COUNCIL WORKSHOP ITEM

ITEMS:
1. An Agreement for the Installation of the Automated Rail Crossing Enforcement System Between ProScan Technologies and the Village of Downers Grove
2. An Ordinance Amending the Downers Grove Municipal Code Concerning Railroad Grade Crossings

DATE: March 5, 2001

PREPARED BY: Enza Petrarca, Staff Attorney

PURPOSE: To pass a resolution authorizing the execution of the above agreement and to adopt an ordinance amending the Downers Grove Municipal Code concerning railroad grade crossings

DISCUSSION:
The Village has been negotiating with ProScan Technologies for several months regarding the placement of an automated railroad grade crossing enforcement system at Fairview Avenue grade crossing. ProScan has offered to install and provide all necessary equipment for the system for a five-year test period, at no cost to the Village. For the first two years of the test period, ProScan will provide exclusive maintenance of the system at no cost, but after two years the Village shall be responsible for the cost of maintenance. The Village in turn has agreed to provide all required permits, right-of-way access and any easements that may be necessary. The Village has also agreed to provide the mounting poles, necessary power feeds, a cable feed (DSL or T1 line equivalent), necessary pavement markings and signage. (Attached is an agreement reflecting these terms and a breakdown of the estimated cost of this project.)

Basically, a camera will be installed at the crossing and will send digital images from that crossing to a computer terminal in the police department. From those images the police department will issue citations to the registered owners of the vehicles that violate the ordinance. The citation will include the digital image of the violation and will inform the violator of his/her rights and obligations. The citation will result in a mandatory fine of $500 or 50 hours of community service. The police department will assign one specific officer to handle these citations for court purposes.

Legislation is currently pending in Springfield that will add Downers Grove to the State statute authorizing enforcement of citations generated from automated railroad grade crossing enforcement systems. However, until the legislation is passed we will need to adopt an ordinance providing for enforcement. The proposed ordinance allows the Village to enforce the citations generated from the ARCES system. It allows the digital images to be introduced in court proceedings as evidence of the violation.

3. **ATTACHMENTS:**

1. An Agreement for the Installation of the Automated Rail Crossing Enforcement System Between ProScan Technologies and the Village of Downers Grove;
2. An Ordinance Amending the Downers Grove Municipal Code Concerning Railroad Grade Crossings;
3. Estimated Costs Involved;
4. Naperville Statistics and,
5. Sample Citation.

RECOMMENDATION:
Please place ordinance and resolution on the March 13, 2001 Workshop Agenda

RESOLUTION NO. ____

A RESOLUTION AUTHORIZING EXECUTION OF AN AGREEMENT BETWEEN THE VILLAGE OF DOWNERS GROVE AND PROSCAN TECHNOLOGIES

BE IT RESOLVED by the Village Council of the Village of Downers Grove, DuPage County, Illinois, as follows:

1. That the form and substance of a certain Agreement (the "Agreement"), between the Village of Downers Grove (the "Village") and ProScan Technologies ("ProScan"), for installation of the automated rail crossing enforcement system, as set forth in the form of the Agreement submitted to this meeting with the recommendation of the Village Manager, is hereby approved.

2. That the Village Manager and Village Clerk are hereby respectively authorized and directed for and on behalf of the Village to execute, attest, seal and deliver the Agreement, substantially in the form approved in the foregoing paragraph of this Resolution, together with such changes as the Manager shall deem necessary.

3. That the proper officials, agents and employees of the Village are hereby authorized and directed to take such further action as they may deem necessary or appropriate to perform all obligations and commitments of the Village in accordance with the provisions of the Agreement.

4. That all resolutions or parts of resolutions in conflict with the provisions of this Resolution are hereby repealed.

5. That this Resolution shall be in full force and effect from and after its passage as provided by law.

_____
Mayor

Passed:
Attest: _____
Village Clerk

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AGREEMENT FOR INSTALLATION OF THE AUTOMATED RAIL CROSSING ENFORCEMENT SYSTEM BETWEEN PROSCAN TECHNOLOGIES AND THE VILLAGE OF DOWNERS GROVE

This Agreement made and entered this _____ day of _____, 2001, by and between the VILLAGE OF DOWNERS GROVE, Illinois, an Illinois Municipal Corporation situated in DuPage County, Illinois (the "Village") and ProScan Technologies, an Illinois Corporation or its successors (hereinafter referred to as "ProScan");

WITNESSETH

WHEREAS, the Village desires to be in full compliance with the Federal Railroad Administration regulations regarding the sounding of train whistles at all highway/rail grade crossings; and

WHEREAS, ProScan desires to demonstrate its Automated Rail Crossing Enforcement System ("ARCES") and its abilities; and

WHEREAS, both ProScan and the Village want to eliminate unwarranted threats to safety by railroad crossing gate violators and thereby save lives;

NOW THEREFORE, in consideration of mutual promises, covenants and conditions, the parties hereby agree as follows:

1. The provisions of the preamble are hereby made a part of this agreement as if fully set forth herein.

2. ProScan at its sole cost shall install and provide all necessary equipment for a complete ARCES system, (as described in Exhibit A, attached hereto and incorporated herein by reference), at the Fairview railroad crossing for a five (5) year test period, at no cost to the Village. After two (2) years of the test period the Village has the right to cancel the agreement at no cost to the Village. For the first two years of this Agreement ProScan shall provide exclusive maintenance of the ARCES system at no cost to the Village. After the two year period, the Village shall negotiate with ProScan for the maintenance of the ARCES system for an additional three (3) years, at an agreed upon monthly rate. As of the date of this Agreement, ProScan estimates that the current rate for maintenance of the ARCES system is $15,000.00 per year.

3. All equipment and installation of the ARCES System will comply with the ProScan Specifications for Grade Crossing ARCES Systems, which is attached hereto and incorporated herein by reference as Exhibit B.

4. ProScan at its sole cost shall be responsible for all associated installation and miscellaneous parts and supplies required for setting up the ARCES system. ProScan shall also be responsible for physically interfacing with transmission lines installed by others.

5. ProScan at its sole cost shall be responsible for providing a completed software system for report generation, video archival, and hard copies of violations on video CD-ROMS or VHS tape backups.

6. ProScan at its sole cost shall provide a live video feed directed to the Village's website, through ProScan's server.

7. ProScan shall provide the Village's police department with specialized, formatted citation forms, as approved by the Village. The Village shall be responsible for providing the paper stock for the citations.

8. ProScan will provide the Village with complete training of the ARCES system. ProScan agrees to train at a maximum five (5) Village employees or agents. ProScan shall also provide ongoing troubleshooting assistance and system upgrades, as needed.

9. The Village at its sole cost shall be responsible for obtaining all required permits, right-of-way access, and easements that may be necessary for the installation and maintenance of the ARCES system.

10. The Village at its sole cost shall provide any mounting pole(s) or mounting of equipment that may be necessary to support any cameras or equipment of the ARCES system.

11. The Village shall be responsible for providing and installing all necessary signage, and all necessary pavement markings.

12. The Village at its sole cost shall provide a communication tie-in, including an on-site modem, suitable transmission system for video feeds, and a cable feed from the local cable company (DSL or T1 line or equivalent). The Village shall also provide a system termination site at a police station computer into existing LAN or WAN network, and all associated power feeds (110v).

13. The Village will provide a web site interface with the ProScan server for live views of rail intersection, or any desired camera view.

14. The Village and ProScan shall work together in any press or media releases. However, the Village shall be the lead media spokesperson for this project, except for any and all marketing of ProScan.

15. The Village and ProScan shall work together in the application process of the Illinois Commerce Commission. Specifically, ProScan will assist the Village in a "certificate of need" application to install the ARCES system at the Fairview railroad crossing. ProScan will apply for State funds for the equipment and installation of the ARCES system at the Fairview railroad crossing.

16. After the initial installation of the ARCES System at the Fairview railroad crossing, the Village shall have the option of having ProScan install housings and signs for the ARCES System at the other five-(5) grade crossings within the Village. The cost for installation at each crossing shall be twelve thousand seven hundred and sixty-five dollars ($12,765.00). ProScan will assist the Village in a "certificate of need" application to install the ARCES system at any or all of the other five (5) grade crossings. If this application is approved, the Village may be able to receive a quiet zone permit for the entire Village. ProScan will apply for State funds for the equipment and installation of the equipment for the ARCES system at any or all of the other five-(5) grade crossings in the Village.

17. If the Village chooses to install the equipment for the ARCES System at any other railroad crossing, then ProScan will be able to place the ARCES system at any other additional grade crossings at various times in the two-year term. This would create a roving enforcement system, so that no one could predict where the system would be at any given time.

18. ProScan shall maintain insurance coverage as follows: (a) General Liability Insurance of not less than $1,000,000 per occurrence; and (b) Worker's Compensation Insurance with limits of not less than $500,000 for each accident or illness. Said insurance coverage shall be in the form and with insurance carriers satisfactory to the Village and without additional costs to the Village unless otherwise provided herein. As evidence of said coverage, ProScan shall forward, upon request, Certificates of Insurance that shall name the Village as an additional insured and include a

provision for cancellation only upon at least 30 days prior notice to the Village.

19. ProScan and the Village shall indemnify, defend and hold each other and their respective officers, directors, employees and agents harmless from and against any and all claims, costs, actions, cause of actions, losses or expenses (including attorneys' fees) except for claims resulting out of or caused by the negligent actions or omissions of the other, and their respective officers, directors, employees or agents under, or related to the performance of the services in respect of this Agreement.

20. The Village has the right to terminate this Agreement at any time. However, if the Village chooses to terminate the Agreement prior to the expiration of the two-year term it shall pay to ProScan the sum of ten-thousand dollars ($10,000.00), in addition to removal costs. ProScan will remove equipment within thirty (30) days of receipt of notice of termination.

21. This Agreement and the rights of the parties hereunder shall be interpreted and enforced in accordance with the laws of the State of Illinois.

VILLAGE OF DOWNERS GROVE

_____
Manager

ATTEST:

_____
Village Clerk

ProScan Technologies, Inc.

_____
President

ATTEST:

_____

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PROSCAN TECHNOLOGIES inc.

ARCES Grade Crossing System

OVERVIEW

A complete and fully independent stand-alone system that records events of grade crossing violations:

System will provide real-time images recorded at 30 frames per second, from five separate viewing angles.

Cameras will be high resolution, extremely low light sensitive and specifically designed to provide optimum focal point images of the target. Each camera will have a specific target to film. The Cameras positioned on the side looking at the driver and passenger will be color during the day and black and white at night. The two cameras looking at the front and back of the vehicles will be black and white. These black and white cameras will be very high resolution, whose sole purpose is to read the license plate numbers. The increased sensitivity of the black and white camera will accomplish this.

Events are digitally recorded and multiplexed at the site, then downloaded to a central monitoring station, usually within a law enforcement facility. This central monitoring station to have a second digital recording unit that will re-record events and allow law enforcement personnel to prepare citations. The number of events capable of being recorded without losing the original event will be over 3000 incidents. It will be possible to archive even more events, if needed.

Viewing angles will consist of the front, back, and both sides of the vehicle. Each angle is specifically measured for the appropriate camera lens and mm strength to obtain maximum clarity of image and specific target imagery. Additionally, a fifth angle from above the grade crossing will provide general overall site information.

Grade crossings, including the area inside and between the gates on either side of the crossings, to a point 20' down the track line in both directions, will constitute the zone to be monitored. This zone will determine when an event occurs. When an event is deemed to start, the system will begin the recording process.

– Exhibit A –

Sensor devices that drive the system will be a specifically tuned microwave motion sensor, calibrated to monitor the specific crossing zone. This zone becomes active when the grade crossing warning lights engage. As set up by its boundaries, (see drawing), any vehicle breaching this zone triggers the recording device. At this point an event has occurred and the breach is downloaded to the central monitoring station. An event is terminated when the sensor sees the train cross through the intersection.

Infrared illumination will be used to maintain sufficient light levels to insure proper image collection in any and all lighting circumstances (day/night). The IR frequencies and the cameras are specifically tuned to provide the most accurate and dependable image collection possible. The IR illuminators will provide enough illumination for the cameras to obtain the best possible performance yet will not be distracting or in any way interfere with motorists or locomotive engineers. No visible light is necessary, and no strobe type illuminators or any change in lighting conditions will be necessary.

Solar panels and battery back ups will provide the necessary power. A secondary solar and battery unit will act as a redundant backup power system to provide needs if the primary unit becomes dysfunctional or is not operating properly. An internal circuit will monitor the power units to determine that the system is functioning properly. If a battery or panel is not up to spec, this circuitry will call on the other unit to provide the power and will cause an indicator light to illuminate indicating that maintenance is required. A "mean time between failure" testing on the power units to indicate their reliability, is also provided. An uninterrupted power supply system is not necessary because the power system has been designed to be an UPS system.

Our ARCES system is a unique, turnkey, and completely independent grade crossing safety device that integrates the ability to upgrade to other valuable safety systems. We provide up to 150 frames per second of video motion images of every event. Our cameras are tuned to give the absolute best performance for the image they need to collect. The digital storage and retrieval system, fully tuned microwave sensor array and dual solar independent power sources creates an easy to install system that will either eliminate or greatly reduce crossing incidents. All this without the need to interrupt either vehicular or rail traffic. And once the equipment is delivered, we can be "on-line" in a matter of days, not months..

PROSCAN Technologies, Inc.

STANDARD SPECIFICATIONS FOR GRADE CROSSING ARCES SYSTEM

1.0 GENERAL REQUIREMENTS FOR RAILROAD CROSSING SITE EQUIPMENT

1.1 All equipment must be designed to operate in the intended environment and contain heaters and cooling fans as required to provide year round operation. This equipment shall be located in a non-protected outdoor environment except for housings and enclosures provided by Proscan as part of this proposal. Temperature variations between –40 F and +120 F to be provided for. Also the camera enclosures must be designed to eliminate condensation on the enclosure and camera lens. The effects of direct sun light, blowing snow, high winds, must be included into the design of the system.

1.2 All equipment will be designed to operate from a 24 volt DC or AC single phase power that is existing at the railroad site. All equipment will contain power and data line conditioning to prevent surges/noise on the lines from affecting the operation of the equipment and to prevent equipment damage.

1.3 Heaters and fans will be thermostatically controlled. In order to cover the event of an AC power outage, all equipment being provided, will have a manufacture rated specification for equipment storage under any short or extended power outage after it has been installed at the site. All equipment that has a manufacturer's operating specification less than the extreme limits that may occur during a power outage, and requires the enclosure to be either cooled or heated before equipment is placed in operation, shall not be powered until such limits are reached. Once AC power or power source has been restored, the enclosure must reach such temperatures for equipment operation within a maximum of 30 minutes.

1.4 All equipment enclosures shall be NEMA 4 rated. All enclosures must be designed to be highly vandal resistant and of sufficient construction to resist the vibration of the train traffic present.

1.5 All enclosures and containers shall be factory primed and painted for outdoor installation.

1.6 All equipment and enclosures must be designed for the type of environment that is encountered at those sites where installed. Conditions such as: high winds, weather conditions, vibrations, are included.

1.7 All electronics, including but not limited to the computer, cameras, light sources, motion detection system, will be held in place within their enclosures by means of properly designed brackets. All mounting and enclosures will be designed for ease of service and component replacement.

1.8 All equipment will be new and unused.

2.0 CAMERAS

2.1 Two camera locations each consisting of two digital color cameras will provide full motion images of the vehicle from four separate angles. (Please see drawing number 1).

2.2 A fifth camera will be located above the plane of the other cameras and provide a viewing angle from above the grade crossing. The angle will provide a general, overall view to help determine general weather conditions, overall traffic, other rail activity and debris on the tracks.

2.3 Cameras will be located 8 to 10 feet above ground level and be securely attached to the existing vertical light and gate pole. Camera mounting will provide a means to securely lock in place the camera alignment. Winds or vibrations will not effect camera mounting and alignment.

2.4 Camera enclosures will include sun shields and contain UV filters.

2.5 All cameras will use a fixed focal length and auto iris lens specifically for the grade crossing being fitted. The number of tracks, width of roadway and other factors will determine which focal lengths to be used. Each site will need predetermined lenses to get the correct viewing angle.

2.6 Based on the correct combination of cameras and viewing angles, it will be possible to clearly identify the vehicle make and license plate, and the best picture quality available of the driver.

2.7 Viewing angle will consist of the following: From opposite gate control poles, one camera will view the side of the vehicle, and simultaneously the vehicle as it passes away from this camera location through the crossing. From the opposite camera location, the viewing angles will see the vehicle come toward, and enter into the crossing, and show the opposite side of the vehicle. Thusly, both the front and back of the vehicle, including the license plate and number are viewed. Also, both sides of the vehicle will be recorded, including the driver.

3.0 LIGHTING

3.1 Each camera will have an IR illuminator mounted above the camera enclosure. This illuminator will be capable of illuminating the intended scene so as to be able to allow the camera to properly "see" and to record the proper images.

3.2 The illuminators will be in a sealed enclosure and be protected from the elements, including those factors that impact the camera enclosures.

3.3 Illuminator enclosures will be mounted in such fashion as to be adjusted and be adjustable to provide for the best possible service life, similar to camera enclosure mounts.

3.4 Illuminators will be in the 880nm range to match the needs of the cameras to see in the near infrared range.

4.0 RECORDING DEVICES

4.1 The site computer and modem shall be a digital hard drive-recording device that will provide moving images as supplied by the cameras in real-time video. These video images will be at a rate of 60 fields per second, and contain images from all five cameras simultaneously.

4.2 The recording device will be capable of downloading all images to the main computer terminal at an image rate that will be compatible with the existing phone line, as supplied by others.

4.3 The site recorder will have the capability to record and store up to 24 hours of images before a need to download becomes critical.

4.4 The internal computer clock will provide a time stamp of the day, time of day, month and year, and be capable of recording the time of entrance into the crossing zone after the gate lights have been activated.

4.5 The location of the recording device shall be on the vertical pole supporting the camera enclosures, and be placed in such a manner that it will be out of the way and not invite unauthorized inspection

4.6 In the event of a system power outage, an UPS backup supply will provide power.

5.0 CENTRAL SITE COMPUTER

5.1 One central site computer and stand-alone printer will be provided. Site is to be determined by others.

5.2 AC power for the central site computer and phone line to connect to the recording site (grade crossing) will be provided.

5.3 Central site computer will have software to view the recorded images (events), and be capable of downloading to a DAT drive type backup or a writeable CD-ROM, or floppy disc.

5.4 It will be possible to view images live at the site by using the central site computer.

5.5 The central site computer will be capable of storing up to 24 hours of images without the need of downloading or copying, before the need to write over already recorded images.

5.6 The software provided will allow for specific ability to view and zoom images and to form still images to copy from the still printer.

6.0 MOTION SENSOR

6.1 Motion sensor will be a microwave-based system capable of detecting any motion within its field of sensitivity. This field of sensitivity will consist of the downed railroad gates on either side of the roadway and a point 20 feet up both rail tracks. Any entrance into this "zone" will start the recording device. (Please see drawing number 2).

6.2 Upon entrance of the locomotive or train, the recording process will stop, and any images at that point will be downloaded to the central site.

6.3 The sensor sensitivity is adjustable and will be set to recognize vehicular traffic, unless otherwise calibrated.

6.4 The sensor will sit atop one of the gate poles and be held in place by the same mounting standards as the camera enclosures. Said sensors will be able to be moved and redirected if the need arises.

6.5 The sensor enclosure will contain a heater and fan cooler to provide for necessary protection from the elements.

7.0 POWER AND DATA LINE PROTECTION

7.1 All power for the "RailCam System" will be low voltage that is on site. Typical power for all "RailCam" devices will be 24 volt DC.

7.2 Both data line protection and UPS backup will be provided.

7.3 All power to drive system will be obtained from solar panel with battery storage. Dual solar units will provide both main and backup power.

7.4 Battery life and storage capacity will be enough to pass the Mean Time Failure Analysis test.

7.5 System current draw and battery storage capabilities to be monitored, and overall system power capabilities to have a maintenance indicator circuit that will illuminate an indicator light if the system is not working properly.

8.0 TRANSMITTING INTERSECTION VIDEO (OPTIONAL)

8.1 Video signal transmitter mounted on existing crossing gate pole to send video signals generated at crossing intersection in both directions to oncoming locomotives.

8.2 Video transmitter to be directionalized RF or microwave based signal.

8.3 Video image to be a general overview of crossing area.

8.4 Image illumination to be IR based and capable of quality night images.

8.5 When needed, towers to redirect video transmission to counter grade elevation and line of site changes will be installed. (Both directions if applicable).

8.6 Towers (above), to have solar power and battery backup systems to require no outside power requirements.

8.7 Video receivers to be placed on the locomotive cab to receive video feed from site.

8.8 Engine cab to have a video monitor to display feed from crossing site.

8.9 Engine monitor power requirements to be provided by others.

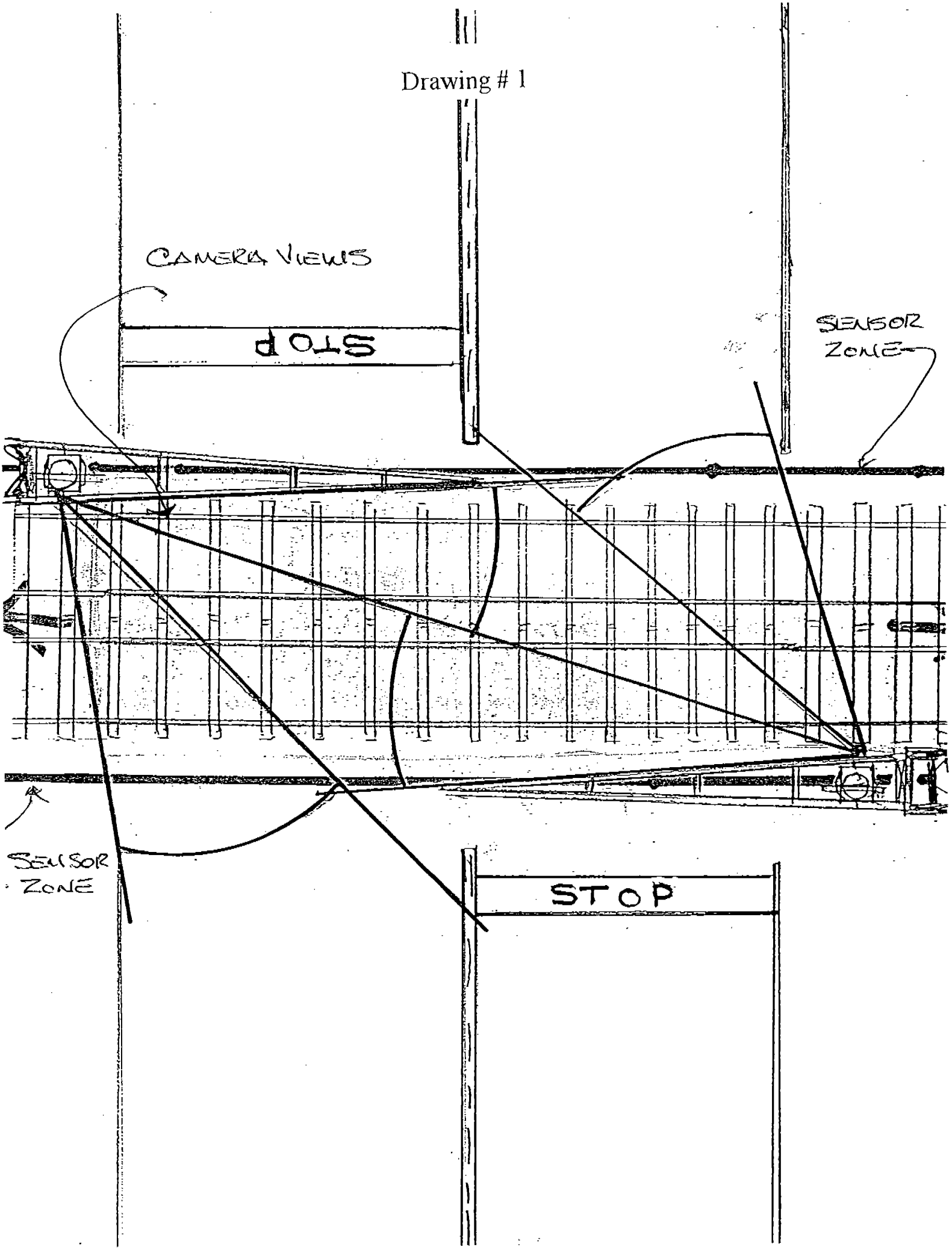
8.10 System installation at time of "RailCam" or as an add-on.

8.11 Multiple grade crossing sites within a short distance, (e.g. three crossings in a downtown area), would require a multiple image splitter for a monitor so the engineer could monitor several oncoming crossings as he comes to them.

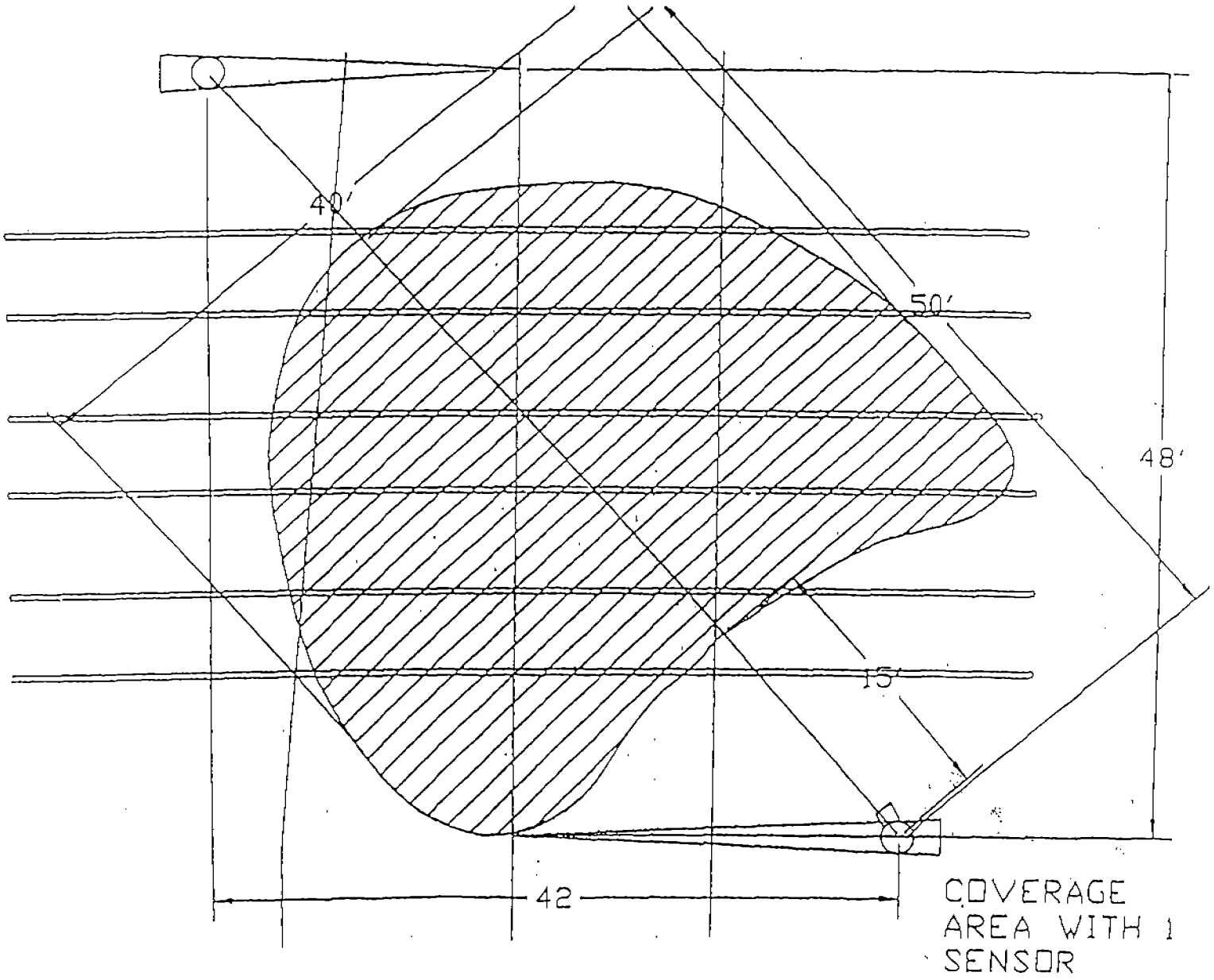
8.12 Video images transmitted down track lines at all times.

8.13 Multiple grade crossing sites within a short distance, (e.g. three crossings in a downtown area), would require a multiple image splitter for monitor so engineer in cab can monitor several oncoming crossings as he comes to them.

Drawing # 1



Drawing # 2



DRAFT **Orig. 11/09/00**
11/10/00

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE DOWNERS GROVE MUNICIPAL CODE CONCERNING RAILROAD GRADE CROSSINGS

BE IT ORDAINED by the Council of the Village of Downers Grove, in DuPage County, Illinois, as follows: (Additions are indicated by shading; deletions by ~~strikeout~~.)

SECTION 1. That Section 14-9 of the Downers Grove Municipal Code is hereby amended as follows:

14-9. ~~through 14-33. Reserved~~Railroad Grade Crossings.

(a) No person shall drive any vehicle through, around or under any crossing gate or barrier at a railroad crossing while such gate or barrier is closed or is being opened or closed.

(b) For the purposes of this Section, an automated railroad grade crossing enforcement system is a system operated by the Downers Grove Police Department that records a driver's response to automatic, electrical or mechanical signal devices and crossing gates. The system shall be designed to obtain a clear photograph or other recorded image of the vehicle, vehicle operator and the vehicle registration plate of a vehicle in violation of this Section. The photograph or other recorded image shall also display the time, date and location of the violation.

(c) For each violation of this Section recorded by an automated railroad grade crossing system, the Downers Grove Police Department shall issue a citation of the violation to the registered owner of the vehicle. The citation shall be delivered to the registered owner, by mail, within 30 days of the violation. The citation shall include the name and address of the vehicle owner, the vehicle registration number, the offense charged, the time, date and location of the violation, the first available court date and that the basis of the citation is the photograph or other recorded image from the automated railroad grade crossing enforcement system.

(d) The citation issued to the violator shall be accompanied by a written document which explains the violator's rights and obligations and how the violator can elect to proceed by either paying the fine or challenging the issuance of the citation.

(e) Any photograph or other recorded image evidencing a violation of this Section shall be admissible in any proceeding resulting from the issuance of the citation. Photographs or recorded images made by an automated railroad grade crossing enforcement system shall be confidential, and shall be made available only to the defendant, governmental and law enforcement agencies for the purposes of adjudicating a violation of this Section.

(f) Rail crossings equipped with an automated railroad grade crossing enforcement system shall be posted with a sign visible to approaching traffic stating that the railroad grade crossing is being monitored, that citations will be issued, and the amount of the fine for the violation.

(g) A violation of this Section shall result in a mandatory fine of $500 or 50 hours of community service.

SECTION 2. That Section 14-10 of the Downers Grove Municipal Code is hereby added as follows:

14-10. through 14-33. Reserved.

SECTION 3. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 4. That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

_____
Mayor

Passed:

Published:

Attest: _____
Village Clerk

[railroad.xng]

COST ESTIMATE

Installation Costs (one-time costs):

1)	Install T1 line -	$500;
2)	Install 2 mounting poles -	2 @ $6,500 = $13,000;
3)	110 v power to each pole -	$2,000;
4)	Signage	$600;
5)	Pavement Markings	$1,000;
6)	Standard PC	$1500;
7)	Color Printer	$1000;
8)	Laptop computer	$2000.
	TOTAL:	**$21,400**

Operating Costs (on-going costs):

1)	T1-line connection	$250 per month ($3000 per year);
2)	Citation Paper	$1,000 per year;
3)	Police Personnel	$10,000 per year;
4)	Maintenance (after 2 years)	$15,000 per year.
	TOTAL:	**$14,000 (first 2 years)** **$29,000 (after 2 years)**

Each citation generated by this system will be a mandatory $500 fine or 50 hours of community service, so hopefully the revenue generated from the citations will be able to offset some of these costs. Also, as you know, Downers Grove is scheduled to receive a grant for railroad safety.

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NAPERVILLE STATISTICS

213 citations issued for the first three months of the project

- 48 plead guilty and paid $540 in fines

- 50 plead guilty and received 50 hours of community service

- 2 requested a trial - both found guilty - one paid $540 fine and one served 50 hours community service

- Remaining are still pending.

The number of violations have steadily decreased over time:

July 2000 - 92 citations issued;

August 2000 - 71 citations issued;

September 2000 - 50 citations issued.

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IN THE EIGHTEENTH JUDICAL CIRCUIT COURT
DUPAGE COUNTY, ILLINOIS

To: [redacted]
Naperville IL. 60563

Court Location:
505 N. County Farm Rd.
Wheaton IL. 60187

Please take notice that the vehicle described and pictured herein did not stop for the grade crossing signal at the place, date, and time specified in violation of the City of Naperville Ordinance 11-1:11-1201b "Obedience to signal indicating approach of a train." Recorded images are evidence of a violation of the Illinois law concerning obedience to the signal of an approach of a train, and automated grade crossing programs.

Pursuant to City Ordinance 11-1:11-1201.1c as the registered owner of the vehicle you are liable for the violation.

Pursuant to City Ordinance 11-1:11-1201e the penalty for this violation is $500 plus court costs, or 50 hours of community service.

This is a **must appear violation.** The Circuit Court Clerk will notify you of your court date and time. This notice will be sent by regular mail.

You may elect to pay the fine and court costs, or you may perform 50 hours of community service and pay the court costs, or if you wish you may contest the issuance of the citation by pleading not guilty and requesting a trial.

Date and Time of Violation: 10/11/00 1817 hrs.
Location of Violation: River Road at BNSF Rail Crossing
Vehicle License Plate Number: [redacted] (IL)
Citation Number: NA347949