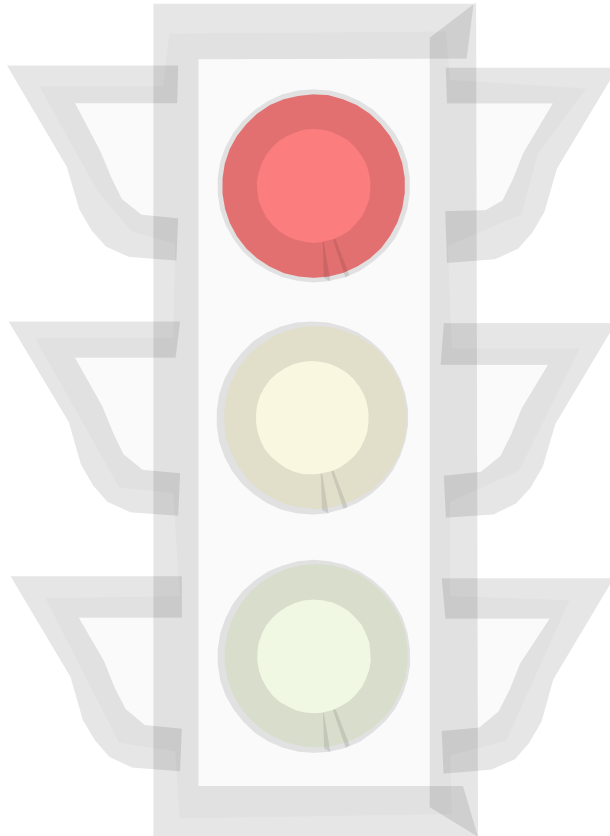




**Kane County  
Division of Transportation**

## **Policy for Red Light Running (RLR) Camera Enforcement Systems**

**Effective: APRIL 1, 2008**



## **Executive Summary**

Red light running is one of the major causes of crashes, deaths, and injuries at signalized intersections nationwide. Most recent crash statistics show that nearly 1,000 Americans were killed and 176,000 were injured in 2003 due to red light running related crashes. The monetary impact of crashes to our society is approximately \$14 billion annually.

Public Act 94-0795, which was signed on May 22, 2006, and took effect upon signature of the Governor, provides that a governmental agency in a municipality or county may establish an automated traffic law enforcement system that produces a recorded image of a motor vehicle entering an intersection against a red signal indication and is designed to obtain a clear recorded image of the vehicle and the vehicle's license plate. The installation of Red Light Running (RLR) Camera Systems may be established only in the counties of Cook, DuPage, **Kane**, Lake, Madison, McHenry, St. Clair, and Will and in municipalities located within those counties.

This document has been prepared by the Kane County Division of Transportation (KDOT) in an effort to assist local jurisdictions in the procedures and policies required for the installation of automated traffic law enforcement systems which shall encompass RLR Camera Systems by KDOT Permit at signalized intersections that include County marked and unmarked routes.

## **Acknowledgements**

Kane County would like to thank the Illinois Department of Transportation, Region 1 – Bureau of Traffic and the DuPage County Division of Transportation for their contributions to this document.

## Table of Contents

I. Overview.....	4
II. RLR Camera System Description.....	4
III. RLR Camera System Location and Justification.....	4
a. RLR Camera System Eligible Locations.....	4
b. RLR Camera System Restricted Locations.....	5
c. RLR Camera System Justification.....	5
IV. Permit Submittal Requirements for RLR Camera System Installation(s).....	6
V. Signing Requirements.....	6
VI. Operations and Maintenance.....	7
a. Operational Requirements.....	7
b. Maintenance Requirements.....	7
VII. Other Administrative Requirements.....	8
a. Public Information Campaign.....	8
b. Annual Follow up Evaluation.....	8
c. Violation Data.....	9
Attachment A.....	10
Attachment B.....	11
Attachment C.....	12
Attachment D.....	13
Attachment E.....	15

## **I. Overview**

Enhanced traffic safety is the principal goal of the Automated Traffic Law Enforcement Systems Program. RLR Camera Systems should be installed only where a safety problem with red light running has been documented and alternative countermeasures (improvements) have been implemented. RLR Camera Systems can be installed and operated at signalized intersections that include County marked and unmarked routes by either the County in unincorporated areas or the local municipality having law enforcement jurisdiction where the subject intersection is located. A local municipality desirous of installing and operating a RLR Camera System at signalized intersections that include County marked and unmarked routes shall request authorization by obtaining a permit from the County.

## **II. RLR Camera System Description**

RLR Cameras monitor the movement of traffic at designated traffic signal locations and the status (or color) of the traffic signal indication on the approach. Movement detectors, typically video detectors, check for the passage of vehicles into the intersection and if the traffic signal phase condition is red, cameras record pictures of the vehicle position and license plate. RLR Camera Systems shall differentiate between vehicles running a red light and those vehicles stopping slightly beyond the stop bar or those vehicles, after stopping, making a legal turn against a red indication.

## **III. RLR Camera System Location and Justification**

### **a. RLR Camera System Eligible Locations**

Signalized intersections that are eligible for RLR cameras systems include all the following characteristics:

- Crashes attributable to red light violations.
- Documented history of red light violations where corrective actions have been previously implemented.
- Traffic signal clearance intervals that meet or exceed minimums set by the *Manual on Uniform Traffic Control Devices (MUTCD)*.
- Traffic signal heads have twelve (12) inch displays with LED optics.
- Mast arm poles are used to mount signal heads on the far side of each approach leg.
- A minimum of three (3) signal displays exist for through movements and 2 signal displays for left turning movements.
- A minimum of two (2) signal displays mounted on each mast arm.
- Traffic signals heads are clear from all obstructions and visible for the appropriate sight distance and positioned, as specified in Chapter 4D of the latest edition of the *MUTCD*.
- Stop lines are clearly visible and located at the appropriate location as specified in Chapter 3B of the latest edition of the *MUTCD*.
- Traffic signal timing is optimized to current traffic conditions so that good positive traffic progression is maintained.

- Traffic signal is functioning properly and, if actuated, all detectors are working properly so as not to cause additional delay.

#### **b. RLR Camera System Restricted Locations**

Locations that are strongly discouraged from consideration for RLR Cameras include the following characteristics:

- Signalized intersection that is scheduled to be modified with other red light running improvements within the next two (2) years.
- Traffic signal is interconnected to railroad crossing controlled devices.
- Traffic signal is a span wire installation.
- Where installation of RLR Camera equipment reduces existing sight distance of traffic signal devices, signage, or adversely impacts pedestrian facilities.
- Where installation of RLR Camera equipment can not meet KDOT roadway set-back minimums, or other KDOT construction requirements.
- Where installations of RLR would negatively impact intersection operations.
- Within one half mile of an existing operating RLR camera system.
- The County will notify the Permit Applicant of changes that may affect them.

**The Permit Applicant may make improvements that result in the eligibility of RLR Cameras per the above characteristics.**

#### **c. RLR Camera System Justification**

A Justification Report shall be prepared by the municipality for the locations in which the local municipality (Permit Applicant) wishes to establish a RLR Camera System. A Justification Report should be prepared by the County for the locations in which the County wishes to establish a RLR Camera System. The Justification Report shall include a completed copy of Attachment "A" and the following:

- Permit applicant name (Village, City etc.).
- Intersection location(s), including street names and municipality and intersection approaches proposed for RLR camera enforcement.
- Brief geometric description of the intersection(s) and land usage including color photographs and aerial or plan view.
- Red light running citation data
- Crash data and collision diagrams should be submitted if available. It is recommended that the most recent three (3) years of available crash data be used and include the crash type, specifically left turn, angle and rear end crashes.
- Average daily and peak period traffic volumes, if available.
- Approach angles and speed limits.
- Information on existing traffic control devices, including signal head displays, location, phasing, including color photographs of each approach to the intersection and whether or not the traffic signal is part of a closed loop system or interconnected to adjacent railroad crossing control devices.
- Information concerning bicycle and pedestrian conditions at the intersection.

- A letter of concurrence for the use of RLR Cameras from a representative of the roadway authority having jurisdiction of the intersecting local roadway.
- A letter from the chief of the local law enforcement agency certifying that the intersections proposed for RLR Camera Systems experience red light violations and crashes resulting from such. This letter shall also include a statement of support for the use of automated RLR Camera Systems.
- Report including crash rankings of all signalized county intersections within municipality and may include number of angle and turning collisions, intersection Average Daily Traffic (ADT), total number of accidents, total injuries, accident rate and roadway jurisdiction.
- Map of the municipality identifying intersections and priority of installation.

#### **IV. Permit Submittal Requirements for RLR Camera System Installation(s)**

A local municipality desirous of installing and operating a RLR Camera System at signalized intersections that include County marked and unmarked routes (Permit Applicant) shall submit to the County the following items for consideration:

- The Justification Report for the RLR Camera System installation.
- Detailed construction plans showing all proposed RLR Camera System and existing traffic signal equipment, as outlined in the County's Traffic Signal Design Guidelines.
- Signing plans.
- Manufacturer literature and wiring diagrams.
- Description of how the RLR Camera System will be operated and maintained.
- The Permit Applicant shall submit a copy of the ordinance or resolution agreeing to indemnify the County of Kane for any claims which are from or as a result of the RLR Camera System, its installation, operation, maintenance and removal (See Attachment E).
- A copy of the local ordinance for an automated traffic law enforcement system program.
- Signed KDOT Permit application for Right of Way Alteration
- Permit Fee of \$450 (payable by check only)

The County's maintained traffic signal clearance intervals shall be in accordance with Chapter 4D of the latest edition of the *MUTCD*. The County will verify clearances upon request. Yellow change and all-red clearance interval timings are determined by the County and subject to change as warranted by the County without notification.

All other permit requirements shall be in accordance with the latest edition of the *Kane County Division of Transportation Permit Regulations and Access Control Regulations*.

## **V. Signing Requirements**

Regulatory “RED LIGHT PHOTO ENFORCED” (R10-I104) signs (See Attachment D) shall be posted in advance of each intersection approach, and within the RLR enforcement intersection, typically on the far side traffic signal pole, indicating the presence of RLR Cameras at the intersection.

The County shall provide, install, and maintain the signs. If the local municipality (Permit Applicant) is desirous of installing and operating a RLR Camera System at signalized intersections that include County marked and unmarked routes, they shall reimburse the County for the cost to provide and install the signs. The County will maintain such signs for the duration of the permit.

## **VI. Operations and Maintenance**

### **a. Operational Requirements**

To minimize the impact on the County highway system, RLR Camera Systems shall not affect the operation of any traffic control device. The following items will be required:

- Electrical service for RLR Camera System equipment shall come from the local electric utility company, not from traffic signal equipment or other County facilities.
- To obtain status of the traffic signals, miniature current transformers may be installed on yellow and red signal circuits. RLR Camera System circuitry shall not be connected to traffic signal cables by cutting, splicing, sharing terminations or other means. No other RLR circuitry will be allowed in traffic signal facilities, including but not limited to the traffic signal cabinet, associated electrical conduit, junction boxes, handholes, mast arm poles or signal posts.
- RLR vehicle detection shall utilize video or laser technology. Pavement loops may be considered on a location by location basis, subject to approval by the County. Consideration will be based on pavement type and condition, existing and preferred traffic signal detection methods and designs, and consideration of potential countermeasures for saw cutting such as milling and resurfacing.
- All work inside the KDOT traffic signal controller cabinet or other KDOT facilities, shall be performed by an electrical contractor who is prequalified by IDOT Region 1 for Traffic Signal construction.
- All RLR Camera System settings shall be reviewed and approved by the County prior to the scheduled “Turn-On”. Post “Turn-On” adjustments may be necessary and shall be monitored and approved by the County prior to implementation. The intent is to ensure that there is no negative impact to the County’s traffic signal operations.
- The Permit Applicant shall certify that the system is operating correctly and shall make all adjustments necessary to ensure it operates correctly and does not negatively impact the traffic operations of the intersection.

## **b. Maintenance Requirements**

- All costs for the materials, installation, operation, maintenance, repair, and removal of the RLR Camera System shall be the responsibility of the Permit Applicant. A Right of Way Alteration fee in accordance with the latest edition of the *Kane County Division of Transportation Permit Regulations and Access Control Regulations* will be required for removal of any and all RLR Camera Systems.
- All RLR camera system materials shall be reviewed and approved by the County prior to installation.
- RLR Camera System equipment installed in or on the County's traffic signal equipment shall be completed in accordance with the appropriate County electrical maintenance policies.
- If the County improves an intersection where a RLR Camera System is installed, the removal and re-installation shall be the responsibility of the Permit Applicant and shall be completed in a timely manner. All costs for this work shall be the responsibility of the Permit Applicant.
- The RLR Camera System shall be inspected and "Turned-On" as detailed in the County's Traffic Signal Specifications.

## **VII. Other Administrative Requirements**

### **a. Public Information Campaign**

The Permit Applicant shall hold well-publicized kickoff events and issue periodic press releases about the proposed locations and effectiveness of RLR Camera System enforcement within their jurisdictions. This campaign should provide information and data that defines the red light running problem, explains why red light running is dangerous, and identifies the actions that are currently being undertaken to reduce the incidence of red light running. For the first week of live RLR camera enforcement, the Permit Applicant shall take measures to bring attention to the intersections where the RLR camera systems are in use. At a minimum, an orange or red flag shall be attached to the RLR signs. The Permit Applicant should also consider the issuance of warning citations to likely violators for a limited period, and publicize the date on which warning citations will be halted and actual enforcement citations will begin.

### **b. Annual Follow up Evaluation**

Permits issued for RLR Camera Systems shall be required to be re-evaluated for permit renewal annually. An Evaluation Report shall be prepared by the Permit Applicant one year after the installation and shall be prepared every year thereafter. The Evaluation Report shall include a completed copy of Attachment "B" and the following:

- Intersection location(s).
- Date of implementation.
- RLR Camera System manufacturer and contractor name.
- Crash data specific to RLR location(s) for the 3-year period prior to and for the period post RLR Camera System installation.

- An analysis of the crash data, including a summary of any increase in crash types.
- Signal timing and other settings before and after RLR Camera installation.
- Traffic volumes before and after RLR Camera System installation using available data.
- Recommendations to further reduce red light violations and severe crashes and to improve the operations of the intersection(s).
- Summary of adjudication experience and results.
- The permit may be revoked during this annual review or at any time where the County determines it is in the best interest of the motoring public of Kane County or if the RLR Camera System is having a detrimental effect on the operations of the existing traffic signal system. All costs associated with the removal shall be the responsibility of the Permit Applicant.
- Permit Renewal Fee of \$100 (payable by check only)

**c. Violation Data**

The Permit Applicant shall require the vender to provide information pertaining to the number of violations and convictions for each camera location to the County on a quarterly basis.

**Attachment A**

**Kane County Division of Transportation  
Red Light Running (RLR) Camera Enforcement System  
Justification Report Summary Sheet**

Date \_\_\_\_\_

Permit Applicant (Village, City, etc.) \_\_\_\_\_

Intersection \_\_\_\_\_

Approaches Proposed for Camera Enforcement (with roadway authority having jurisdiction noted) \_\_\_\_\_

**Submitted Documentation:**

- Crash data and summary – years 20\_\_\_\_, 20\_\_\_\_ and 20\_\_\_\_.
- RLR citation data.
- Collision diagram.
- Average daily and peak period volumes.
- Speed limits.
- Color pictures of each approach to the intersection showing traffic signal displays and location. Land usage should also be noted in the pictures.
- Information concerning pedestrian and bicycle facilities and usage.
- Letter of concurrence from the local roadway authority having jurisdiction.
- Letter of concurrence from the local Police Chief, certifying violations and crashes are a result of red light running at the specific intersection.
- Report including rankings of all signalized county intersections within municipality. This may include number of angle and turning collisions, intersection ADT, total number of accidents, total injuries, accident rate and roadway jurisdiction.
- Map of the municipality identifying intersections and priority of installation.
- Permit Fee of \$450 (payable by check only)

**Existing Conditions:**

*Any "Yes" answer will prohibit installation of red light running equipment.*

\_\_\_\_ Is the traffic signal interconnected to railroad crossing control devices?

\_\_\_\_ Is this a span wire type traffic signal installation?

*Any "No" answers will prohibit installation of red light running equipment.*

\_\_\_\_ Are submitted crashes attributed to red light running violations?

\_\_\_\_ Sight distance meets MUTCD minimums.

Traffic Signal Equipment: \_\_\_\_\_

\_\_\_\_ All 12-inch displays?

\_\_\_\_ All LED optics?

\_\_\_\_ Are mast arm poles used to mount signal heads on the far side of each proposed enforcement approach leg?

\_\_\_\_ Minimum of 3 signal displays for thru movements and 2 signal displays for turning movements?

\_\_\_\_ Minimum 2 signal displays mounted on mast arm?

This form is submitted by (agency, firm or company) \_\_\_\_\_

By (Name & Phone Number) \_\_\_\_\_

**Attachment B**

**Kane County Division of Transportation  
Red Light Running (RLR) Camera Enforcement System  
Annual Permit Summary Sheet**

Date \_\_\_\_\_

Permit Applicant (Village, City, etc.) \_\_\_\_\_

Intersection \_\_\_\_\_

Approaches with Cameras \_\_\_\_\_

RLR Equipment Make/Model \_\_\_\_\_

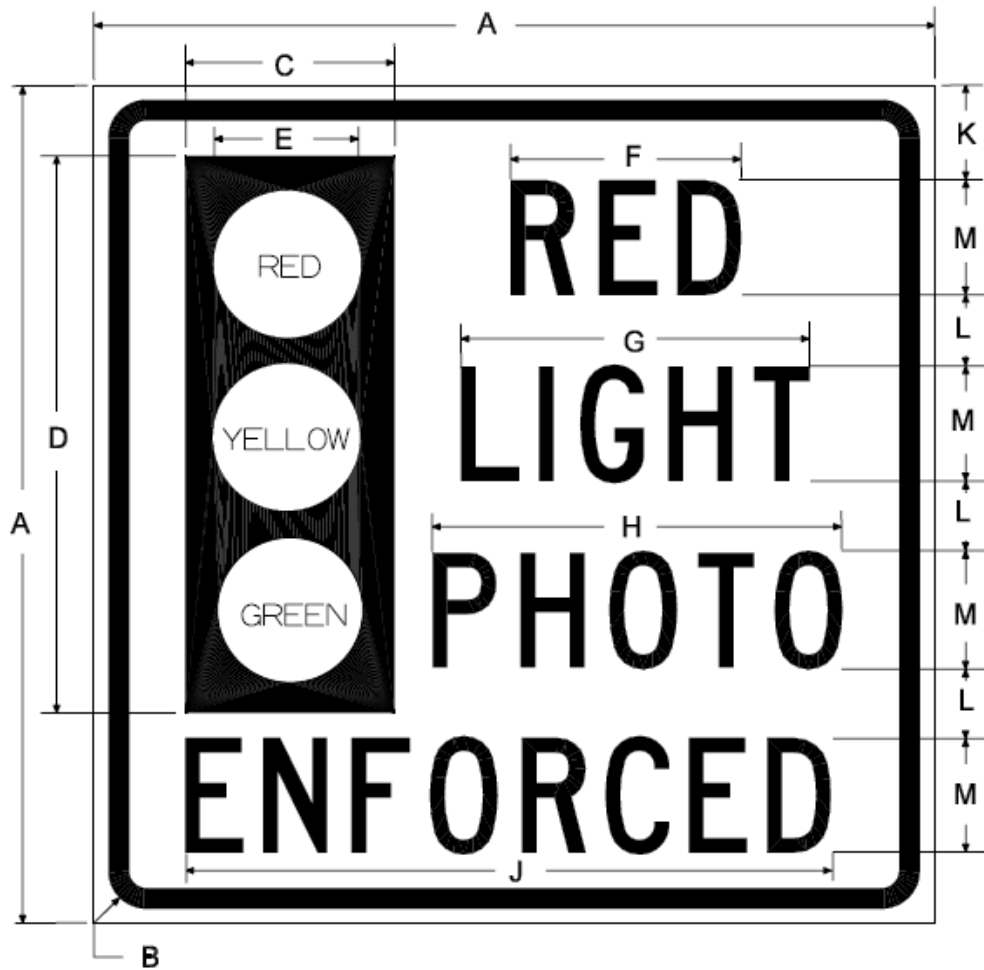
**Submitted Documentation:**

- Summary of accidents for three year period prior to installation (only required for first three years after installation).
- Summary of accidents for period after installation (only required for first three years after installation).
- Most recent three years of RLR citation data.
- List of days in the last year that equipment failed to operate.
- List of maintenance records and repairs.
- List of reported violations and actual citations.
- List of citations overturned by courts.
- Report identifying reasons for continued operation of equipment.
- Said report will include a signed statement by the local Police Chief concurring with summary.
- Permit Renewal Fee of \$100 (payable by check only)

This form is submitted by (agency, firm or company) \_\_\_\_\_

By (Name & Phone Number) \_\_\_\_\_

**Attachment C  
Sign Standard R10-I104**



COLOR	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	WHITE	REFLECTORIZED
	LIGHTS	COLORED	REFLECTORIZED

SIGN SIZE	DIMENSIONS											
	A	B	C	D	E	F	G	H	J	K	L	M
30 X 30	30.00	1.88	7.30	19.60	5.40	7.80	12.00	14.00	22.20	2.80	2.80	4.00
36 X 36	36.00	2.25	8.90	24.00	6.40	9.80	15.00	17.60	27.60	3.50	3.00	5.00

SIGN SIZE	SERIES BY LINE				MARGIN	BORDER
	1	2	3	4		
30 X 30	4C	4C	4C	4C	0.500	0.750
36 X 36	5C	5C	5C	5C	0.625	0.875

All dimensions in inches. Sign not to scale.

## Attachment D

(625 ILCS 5/11-208.6)

Sec. 11-208.6. – Illinois Vehicle Code  
Automated Traffic Law Enforcement System

(a) As used in this Section, "automated traffic law enforcement system" means a device with one or more motor vehicle sensors working in conjunction with a red light signal to produce recorded images of motor vehicles entering an intersection against a red signal indication in violation of Section 11-306 of this Code or a similar provision of a local ordinance.

An automated traffic law enforcement system is a system, in a municipality or county operated by a governmental agency that produces a recorded image of a motor vehicle's violation of a provision of this Code or a local ordinance and is designed to obtain a clear recorded image of the vehicle and the vehicle's license plate. The recorded image must also display the time, date, and location of the violation.

(b) As used in this Section, "recorded images" means images recorded by an automated traffic law enforcement system on:

- (1) 2 or more photographs;
- (2) 2 or more microphotographs;
- (3) 2 or more electronic images; or
- (4) a video recording showing the motor vehicle and, on at least one image or portion of the recording, clearly identifying the registration plate number of the motor vehicle.

(c) A county or municipality, including a home rule county or municipality, may not use an automated traffic law enforcement system to provide recorded images of a motor vehicle for the purpose of recording its speed. The regulation of the use of automated traffic law enforcement systems to record vehicle speeds is an exclusive power and function of the State. This subsection (c) is a denial and limitation of home rule powers and functions under subsection (h) of Section 6 of Article VII of the Illinois Constitution.

(d) For each violation of a provision of this Code or a local ordinance recorded by an automatic traffic law enforcement system, the county or municipality having jurisdiction shall issue a written notice of the violation to the registered owner of the vehicle as the alleged violator. The notice shall be delivered to the registered owner of the vehicle, by mail, within 30 days after the Secretary of State notifies the municipality or county of the identity of the owner of the vehicle, but in no event later than 90 days after the violation.

The notice shall include:

- (1) the name and address of the registered owner of the vehicle;
- (2) the registration number of the motor vehicle involved in the violation;
- (3) the violation charged;
- (4) the location where the violation occurred;
- (5) the date and time of the violation;
- (6) a copy of the recorded images;
- (7) the amount of the civil penalty imposed and the date by which the civil penalty should be paid;
- (8) a statement that recorded images are evidence of a violation of a red light signal;
- (9) a warning that failure to pay the civil penalty or to contest liability in a timely manner is an admission of liability and may result in a suspension of the driving privileges of the registered owner of the vehicle; and
- (10) a statement that the person may elect to proceed by:

- (A) *paying the fine; or*
- (B) *challenging the charge in court, by mail, or by administrative hearing.*

*(e) If a person charged with a traffic violation, as a result of an automated traffic law enforcement system, does not pay or successfully contest the civil penalty resulting from that violation, the Secretary of State shall suspend the driving privileges of the registered owner of the vehicle under Section 6-306.5 of this Code for failing to pay any fine or penalty due and owing as a result of 5 violations of the automated traffic law enforcement system.*

*(f) Based on inspection of recorded images produced by an automated traffic law enforcement system, a notice alleging that the violation occurred shall be evidence of the facts contained in the notice and admissible in any proceeding alleging a violation under this Section.*

*(g) Recorded images made by an automatic traffic law enforcement system are confidential and shall be made available only to the alleged violator and governmental and law enforcement agencies for purposes of adjudicating a violation of this Section, for statistical purposes, or for other governmental purposes. Any recorded image evidencing a violation of this Section, however, may be admissible in any proceeding resulting from the issuance of the citation.*

*(h) The court or hearing officer may consider in defense of a violation:*

- (1) that the motor vehicle or registration plates of the motor vehicle were stolen before the violation occurred and not under the control of or in the possession of the owner at the time of the violation;*
- (2) that the driver of the vehicle passed through the intersection when the light was red either (i) in order to yield the right-of-way to an emergency vehicle or (ii) as part of a funeral procession; and*
- (3) any other evidence or issues provided by municipal or county ordinance.*

*(i) To demonstrate that the motor vehicle or the registration plates were stolen before the violation occurred and were not under the control or possession of the owner at the time of the violation, the owner must submit proof that a report concerning the stolen motor vehicle or registration plates was filed with a law enforcement agency in a timely manner.*

*(j) Unless the driver of the motor vehicle received a Uniform Traffic Citation from a police officer at the time of the violation, the motor vehicle owner is subject to a civil penalty not exceeding \$100, plus an additional penalty of not more than \$100 for failure to pay the original penalty in a timely manner, if the motor vehicle is recorded by an automated traffic law enforcement system. A violation for which a civil penalty is imposed under this Section is not a violation of a traffic regulation governing the movement of vehicles and may not be recorded on the driving record of the owner of the vehicle.*

*(k) An intersection equipped with an automated traffic law enforcement system must be posted with a sign visible to approaching traffic indicating that the intersection is being monitored by an automated traffic law enforcement system.*

*(l) The compensation paid for an automated traffic law enforcement system must be based on the value of the equipment or the services provided and may not be based on the number of traffic citations issued or the revenue generated by the system.*

*(m) This Section applies only to the counties of Cook, DuPage, Kane, Lake, Madison, McHenry, St. Clair, and Will and to municipalities located within those counties.*

**Attachment E**

**RESOLUTION PERMITTING THE ATTACHMENT OF PHOTO ENFORCEMENT EQUIPMENT TO KANE COUNTY HIGHWAY FACILITIES**

WHEREAS, the *(select one)* Village/City of \_\_\_\_\_, herein referred to as the *(select one)* “Village”/”City” desires to construct on and attach to certain County Highway(s) and appurtenances belonging thereto under the exclusive jurisdiction of the County of Kane (hereinafter “County Facilities”) red light photo enforcement equipment (hereinafter referred to as the “Enforcement Equipment”) at the intersection of Kane County Highway No.\_\_\_\_, (also known as \_\_\_\_\_ Road) and \_\_\_\_\_ *(select one)* Street/Road, (hereinafter referred to as the “Intersection”); and

WHEREAS, the County has determined that the attachment of Enforcement Equipment to the County Facilities shall enhance the safety of the motoring public; and

WHEREAS, pursuant to the County’s Policy of Red Light Running (RLR) Camera Enforcement Systems, the County shall allow the construction and attachment of the Enforcement Equipment to County Facilities only upon the *(select one)* Village/City: (i) making application for, and the County issuing, a duly authorized permit for the attachment of the Enforcement Equipment to the County Facilities (hereinafter the “Permit”), and (ii) providing to the County this duly authorized, approved and executed resolution from the *(select one)* Village/City of \_\_\_\_\_ agreeing to fully abide by the terms and conditions of the Permit which shall require, among other things, the select One) City/Village to defend, indemnify and hold harmless the County of Kane for claims arising from or as a result of the design, construction, installation, operation and maintenance of the Enforcement Equipment and enforcement or collection activity relating thereto among other things; and

WHEREAS, the Village/City of \_\_\_\_\_ deems it to be in its best interest to adopt this resolution to facilitate the safety of the motoring public.

NOW, THEREFORE, BE IT RESOLVED, by the *(select one)* City Council/ Village Board of the *(select one)* Village/City of \_\_\_\_\_ that it agrees to fully abide and be bound by all terms and conditions of the Permit which shall require among other things that the *(select one)* City/Village it shall indemnify, defend and hold harmless the County of Kane for any and all claims from or against the County of Kane including attorney’s fees and costs incurred by the County of Kane arising as a result of the design, construction, installation, operation and maintenance, operation of the Enforcement Equipment to County Facilities and the enforcement or collection activity relating thereto .

Be It Further Resolved that the *(select one)* Village /City of \_\_\_\_\_ hereby authorizes its *(select one)* President/Mayor to sign the County’s Permit application for the Enforcement Equipment Systems.

Passed by the *(select on)* the Village Board/City Council of \_\_\_\_\_ on this \_\_\_\_\_ day of \_\_\_\_\_, 200\_\_.

\_\_\_\_\_  
*(select one)* Mayor/Village President

ATTEST:

\_\_\_\_\_  
*(select one)* Village/City Clerk