compliant ramp and another sidewalk. Currently, there is no sidewalk at the T-intersection of Willow Street and County Line Road.

To obtain a permit for the installation of a crosswalk, the Village would need to install a 5-foot-wide sidewalk from end of the existing sidewalk in front of the Civic Center to the intersection at County Line

Road. This is a total of 313 feet. The sidewalk would not necessarily be a straight line because it would need to avoid the north baseball dugout, various inlets, tree(s), catch basins, manholes, valve vaults and fire hydrants. The required ADA sidewalk ramp would need to contain the appropriate slope and colored and domed surface. Installing this sidewalk would mean that a pedestrian actually has a sidewalk to “cross to.” If the Village were to construct the sidewalk it will have to provide the proper drawings, submit a permit application to the County, obtain an Intergovernmental Agreement (IGA) and pay for the sidewalk and the signage and striping necessary to create the crosswalk. Estimated total cost to construct the sidewalk and install the crosswalk is \$13,871.18, assuming the optional advance notice crosswalk ahead signs were installed, see the Crosswalk Cost Information Table.

The Village would propose solar lighted crosswalk signs. The County would have to review this proposal, they have not used solar lighted crosswalk lighting in the past, we would be the first, if we were permitted to install the lighting. The Village also proposed have another set of signs before the crosswalk that would remind drivers that they must yield to pedestrians in the crosswalk. This is an option cost and it also appears on the Crosswalk Cost Information Table.

There is an 8” water main underneath the proposed path of this sidewalk. As the Village discovered, with the main break on Tuesday, July 13, 2021, the age of the water main underneath the proposed sidewalk location must be considered. The estimated age of the water main is 36 years maybe more, Staff could only locate one (1) map that indicated that the water main was in place in 1985. The Village may want to consider replacing the main before installing any sidewalk.

Possible Second Crosswalk – West DeKalb Street to East DeKalb Street

In the future, if the Village wanted, it could seek another IGA and obtain a permit to create a second crosswalk. This crosswalk would be from West DeKalb Street to East DeKalb Street; however, the IGA and the permit would not be permitted until the Village constructed another 502’ of 5-foot-wide sidewalk between the edge of the Village property on East DeKalb Drive by A & P, across the drainage ditch culvert to the intersection of Willow and County Line Road. The estimated cost to construct the sidewalk and install the crosswalk is \$24,871.18, assuming the optional advance notice crosswalk ahead signs were installed, see Crosswalk Cost Information Table.

The Village should also consider reeducating residents to cross only at the crosswalks. The Village has the ability to remind drivers to yield to pedestrians via signs several hundred feet from the crosswalk, see the Crosswalk Cost Information Table.

2. A Jurisdictional Transfer (JT) could be entered into between the County and the Village. A JT is where the Village would agree to assume responsibility for County Line Road from where the Village boundary from the northern white edgeline of Route 38 north to the right-of-way line for Washington Street. This would include the cost of all annual maintenance, patching, striping, curb, catch basin cleaning, snowplowing, salting, storm sewer televising, lighting, culvert repair/replacement, tree trimming/removal, shoulder work and complete road rehabilitation. See the Estimated Annual County Line Road Maintenance table.

If the Village were to enter into the JT, the Village has the ability to request that DeKalb County bring the road up to level acceptable to the Village before the Village would assume control. An acceptable level could include the installation of sidewalks along the east side of County Line Road (including the gap areas) and the installation of lighting and a crosswalk or crosswalks on County Line Road. The total cost of the project would be considered by the County. According to the County Engineer, this process could

take three (3) to five (5) years because the work would need to be budgeted. Although, they would try to be closer to the three (3) year mark. They are on a calendar year and the Highway Department's Budget is due August 1, 2021. He also stated that it would be most likely that their snowplow drivers would still keep the plow down as they drove through Maple. The estimated annual cost is \$11,253.87, with some cost currently unknown, see Estimated Annual County Line Road Maintenance Table.

With the JT, the County has no issue with the Village being creative with the transfer. They would be willing to install the sidewalks in advance of the JT being enter into. They would also patch the surface and lay 2.5" of hot asphalt mix (which increases thickness and makes it stronger) and would then raise and replace all the curb and gutter evaluate the culvert and replace it if needed. There are a vast number of different combinations of how the JT and work prior to assuming responsibility could be created. The County is willing to negotiate the JT and preparation for a JT.

One (1) disadvantage to a JT is that the County will not take the road back once a JT has been implemented.

One (1) advantage to a JT is that the Village assumes and maintains control of road access, meaning curb cuts.

Currently, the Village does not have the sidewalk or the crosswalk listed in the Capital Improvements Plan/Maintenance Plan. The discussion of a sidewalk/crosswalk project could be included in the FY2023 Budget process. Here the Village could discuss the cost of the project and what funding it would include in the budget. The Village would also consider applying for Community Development Block Grant (CDBG) funds. CDBG Fund applications are usually opened in June and close in early August so that they may become part of the Kane County budget process. CDBG will not pay for the whole project, the Village will be required to devote budget dollars, which is part of the program's criteria, to the project.

RECOMMENDATION

That the Village Board discuss the following

1. Whether the Village should consider a crosswalk at Willow Street and County Line Road
2. If the answer is yes, should the Village consider installing:
 - a. 313' feet of sidewalk along the south side of Willow Street between the Civic Center and County Line Road; and/or
 - b. 502' of sidewalk along the east side of County Line Road

Staff including sidewalk and crosswalk cost information in the CIP/MP as part of the FY2023 Budget discussion.

3. If the consensus is no to the sidewalk(s) and crosswalk, should the Village consider entering into a JT with DeKalb County and assume control of County Line Road after DeKalb County has brought the road up to meet Village standards

Attachments

2008 – 2012 Correspondence between Maple Park and DeKalb County regarding Crosswalk
Aerial View of Proposed Sidewalks along Willow County Line
Crosswalk Cost Information Table
Estimated Annual County Line Road Maintenance
Crosswalk Signage Specification Sheets



VILLAGE OF MAPLE PARK

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Village Hall: (815) 827-3309 • Fax: (815) 827-4040

Emergency: Police • Fire • Ambulance • Call 911

July 29, 2008

DeKalb County Highway Department
Attention: Wayne Davey
1826 Barber Green Road
DeKalb, Illinois 60115

Trustee Pat Lunardon spoke with you regarding cross walks for the Maple Park Fun Fest. The Fun Fest runs from Friday to Monday during Labor Day Weekend.

Softball tournament commences on Friday night through Monday morning, all games begin around 8:00 A.M., with fans arriving as early as 7:00 A.M.

Cross walks would serve the public best at Willow Street and Main Street, as the Fire Department sometimes hosts a fun raiser during that week end on the Dekalb County Side of County Line Road.

Thank you, any questions please call 815.827.3309

Sincerely,

Claudia Tremaine
Village Clerk

DEKALB COUNTY HIGHWAY DEPARTMENT

OFFICE OF
County Engineer
1826 Barber Greene Road
DEKALB, ILLINOIS 60115

WILLIAM G. LORENCE, P.E.
County Engineer

OFFICE PHONE: DEKALB (815) 756-9513
FAX: DEKALB (815) 756-8705

August 29, 2008

Ms. Claudia Tremaine
Village Clerk of Maple Park
302 Willow Street
Maple Park, Illinois 60151

Re: Pedestrian Crosswalk

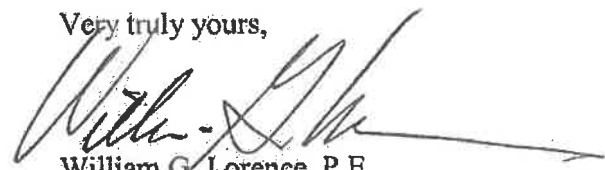
Dear Ms. Tremaine:

We have received your letter of July 29, 2008 wherein you requested this Department place a pedestrian crosswalk at Willow Street and Main Street in DeKalb County. After careful review of this request and an engineering study of the site itself, your request is denied at this time.

Bureau of Local Road and Streets guidelines as well as Title II of The American with Disabilities Act would suggest that crosswalks be installed when they are to be connected to sidewalks at intersections. A visit to Willow and Main Street indicated that no sidewalks are present at this time. Therefore, if this Department directs pedestrians to this location to cross East County Line Road there would be no further access to continue, especially for those utilizing wheelchairs, walkers, etc. When sidewalks are present on the east side of Main or either the north or south side of Willow, this Department would be more than willing to install the requested crosswalk.

We regret a more favorable response to your request could not be provided at this time. If you need additional information or have additional questions please feel free to contact this Department and speak with Wayne Davey.

Very truly yours,



William G. Lorence, P.E.
County Engineer

wd

WAYNE DAVEY
Support Services Manager

JAMES QUINN
Operations Manager

GARY SALE
Engineering Manager

BUREAU OF LOCAL ROADS & STREETS
SPECIAL DESIGN ELEMENTS

Jan 2006

41-6(11)

2. Width. The minimum clear width of a ramp is 3 ft (915 mm).
3. Landings. Ensure that ramps have level landings at the bottom and top of each run and have the following features:
 - The landing is at least as wide as the ramp run leading to it.
 - The landing length is a minimum of 5 ft (1.5 m).
 - If ramps change direction at landings, ensure the minimum landing size is 5 ft by 5 ft (1.5 m by 1.5 m).
4. Handrails. If a ramp run has a rise greater than 6 in (150 mm) or a horizontal projection greater than 6 ft (1.830 m), include handrails on both sides. Handrails are not required on curb ramps. See the *ADA Guidelines* for handrail criteria.
5. Cross Slope and Surfaces. The cross slope of ramp surfaces shall be no greater than 2.0%. Ramp surfaces shall comply with the criteria for "Surface" of sidewalks; see Section 41-6.06.
6. Edge Protection. Ramps and landings with dropoffs shall have curbs, walls, railings, or projecting surfaces that prevent people from slipping off the ramp. Curbs shall be a minimum of 2 in (50 mm) high.
7. Outdoor Conditions. Outdoor ramps and their approaches shall be designed so that water will not accumulate on walking surfaces.

41-6.09 Curb Ramps

41-6.09(a) General

Design all curbs and sidewalks with curb ramps at all pedestrian crosswalks. This is required to provide adequate and reasonable access for the safe and convenient movement of physically disabled persons. For the purpose of this Section, a pedestrian crosswalk is defined as that portion of a highway or street ordinarily included within the prolongation or connections of lateral lines of sidewalks at intersections. It also includes any portion of a highway or street distinctly indicated as a crossing for pedestrians by lines or other markings on the surface. It does not include such prolonged or connecting lines from an alley across a street.

41-6.09(b) Application

When determining the need for curb ramps, consider the following:



Accessible Pedestrian Signals

Synthesis and Guide to Best Practice

Search

Where are APS required?

: [Home](#)

: [Background](#)

- : [Travel by Blind](#)
- : [Research](#)
- : [Rules & Regulations](#)

: [Technologies & Features](#)

- : [Types](#)
- : [Walk Indications](#)
- : [Other Features](#)

: [Choosing & Installing](#)

- : [Where to Install](#)
- [Where are APS required?](#)
- [Where are APS needed?](#)
- [Prioritizing APS installations](#)
- [Rating scales](#)
- : [Designing Installations](#)
- : [New Construction or Reconstruction](#)
- : [Retrofitting an Intersection with an APS](#)
- : [Installation Specifications](#)
- : [Field Adjustments](#)

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- : [Manufacturers](#)
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- : [Product Matrix](#)

: [PDF Downloads](#)

- : [Full Guide](#)
- : [Rating Scales](#)
- : [Field Adjustments](#)

: [Glossary](#)

Current practice

Currently in the US, APS are typically installed upon request along a specific route of travel for a particular individual or group of individuals who are blind or visually impaired. Various states and municipalities have established policies on installation of APS, some of which are not in accord with ADA requirements.

Title II of the ADA requires municipalities and states to make their 'programs' accessible. Pedestrian circulation is considered a program, and APS may be necessary to provide access to certain types of intersections. Some municipalities have considered the addition of APS at intersections as part of their ADA transition plan.

Requirements

The Rehabilitation Act (1973) requires nondiscrimination in all federally assisted programs, services and activities; this means that they are to be available and usable to people with disabilities (Section 504). The ADA requirements for Federal, State and local governments extend and increase the existing requirements in Section 504 of the Rehabilitation Act. The ADA requirements are more stringent and require public facilities to be accessible regardless of the funding source.

Title II of the ADA requires municipalities and states to make their 'programs' accessible. Pedestrian circulation is considered a program, and APS may be necessary to provide access to certain types of intersections. Some municipalities have considered the addition of APS at intersections as part of their ADA transition plan.

The ADA is a civil rights law, guaranteeing non-discrimination in the provision of public programs and facilities. It requires effective communication with persons with disabilities and, in order to meet this requirement, cities must respond to requests for APS from pedestrians who are blind by providing access to the information provided to sighted pedestrians by visual pedestrian signals if they are present.

ADA Accessibility Guidelines are minimum guidelines that must be applied to new construction or reconstruction and to alterations, renovation, or additions. Current Guidelines do not specifically address public rights-of-way or accessible pedestrian signals. (See section below on [rulemaking](#).) However, the lack of guidelines or technical specifications does not alter the obligation to make pedestrian signal information accessible to persons who are unable to see existing pedestrian signals.

ADA transition plans

Title II requires public entities to take several steps designed to achieve ADA compliance.

"A public entity may not deny the benefits of its programs, activities, and services to persons with disabilities because existing facilities are inaccessible.

- State and local governments of 50 employees or more were required to prepare a self-evaluation plan to identify program access issues (Rehabilitation Act (1973), section 504).
- From this, a transition plan was to be developed to modify inaccessible services, policies and practices. This includes removing barriers and inaccessible features.
- Transition plan work was to have been completed by January 1995.
- If work was not completed by that date, those entities are out of compliance.
- Many states and localities are out of compliance and this makes them more susceptible to lawsuits.
- Ways of complying with the law are to have an ongoing transition plan for improving existing facilities and providing a citizen's request program for accessible parking, curb ramps, Accessible Pedestrian Signals (APS) and removing sidewalk and street crossing barriers."

(Barbara McMillen, FHWA Office of Civil Rights, 9/2002)

As part of their compliance with ADA, municipalities should establish a plan to prioritize and make decisions about installation of APS at 'unaltered' intersections:

- Where a request for APS is received, and
- Where insufficient information for street crossing using non-visual clues exists.

Rulemaking on Public Rights-of-Way

Draft Public Rights-of-Way Accessibility Guidelines were published on June 17, 2002 for comment. These Draft Guidelines require APS at all newly constructed or reconstructed intersections where visual pedestrian signals are installed. (See US Rules and Regulations Related to APS.)

A Notice of Proposed Rulemaking on Public Rights-of-Way, based on the draft is expected to be published by the Access Board in 2003.

Prioritizing

The following sections provide information about establishing a prioritization plan for installation of APS.

The information in the following sections is not intended for application to new or reconstructed intersections; APS should be installed wherever pedestrian signals are installed in new construction or reconstruction projects, in accord with the *Draft Public Rights-of-Way Accessibility Guidelines*.

The ADA does not require wholesale reconstruction and renovation, but it does require municipalities to begin to address and prioritize retrofitting facilities to newer standards.

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This site was developed under the sponsorship of the National Cooperative Highway Research Program.



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May 21, 2012

Nathan Schwartz
DeKalb County Engineer
Highway Facility
1826 Barber Greene Road
DeKalb IL 60115

**Re: Village of Maple Park
Crosswalk and sign on County Line Road**

Dear Mr. Schwartz:

Thank you again for your time on May 21, 2012 to evaluate Maple Park's request for a crosswalk.

Please accept this letter as the Village's formal request for the DeKalb County Highway Department to install striping and a sign for "one" neutrally located crosswalk on County Line Road. The best location would appear to be at the corner of County Line Road and Willow Street. Residents would walk north on County Line Road to the crossing area with their destination being the Government Center Property, which houses the Village offices, library, baseball fields and gymnasium.

I appreciate your consideration to our request and hope this is a request that can be fulfilled by the DeKalb County Highway Department. If you have questions, please feel free to contact me at (815) 209-7666.

Regards,

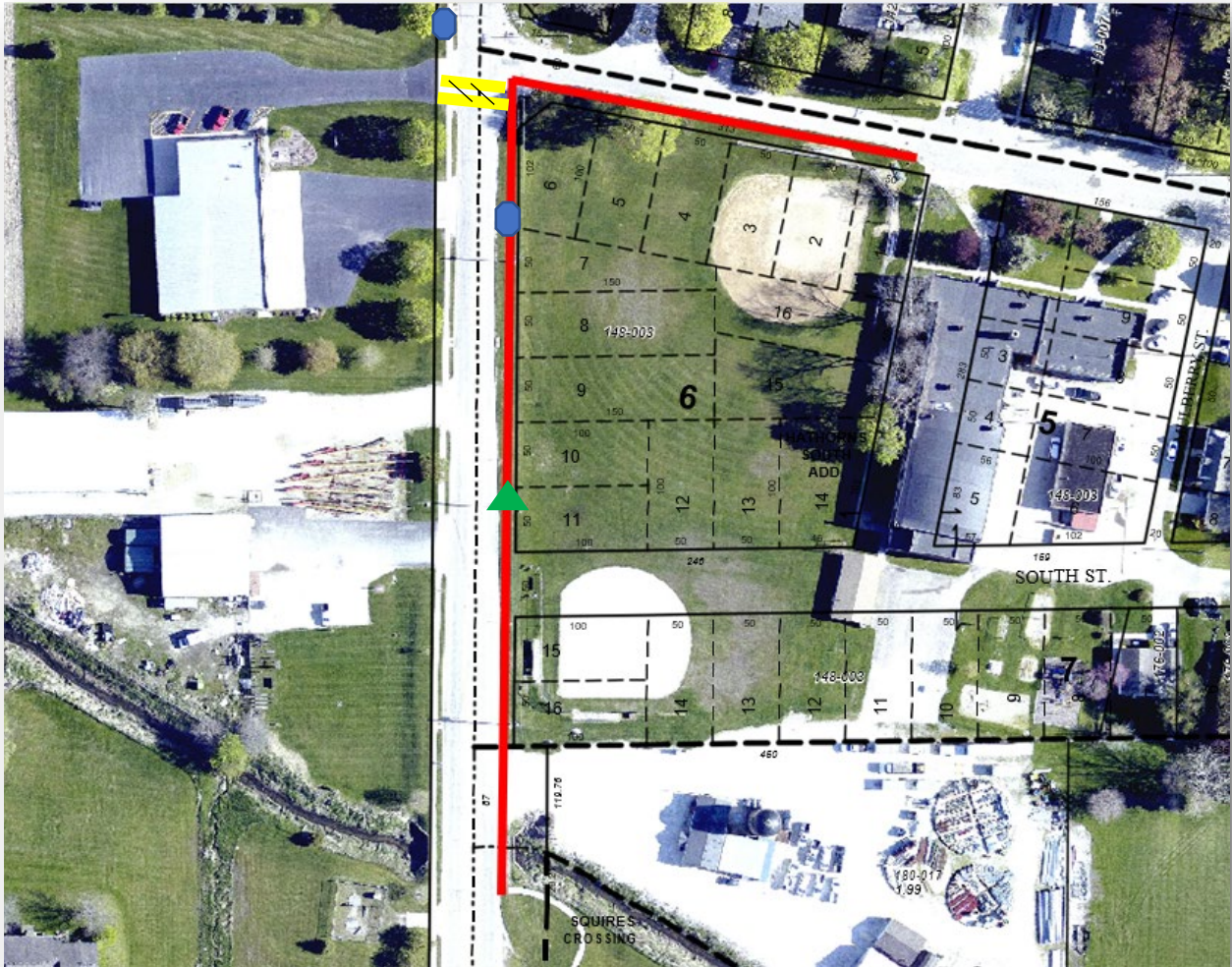
VILLAGE OF MAPLE PARK

Kathleen Curtis, Village President
kcurtis@villageofmaplepark.com

KC:lp

C: Crosswalk file

AERIAL VIEW OF PROPOSED SIDEWALKS ALONG WILLOW STREET AND COUNTY LINE ROAD



▲ = Crosswalk Ahead Yield

● = Solar Powered Crosswalk Sign

— = 5' Concrete Sidewalk

— — = Crosswalk

<p align="center">VILLAGE OF MAPLE PARK CROSSWALK COST INFORMATION</p>

Crosswalk - West Side of County Line to Willow	
Description	Estimated Cost
Sidewalk Construction - 5' wide X 313'	\$10,000.00
Signage - Two (2) solar LED Crosswalk Signs w/Poles & Installation	2,119.48
Striping	750.00
Total	12,869.48
OPTIONAL Signage - Two (2) Standard Crosswalk Ahead Signs, Poles & Installation	1,001.70
Optional Total	13,871.18
Annual Maintenance - Striping	250.00

*Includes topographic study, engineering, ADA, construction and restoration.

VILLAGE OF MAPLE PARK
Estimated Annual County Line Road Maintenance

DeKalb County Jurisdiction
1.690 Lane Miles of County Line Road*

Description	Cost
Patching	\$5,500.00
Striping	200.00
Salt Used Per Lane Mile**	2,136.13
Snowplowing^	3,417.74
Tree Trimming/Removal@	0.00
Curb and Gutter - Remove/Replace@	0.00
Groom/Replenish Gravel Shoulder@	0.00
Replace Worn Signage@	0.00
Catch Basin Cleaning and Repair@	0.00
Lighting - If installed prior to JT, Long-Term Maintenance@	0.00
Total	\$11,253.87
Other Costs to Consider	
Pavement Rejuvenation after new Paving	15,000.00
Crack Sealing 2 - 3 years after new Paving	4,000.00
Road Rehabilitation#	786,990.00

*Northern white edgeline of Route 38 north to right-of-way line for Washington Street. Does not include 0.437 of center turn lane per IDOT classification. Total is 2.127 lane miles.

**Includes the 0.437 of center lane in calculation

^County only keeps track of overtime hours, it does not keep track of time spent during normal working hours, County spent 4.6 hours of overtime per lane mile. Multiplied County hours by 10 per total lane miles, average PWD/BI and PWA hourly rates and split 50% straight time and 50% overtime.

#Estimated per 2.127 lane miles

@Unknown at this time



24" SOLAR POWERED LED FLASHING CROSSWALK SYSTEM

- Our bright LED flashing Crosswalk Sign is part of a solar traffic safety series
- This sign's bright flashing LED lights and reflective 3M material can be seen from over 2500ft and makes for a great addition for safety pertaining to reducing speed ahead
- Made with an aluminum alloy board and solar board to MUTCD (W11-2) specifications
- Sign has a rechargeable battery and mountable solar panel that makes this product energy efficient and easy to use in locations where there is sunlight

PRODUCT APPLICATIONS

Solar Powered Flashing LED Crosswalk Sign is built for commercial, residential, school and government. This pedestrian crossing sign will increase visibility for drivers on the road or in shopping centers with its bright blinking (flashing) LED lights.

INCLUDES:

- SIGN
- SOLAR PANEL
- MOUNTING HARDWARE
- INTERNAL BATTERY BACKUP

DOES NOT INCLUDE POLE

PRODUCT SPECIFICATIONS

TYPE: Solar LED Traffic Safety Sign

MUTCD: W11-2 Pedestrian Crossing Sign

PRODUCT CODE: CCRS002

TYPE: Solar LED Traffic Safety Sign

SOLAR CHARGING PANEL: 12V, 5w Monocrystalline silicone

LED COLOR RANGE: Yellow/ Amber

WORKING MODE: 24/7 or Dusk Till Dawn

BATTERY: Lithium battery 7.4V/4400AH

VISIBLE DISTANCE: >2500 feet

WORKING TIME: After one full charge, 5-7 consecutive days

BATTERY LIFE SPAN: 3-5 Years

SIGN COLOR: Engineer grade yellow

- **Option:** Fluorescent Yellow/ Green (only in diamond grade)

DIMENSIONS: 24-inch Diamond (24"x24")

- **Packing dimensions:** 26" x 26" x 3", 1 Piece

Solar LED Traffic Safety Sign can be used on streets, in parking lots and more. Since these are solar powered, they can be used anywhere there is sun light. This product is very simple to install and use.



W11-2
PEDESTRIAN TRAFFIC

*See page 6-10 for symbol design

A	B	C	D	E
18	.375	.625	8	1.5
24	.375	.625	11	1.5
30	.5	.75	13.5	1.875
36	.625	.875	16	2.25
48	.75	1.25	22	3

COLORS: SYMBOL — BLACK
BACKGROUND— YELLOW (RETROREFLECTIVE)

MUTCD GUIDELINES

The CCRS002 adheres to the MUTCD Standards found within MUTCD Guidelines Section 2A.07 for Retroreflective and Illumination

- Illumination of a sign by Light emitting diodes (LEDs)
- Sign Element to be Illuminated: (1) Symbol or word message (2) Portions of the Sign border
- LED's are placed within 1 border unit of border and within words
- LED's are the same color as sign background
- LED's are within ¼" in width
- LED's flashing at a rate of 50 times per minute
- Background of sign is standard 3M reflective engineering grade material

SOLAR LED TRAFFIC SIGN INSTALL GUIDE

Required Tools & Items:

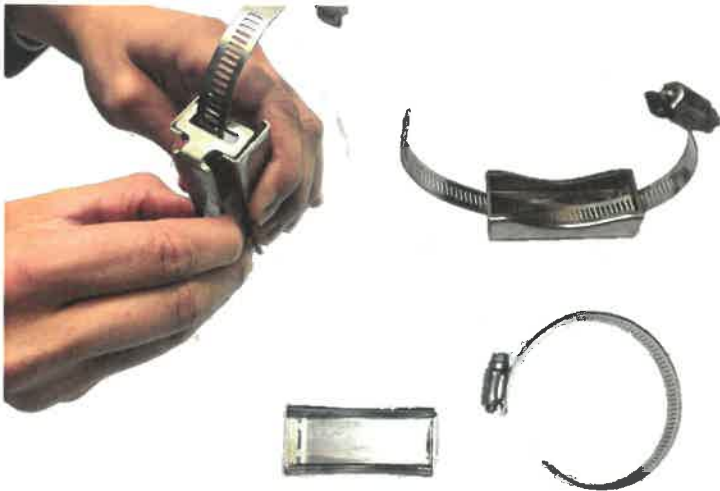
- Flat head screw driver
- Pole (to mount sign on)

What your order includes:

- 1) Sign
- 1) Junction box
- 3) Metal band ties
- 3) Slider brackets
- 1) Solar panel

For back to back, timer, push button and upgraded; accessories & tools same as above with additional:

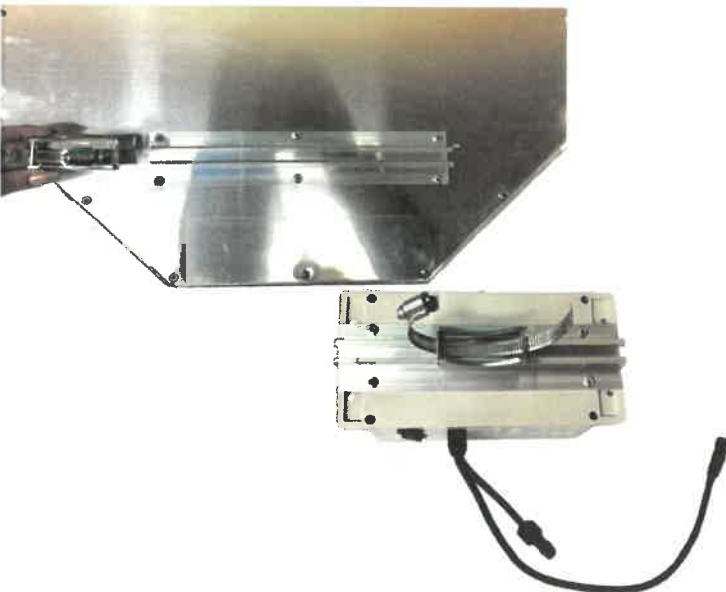
- 1) Metal band tie
- 1) Slider bracket



Step 1:

Slide metal band through both slots on the metal slider. Repeat this for all bands & sliders. (Do not thread through to complete the circle, leave open for install onto pole).

Note: Please make sure the curve of the band matches with the curve of the slider below threading through. The curved side will face the pole to create a tighter grip.



Step 2:

Slide 1 metal band & slider bracket into the channels on the back of the sign (1 for the top channel & 1 for the bottom channel)

Note: For back-to-back signs, put 2 slider brackets per metal band. Slide into channels on back of both signs. Continue to next steps.

Step 3:

Slide the remaining metal band & slider combo into channel on the back of the junction box.

SOLAR LED TRAFFIC SIGN INSTALL GUIDE

Step 4:

Take the sign (with bands & sliders on the back) and line up with the pole it will be installed on. Take the top metal band and thread it through itself to gain grip before tightening. Proceed to tighten the top band with a flat head screw driver so it is flush with the pole—does not need to be fully tight so adjustments can be made after the bottom band is tightened.

Note: This step is easier with extra hands!

Step 5:

While supporting the sign in position, tighten the bottom metal band with the flat head screwdriver. Tighten until just shy of maximum hold (this allows for adjustments).

Adjust the sign so it sits straight—tighten to max capacity to ensure the sign's weight is supported properly.

Note: If installing back to back junction box, timer junction, push button, radar or general upgraded accessories please **skip to step 9**

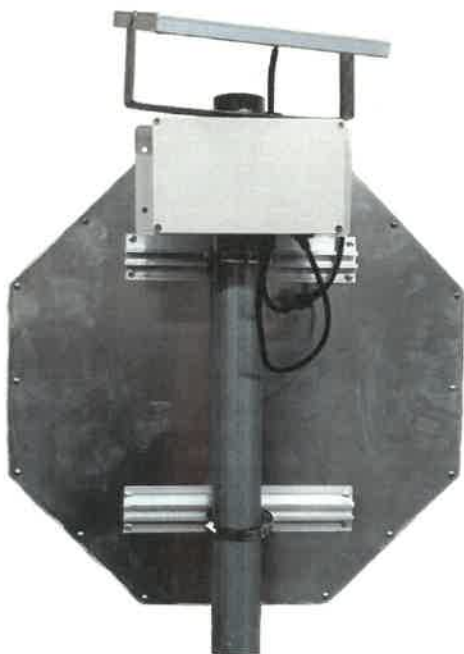
Step 6:

Place the junction box above/ behind the sign (can be on same side as the sign or on the back of the pole)—tighten the metal band around the pole to secure in place.

Note: Please make sure the cords from the sign are able to reach the junction box.

Step 7:

Connect the solar panel to junction box cord and mount on top junction box (where screw is located). Make sure it's in the direction of optimal sunlight.



SOLAR LED TRAFFIC SIGN INSTALL GUIDE



Step 8:

Keep the sign off for the first day to establish initial charge. Once done, switch the sign buttons on in accordance with your desired light settings.

FOR UPGRADED JUNCTION BOXES (BACK TO BACK WITH TIMER, TIMER, PUSH BUTTON, RADAR & SOLAR PANEL UPGRADE) ONLY:

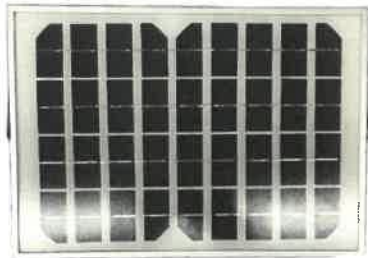
Step 9:

Follow steps as normal except solar panel and junction boxes have separate mounts. Mount junction box behind sign (towards the top). Connect cords.

Please Note: For radar activation junction boxes, mount on the front side above the sign to activate radar for sign

Step 10:

Take nut, bolt and small “u” shaped bracket and attached to solar panel (where hole is). Mount above junction box with separate mounting band provided. Let charge one full day then switch functions to desired operation.



Alternative Checkout Options




Subtotal (1 item) : \$144.50

[Go to Checkout](#) >

[Email Cart](#) 

Shopping Cart

	Item Description	Unit Price	Qty.	Amount
8ft.  zoom	Sign Posts for Street & Traffic Signs	\$72.25/Post	2	\$144.50
	Size : 96" x 2.375" (H x W)	Package: 1	Posts	
	Part # : K-TUBE-8-K-TUBE-8	Post	Update	
	Price Group: K-TUBE-8			
	Expected ship date:  July 16			

[Delete](#)

1 item in your cart.

Total : \$144.50

[Continue Shopping](#)


[Estimate Shipping Cost](#)


Suggested Accessories

Here are some useful accessories for your order.


6ft.


[6' Tall Baked Enamel Post \(with nuts & bolts\)](#)
U-Channel Sign Post Kit - 6' tall, Standard (2-1/4" Wide)
Part# : K-153-6MK
Package : 1 Post
as low as \$41.71 /Post

8ft.

[8' Tall High-Strength Baked Enamel Post \(with bolts & nuts\)](#)
Heavy Duty High Strength U-Channel Sign Posts - 8' tall (3-1/16" Wide)
Part# : K-153-8K
Package : 1 Post
as low as \$59.14 /Post


[14" Diameter Cast Iron Sign Stand \(with bolts & nuts\) for signs up to 18" x 18"](#)
14" dia. Cast Iron Stand with a 48" tall post.
Part# : K-BASE-14
Package : 1 Base
as low as \$147.99 /Base

Customers who bought items in your cart also bought


[Pair of Brackets & Hardware](#)
Round Post Brackets
Part# : K-TUBE-MOUNT
Package : 2 Brackets/Pair
as low as \$20.45 /Pair


[ADA Handicapped Sign](#)
Van Accessible (Most states)
Part# : K-1479
Package : 1 Sign
as low as \$10.75 /Sign


[Minnesota ADA Handicapped Sign](#)
Parking Vehicle ID Required Up To \$200 Fine For Violation (with Handicapped Symbol)
Part# : K-1451
Package : 1 Sign
as low as \$35.95 /E

[4.7 ★★★★★](#)
[Google Customer Reviews](#)



Phone: 800-274-6271 (toll-free) • 973-340-7889

Fax: 800-279-6897 (toll-free) • 973-340-7809

Address: 64 Outwater Lane, Garfield, NJ 07026

Email: sales@brimar.com

[SafetySign.com](#) / [Cart](#)

Subtotal: \$428.60

Ships Tuesday

Low Price Guarantee 

Subtotal does not include shipping or sales tax.

 **Check Out**

Item Description	Quantity	Price
------------------	----------	-------



Custom Yellow Green Diamond Traffic Sign

Item #: Y2010-D2K

[Edit Item](#)

Design will be printed as shown after minor touch-ups. [Change](#)

 Full Product Details

Size: 30" Diamond

Material: .080" Fluorescent Yellow-Green Diamond Grade Reflective Aluminum

Laminate: None

Mounting: Two 3/8" holes (one at top, one at bottom)

Packaging: Sold Individually

Diamond Sign Colors

Y2010 - Fluorescent Green Diamond

1. Sign Layout

Sign with Bottom Image

4. Stock Image or Image Upload

Symbol 078

2. Custom Copy (Larger Copy)

Crosswalk Ahead

Qty

2

Each: \$214.30

Price: \$428.60

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Sign in or create an account to save this cart or load a saved cart.

[Remove All Items](#)

Shipping Estimator

Enter a US ZIP code and select your delivery location type to preview your shipping options. Need to ship outside the US? No problem; proceed to checkout to calculate shipping.

US ZIP Code

60178

- ☒ Business Delivery
For Commercial Addresses
- ☐ Home Delivery
For Residential Addresses

Estimate Shipping

The prices below are based on discounted FedEx, UPS, and USPS quotes for your ZIP code. The classification of residential and commercial addresses is determined by the shipping carrier. Your shipping rates may differ during checkout when your full address is supplied to FedEx, UPS, and USPS.

Shipping Method	FedEx Ground	Price	\$12.14
		Estimated Arrival	Jul 22
Shipping Method	UPS Ground	Price	\$12.73
		Estimated Arrival	Jul 22
Shipping Method	FedEx 2 Day	Price	\$42.45
		Estimated Arrival	Jul 22
Shipping Method	UPS 2nd Day Air	Price	\$57.42
		Estimated Arrival	Jul 22
Shipping Method	FedEx Standard Overnight	Price	\$62.91
		Estimated Arrival	Jul 21
Shipping Method	FedEx Priority Overnight	Price	\$69.07
		Estimated Arrival	Jul 21
Shipping Method	UPS Next Day Air Saver	Price	\$100.09
		Estimated Arrival	Jul 21
Shipping Method	UPS Next Day Air	Price	\$109.88
		Estimated Arrival	Jul 21
Shipping Method	FedEx First Overnight	Price	\$248.08
		Estimated Arrival	

		Jul 21	
Shipping Method	UPS Next Day Air Early A.M.	Price	\$260.34
		Estimated Arrival	
		Jul 21	

Need your order sooner than **Jul 21**? Call us at 800-274-6271 or chat live.

Subtotal: \$428.60

Low Price Guarantee ⓘ

Subtotal does not include shipping or sales tax.

 **Check Out**

 **PayPal Checkout**



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