

COUNCIL WORKSHOP ITEM

ITEM: File #15-02
DATE: July 12, 2002
PREPARED BY: Dorin Fera, Traffic Manager
PURPOSE: To Amend Ordinance to Include Parking Restrictions Along Cumnor Road North of Ogden.

DISCUSSION:

A request was received to review the current parking issues on Cumnor Road north of Ogden Avenue. There have been complaints that parked vehicles extend northward along both sides of Cumnor Road and obstruct motorists' sight distance from both Foxfire Court and the Mall driveway and also that some are parked up to the stop sign at Ogden Avenue.

The Parking and Traffic Commission recommends parking restrictions on Cumnor Road north of Ogden as follows:

- “No Parking Anytime” on the west side of Cumnor Road, from Ogden Avenue to a point 315-feet north of Ogden Avenue.
- “No Parking Anytime” on the east side of Cumnor Road from Ogden Avenue to a point 75-feet north of Ogden Avenue.
- “No Parking Anytime” on the east side of Cumnor Road, from a point 280’ north of Ogden Avenue to a point 445’ north of Ogden Avenue

ATTACHMENTS:

Recommendation of Parking and Traffic Commission – July 10, 2002

July 10th Minutes of the Parking and Traffic Commission, File #15-02 is discussed on pages 5 through 9.

RECOMMENDATION:

An ordinance amending parking restrictions. Place this item on a future Workshop Agenda.

**PARKING AND TRAFFIC COMMISSION
ORDINANCE REQUEST FORM**

1. Chapter and Section of the Municipal Code to be amended: 14-98
2. Text of ordinance requested (including measurements, complete street names (i.e. Avenue, Road, etc.), directions, etc.):

No person shall park or let stand, any vehicle at any time in any of the following locations:

- *Cumnor Road*, on the east side, from a point 280' north of Ogden Avenue to a point 445' north of Ogden Avenue.

3. Current restrictions at this location. (For example, is there currently a stop sign that is to be changed to a yield sign?)

Existing "No Parking Between Signs" signs.

4. List of all current ordinances that will conflict with or be affected by the requested ordinance and the requested changes to these ordinances:

The existing "No Parking Between Signs" will need to be removed and replaced with the proposed "No Parking Any Time" signs.

Please attach this form to the Council Action Summary Sheet.

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ORDINANCE REQUEST FORM**

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2. Text of ordinance requested (including measurements, complete street names (i.e. Avenue, Road, etc.), directions, etc.):

No person shall park or let stand, any vehicle at any time in any of the following locations:

- *Cumnor Road*, on the west side, from Ogden Avenue to a point 315' north of Ogden Avenue.

3. Current restrictions at this location. (For example, is there currently a stop sign that is to be changed to a yield sign?)

Existing "No Parking Between Signs" signs.

4. List of all current ordinances that will conflict with or be affected by the requested ordinance and the requested changes to these ordinances:

The existing "No Parking Between Signs" signs will need to be removed and replaced with the proposed "No Parking Any Time" signs.

Please attach this form to the Council Action Summary Sheet.

PARKING AND TRAFFIC COMMISSION ORDINANCE REQUEST FORM

1. Chapter and Section of the Municipal Code to be amended: 14-98

2. Text of ordinance requested (including measurements, complete street names (i.e. Avenue, Road, etc.), directions, etc.):

No person shall park or let stand, any vehicle at any time in any of the following locations:

- *Cumnor Road*, on the east side, from Ogden Avenue to a point 75' north of Ogden Avenue.

3. Current restrictions at this location. (For example, is there currently a stop sign that is to be changed to a yield sign?)

N/A

4. List of all current ordinances that will conflict with or be affected by the requested ordinance and the requested changes to these ordinances:

N/A

Please attach this form to the Council Action Summary Sheet.

Commissioner Yeksigian stated that it would not only be for the 10 addresses here on Oakwood but for the 10,000 addresses in the Village.

Chairman Johnson stated that he is sure that permit parking works well in other areas. He then asked if anyone had further comments or concerns. Hearing none, he asked if the Commission was ready to make a motion on the item.

COMMISSIONER KREN MOVED TO RECOMMEND TO THE VILLAGE COUNCIL THAT ALONG BOTH SIDES OF OAKWOOD AVENUE, BETWEEN CHICAGO AVENUE AND PRAIRIE AVENUE, NO PERSON SHALL PARK OR LET STAND ANY VEHICLE AT ANY TIME BETWEEN THE HOURS OF 8:00 A.M. AND 11:00 A.M. ON ANY DAY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS.

COMMISSIONER WENDT SECONDED THE MOTION.

Roll Call: AYE: Mr. Kren, Mr. Wendt, Mr. Carlquist, Mr. Thurston, Mr. Yeksigian and Chairman Johnson.

NAY: None.

Motion Carried: 6:0

Chairman Johnson stated that the Parking and Traffic Commission is only a recommending body and that the recommendation would be sent to the Village Council for approval. He said that it may be a while before any change is seen especially since school is not in session now. He said that the Village Council's agenda is posted in the Village Corner section of the Downers Grove Reporter and that the residents could check it to see when this item would be on the Council's agenda. He then thanked the residents for their participation.

OLD BUSINESS

File # 09-02 Regulatory Control at the Intersections of 62nd Street /Fairmount Avenue and 62nd Street/Lyman Avenue

Chairman Johnson stated that this item was on last month's agenda as well but since it was felt that some information may have been missing the Staff has re-checked the data files. He then read excerpts from the Staff Report.

BACKGROUND

The Parking and Traffic Commission, during its last regularly scheduled meeting May 8, 2002, was concerned that based on residents' comments many traffic accidents that were witnessed were not recorded. Staff has re-checked the data files and based on cross-checking the streets, several accidents were found. The following accidents that were recorded are presented below:

Accident History Summary:

62nd and Lyman

1997 = 1 Accident (Angle type)

1998 = 0 Accidents

1999 = 1 Accident (Angle type)

2000 = 2 Accidents (1 Angle type and 1 Turning type)

2001 = 1 Accident (Turning type)

5-Year Total = 5 Accidents

62nd and Fairmount

1997 = 1 Accident (Turning type)

1998 = 0 Accident

1999 = 1 Accident (Angle type)

2000 = 0 Accident

2001 = 0 Accident

5-Year Total = 2 Accidents

STUDY

Based on the discovery of the above traffic accidents at both locations, it is Staff's judgment that they do not constitute an accident pattern. That is, these accidents are classified as due to chance rather than to a deficient roadway or regulatory signing condition. Therefore, Staff's position is to implement the installation of the Speed Limit 30 signs along 62nd Street per the Parking and Traffic Commission recommendation. In addition, staff would recommend that a Yield sign be placed on the Lyman Avenue approaches to 62nd Street. With both posted speed limit signs and minimal intersection control, the potential for future accidents is reduced. Staff's position is that no regulatory control is required at the Fairmount Avenue intersection.

RECOMMENDATION

The Public Works staff believes that a positive right-of-way motorist guidance is needed at this intersection not specifically due to the accident history, but for positive prevention of future incidents. The Public Works staff recommends that the Parking and Traffic Commission forward a positive recommendation to the Village Council that the following be implemented:

- PLACEMENT OF YIELD SIGNS AT THE NORTHWEST AND SOUTHEAST CORNERS OF THE INTERSECTION OF LYMAN AVENUE AND 62ND STREET, REGULATING NORTHBOUND AND SOUTHBOUND TRAFFIC ON LYMAN AVENUE.

Mr. Schiller stated that he has received numerous phone calls in support of placing yield signs at these intersections. He said that there does appear to be a need for some sort of regulatory control at the intersections.

Mr. Fera stated that the majority of the motorists going down 62nd are residents of the area who are aware that there are no stop signs along 62nd and therefore barrel down 62nd to their destinations. He said that Lyman appears to have a significant amount of traffic that would benefit from a yield sign to determine the right-of-way.

Commissioner Wendt asked if this is the corner that the large tree was causing visibility problems at.

Mr. Fera replied that it is.

Chairman Johnson stated that northbound Fairmount at 62nd has a sight distance problem as well. He then welcomed audience participation.

Nathaniel Harris, 6127 Lyman Avenue, thanked the Staff for their effort in locating the data on the accidents that the residents knew had occurred. He said that his concern is that the installation of yield signs would not help with the sight obstruction problems. He stated that he feels that the sight obstructions are the main cause of the accidents.

Ms. Peggy Ulrich, 6616 62nd Street, stated that she had heard that no parking signs were going to be installed along 62nd instead of the yield signs. She asked if this is the case.

Chairman Johnson replied that Staff is recommending a yield sign at Lyman and 62nd Street.

Ms. Ulrich stated that there have also been a number of accidents at the corner of Fairmount Avenue and 62nd Street and that a yield sign should be placed there as well. She further stated that this corner is a bus stop for the children and with no regulatory control is very dangerous.

Ms. Alyson McNellis, 6201 Fairmount, stated that there is a lot of cut through traffic on Fairmount and the vehicles do not yield on either Fairmount or 62nd. She said that she witnessed a near miss accident involving a school bus at the intersection.

Commissioner Wendt asked what the traffic volume on 62nd Street is.

Chairman Johnson replied that the traffic volume on 62nd Street is approximately 1500 vehicles per day. He further stated that the traffic volume on both Lyman and Fairmount is less than 1,000 vehicles per day.

Ms. Ulrich asked if this was a one-day traffic count.

Mr. Schiller replied that it was a 24-hour traffic count.

Ms. Ulrich stated that some days are definitely busier than others especially when school or YMCA activities are happening.

Mr. Schiller stated that traffic counts are typically taken on a Tuesday, Wednesday, or Thursday so that the typical use of the street is obtained.

Commissioner Kren stated that he witnessed a car going right through the intersection at Fairmount and 62nd Street without yielding heading to the YMCA just today.

Ms. Ulrich stated that the 30 MPH speed limit that was recently posted seems to be high for the area.

Mr. Schiller stated that this is the reason that he always cautions residents when they request the posting of the speed limit. He said that when the speed is not posted many motorists assume that the speed limit is 25 MPH.

Ms. McNellis asked why the speed limit is 30 MPH in an area that is two blocks from an elementary school.

Mr. Schiller replied that any residential roadway within the Village of Downers Grove that is not posted with a speed limit sign has a default 30 MPH speed limit. He stated that at some point in the future the default speed may be lowered to 25 MPH.

Chairman Johnson stated that the installation of yield signs may actually cause the 85th percentile speed to increase on 62nd Street because motorists traveling along 62nd Street would know that motorists traveling on Lyman or Fairmount would have to yield to them. He then stated that motorists would travel a street at the speed that they deem appropriate no matter what the speed is posted at. He then read the two e-mails from residents regarding this item. (Attachments 2 & 3)

Mr. Hopkins stated that 62nd Street is used as a cut through street and motorists drive it at very high speeds. He said that there are many children, bicyclists, and pedestrians on the street and that 30 MPH is too fast for the street. He asked why the Village raised the speed limit.

Mr. Schiller stated that the speed limit was not raised. He said that it was posted due to the request of the residents. He stated that all unposted streets in the Village of Downers Grove have a default speed limit of 30 MPH.

Mr. Hopkins stated that by posting the speed limit the speed is actually increased on 62nd because now motorists know that they can drive the street at 30 MPH when before they thought that it was 25MPH. He stated that stop signs should be placed at both Lyman and 62nd and at Fairmount and 62nd.

Ms. Deanna Bloom, 922 62nd St., stated that she has lived in her home for 11 years and sees a definite need for at least a yield sign at Lyman Avenue and 62nd Street. She said that the motorists have no idea who has the right-of-way when there is no form of regulatory control.

Ms. Ulrich stated that she could not believe that the residents who requested the speed limit to be posted understood that it was going to be posted at 30 MPH. She asked if the Village could please take the speed limit signs down. She asked what the residents would have to do in order to have the speed limit lowered in the area.

Chairman Johnson replied that changing the speed limit requires additional studies. He stated that he feels that the yield signs are appropriate at both Lyman and

Fairmount. He further stated that the Village could certainly take the speed limit signs down.

Commissioner Kren asked what was happening with the Stay Alive Drive 25 Program.

Mr. Schiller explained that the program has the speed limit on all residential roadways being lowered to 25 MPH. He stated that this program would be discussed sometime in the Fall. He further said that there would be a substantial sign conversion expense in order to facilitate the program and that it would need to be listed as a line item in next fiscal year's budget.

Chairman Johnson stated that Commissioner Yeksigian found in the May meeting minutes that the 85th percentile speed along 62nd Street is 32 MPH. He stated that this means that the street is probably operating at a speed that it is designed to operate at.

Commissioner Carlquist stated that he sees a need for a yield sign at Lyman Avenue and 62nd Street but is not certain if a yield sign is warranted at Fairmount and 62nd Street.

Mr. Brad Bloom, 922 62nd Street, stated that he is the person who originally contacted the Village about the problem. He said that the main problem is that there is a basic lack of understanding as to who has the right-of-way at these intersections. He stated that he strongly believes that both Lyman and 62nd and Fairmount and 62nd need yield signs posted to designate who has the right-of-way. He further stated that he is aware that the intersections do not meet the State warrants for stop signs but that they both do comply with the State warrants for yield signs.

Chairman Johnson stated that he agrees. He said that the purpose of yield and stop signs is to determine who has the right-of-way. He explained that the Village has the responsibility of trying to make traffic flow as smoothly as possible without creating undue hazards. He said that the traffic control device is usually placed on the street with the least amount of traffic since trying to force the traffic on the major street to stop or yield could cause a hazard.

Ms. McNellis stated that 62nd Street is not much greater of a thoroughfare than Lyman and/or Fairmount.

Mr. Schiller stated that 62nd Street has a traffic volume of 1500 vehicles per day and Fairmount and Lyman both have traffic volumes of less than 1,000 vehicles per day.

COMMISSIONER KREN MOVED TO RECOMMEND TO THE VILLAGE COUNCIL THE PLACEMENT OF YEILD SIGNS AT THE NORTHWEST AND SOUTHEAST CORNERS OF THE INTERSECTION OF LYMAN AVENUE AND 62ND STREET, REGULATING NORTHBOUND AND SOUTHBOUND TRAFFIC ON LYMAN AVENUE AND ALSO AT THE NORTHWEST AND SOUTHEAST CORNERS OF THE INTERSECTION OF FAIRMOUNT AVENUE AND 62ND STREET, REGULATING NORTHBOUND AND SOUTHBOUND TRAFFIC ON FAIRMOUNT AVENUE.

ORDINANCE NO. _____

AN ORDINANCE AMENDING PARKING RESTRICTIONS ON CUMNOR ROAD

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 14-98 of the Downers Grove Municipal Code is hereby

amended as follows:

14-98. No parking zones—Generally.

No person shall park or let stand, any automobile, motor vehicle or other vehicle at any time in any of the following locations:

Acorn Drive, on both sides.

Austin Street, on the south side, from the east line of Linden Street to the west line of Fairview Avenue.

Bates Place, on the north side.

Belden Avenue, on the west side, from Maple Avenue to Curtiss Street.

Belle Aire Lane, on the east side, from the northern terminus of Belle Aire Lane to the south line of Virginia Street (as extended from the west).

Belmont Road, on both sides, from 64th Street to 63rd Street.

Birch Avenue, on the north side, from Elm Street to Washington Street.

Black Oak Drive, on both sides, from a point two hundred feet west of the west line of Highland Avenue to Highland Avenue.

Blodgett Avenue, on the west side, from Maple Avenue to a point sixty feet south of the south line of Maple Avenue.

Blodgett Avenue, on the east side from 59th Street to 61st Street.

Blodgett Avenue, on the east side, from Maple Avenue to a point five hundred and sixty-four feet south of the south right-of-way line of Maple Avenue.

Branding Avenue, on the north side, from the east line of Scheldrup Street to the west line of Oak Grove Drive.

Branding Avenue, on both sides, including all sides of the grass median, from the east line of Finley Road to a point one hundred fifty-two feet east of the east line of Finley Road.

Breasted Avenue, on the north side.

Brook Drive, on both sides, from Finley Road to Centre Circle.

Bryan Place, on the east side, from Prairie Avenue to Rogers Street.

Burlington Avenue, on both sides, from the east line of Fairview Avenue to a point one hundred sixty-five feet east of such east line.

Burlington Avenue, on the north side, from Wilcox Avenue to Florence Avenue.

Burlington Avenue, on both sides, from Fairview Avenue to Maple Avenue.

Burlington Avenue, on the north side, from a point one hundred seven feet west of the west line of Washington Street (as said line is extended from the south) to the easterly right-of-way line of Burlington Avenue.

Burlington Avenue, on the south side from the east line of Washington Street (as said line is extended from the south) to the east line of Washington Street (as said line is extended from the north.)

Burlington Avenue, on the north side, from Main Street to a point two hundred ninety-three feet east of the east line of Main Street.

Burlington Avenue, on the south side, from Main Street to a point fifty-one feet east of the east line of Main Street, from the west line of Washington Street (as extended from the south) to a point one hundred twenty feet west of such west line of Washington Street.

Burlington Avenue, on the north side, from the east line of Forest Avenue to the west line of Main Street.

Burlington Avenue, on the south side, from the west line of Belmont Road to a point fifty-two feet west thereof.

Burlington Avenue, on the north side, between Chase Avenue and Walnut Avenue.

Burlington Avenue, on the south side, from a point eighteen feet west of the west line of Rose to the west line of Walnut Avenue.

Bush Place, on the west side.

Butterfield frontage road, on the south side, from the east line of Scheldrup Street to a point one hundred eighty-three feet east of the east line of Downers Drive.

Butterfield frontage road, on the north side, from the east line of Oak Grove Drive to a point one hundred eighty-three feet east of the east line of Downers Drive, and from a point four hundred eleven feet east of the east line of Downers Drive to a point five hundred forty-five feet east of the east line of Downers Drive.

Carpenter Street, on the east side, from Gilbert Avenue to a point sixty feet south of the south line of Gilbert Avenue.

Carpenter Street, on the east side, from the south line of Maple Avenue to the north line of 55th Street.

Carpenter Street, on the east side, between the north line of Grove Street and the south line of Curtiss Street.

Carpenter Street, on the west side, from the south line of Gilbert Avenue to the north line of Maple Avenue.

Centre Circle, on both sides.

Chase Avenue, on the west side, from the south line of Hadow Avenue to the north line of Burlington Avenue.

Chase Avenue, on both sides, north of Curtiss Street.

Chicago Avenue, on the north side, from the west line of Fairview Avenue to the east line of Main Street.

Chicago Avenue, on the north side, from the west line of Main Street to the east line of Cornell Avenue.

The circle in front of the high school entrance at Forest Avenue.

Concord Drive, on the north side, from a point fifty feet east of Bunker Hill Circle, and from a point fifty feet west of Bunker Hill Circle.

Concord Drive, on the north side, from a point fifty feet east of Stonewall Avenue, and from a point fifty feet west of Stonewall Avenue.

Cumnor Road, on the west side, from a point fifty feet north of Foxfire Court, and from a point fifty feet south of Foxfire Court.

Cumnor Road, on the east side, from a point fifty feet north of Downers Plaza Drive and from a point fifty feet south of Downers Plaza Drive.

Cumnor Road, on the west side, from Ogden Avenue to a point three hundred fifteen feet north of Ogden Avenue.

Cumnor Road, on the east side, from Ogden Avenue to a point seventy-five feet north of Ogden Avenue.

Cumnor Road, on the east side, from a point two hundred eighty feet north of Ogden Avenue to a point four hundred forty-five feet north of Ogden Avenue.

Curtiss Street, on the north side, from Washington Street to Mackie Place, and on the south side, from a point one hundred thirty feet west of Mackie Place to Mackie Place.

Curtiss Street, on the south side, from the west line of Washington Street to a point two hundred feet west of the west line of Washington Street.

Curtiss Street, on the south side, from a point two hundred twenty feet west of Belden Avenue to a point one hundred fifty feet west of Belden Avenue.

Curtiss Street, on both sides, from the west line of Belmont Road to the east line of Walnut Avenue.

Curtiss Street, on the south side, from Carpenter Street to the east line of Forest Avenue (as extended from the north).

Curtiss Street, on the north side, from Forest Avenue to a point one hundred thirty feet west of the west line of Forest Avenue.

Curtiss Street, on the north side, from the east line of Belmont Road to the west line of Glenview Avenue.

Curtiss Street, on the north side, from Carpenter Street to a point sixty-two feet east of the east line of Carpenter Street.

Curtiss Street, on the north side, from a point four hundred five feet west of the west line of Forest Avenue to a point four hundred twenty-five feet west of the west line of Forest Avenue.

Curtiss Street, on the south side, from the east line of Belmont Road, to a point sixty feet east of the east line of Belmont Road.

Douglas Road, on both sides, from the intersection of Douglas Road with Rogers Street to a point fifty feet north of such intersection.

Douglas Road, on the east side, between Ogden Avenue and Grant Street.

Douglas Road, on the west side, from the north line of Rogers Street to the south line of Chicago Avenue.

Douglas Road, on the east side, from a point one hundred six feet north of Wilson Street to a point one hundred thirty-five feet north of Wilson Street.

Downers Drive, on both sides, from Butterfield Road to Brook Drive.

Downers Drive, on both sides, from the Butterfield Frontage Road to a point nine hundred feet south.

Downers Drive, on both sides, from Ogden Avenue to Janet Street.

Drove Avenue, on the south side, from the west line of Venard Road to the east line of Belle Aire Drive; and on the north side, from the west line of Venard Road to a point one hundred feet west.

Dunham Road, on the east side, from 63rd Street to a point sixty-four feet south of the south line of Norfolk Street.

Dunham Road, on the west side from 63rd Street to a point fifty feet south of the south line of 63rd Street.

Dunham Road, on both sides, from 67th Street to 71st Street.

Dunham Road, on the west side, from a point two hundred forty-eight feet north of the north line of Norfolk Street to a point one hundred sixty-five feet south of the south line of Norfolk Street.

Dunham Road, on the west side, from the south line of Jefferson Avenue to a point 100 feet south of the south line of Jefferson Avenue.

Durand Drive, on the south side, from the west line of Belmont Road to the east line of Aspen Avenue.

Edward Avenue, on the west side, from the south line of Haddow Avenue to the north line of Warren Avenue.

Elm Street, on the east side, from Warren Avenue to Rogers Street.

Elm Street, on the east side, from the north line of Grant Street to the south line of Ogden Avenue.

Fairmount Avenue, on the west side, from 61st Street to the northern terminus of Fairmount Avenue immediately north of 61st Street.

Fairmount Avenue, on the east side, from a point two hundred ten feet north of the 73rd Street centerline and continuing northward for a distance of five hundred five feet north of 73rd Street.

Fairview Avenue, on both sides, between Ogden Avenue and Maple Avenue and between 2nd Street and 63rd Street, and from Maple Avenue to a point one hundred ten feet south of the south line of Maple Avenue.

Fairview Avenue, on the west side, for a distance of one hundred ten feet north of the Burlington-Northern, Inc., right of way, and from 75th Street to a point sixty feet south of the south line of 75th Street, and from Maple Avenue to the Burlington-Northern tracks.

Fairview Avenue, on the east side, from the Burlington Northern Railroad tracks to 2nd Street, and from 75th Street to a point four hundred eighty feet south of the south line of 75th Street.

Fairview Avenue Frontage Road, on the east side for its entire length.

Finley Road, on both sides, from Butterfield Road to the northerly limits of the village.

Florence Avenue, on the west side, between the south line of Ogden Avenue and the north line of Grant Street.

Florence Avenue, on the east side, from the south line of Ogden Avenue to a point two hundred feet south of the south line of Ogden Avenue.

Florence Avenue, on the east side, from the north line of Ogden Avenue to a point 185 feet north of the north line of Ogden Avenue.

Florence Avenue, on the west side, from Burlington Avenue to Maple Avenue.

Florence Avenue, on the west side, between Chicago Avenue and Indianapolis Avenue.

Forest Avenue, on both sides, from the north curb line of Lincoln Street north to the Downers Grove Community High School North.

Forest Avenue, on the east side, from Prairie Avenue to a point two hundred fifty-seven feet north of the north line of Warren Avenue (as extended from the west), and from the north line of Warren Avenue (as extended from the west) to the north line of Warren Avenue (as extended from the east.)

Forest Avenue, on the east side from Lincoln Street to a point five hundred fifty-nine feet south of the south line of Franklin Street.

Forest Avenue, on the west side, from Curtiss Street to a point one hundred thirty-three feet north of the north line of Burlington Avenue.

Forest Avenue, on the east side, from Warren Avenue to a point twenty feet south of the south line of Burlington Avenue.

Forest Avenue, on the west side, from the south line of Franklin Avenue, to a point forty-six feet south of the south line of Franklin Avenue.

Forest Avenue, on both sides, from the north line of 41st Street to a point fifty feet north of the north line of 41st Street.

Forest Avenue, on the east side, from Sherman Street to Ogden Avenue.

Franklin Street, on the north side, from the west line of Fairview Avenue to a point fifty feet west of such west line.

Franklin Street, on the north side, from Highland Avenue to Washington Street.

Franklin Street, on the north side, from the west line of Main Street to a point fifty feet west of such west line.

Franklin Street, on the north side, from a point seventy-five feet east of the east line of Forest Avenue to the east line of Linscott Avenue.

Franklin Street, on the south side, from the east line of Linden Street to the west line of Fairview Avenue.

Franklin Street, on the south side, between Main Street and Forest Avenue.

Gierz Street, on the south side, from the east line of Linden Street to the west line of Fairview Avenue.

Gilbert Avenue, on either side, from a point one hundred feet west to a point six hundred feet west of the east line of Gilbert Park.

Gilbert Avenue, on the north side, from a point three hundred ninety-four feet west of the west line of Forest Avenue to a point four hundred eighty-two feet west of Forest Avenue.

Gilbert Avenue, on the north side, from the west line of Forest Avenue to a point two hundred ninety-five feet west of the west line of Forest Avenue.

Gilbert Avenue, on the north side, from the center line of Carpenter Street, extended, to a point forty feet east of Carpenter Street.

Gilbert Avenue, on the south side, from the east line of Carpenter Street to the west line of Forest Avenue.

Gilbert Avenue, on the south side, from the west line of Carpenter Street to the east line of Jacqueline Drive.

Glenview Avenue, on the east side, between Hitchcock Avenue and Curtiss Street.

Grand Avenue, on the north side, from the north curb line of 75th Street Frontage Road to a point 500 feet north; and, on the west side between 73rd Street South and 73rd Street North.

Grant Street, on both sides, from the east line of Main Street to the west line of Highland Avenue.

Grant Street, on the south side, from the west line of Oakwood Avenue to a point one hundred ten feet west of the west line of Oakwood Avenue.

Grant Street, on the north side, between Seeley Avenue and Middaugh Avenue.

Grant Street, on the south side, from the east line of Highland Avenue to the west line of Washington Street.

Grant Street, on the north side, from Linscott Avenue to Prince Street.

Grant Street, on the north side, from the west line of Middaugh Avenue to a point seventy-five feet west of the west line of Middaugh Avenue.

Grant Street, on the south side, from Washington Street to Elm Street.

Grant Street, on the south side, from Saratoga Avenue to Prince Street.

Grove Street, on the south side, from the east line of Carpenter Street to a point one hundred eight feet west of the west line of Main Street.

Grove Street, on the north side, from the east line of Carpenter Street to a point two hundred feet east of the east line of Carpenter Street, and from a point three hundred fifty-five feet east of the east line of Carpenter Street to a point four hundred nineteen feet east of the east line of Carpenter Street, and from a point five hundred twenty feet east of the east line of Carpenter Street to a point five hundred fifty-seven feet east of the east line of Carpenter Street.

Haddow Avenue, on the north side, from the east line of Francisco Street to the west line of Belmont Road.

Hathaway Lane, on the east side.

Havens Court, on the north side, from a point one hundred sixty-three feet west of the west line of Main Street to the east line of Forest Avenue.

Hickory Trail, on both sides.

Highland Avenue, on the east side, from Ogden Avenue to Grant Street and from Chicago Avenue to Rogers Street.

Highland Avenue, on the west side, from Chicago Avenue to Lincoln Avenue.

Highland Avenue, on the west side, from the north line of Grant Street to a point seventy feet north of the north line of Grant Street.

Highland Avenue, on the west side, between the north line of Rogers Street and the north line of Warren Avenue.

Highland Avenue, on the east side, from the north line of Warren Avenue for a distance of sixty-five feet north of Warren Avenue.

Highland Avenue, on the west side, from Grant Street to Lincoln Avenue.

Highland Avenue, on both sides, from a point 528 feet south of the south line of 41st Street to 578 feet south of the south line of 41st Street (end of pavement).

Hill Street, on the south side, from the west line of Fairview Avenue to the east line of Blodgett Avenue.

Hitchcock Avenue, on the north side, from the east line of Belmont Road to the west line of Glenview Avenue.

Hitchcock Avenue, on the south side, from 30 feet west of Thatcher Road to 30 feet east of Thatcher Road.

Hitchcock Avenue, on the south side, from a point one hundred and fifty-five feet west of the west line of Thatcher Road to a point one hundred and fifty-five feet east of the east line of Thatcher Road.

Indianapolis Avenue, on the north side, from a point seventy feet east of the east line of Florence Avenue to a point eighty-eight feet west of the east line of Florence Avenue.

Janes Street, on both sides, from the south line of Wisconsin Avenue to the dead-end point of Janes Street.

Katrine Avenue, on both sides, from the north line of Wisconsin Avenue to the south line of Curtiss Street.

Katrine Avenue, on both sides, from the south line of Wisconsin Avenue to the dead-end point of Katrine Avenue.

Kensington Place, on both sides, from Prentiss Drive to a point fifty feet south of Prentiss Drive.

Lane Place, on the east side, from the south line of Maple Avenue to the north line of Summit Street.

Lee Avenue, on the west side, from Grant Avenue to a point one hundred seventy-nine feet north of the north line of Ogden Avenue.

Lee Avenue, on the east side, from Ogden Avenue to a point one hundred eighty feet south of the south line of Ogden Avenue.

Lincoln Street, on the north side, from Highland Avenue to Prince Street.

Linscott Avenue, on the west side, from the south line of the alley located in the forty-three hundred block to a point one hundred sixty-three and one-half feet south.

Linscott Avenue, on the east side, from Warren Avenue to Franklin Street.

Loomes Avenue, on the north side.

Lyman Avenue, on the east side, from the south line of Maple Avenue to the north line of 55th Street.

Mackie Place, on the west side, between Maple Avenue and Curtiss Street.

Mackie Place, on the east side, from the north right-of-way line of Maple Avenue to a point fifty feet north thereof.

Mackie Place, on the east side, from a point two hundred sixty feet north of the north line of Maple Avenue to a point three hundred feet north of the north line of Maple Avenue.

Main Street, on both sides, between the north line of Franklin Street and Ogden Avenue.

Main Street, on both sides, from 55th Street to Maple Avenue.

Main Street, on the west side, from the north right-of-way line of Grove Street to a point forty-eight feet north of the north right-of-way line of Grove Street.

Main Street, on the west side, between the south line of Burlington Avenue and a point thirty-seven feet south of that south line.

Maple Avenue, on the north side, from a point one hundred seventy-four feet west of the west line of Main Street to a point ninety-four feet east of the east line of Washington Street.

Maple Avenue, on the south side, between the east line of Dunham Road and the south line of Burlington Avenue.

Maple Avenue, on both sides, from the east curb line, extended, of Stonewall Avenue to the west curb line, extended, of Dunham Road.

Maple Avenue, on the south side, from Blodgett Avenue to Burlington Avenue.

Maple Avenue, on the north side, from the east right-of-way line of Mackie Place to the east right-of-way line of Fairmount Avenue extended.

Maple Avenue, on the north and west sides, from the north line of 55th Street to a point five hundred feet north of the north line of 55th Street along the curve of Maple Avenue.

Maple Avenue, on the north side, from the east line of Carpenter Street to a point one hundred ninety feet east of the east line of Carpenter Street.

Middaugh Avenue, on the east side, from Warren Avenue to Franklin Street.

Middaugh Avenue, on the west side, from the south line of Ogden Avenue to a point two hundred eighty feet south of the south line of Ogden Avenue.

Middaugh Avenue, on the west side, from Grant Street to a point two hundred twenty feet north of the north line of Grant Street.

Middaugh Avenue, on the west side, from 60th Place to 63rd Street.

Nash Street, on the east side.

Norfolk Street, on the north side, from Saratoga Avenue to Dunham Road.

Norfolk Street, on the south side, from Dunham Road to Springside Avenue.

Oak Grove Drive, on the west side.

Oak Hill Road, on both sides.

Oakwood Avenue, on the west side, from the north line of Grant Street to a point one hundred five feet north of the north line of Grant Street; and from the south line of Grant Street to a point one hundred feet south of the south line of Grant Street.

Oakwood Avenue, on the east side, from Warren Avenue to Franklin Street.

Oakwood Avenue, on the west side, from the south line of Ogden Avenue to a point two hundred feet south of Ogden Avenue.

Oakwood Avenue, on the west side, from a point one hundred and five feet north of the north line of Grant Street to the north line of Grant Street.

Oakwood Avenue, on the east side, from Ogden Avenue to Chicago Avenue.

Oakwood Avenue, on the east side, from Warren Avenue to Franklin Street.

Opus Place, on both sides, from Finley Road to its terminus.

Otto Street, on the east side.

Park Avenue, on the east side, from the south line of Randall Street to the north line of Summit Street.

Parkway Drive, on the west side, from Linscott Street to Franklin Street.

Pershing Road, on the west side, from the south line of Prairie Avenue to the north line of Warren Avenue.

Prairie Avenue,

On the south side, from the east line of Linden Street to the west line of Fairview Avenue; and from the east line of Belmont Road, to a point one hundred thirty feet east of the east line of Belmont Road; and from Forest Avenue to Highland Avenue.

On the north side, from the east line of Belmont Road, to a point one hundred eighteen feet east of the east line of Belmont Road; and from Elm Street to Wallbank Avenue; and from Douglas Road to a point 125 feet west of Douglas Road.

Prideham Street, on the east side.

Prince Street, on the east side, from Lincoln Avenue to a point two hundred fifty feet north of the north line of Lincoln Avenue.

Prince Street, on the east side, from Sherman Street to Ogden Avenue.

Prince Street, on the west side, from Franklin Street to Sherman Street.

Prince Street, on the west side, from Ogden Avenue to a point one hundred fifty-seven feet north of Sherman Street.

Prospect Avenue, on the east side, from Warren Avenue to Rogers Street.

Puffer Road, on the west side, from the south line of Hadow Avenue to the north line of Burlington Avenue.

Puffer Road, on both sides, from the north line of Chicago Avenue to a point 389 feet north of Chicago Avenue.

Randall Street, on the north side from the east line of Webster Avenue to the west line of Fairmount Avenue.

Rogers Street, on the north side, from Highland Avenue to Fairview Avenue.

Rogers Street, on the north side, from Main Street to a point fifty feet east of Main Street.

Rogers Street, on the south side, from the easterly line of Prospect Avenue to a point one hundred twenty feet east of the east line of Prospect Avenue.

Ross Court, on the north side.

Saratoga Avenue, on both sides, from Ogden Avenue to 41st Street.

Saratoga Avenue, on the east side, from the south line of Franklin Street to a point one hundred thirty-five feet north of Warren Avenue.

Saratoga Avenue, on the east side, from a point sixty feet north of Warren Avenue to the north line of Warren Avenue.

Saratoga Avenue, on both sides, from 67th Street to a point one hundred forty feet north of Palmer Street.

Saratoga Avenue, on both sides, from the south line of Ogden Avenue to a point one hundred eighty feet south of the south line of Ogden Avenue.

Saratoga Avenue, on the west side, from Franklin Street to Ogden Avenue.

Scheldrup Street, on the east side.

Seeley Avenue, on the east side, between the south line of Ogden Avenue and a point two hundred feet south of such line.

Sheldon Avenue, on both sides, between the east line of Fairview Avenue and the west line of Florence Avenue.

Sherman Street, on both sides, from Main Street to Prince Street.

Sherman Street, on the north side, from Prince Street to Saratoga Avenue.

Springside Avenue, west side from Prentiss Drive to Bolson Drive.

Springside Avenue, on both sides, from Concord Drive to Dickson Avenue.

Stair Street, on the west side.

Stanley Avenue, on the west side, between Ogden Avenue and Grant Street.

Summit Street, on the north side, from Main Street to Carpenter Street.

Thatcher Road, on both sides, from the south line of Hitchcock Avenue to the south line of that portion of Thatcher Road running easterly and westerly.

Thatcher Road, on the north side, from the east line of that portion of Thatcher Road running northerly and southerly to a point two hundred seventy feet east of such line.

Venard Road, on the west side, from a point five hundred feet north of the north line of Drove Avenue to a point one thousand feet south of the south line of Drove Avenue; and on the east side, from a point one hundred feet north of the north line of Drove Avenue to a point one hundred feet south of the south line of Drove Avenue.

Walnut Avenue, on the west side, from the north line of Maple Avenue to the village limits on the north.

Walnut Avenue, on the east side, from a point two hundred seventy-seven feet south of Wisconsin Avenue, to a point three hundred fifty-two feet south of Wisconsin Avenue, and from a point four hundred thirty-seven feet south of Wisconsin Avenue, to a point five hundred twelve feet south of Wisconsin Avenue.

Walnut Avenue, on the east side, from the north line of Maple Avenue to a point one hundred seventy-nine feet north of the north line of Maple Avenue.

Warren Avenue (sometimes known as Burlington Avenue), being the first public street north of and adjacent to the Burlington-Northern, Inc. Railroad Company right of way:

On the north side, from the west line of Stonewall Avenue to the east line of Walnut Avenue; and, from a point forty-four feet east of the east line of Saratoga Avenue to Montgomery Avenue; and, from the west line of Washington Street, to a point fifty-five feet west of the west line of Washington Street; and, from Forest Avenue to a point fifty-six feet east of the east line of Forest Avenue; and, from a point forty-four feet west of the west line of Main Street to Main Street; and, from Main Street to a point one hundred fifty-eight feet east of the east line of Main Street; and, from the east line of Cornell Avenue to a point 250 east of the east line of Cornell Avenue.

On the south side, from the west line of Stonewall Avenue to a point eighty-four feet west of the west line of Pershing Road; and, from Forest Avenue to a point one hundred seventy-eight feet west of the west line of Forest Avenue; and, from Main Street to a point one hundred feet east of the east line of Main Street and from the east line of Main Street to the west line of Highland Avenue; and, between the east right-of-way line of Middaugh Avenue and a point one hundred sixty-five feet west of such line; and, from the east line of Belmont Road to a point sixty-six feet east thereof.

Warrenville Road, on both sides, from the west line of Finley Road to the westerly village limits.

Washington Street, on the east side, between the south right-of-way line of Maple Avenue and the north right-of-way line of Randall Street.

Washington Street, on the east side, between the north curb line of Prairie Avenue, extended, and the south curb line of Chicago Avenue, extended.

Washington Street, on the west side, from Warren Avenue to Prairie Avenue.

Washington Street, on the east side, from *Prairie Avenue* to a point sixty feet south of the south line of *Prairie Avenue*.

Washington Street, on the west side from *Maple Avenue* to a point one hundred eighty-four feet north of *Maple Avenue* and from a point three hundred feet north of *Maple Avenue* to a point five hundred ten feet north of *Maple Avenue*.

Washington Street, on the east side, from *Warren Avenue* to *Rogers Street*.

Webster Street, on the east side, from the south line of *Randall Street* to a point thirty feet south of the south line of *Randall Street*.

Webster Street, on the west side, from *Randall Street* to *Summit Street*.

Wells Street, on the west side.

Whiffen Place, on both sides, from the north line of *Rogers Street* to the end of the roadway.

Widden Avenue, on the south side.

Williams Street, on both sides, from *41st Street* to *Ogden Avenue*.

Wilson Street, on the south side, from the east line of *Linden Place* to the west line of *Fairview Avenue*.

Wilson Street, on the north side, from *Douglas Road* to a point fifty-one feet east of *Douglas Road*.

Wisconsin Avenue, on both sides, from the west line of *Belmont Road* to the east line of *Walnut Avenue*.

Woodcreek Drive, on the east side, from *Butterfield Road* to *Lacey Road*.

Woodward Avenue, on both sides, from the south line of *63rd Street* to the southerly limits of the village.

Woodward Avenue, on the east side, from *Ogden Avenue* to a point two hundred twenty feet south of *Ogden Avenue*, and on the west side, from *Ogden Avenue* to a point twenty-seven feet south of *Ogden Avenue*.

2nd Street, on the south side, from the east line of *Fairview Avenue* to a point fifty feet east of such east line.

2nd Street, on the south side, from a point three hundred sixty-six feet east of the east line of *Fairview Avenue* to a point four hundred sixty-six feet east of the east line of *Fairview Avenue*.

2nd Street, on the north side, from *Fairview Avenue* to *Williams Street*.

4th Street, on the north side, from the east line of *Fairview Avenue* to the west line of *Florence Avenue*.

5th Street, on the north side, from the east line of *Fairview Avenue* to the west line of *Florence Avenue*.

31st Street, on both sides, from the west line of *Highland Avenue* to the western terminus of *31st Street*.

39th Street, on both sides, from a point two hundred feet east of *Washington Street*, to a point two hundred feet west of *Washington Street*.

39th Street, on both sides, from *Highland Avenue* to a point two hundred feet west of *Highland Avenue*.

41st Street, on the north side, from *Saratoga Avenue* to *Forest Avenue*.

41st Street, on the south side, from the east line of *Saratoga Avenue* to a point four hundred and fourteen feet east of the east line.

59th Street on the north side, from a point twenty feet east of the east line of *Wall Place* to a point twenty feet west of the west line of *Wall Place*; on both sides from *Fairmount Avenue* to a point one hundred feet west of *Fairmount Avenue*; and on both sides from the west line of *Fairview Avenue* to a point one hundred fifty feet west of the west line of *Fairview Avenue*.

59th Street, on the south side, from the west line of *Fairmount Avenue* to a point three hundred twenty feet west of the west line of *Fairmount Avenue*.

61st Street on the south side, from *Dunham Road* to the westerly village limit.

67th Street, on both sides, from the east line of *Main Street* to a point two hundred feet east of the east line of *Main Street*.

73rd Street, on the north side, from the east curb line of *Fairview Avenue* *Frontage Road* to a point 40 feet east of the east curb line of *Fairview Avenue* *Frontage Road*.

73rd Street, on the south side, from *Baybury Road* to *Lyman Avenue*.

75th Street *Frontage Road*, on both sides, from the east line of *Fairview Avenue* to a point three hundred fifty feet east of *Fairview Avenue*.

75th Street *Frontage Road*, on the north side from the west curb line of *Grand Avenue* to a point 80 feet west of the west curb line of *Grand Avenue*, and from the west curb line of *Blackburn Avenue* to a point 80 east of the west curb line of *Blackburn Avenue*.

75th Street Frontage Road, on the south side from the west curb line of Blackburn Avenue to a point 20 east of the west curb line of Blackburn Avenue.

Public alley lying one hundred fifty feet south of and parallel to Ogden Avenue between Pershing Road and Wilson Avenue. (Ord. No. 223, § 1; Ord. No. 346, § 2; Ord. No. 354, § 1; Ord. No. 355, § 1; Ord. No. 651, § 1; Ord. No. 685, § 1; Ord. No. 738, § 1; Ord. No. 767, § 1; Ord. No. 806, § 1; Ord. No. 832, § 1; Ord. No. 847, § 1; Ord. No. 852, § 1; Ord. No. 853, § 1; Ord. No. 856, § 1; Ord. No. 869, § 1; Ord. No. 873, § 1; Ord. No. 886, § 1; Ord. No. 910, § 1; Ord. No. 919, § 1; Ord. No. 925, § 1; Ord. No. 929, § 1; Ord. No. 947, § 1; Ord. No. 963, § 1; Ord. No. 970, § 1; Ord. No. 971, § 1; Ord. No. 1002, § 1; Ord. No. 1029, § 1; Ord. No. 1030, § 1; Ord. No. 1034, § 1; Ord. No. 1038, § 1; Ord. No. 1051, § 1; Ord. No. 1063, § 1; Ord. No. 1095, § 1; Ord. No. 1099, § 1; Ord. No. 1151, § 1; Ord. No. 1163, § 1; Ord. No. 1164, § 1; Ord. No. 1171, § 1; Ord. No. 1193, § 1; Ord. No. 1240, § 1; Ord. No. 1253, § 1; Ord. No. 1263, § 1; Ord. No. 1264, § 1; Ord. No. 1267, § 1; Ord. No. 1287, § 1; Ord. No. 1289, § 1; Ord. No. 1320, §§ 1, 2; Ord. No. 1369, § 1; Ord. No. 1412, § 1; Ord. No. 1416, § 1; Ord. No. 1447, § 1; Ord. No. 1470, §§ 3 to 6; Ord. No. 1473, § 6; Ord. No. 1483, § 4; Ord. No. 1488, §§ 3, 4; Ord. No. 1489, §§ 3 to 5; Ord. No. 1493, § 2; Ord. No. 1496, §§ 1, 3, 5, 7, 9, 11, 13; Ord. No. 1497, § 3; Ord. No. 1510, § 3; Ord. No. 1522, § 3; Ord. No. 1523, § 3; Ord. No. 1533, § 3; Ord. No. 1535, § 3; Ord. No. 1539, § 3; Ord. No. 1545, § 3; Ord. No. 1549, § 3; Ord. No. 1555, § 3; Ord. No. 1560, § 3; Ord. No. 1561, § 3; Ord. No. 1573, § 3; Ord. No. 1583, § 3; Ord. No. 1604, § 3; Ord. No. 1608, § 3; Ord. No. 1610, § 3; Ord. No. 1631, § 3; Ord. No. 1633, § 3; Ord. No. 1639, § 3; Ord. No. 1678, § 3; Ord. No. 1704, § 4; Ord. No. 1737, § 5; Ord. No. 1757, § 7; Ord. No. 1759, § 5; Ord. No. 1776, § 4; Ord. No. 1780, § 5; Ord. No. 1792, § 3; Ord. No. 1795, § 8; Ord. No. 1799, § 11; Ord. No. 1803, § 6; Ord. No. 1809, § 10; Ord. No. 1813, § 3; Ord. No. 1814, § 4; Ord. No. 1819, § 5; Ord. No. 1824, § 3; Ord. No. 1839, § 4; Ord. No. 1842, § 3; Ord. No. 1843, § 4; Ord. No. 1845, § 3; Ord. No. 1849, § 3; Ord. No. 1856, § 4; Ord. No. 1867, § 3; Ord. No. 1870, § 3; Ord. No. 1873, § 3; Ord. No. 1882, § 3; Ord. No. 1885, § 3; Ord. No. 1889, § 3; Ord. No. 1923, § 6; Ord. No. 1930, §§ 4, 5; Ord. No. 1941, § 2; Ord. No. 1944, § 5; Ord. No. 2000, § 4; Ord. No. 2024, § 2; Ord. No. 2028, § 3; Ord. No. 2042, § 1; Ord. No. 2044, § 2; Ord. No. 2045, §§ 1 to 4; Ord. No. 2072, § 1; Ord. No. 2102, § 3; Ord. No. 2130, § 6; Ord. No. 2142, § 3; Ord. No. 2164, § 3; Ord. No. 2165, § 3; Ord. No. 2166, § 4; Ord. No. 2170, § 3; Ord. No. 2184, § 3; Ord. No. 2185, § 4; Ord. No. 2231, § 3; Ord. No. 2247, § 3; Ord. No. 2274, § 3; Ord. No. 2287, § 3; Ord. No. 2292, § 3; Ord. No. 2304, § 3; Ord. No. 2315, § 1; Ord. No. 2319, § 3; Ord. No. 2334, § 4; Ord. No. 2366, § 3; Ord. No. 2382, § 3; Ord. No. 2392, § 3; Ord. No. 2439, § 3; Ord. No. 2443, § 3; Ord. No. 2484, § 3; Ord. No. 2512, § 3; Ord. No. 2519, § 3; Ord. No. 2524, § 6; Ord. No. 2533, § 3; Ord. No. 2542, § 4; Ord. No. 2543, § 3; Ord. No. 2550, § 7; Ord. No. 2581, § 3; Ord. No. 2582, § 3; Ord. No. 2587, § 3; Ord. No. 2603, § 3; Ord. No. 2606, § 3; Ord. No. 2621, § 3; Ord. No. 2663, § 3; Ord. No. 2676, § 3; Ord. No. 2692, § 3; Ord. No. 2706, § 3; Ord. No. 2708, § 3; Ord. No. 2745, § 35; Ord. No. 2746, § 3; Ord. No. 2747, § 3; Ord. No. 2822, § 3; Ord. No. 2823, § 3; Ord. No. 2838, § 3; Ord. No. 2868, § 3; Ord. No. 2881, § 3; Ord. No. 2905, § 1; Ord. No. 2916, § 3; Ord. No. 2921, § 3; Ord. No. 2980, § 8; Ord. No. 3005, § 3; Ord. No. 3024, §§ 3, 4; Ord. No. 3026, § 3; Ord. No. 3027, §§ 3, 4; Ord. No. 3030, § 3; Ord. No. 3034, § 3; Ord. No. 3065, § 3; Ord. No. 3075, § 3; Ord. No. 3090, § 3; Ord. No. 3096, § 3; Ord. No. 3100, § 3; Ord. No. 3106, § 3; Ord. No. 3118, § 10; Ord. No. 3127, § 5; Ord. No. 3136, § 3; Ord. No. 3146, § 3; Ord. No. 3148, § 3; Ord. No. 3149, § 3; Ord. No. 3181, § 3; Ord. No. 3183, § 3; Ord. No. 3190, § 4; Ord. No. 3236, § 4; Ord. No. 3245, § 3; Ord. No. 3277, § 3; Ord. No. 3313, § 3; Ord. No. 3347, § 3; Ord. No. 3369, § 3; Ord. No. 3404, § 1; Ord. No. 3433; Ord. No. 3439; Ord. No. 3447; Ord. No. 3462; Ord. No. 3495; Ord. No. 3502; Ord. No. 3569; Ord. No. 3574; Ord. No. 3577; Ord. No. 3606; Ord. No. 3611; Ord. No. 3681; Ord. No. 3715; Ord. No. 3755; Ord. No. 3771)

SECTION 2. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 3. 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

[Cumnor]