



Willowbrook

835 Midway Drive
Willowbrook, IL 60527-5549

Phone: (630) 323-8215 Fax: (630) 323-0787 www.willowbrookil.org

Mayor

Frank A. Trilla

Village Clerk

Leroy R. Hansen

Village Trustees

Sue Berglund

Umberto Davi

Terrence Kelly

Michael Mistele

Gayle Neal

Paul Oggerino

Village Administrator

Tim Halik

Chief of Police

Mark Shelton

Director of Finance

Carrie Dittman

AGENDA

REGULAR MEETING OF THE MUNICIPAL SERVICES COMMITTEE TO BE HELD ON MONDAY, JUNE 12, 2017, AT 5:30 P.M. AT THE VILLAGE HALL, 835 MIDWAY DRIVE, IN THE VILLAGE OF WILLOWBROOK, DUPAGE COUNTY, ILLINOIS.

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF MINUTES:
 - a) April 10, 2017 Regular Meeting of the Municipal Services Committee
4. DISCUSSION – FY 2017/18 Motor Fuel Tax (MFT) Funded Roadway Maintenance Program – Review of Bids
5. DISCUSSION – Proposed Village-Wide Leak Detection Program
6. REPORT - Police Building Expansion/Renovation, Progress Update
7. REPORTS – Municipal Services Department:
 - a) April & May 2017 Monthly Permit Activity Reports
 - b) March & April 2017 Water System Pumpage Reports
 - c) April & May 2017 Scavenger Reports
 - d) May 2017 Mosquito Abatement Program Report
8. VISITOR'S BUSINESS
(Public comment is limited to three minutes per person)
9. COMMUNICATIONS
10. ADJOURNMENT



Proud Member of the
Illinois Route 66 Scenic Byway

MINUTES OF THE REGULAR MEETING OF THE MUNICIPAL SERVICES
COMMITTEE OF THE VILLAGE OF WILLOWBROOK HELD ON MONDAY,
APRIL 10, 2017 AT THE VILLAGE HALL, 835 MIDWAY DRIVE, IN THE
VILLAGE OF WILLOWBROOK, DUPAGE COUNTY, ILLINOIS

1. CALL TO ORDER

Chairman Michael Mistele called the meeting to order at 5:30 PM.

2. ROLL CALL

Those present at roll call were Chairman Michael Mistele, Trustee Paul Oggerino, and Village Administrator Tim Halik. Absent: None.

3. APPROVAL OF MINUTES

- a) After review of the draft minutes from the March 13, 2017 regular meeting of the Municipal Services Committee, Chairman Michael Mistele made a motion to approve the minutes as presented. Trustee Paul Oggerino seconded the motion. Motion Carried

4. DISCUSSION – Spring Brush Collection Program

Administrator Halik advised the Committee that this past Fall, the Village's EAB abatement tree contractor, NJ Ryan Tree & Landscape, LLC, completed the Village-wide brush collection program. The program included curb-side collection of piled brush throughout town with the resulting chipped hauled away. The program was completed on-time and without incident, and the Village also received several compliments from residents commenting on the good site clean-up practices of the contractor. Halik advised that the Spring program will also consist of a curb-side chipping program. Staff has attempted to solicit proposals from local landscape maintenance contractors, however, they have been largely unresponsive. However, NJ Ryan Tree & Landscape, LLC. has offered to extend the same price they charged from the Fall program. Therefore, the Village-wide collection program can be completed for \$9,600. Halik shared that as part of the Spring program, in the past we have also tried to tub grind some of the collected brush to make a quality mulch available to residents for yard beautification purposes. However, between equipment rental and labor costs, this practice has become cost prohibitive. After review, staff has determined that it would be more cost effective to separately purchase a large quantity of ground mulch rather than to rent the required equipment to attempt to produce it ourselves using the collected brush. Therefore, staff would recommend that a quantity of ground mulch be purchased and delivered to the PW garage for resident use. The cost of the Spring collection program would be \$9,600. This includes two chipping crews working 40 hours each to complete the collection. The Committee concurred with the staff recommendation to award this project to NJ Ryan Tree & Landscape, and also to purchase ground mulch separately for resident use as opposed to renting equipment and expending labor to produce it ourselves.

5. REPORT – Police Building Expansion/Renovation, Progress Update

Administrator Halik shared with the Committee a two-page progress report dated April 4, 2017 on the police station construction that was prepared by Nick McDonald of Integrated Project Management, Burr Ridge. Halik highlighted areas of the report containing key accomplishments, budget tracking, schedule updates, upcoming activities, and current issues/risks for the period in which the particular report covers.

6. REPORT – Municipal Services Department

- a. Administrator Halik reviewed the monthly permit activity reports for the month of March 2017. Halik advised that the Village received about \$16,810 in permit revenue for the month. The total amount collected to date represents about 207% of the total budgeted amount of revenue for fiscal year 2016/17, indicating that it has been a very busy construction year.
- b. Administrator Halik shared the water system pumpage report for February 2017. The report indicates that the Village pumped 22,962,000 gallons of water in the month. The total amount of water pumped so far this fiscal year is slightly below the amount that was pumped in the same time period of FY 2015/16. However, we are still on-track to reach the FY2016/17 pumpage projection of 350,000,000 gallons.
- c. Administrator Halik shared the March 2017 scavenger report, and advised that the report was for informational purposes only.

7. VISITOR'S BUSINESS

(None)

8. COMMUNICATIONS

(None)

9. ADJOURNMENT

Motion to adjourn was made by Chairman Mistele and seconded by Trustee Oggerino. The meeting was adjourned at 6:02 PM.

(Minutes transcribed by: Tim Halik, 6/5/17)

MUNICIPAL SERVICES COMMITTEE MEETING
AGENDA ITEM SUMMARY SHEET

AGENDA ITEM DESCRIPTION

**DISCUSSION – FY 2017/18 Motor Fuel Tax (MFT) Funded
Roadway Maintenance Program – Review of Bids**

COMMITTEE REVIEW

- ☐ Finance/Administration
☒ Municipal Services
☐ Public Safety

Meeting Date:

June 12, 2017

- | | |
|--|--|
| <input type="checkbox"/> Discussion Only
<input type="checkbox"/> Seeking Feedback
<input type="checkbox"/> Regular Report | <input type="checkbox"/> Approval of Staff Recommendation (for consideration by Village Board at a later date)
<input checked="" type="checkbox"/> Approval of Staff Recommendation (for <u>immediate</u> consideration by Village Board)
<input type="checkbox"/> Report/documents requested by Committee |
|--|--|

BACKGROUND

This year's Motor Fuel Tax (MFT) Roadway Maintenance Program will include the resurfacing of 1.14 miles of roadways within the Waterford Subdivision, full-depth patching on various streets throughout the Village, replacement of defective concrete curb and pedestrian sidewalks, and replacement of worn pavement markings. The public bid opening for this year's program was held at the Village Hall on Tuesday, May 30, 2017 at 10:00 AM. A total of five (5) sealed bids were received prior to the deadline:

<u>VENDOR</u>	<u>BID AMOUNT</u>
<i>(Engineer's Estimate)</i>	<i>(\$222,218.50)</i>
M&J Asphalt Paving Company, Inc.	\$144,991.88
Crowley-Sheppard Asphalt, Inc.	\$153,619.13
Chicagoland Paving Contractors, Inc.	\$154,900.00
Schroeder Asphalt Services, Inc.	\$159,654.88
Brothers Asphalt Paving, Inc.	\$167,181.95

REQUEST FOR FEEDBACK

M&J Asphalt Paving Company, Inc., Cicero, IL, is an IDOT pre-qualified bidder. They have not completed the Willowbrook annual roadway maintenance program in the past. Staff requested a list of municipal references (copy attached), and our civil engineering consultant contacted the agencies listed. No negative comments were received. The company has successfully completed work in the City of Chicago, the City of Berwyn, Worth Township, and for the Wheaton Sanitary District.

Their bid amount of \$144,991.88 is \$77,226.62 below the engineer's estimate of probable cost for the project.

STAFF RECOMMENDATION

Staff would recommend that the low bid submitted by M&J Asphalt Paving Company, Inc. be accepted and that the contract be awarded to them for the 2017 MFT Roadway Maintenance Program in the amount of \$144,991.88. Once the Village Board awards the contract, staff will schedule a preconstruction meeting with the contractor. After which, the Village will issue the Notice to Proceed, and the work will begin. Staff anticipates that the work would start soon after the July 4th holiday.



RECEIVED

JUN -5 2017

VILLAGE OF
WILLOWBROOK

CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

June 5, 2017

Village of Willowbrook
835 Midway Drive
Willowbrook, IL 60527

Attention: Tim Halik, Village Administrator

Subject: 2017 MFT Road Program
MFT Section No. 17-00000-01-GM
(CBBEL Project No. 90144-H192)

Dear Tim:

Christopher B. Burke Engineering, Ltd. solicited public bids for the construction of the 2017 MFT Road Program at the direction of the Village. Five (5) bidders obtained bidding documents and five (5) submitted bids which were opened publicly on May 30, 2017 at the Village Hall and the results were as follows:

BIDDER NAME	BID AMOUNT
M&J Asphalt Paving Company, Inc.	\$144,991.88
Crowley-Sheppard Asphalt, Inc.	\$153,619.13
Chicagoland Paving Contractors, Inc.	\$154,900.00
Schroeder Asphalt Services, Inc.	\$159,654.88
Brothers Asphalt Paving, Inc.	\$167,181.95
ENGINEER'S ESTIMATE	\$222,218.50

All bids were less than the engineer's estimate. The project bid tabulation is attached for your use.

The lowest responsive bidder, M&J Asphalt Paving Company, Inc., has provided several references for their work in the past and based on our reference checks, they have performed the work satisfactorily. We recommend the Village Board award the construction contract for the 2017 MFT Road Program to M&J Asphalt Paving Company, Inc. in the amount of \$144,991.88.

If you should have any questions, please feel free to contact me.

Sincerely,


Martin Bojovic, PE, CFM
Municipal Engineer

2017 Willowbrook MFT Program - Bid Opening Results			Engineer's Estimate			M&J Asphalt Paving Company, Inc.		Crowley-Sheppard Asphalt, Inc.		Chlcagoland Paving Contractors, Inc.		Schroeder Asphalt Services, Inc.		Brothers Asphalt Paving, Inc.	
Item No.	Item	Unit	Quantity	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
40300100	Bituminous Materials (Tack Coat)	LB	3,213	\$1.00	\$3,213.00	\$0.01	\$32.13	\$0.01	\$32.13	\$0.01	\$32.13	\$0.01	\$32.13	\$0.10	\$321.30
40603335	Hot-Mix Asphalt Surface Course, Mix "D", N50 (1.5")	TON	660	\$90.00	\$59,400.00	\$70.50	\$46,530.00	\$75.00	\$49,500.00	\$79.00	\$52,140.00	\$78.00	\$51,480.00	\$80.00	\$52,800.00
*4240020	Portland Cement Concrete Sidewalk 5 Inch (Special)	SQ FT	1,745	\$6.50	\$11,342.50	\$6.00	\$10,470.00	\$6.70	\$11,691.50	\$6.50	\$11,342.50	\$5.85	\$10,208.25	\$5.75	\$10,033.75
*4240080	Detectable Warnings	SQ FT	176	\$28.00	\$4,928.00	\$25.00	\$4,400.00	\$22.00	\$3,872.00	\$32.00	\$5,632.00	\$35.00	\$6,160.00	\$40.00	\$7,040.00
*4400050	Combination Curb and Gutter Removal	FOOT	660	\$15.00	\$9,900.00	\$10.00	\$6,600.00	\$10.00	\$6,600.00	\$7.50	\$4,950.00	\$6.50	\$4,290.00	\$5.00	\$3,300.00
44000600	Sidewalk Removal	SQ FT	1,745	\$3.00	\$5,235.00	\$2.00	\$3,490.00	\$2.10	\$3,664.50	\$1.00	\$1,745.00	\$2.00	\$3,490.00	\$1.50	\$2,617.50
70102620	Traffic Control And Protection, Standard 701501	LSUM	1	\$20,000.00	\$20,000.00	\$6,500.00	\$6,500.00	\$7,500.00	\$7,500.00	\$9,044.37	\$9,044.37	\$4,000.00	\$4,000.00	\$9,288.00	\$9,288.00
780000100	Thermoplastic Pavement Marking - Letters and Symbols	SQ FT	70	\$10.00	\$700.00	\$8.00	\$560.00	\$5.00	\$350.00	\$6.80	\$476.00	\$4.40	\$308.00	\$6.18	\$432.60
78000200	Thermoplastic Pavement Marking - Line 4" (Yellow)	FOOT	1,000	\$3.00	\$3,000.00	\$1.30	\$1,300.00	\$1.30	\$1,300.00	\$0.85	\$850.00	\$1.45	\$1,450.00	\$0.77	\$770.00
78000400	Thermoplastic Pavement Marking - Line 6" (White)	FOOT	250	\$5.00	\$1,250.00	\$1.95	\$487.50	\$1.65	\$412.50	\$1.65	\$412.50	\$1.80	\$450.00	\$1.48	\$370.00
78000600	Thermoplastic Pavement Marking - Line 12"	FOOT	430	\$15.00	\$6,450.00	\$3.90	\$1,677.00	\$3.50	\$1,505.00	\$3.25	\$1,397.50	\$3.80	\$1,634.00	\$2.94	\$1,264.20
78000650	Thermoplastic Pavement Marking - Line 24" (Stop Bar)	FOOT	130	\$25.00	\$3,250.00	\$7.80	\$1,014.00	\$4.75	\$617.50	\$6.80	\$884.00	\$5.15	\$669.50	\$6.18	\$803.40
78300100	Pavement Marking Removal	SQ FT	540	\$2.40	\$1,296.00	\$0.60	\$324.00	\$1.25	\$675.00	\$1.15	\$621.00	\$10.00	\$5,400.00	\$1.03	\$556.20
*N/A	Combination Concrete Curb and Gutter, Type M-3.12 Abutting Existing Pavement (Special)	FOOT	660	\$38.00	\$25,080.00	\$30.00	\$19,800.00	\$25.00	\$16,500.00	\$25.00	\$16,500.00	\$35.00	\$23,100.00	\$28.00	\$18,480.00
*N/A	Hot-Mix Asphalt Surface Removal, 1 1/2" (Special)	SQ YD	3,181	\$4.00	\$12,724.00	\$2.25	\$7,157.25	\$4.00	\$12,724.00	\$3.00	\$9,543.00	\$3.00	\$9,543.00	\$5.00	\$15,905.00
*N/A	Class D Patch, 3" Surface (Special)	SQ YD	900	\$35.00	\$31,500.00	\$25.00	\$22,500.00	\$25.75	\$23,175.00	\$29.00	\$26,100.00	\$26.00	\$23,400.00	\$30.00	\$27,000.00
*N/A	Class D Patch, 6" (Special)	SQ YD	270	\$85.00	\$22,950.00	\$45.00	\$12,150.00	\$50.00	\$13,500.00	\$49.00	\$13,230.00	\$52.00	\$14,040.00	\$60.00	\$16,200.00
Grand Total					\$222,218.50		\$144,991.88		\$153,619.13		\$154,900.00		\$159,654.88	**	\$167,181.95

** Please note at the bid opening the grand total for Brothers Asphalt Paving, Inc. was read as \$123,981.95, however after a review of the bid tabulations, the grand total has been corrected due to a mathematical error.





Asphalt Paving & Patching • Concrete Installation & Repair • Sealcoating • Striping • Excavating • Decorative Paving • Snow & Ice Control

OWNER: Ingredion
PROJECT ADDRESS: 6400 S. Archer Avenue
Bedford Park, Illinois 60501
PROJECT NAME: Repaving of Facilities Parking Lot / Access Roadway & Sewer Installation One
WORK INCLUDED: Aggregate Base, Hot-Mix Asphalt Pavement, Concrete Curb and Sewer Work
CONTRACT VALUE: \$440,000.00
CLIENT: Ingredion
CLIENT ADDRESS: 6400 S. Archer Avenue
Bedford Park, Illinois 60501
CLIENT CONTACT: John Bellettini (Ingredion Facilities Manager)
708-243-8863

OWNER: Chemical Compositions
PROJECT ADDRESS: 4100 S. Packers
Chicago, Illinois 60609
WORK INCLUDED: Excavation, Concrete Curb and Flatwork, Hot-Mix Asphalt Pavement
CONTRACT VALUE: \$486,545.00
CLIENT: Turner Construction Company
CLIENT ADDRESS: 55 E. Monroe Street
Suite 3100
Chicago, Illinois 60603
CLIENT CONTACT: John Vicario
312-327-2770

OWNER: City Of Chicago
PROJECT ADDRESS: Various Locations
PROJECT NAME: Water Main Construction District One
WORK INCLUDED: Excavation, Concrete, Hot-Mix Asphalt Pavement, Landscaping Restoration, Thermoplastic Striping
CONTRACT VALUE: \$2,500,000.00
CLIENT: NPL Construction Company
CLIENT ADDRESS: 4554 W. North Avenue
Chicago, Illinois 60639
CLIENT CONTACT: Justin Brown
815-378-3221



Asphalt Paving & Patching • Concrete Installation & Repair • Sealcoating • Striping • Excavating • Decorative Paving • Snow & Ice Control

OWNER: City of Berwyn
PROJECT ADDRESS: Various Locations
PROJECT NAME: 2016 CDBG Sidewalk Replacement
WORK INCLUDED: Sidewalk Replacement Program
CONTRACT VALUE: \$269,100.00
ENGINEER: Frank Novotny & Associates, Inc.
CONTACT: Tom Brandstedt, P.E.
630-887-8640

OWNER: Worth Township
PROJECT ADDRESS: Mobile Avenue and 127th Street
WORK INCLUDED: Milling, Concrete Curb and Flatwork, Hot-Mix Asphalt Overlay
CONTRACT VALUE: \$180,000.00
CLIENT: Worth Township
CLIENT ADDRESS: 11555 S. Mayfield
Alsip, Illinois 60803
CLIENT CONTACT: Leticia Campos (Worth Township Highway Department Executive Assistant)
708-389-6666

OWNER: Wheaton Sanitary District
PROJECT ADDRESS: 1 S649 Shaffner Road
Wheaton, Illinois 60189
PROJECT NAME: 2016 Paving Project
WORK INCLUDED: Milling, Excavation, Pavement Patching, 10 in. PCC Pavement
CONTRACT VALUE: \$161,000.00
ENGINEER: Rempe-Sharpe Consulting Engineers
CONTACT: James Bibby (Project Engineer)
630-232-0827



Illinois Department of Transportation

Certificate of Eligibility

M&J Asphalt Paving Co., Inc.
3124 S 60th Court CICERO, IL 60804

Contractor No 6340

WHO HAS FILED WITH THE DEPARTMENT AN APPLICATION FOR PREQUALIFICATION STATEMENT OF EXPERIENCE, EQUIPMENT AND FINANCIAL CONDITION IS HEREBY QUALIFIED TO BID AT ANY OF DEPARTMENT OF TRANSPORTATION LETTINGS IN THE CLASSES OF WORK AND WITHIN THE AMOUNT AND OTHER LIMITATIONS OF EACH CLASSIFICATION, AS LISTED BELOW, FOR SUCH PERIOD AS THE UNCOMPLETED WORK FROM ALL SOURCES DOES NOT EXCEED

\$1,500,000.00

001	EARTHWORK	\$800,000
005	HMA PAVING	\$1,500,000
010	CLEAN & SEAL CRACKS JOINTS	\$250,000
012	DRAINAGE	\$300,000
017	CONCRETE CONSTRUCTION	\$1,500,000
020	INST. RAISED PAVT. MARKERS	\$25,000
032	COLD MILL, PLAN. & ROTOMILL	\$475,000
05A	AGGREGATE BASES & SURF. (A)	\$350,000
27A	PAVT. MARKING (PAINT)	\$250,000

THIS CERTIFICATE OF ELIGIBILITY IS VALID FROM 3/8/2017 TO 4/30/2018 INCLUSIVE, AND SUPERSEDES ANY CERTIFICATE PREVIOUSLY ISSUED, BUT IS SUBJECT TO REVISION OR REVOCATION, IF AND WHEN CHANGES IN THE FINANCIAL CONDITION OF THE CONTRACTING FIRM OR OTHER FACTS JUSTIFY SUCH REVISIONS OR REVOCATION. ISSUED AT SPRINGFIELD, ILLINOIS ON: 3/8/2017

Tim Zell

Engineer of Construction



RETURN WITH BID

Route	Waterford & Various Streets
County	Dupage
Local Agency	Willowbrook
Section	17-00000-01-GM

WE M & J Asphalt Paving Company, Inc 3124 S. 60th Court, Cicero, IL 60804 as PRINCIPAL,
and Old Republic Surety Company P. O. Box 1635 , Milwaukee, WI 53201-1635 as SURETY.



OLD REPUBLIC SURETY COMPANY

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That OLD REPUBLIC SURETY COMPANY, a Wisconsin stock insurance corporation, does make, constitute and appoint:

Kristen Schmidt

its true and lawful Attorney-in-Fact, with full power and authority, not exceeding \$50,000,000, for and on behalf of the company as surety, to execute and deliver and affix the seal of the company thereto (if a seal is required), bonds, undertakings, recognizances or other written obligations in the nature thereof, (other than bail bonds, bank depository bonds, mortgage deficiency bonds, mortgage guaranty bonds, guarantees of installment paper and note guaranty bonds, self-insurance workers compensation bonds guaranteeing payment of benefits, asbestos abatement contract bonds, waste management bonds, hazardous waste remediation bonds or black lung bonds), as follows: Execution Date: May 30, 2017

Surety Bond number: Bid Bond

Principal: M & J Asphalt Paving Company, Inc

Obilee: Illinois Department of Transportation

and to bind OLD REPUBLIC SURETY COMPANY thereby, and all of the acts of said Attorneys-in-Fact, pursuant to these presents, are ratified and confirmed. This appointment is made under and by authority of the board of directors at a special meeting held on February 18, 1982.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following resolutions adopted by the board of directors of the OLD REPUBLIC SURETY COMPANY on February 18, 1982.

RESOLVED that, the president, any vice-president or assistant vice president, in conjunction with the secretary or any assistant secretary, may appoint attorneys-in-fact or agents with authority as defined or limited in the instrument evidencing the appointment in each case, for and on behalf of the company to execute and deliver and affix the seal of the company to bonds, undertakings, recognizances, and suretyship obligations of all kinds; and said officers may remove any such attorney-in-fact or agent and revoke any Power of Attorney previously granted to such person.

RESOLVED FURTHER, that any bond, undertaking, recognizance, or suretyship obligation shall be valid and binding upon the Company

- (i) when signed by the president, any vice president or assistant vice president, and attested and sealed (if a seal be required) by any secretary or assistant secretary; or
- (ii) when signed by the president, any vice president or assistant vice president, secretary or assistant secretary, and countersigned and sealed (if a seal be required) by a duly authorized attorney-in-fact or agent; or
- (iii) when duly executed and sealed (if a seal be required) by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority evidenced by the Power of Attorney issued by the company to such person or persons.

RESOLVED FURTHER that the signature of any authorized officer and the seal of the company may be affixed by facsimile to any Power of Attorney or certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the company; and such signature and seal when so used shall have the same force and effect as though manually affixed.

IN WITNESS WHEREOF, OLD REPUBLIC SURETY COMPANY has caused these presents to be signed by its proper officer, and its corporate seal to be affixed this 23rd day of December, 2015.

OLD REPUBLIC SURETY COMPANY


Assistant Secretary




President

STATE OF WISCONSIN, COUNTY OF WAUKESHA - SS

On this 23rd day of December, 2015, personally came before me, Alan Pavlic and Jane E. Cherney, to me known to be the Individuals and officers of the OLD REPUBLIC SURETY COMPANY who executed the above instrument and they each acknowledged the execution of the same, and being by me duly sworn, did severally depose and say: that they are the said officers of the corporation aforesaid, and that the seal affixed to the above instrument is the seal of the corporation, and that said corporate seal and their signatures as such officers were duly affixed and subscribed to the said instrument by the authority of the board of directors of said corporation.




Notary Public

My Commission Expires: September 28, 2018
(Expiration of notary's commission does not invalidate this instrument)

CERTIFICATE

I, the undersigned, assistant secretary of the OLD REPUBLIC SURETY COMPANY, a Wisconsin corporation, CERTIFY that the foregoing and attached Power of Attorney remains in full force and has not been revoked; and furthermore, that the Resolutions of the board of directors set forth in the Power of Attorney, are now in force.



Signed and sealed at the City of Brookfield, WI this 30th day of May, 2017.


Assistant Secretary

RETURN WITH BID



Local Public Agency
Formal Contract Proposal

PROPOSAL SUBMITTED BY M & J Asphalt paving Company, Inc.		
Contractor's Name 3124 S. 60th Court		
Street	P.O. Box	
Cicero, Illinois 60804		
City	State	Zip Code

STATE OF ILLINOIS

COUNTY OF DuPage

Village of Willowbrook

(Name of City, Village, Town or Road District)

FOR THE IMPROVEMENT OF

STREET NAME OR ROUTE NO. Various

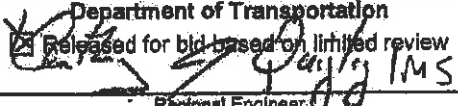
SECTION NO. 17-00000-01-GM

TYPES OF FUNDS MFT

☒ SPECIFICATIONS (required)

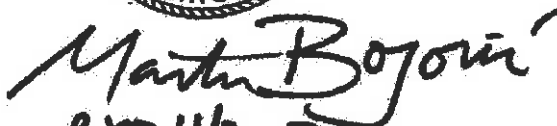
☐ PLANS (required)

For Municipal Projects	
Submitted/Approved/Passed	
	
<input checked="" type="checkbox"/> Mayor	<input type="checkbox"/> President of Board of Trustees <input type="checkbox"/> Municipal Official
Date	

Department of Transportation	
<input checked="" type="checkbox"/> Released for bid based on limited review	
	
Regional Engineer	
5/12/17	
Date	

For County and Road District Projects	
Submitted/Approved	
Highway Commissioner	
Date	
Submitted/Approved	
County Engineer/Superintendent of Highways	
Date	




exp 11/2017

Note: All proposal documents, including Proposal Guaranty Checks or Proposal Bid Bonds, should be stapled together to prevent loss when bids are processed.

RETURN WITH BID

NOTICE TO BIDDERS

County DuPage
Local Public Agency Willowbrook
Section Number 17-00000-01-GM
Route Waterford Subdivision and Various Streets

Sealed proposals for the improvement described below will be received at the office of The Village Clerk of The
Village of Willowbrook, 835 Midway Drive, Willowbrook, IL 60527 until 10:00 AM on May 30, 2017
Address Time Date

Sealed proposals will be opened and read publicly at the office of The Village Clerk of The
Village of Willowbrook, 835 Midway Drive, Willowbrook, IL 60527 at 10:00 AM on May 30, 2017
Address Time Date

DESCRIPTION OF WORK

Name 2017 MFT Road Program - Various Streets Length: 6000.00 feet (1.14 miles)

Location In the Village of Willowbrook, DuPage County, Illinois: Various Streets (See Location Map)

Proposed Improvement HMA Surface Removal (Partial Width), HMA Surface Course, Class D Patching (Special),
Combination Curb & Gutter Replacement, Sidewalk Replacement, Detectable Warnings, and Thermoplastic Pavement
Marking Striping

Plans and proposal forms will be available in the office of Willowbrook Village Hall, 835 Midway Drive, Willowbrook, IL 60527

FOR NON-REFUNDABLE FEE OF \$35.00 PAYABLE TO VILLAGE OF WILLOWBROOK

Contact Name: Tim Halik
Telephone: (630) 920-2261
Address

1. ☒ Prequalification

If checked, the 2 low bidders must file within 24 hours after the letting an "Affidavit of Availability" (Form BC 57), in duplicate, showing all uncompleted contracts awarded to them and all low bids pending award for Federal, State, County, Municipal and private work. One original shall be filed with the Awarding Authority and one original with the IDOT District Office.

3. The Awarding Authority reserves the right to waive technicalities and to reject any or all proposals as provided in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals.

4. The following BLR Forms shall be returned by the bidder to the Awarding Authority:

- a. BLR 12200: Local Public Agency Formal Contract Proposal
- b. BLR 12200a Schedule of Prices
- c. BLR 12230: Proposal Bid Bond (if applicable)
- d. BLR 12325: Apprenticeship or Training Program Certification (do not use for federally funded projects)
- e. BLR 12326: Affidavit of Illinois Business Office

RETURN WITH BID

5. The quantities appearing in the bid schedule are approximate and are prepared for the comparison of bids. Payment to the Contractor will be made only for the actual quantities of work performed and accepted or materials furnished according to the contract. The scheduled quantities of work to be done and materials to be furnished may be increased, decreased or omitted as hereinafter provided.
6. Submission of a bid shall be conclusive assurance and warranty the bidder has examined the plans and understands all requirements for the performance of work. The bidder will be responsible for all errors in the proposal resulting from failure or neglect to conduct an in depth examination. The Awarding Authority will, in no case be responsible for any costs, expenses, losses or changes in anticipated profits resulting from such failure or neglect of the bidder.
7. The bidder shall take no advantage of any error or omission in the proposal and advertised contract.
8. If a special envelope is supplied by the Awarding Authority, each proposal should be submitted in that envelope furnished by the Awarding Agency and the blank spaces on the envelope shall be filled in correctly to clearly indicate its contents. When an envelope other than the special one furnished by the Awarding Authority is used, it shall be marked to clearly indicate its contents. When sent by mail, the sealed proposal shall be addressed to the Awarding Authority at the address and in care of the official in whose office the bids are to be received. All proposals shall be filed prior to the time and at the place specified in the Notice to Bidders. Proposals received after the time specified will be returned to the bidder unopened.
9. Permission will be given to a bidder to withdraw a proposal if the bidder makes the request in writing or in person before the time for opening proposals.

RETURN WITH BID

PROPOSAL

County DuPage
Local Public Agency Willowbrook
Section Number 17-00000-01-GM
Route Waterford Subdivision and Various Streets

1. Proposal of _____

for the improvement of the above section by the construction of 2017 MFT - Waterford Subdivision and Various Streets
HMA Surface Removal (Partial Width), HMA Surface Overlay, Class D Patching (Special), Combination Curb & Gutter
Replacement, Sidewalk Replacement, Detectable Warnings, and Thermoplastic Pavement Marking Striping

a total distance of 6000.00 feet, of which a distance of 6000.00 feet, (1.14 miles) are to be improved.

2. The plans for the proposed work are those prepared by Christopher B. Burke Engineering, LTD
and approved by the Department of Transportation on _____

3. The specifications referred to herein are those prepared by the Department of Transportation and designated as
"Standard Specifications for Road and Bridge Construction" and the "Supplemental Specifications and Recurring Special
Provisions" thereto, adopted and in effect on the date of invitation for bids.

The undersigned agrees to accept, as part of the contract, the applicable Special Provisions indicated on the "Check
Sheet for Recurring Special Provisions" contained in this proposal.

5. The undersigned agrees to complete the work within 21 working days or by _____
unless additional time is granted in accordance with the specifications.

6. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and
Conditions for Contract Proposals, will be required. Bid Bonds will be allowed as a proposal guaranty. Accompanying this
proposal is either a bid bond if allowed, on Department form BLR 12230 or a proposal guaranty check, complying with the
specifications, made payable to:

The Village of Willowbrook Treasurer of _____

The amount of the check is SEVEN THOUSAND, ONE HUNDRED SIXTY DOLLARS & NO CENTS (\$7,260.00).

7. In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must be equal to
the sum of the proposal guaranties, which would be required for each individual proposal. If the proposal guaranty check
is placed in another proposal, it will be found in the proposal for: Section Number _____

8. The successful bidder at the time of execution of the contract will be required to deposit a contract bond for the full
amount of the award. When a contract bond is not required, the proposal guaranty check will be held in lieu thereof. If this
proposal is accepted and the undersigned fails to execute a contract and contract bond as required, it is hereby agreed
that the Bid Bond or check shall be forfeited to the Awarding Authority.

9. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the
product of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will
be divided by the quantity in order to establish a unit price.

10. A bid will be declared unacceptable if neither a unit price nor a total price is shown.

11. The undersigned submits herewith the schedule of prices on BLR 12200a covering the work to be performed under this
contract.

12. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on
BLR 12200a, the work shall be in accordance with the requirements of each individual proposal for the multiple bid
specified in the Schedule for Multiple Bids below.

SCHEDULE OF PRICES

Schedule for Multiple Slides

Schedule for Single Bid

Bidder's Proposal for making Entire Improvements

[illegible]

RETURN WITH BID

[illegible]

RETURN WITH BID

CONTRACTOR CERTIFICATIONS

County	DuPage
Local Public Agency	Willowbrook
Section Number	17-00000-01-GM
Route	Waterford Subdivision and Various Streets

The certifications hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder.

1. **Debt Delinquency.** The bidder or contractor or subcontractor, respectively, certifies that it is not delinquent in the payment of any tax administered by the Department of Revenue unless the individual or other entity is contesting, in accordance with the procedures established by the appropriate revenue Act, its liability for the tax or the amount of tax. Making a false statement voids the contract and allows the Department to recover all amounts paid to the individual or entity under the contract in a civil action.

2. **Bid-Rigging or Bid Rotating.** The bidder or contractor or subcontractor, respectively, certifies that it is not barred from contracting with the Department by reason of a violation of either 720 ILCS 5/33E-3 or 720 ILCS 5/33E-4.

A violation of Section 33E-3 would be represented by a conviction of the crime of bid-rigging which, in addition to Class 3 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be barred for 5 years from the date of conviction from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent in behalf of the corporation.

A violation of Section 33E-4 would be represented by a conviction of the crime of bid-rotating which, in addition to Class 2 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be permanently barred from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent in behalf of the corporation.

3. **Bribery.** The bidder or contractor or subcontractor, respectively, certifies that it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois or any unit of local government, nor has the firm made an admission of guilt of such conduct which is a matter of record, nor has an official, agent, or employee of the firm committed bribery or attempted bribery on behalf of the firm and pursuant to the direction or authorization of a responsible official of the firm.

Interim Suspension or Suspension. The bidder or contractor or subcontractor, respectively, certifies that it is not currently under a suspension as defined in Subpart 1 of Title 44 Subtitle A Chapter III Part 6 of the Illinois Administrative Code. Furthermore, if suspended prior to completion of this work, the contract or contracts executed for the completion of this work may be cancelled.

RETURN WITH BID

SIGNATURES

County DuPage
Local Public Agency Willowbrook
Section Number 17-00000-01-GM
Route Waterford Subdivision and Various Streets

(If an individual)

Signature of Bidder _____

Business Address _____

(If a partnership)

Firm Name _____

Signed By _____

Business Address _____

Inset Names and Addressed of All Partners



(If a corporation)

Corporate Name M & J Asphalt Paving Company, Inc.

Signed By James V. Distasio, Jr.
President

Business Address 3124 S. 60th Court
Cicero, Illinois 60804

Inset Names of Officers

President James V. Distasio, Jr.
Secretary James V Distasio
Treasurer MaryAnn Distasio

Attest:

James V. Distasio, Jr.
Secretary



Illinois Department of Transportation

Apprenticeship or Training Program Certification

Return with Bid

Route	Waterford Subdivision and Various Streets
County	DuPage
Local Agency	Willowbrook
Section	17-00000-01-GM

All contractors are required to complete the following certification:

- ☒ For this contract proposal or for all groups in this deliver and install proposal.
- ☐ For the following deliver and install groups in this material proposal:

Illinois Department of Transportation policy, adopted in accordance with the provisions of the Illinois Highway Code, requires this contract to be awarded to the lowest responsive and responsible bidder. The award decision is subject to approval by the Department. In addition to all other responsibility factors, this contract or deliver and install proposal requires all bidders and all bidders' subcontractors to disclose participation in apprenticeship or training programs that are (1) approved by and registered with the United States Department of Labor's Bureau of Apprenticeship and Training, and (2) applicable to the work of the above indicated proposals or groups. Therefore, all bidders are required to complete the following certification:

- I. Except as provided in paragraph IV below, the undersigned bidder certifies that it is a participant, either as an individual or as part of a group program, in an approved apprenticeship or training program applicable to each type of work or craft that the bidder will perform with its own employees.
- II. The undersigned bidder further certifies for work to be performed by subcontract that each of its subcontractors submitted for approval either (A) is, at the time of such bid, participating in an approved, applicable apprenticeship or training program; or (B) will, prior to commencement of performance of work pursuant to this contract, establish participation in an approved apprenticeship or training program applicable to the work of the subcontract.
- III. The undersigned bidder, by inclusion in the list in the space below, certifies the official name of each program sponsor holding the Certificate of Registration for all of the types of work or crafts in which the bidder is a participant and that will be performed with the bidder's employees. Types of work or craft that will be subcontracted shall be included and listed as subcontract work. The list shall also indicate any type of work or craft job category for which there is no applicable apprenticeship or training program available.

M & J Asphalt Paving Co., Inc. will perform the Removals and Asphalt Paving. Program Sponsors will be the Local Union. We are members of the following: International Union of Operating Engineers – Local 150, Laborers International Union – Local 5 and Local 1006, Teamsters Union – Local 731 and Cement Mason's - Local 502

Subcontracted work includes Pavement Markings

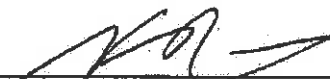
The subcontracted work is to be performed by Union Contractors, their program sponsor is their local union

- IV. Except for any work identified above, any bidder or subcontractor that shall perform all or part of the work of the contract or deliver and install proposal solely by individual owners, partners or members and not by employees to whom the payment of prevailing rates of wages would be required, check the following box, and identify the owner/operator workforce and positions of ownership. ☐

The requirements of this certification and disclosure are a material part of the contract, and the contractor shall require this certification provision to be included in all approved subcontracts. The bidder is responsible for making a complete report and shall make certain that each type of work or craft job category that will be utilized on the project is accounted for and listed. The Department at any time before or after award may require the production of a copy of each applicable Certificate of Registration issued by the United States Department of Labor evidencing such participation by the contractor and any or all of its subcontractors. In order to fulfill the participation requirement, it shall not be necessary that any applicable program sponsor be currently taking or that it will take applications for apprenticeship, training or employment during the performance of the work of this contract or deliver and install proposal.

Bidder: M & J Asphalt Paving Company, Inc.

By:


(Signature)

Address: 3124 S. 60th Court Cicero, IL 60804

Title:

Vice-President

UNITED STATES Department of Labor

Office of Apprenticeship Training, Employer and Labor Services
Bureau of Apprenticeship and Training

Certificate of Registration

Chicagoland Laborers' J.A.T.C.

Carol Stream, Illinois

For the Trade - Construction Craft Laborer

Registered as part of the National Apprenticeship Program

in accordance with the basic standards of apprenticeship

established by the Secretary of Labor

April 12, 1999

Date REVISED August 13, 2004

IL 017990001

Registration No.



L. F. Chao
Secretary of Labor

Anthony S. Sweeney
Administrator, Apprenticeship Training, Employer and Labor Services

United States Department of Labor

Office of Apprenticeship Training, Employer and Labor Services
Bureau of Apprenticeship and Training

Certificate of Registration

Operating Engineers Local #150
Mainfield, Illinois

For the Trade of Operating Engineer

Registered as part of the National Apprenticeship Program

in accordance with the basic standards of apprenticeship

established by the Secretary of Labor



November 5, 2002
Date

22 008780173
Registration No.

L. X. Chao
Secretary of Labor

Anthony S. Szwed
Assistant Secretary for Training, Employer and Labor Services

United States Department of Labor

Office of Apprenticeship Training, Employer and Labor Services
Bureau of Apprenticeship and Training

Certificate of Registration

Heavy Equipment Technician Operating Engineers Local #150
Plainfield, Illinois

For the Trade of Repairer (Heavy)

Registered as part of the National Apprenticeship Program
in accordance with the basic standards of apprenticeship
established by the Secretary of Labor



May 5, 2002

Date

11012020003

Loi. Chao

Secretary of Labor

Anthony Sumner

The United States Department of Labor

Office of Apprenticeship

Certificate of Registration of Apprenticeship Program

Cement Masons Union Local #502 JAC

Bellwood, Illinois

For the Trades of: Cement Mason

*Registered as part of the National Apprenticeship System
in accordance with the basic standards of apprenticeship
established by the Secretary of Labor*

December 1, 1983

Revised: May 13, 2015

IL008820041

Date

Registration No.



John S. G. Jr.
Secretary of Labor

John V. Kelly

RETURN WITH BID



Affidavit of Illinois Business Office

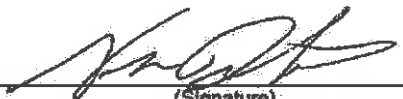
County DuPage
Local Public Agency Willowbrook
Section Number 17-00000-01-GM
Route Waterford Subdiv.

State of Illinois)
) ss.
County of Cook)

I, Nick Distasio of Cicero, Illinois,
(Name of Affiant) (City of Affiant) (State of Affiant)

being first duly sworn upon oath, states as follows:

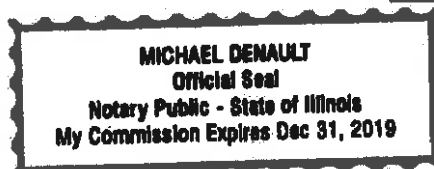
1. That I am the Vice-President of M & J Asphalt Paving Company, Inc.
officer or position bidder
2. That I have personal knowledge of the facts herein stated.
3. That, if selected under this proposal, M & J Asphalt Paving Company, Inc., will maintain a
(bidder)
business office in the State of Illinois which will be located in Cook County, Illinois.
4. That this business office will serve as the primary place of employment for any persons employed in the construction contemplated by this proposal.
5. That this Affidavit is given as a requirement of state law as provided in Section 30-22(8) of the Illinois Procurement Code.


(Signature)
Nick Distasio
(Print Name of Affiant)

This instrument was acknowledged before me on 30th day of May, 2017.

(SEAL)


(Signature of Notary Public)





Illinois Department of Transportation

Bureau of Construction
2300 South Dirksen Parkway/Room 322
Springfield, Illinois 62764

Affidavit of Availability
For the Letting of 5/30/2017
(Letting date)

Instructions: Complete this form by either typing or using black ink.
"Authorization to Bid" will not be issued unless both sides of this form are
completed in detail. Use additional forms as needed to list all work.

Part I. Work Under Contract

List below all work you have under contract as either a prime contractor or a subcontractor. It is required to include all pending low bids not yet awarded or rejected. In a joint venture, list only that portion of the work which is the responsibility of your company. The uncompleted dollar value is to be based upon the most recent engineer's or owners estimate, and must include work subcontracted to others. If no work is contracted, show NONE.

	1	2	3	4	Awards Pending	
Contract Number	Bld #2123	Maywood	Project 16532			
Contract With	Northbrook Park Dist.	2017 Roadway Improvements	Evergreen Park Sch Dist.			
Estimated Completion Date	6/9/2017	9/15/2017	8/15/2017			
Total Contract Price	297,887.00	979,569.50	586,678.40			Accumulated Totals
Uncompleted Dollar Value If Firm is the Prime Contractor	297,887.00	979,569.50	586,678.40			1,866,134.90
Uncompleted Dollar Value If Firm is the Subcontractor						0.00
Total Value of All Work						1,866,134.90

Part II. Awards Pending and Uncompleted Work to be done with your own forces.

List below the uncompleted dollar value of work for each contract and awards pending to be completed with your own forces. All work subcontracted to others will be listed on the reverse of this form. In a joint venture, list only that portion of the work to be done by your company. If no work is contracted, show NONE.

					Accumulated Totals
Earthwork	7,500.00	219,025.00	62,651.00		289,176.00
Portland Cement Concrete Paving		210,000.00			210,000.00
HMA Plant Mix					
HMA Paving	154,500.00	78,700.00	212,635.00		445,835.00
Clean & Seal Cracks/Joints					
Aggregate Bases & Surfaces	7,500.00	63,250.00	94,989.75		165,739.75
Highway, R.R. and Waterway Structures					
Drainage					
Electrical					
Cover and Seal Coats			610.00		610.00
Concrete Construction	57,500.00	217,262.50	49,099.75		323,862.25
Landscaping	2,500.00				2,500.00
Fencing			3,500.00		3,500.00
Guardrail					
Painting					
Signing	1,500.00		2,460.00		3,960.00
Cold Milling, Planning & Rotomilling	47,350.00	14,275.00	12,244.80		73,869.80
Demolition					
Pavement Markings (Paint)	1,000.00	2,760.00	1,700.00		5,460.00
Other Construction (List)	4,640.00		5,000.00		9,640.00
Prime Coat	3,397.00	17.00	2,356.25		5,772.25
Traffic Control		18,000.00	3,000.00		21,000.00
Totals	287,387.00	823,289.50	450,248.55	0.00	1,560,925.05

Disclosure of this information is REQUIRED to accomplish the statutory purpose as outlined in the "Illinois Procurement Code". Failure to comply will result in non-issuance of an "Authorization To Bid." This form has been approved by the State Forms Management Center.

Part III. Work Subcontracted to Others

For each contract described in Part I, list all the work you have subcontracted to others.

	1	2	3	4	Awards Pending
Subcontractor	Ray Edwards	Suburban General	Suburban General		
Type of Work	Sewer	Sewer	Sewer		
Subcontract Price	10,500.00	118,840.00	39,788.00		
Amount Uncompleted	10,500.00	118,840.00	39,788.00		
Subcontractor		Reid Landscaping	Homer Tree		
Type of Work		Landscaping	Tree Removal		
Subcontract Price		25,500.00	6,734.00		
Amount Uncompleted		25,500.00	6,734.00		
Subcontractor		Precision	Farrell Electric		
Type of Work		Pavement Markings	Electrical		
Subcontract Price		8,940.00	25,137.25		
Amount Uncompleted		8,940.00	25,137.25		
Subcontractor			Road Fabrics		
Type of Work			Petromat / Geofabric		
Subcontract Price			30,195.60		
Amount Uncompleted			30,195.60		
Subcontractor					
Type of Work			Landscape		
Subcontract Price			36,575.00		
Amount Uncompleted			36,575.00		
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Total Uncompleted	10,500.00	153,280.00	138,429.85	0.00	0.00

I, being duly sworn, do hereby declare this affidavit is a true and correct statement relating to ALL uncompleted contracts of the undersigned for Federal, State, County, City and private work, including ALL subcontract work, ALL pending low bids not yet awarded or rejected and ALL estimated completion dates

Subscribed and sworn to before me

this 30th day of May, 2017

Michael Denault
Notary Public

Type or Print Name Nick Distasio Vice President
Officer of Director Title

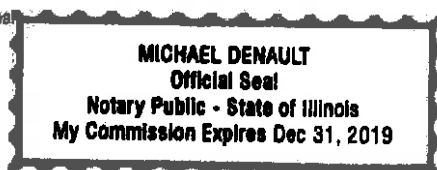
Signed [Signature]

My commission expires: 12-31-19

Company M & J Asphalt Paving Company, Inc.

Address 3124 S. 60th Court
Cicero, Illinois 60804

(Notary Seal)





The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction", Adopted April 1, 2016, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures of Materials" in effect on the date of invitation of bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included here in which apply to and govern the construction of 17-00000-01-GM, and in case of conflict with any part, or parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

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LOCATION OF PROJECT

The improvement is located on the following roads in the Village of Willowbrook, Du Page County, Illinois, Waterford Drive and Various Streets (see patching location map); the total length of improvements is approximately feet 6,000 LF.

DESCRIPTION OF PROJECT

This contract includes Hot-Mix Asphalt (HMA) Surface Removal (Edge Grind), 1.5" (Special), 1.5" HMA Surface Course Overlay, Class D Patch Surface, 3" (Special), Class D Patch, 6" (Special), Combination Concrete Curb and Gutter Replacement, Sidewalk Replacement, Detectable Warnings, and Thermoplastic Pavement Striping.

WORKING DAYS

The CONTRACTOR shall complete the work within twenty-one (21) working days per Article 108.04 of the STANDARD SPECIFICATIONS

EXAMINATION OF PLANS, SPECIFICATION, SPECIAL PROVISIONS, AND SITE OF WORK

The prospective bidder shall, before submitting a bid, carefully examine the provisions of the contract. The bidder shall inspect in detail the site of the proposed work, investigate and become familiar with all the local conditions affecting the contract and fully acquaint themselves with the detailed requirements of construction.

CONTRACT EXECUTION

Contract award and execution shall be in accordance with Section 102.01 of the Standard Specification.

EDGE OF PAVEMENT

During paving operations care, will be taken to maintain a uniform edge of pavement parallel to the roadway center line. Excess material placed will be removed at the engineer's direction during or after completion of paving operations.

LIMITS OF CONSTRUCTION (PAVING OPERATIONS)

The Public Services Foreman and/or Village Engineer shall mark the limits of paving operations. This includes all pavement removal and patching limits at the start / end of the project and at side street radii, etc.

AWARD OF CONTRACT

The Village of Willowbrook reserves the right to award the contract to the lowest responsible Bidder for based upon the Village's best financial interest. Each Bidder must submit bids to be eligible for the award of the contract. Failure to do so will result in rejection of the CONTRACTOR'S bid.

SIGN AND MAILBOX RELOCATE

The CONTRACTOR may remove and replace all street signs and mailboxes located in or near the construction zone. The CONTRACTOR shall be responsible for replacing at his expense any signs or mailboxes damaged during the course of construction and the operation of removing and replacing any signs or mailboxes. The removal and replacement of all existing signs and mailboxes within the construction limits shall not be paid for separately but shall be incidental to the contract.

MAINTENANCE OF ROADWAYS

Beginning on the date that the CONTRACTOR begins work on this project, he shall assume responsibility for normal maintenance of all existing roadways within the limits of the improvement. This normal maintenance shall include all repair work deemed necessary by the VILLAGE, but shall not include snow removal operations. Traffic control and protection for this work will be provided by the CONTRACTOR as required by the VILLAGE.

The work involved in maintaining the existing pavement will not be paid for separately at the contract unit prices for the various items of work involved, unless otherwise specified elsewhere in these Special Provisions. Traffic control and protection will be paid for as stated in the contract. No construction activity shall begin until all proper signs and barricades have been installed. There shall be no equipment or material storage on the pavement, temporary or otherwise. All driveways must have access each night except during driveway apron removal and replacement process. In the event a driveway is not open at the end of the workday, \$500 per incident will be deducted from monies due to the contractor.

The CONTRACTOR shall not prime coat any streets overnight. In the event the CONTRACTOR does prime coat a street the night before paving, a \$1,000.00 per incident will be deducted from monies due to the CONTRACTOR.

No garbage shall be disposed of by the CONTRACTOR on the project site. In the event the CONTRACTOR does dispose of garbage on the project site a \$500.00 per incident will be deducted from monies due to the CONTRACTOR.

If items of work have not been provided for in the contract, or otherwise specified for payment, such items, including the accompanying traffic control and protection, and detour route required by the VILLAGE, will be paid for in accordance with Article 109.04 of the STANDARD SPECIFICATIONS.

In the event the CONTRACTOR leaves the aggregate base course exposed commencing on the third night following the start of pavement removal, a \$5,000 per night per street will be

deducted from monies due to the CONTRACTOR. A time extension may be granted by the engineer for unforeseen weather conditions that occur prior to the start of liquidated damages.

PUBLIC CONVENIENCE AND SAFETY

In addition to the requirements of Article 107.09 of the STANDARD SPECIFICATIONS, the CONTRACTOR shall maintain entrances and side roads along the proposed improvements; interference with the traffic movements and inconvenience to the owners of abutting property and public shall be kept to a minimum. The costs associated with any delays or inconveniences caused by the CONTRACTOR by complying with these requirements shall be considered as included with the price of the contract and no additional compensation will be allowed.

The CONTRACTOR is to plan his work so that there will be no open holes in the pavement and that all barricades will be removed from the pavement during non-work hours.

During all construction operations, the CONTRACTOR will be required to provide, erect and maintain proper signage and barricades plus provide flagmen as necessary for safe traffic control.

All provisions relating to traffic control, signage, barricades, detour route and use of flagmen shall be subject to the approval of the VILLAGE.

The CONTRACTOR will not be allowed to close any street to through travel without the prior approval of the VILLAGE. The CONTRACTOR will be required to provide all warning signs, barricades, traffic cones, flagmen and other appurtenances to guarantee the safety of motorists and pedestrians during construction. This work will not be paid for separately but shall be considered as included with the Contract, and no additional compensation will be allowed.

MISCELLANEOUS SAW-CUTTING

Whenever the new work will meet existing conditions other than lawn areas, regardless of whether it is asphalt or concrete, the existing adjacent pavement or curb shall be saw-cut to provide a neat joint. The saw-cut shall be in a straight line sufficiently deep so that it renders a smooth vertical face to match to. All saw cutting shall be considered incidental to the cost to the adjacent items of new work.

If the contractor is not careful or does not saw deep enough and the cut line breaks out or chips to an imperfect edge, then the existing side must be re-cut square and done over until it is correct. Any additional quantity of new work required as a result of additional removal caused by improper saw cutting will not be paid for.

DISPOSAL OF DEBRIS AND EXCAVATED OR REMOVED MATERIALS

The Contractor shall be responsible for removal and disposal of all waste material, asphalt, concrete, stone, dirt, or debris generated in the course of the work.

The contractor shall load the removed pieces of curb and gutter, sidewalk, driveway and street

pavements, etc., directly onto trucks, haul it away, and dispose of it. The temporary storing of excavated materials on the parkways, and rehandling them later for disposal will not be allowed due to additional damage caused to tree root systems, parkways, existing equipment, and conditions. It shall be the contractor's responsibility to find an approved dumpsite for debris and any excavated materials. The Village will not provide for one. The stockpiling of excavated or backfill material within the roadway overnight shall not be permitted.

TRAFFIC CONTROL AND PROTECTION

The Contractor shall obtain, erect, maintain, and remove all signs, barricades, flagman, and other traffic control devices as may be necessary for the purpose of regulating, warning, or guiding traffic. Placement and maintenance of all traffic control devices shall be as directed by the Engineer and in accordance with the applicable parts of Article 107.14 of Standard Specifications and the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways. **All traffic control and protection will be will be paid for under the pay item for TRAFFIC CONTROL AND PROTECTION, STANDARD 701501.**

PREVAILING WAGE

Pursuant to the Illinois Prevailing Wage Act (820 ILCS 130/01 *et seq.*) (the "Act"), the CONTRACTOR is required to comply with and notify all subcontractors for this Work that they are required to comply with all provisions of the Act, including (i) all requirements for payment of the current general prevailing rate of hourly wages and fringe benefits, for each craft or type of worker or mechanic needed to perform such Work, and also the current general prevailing rate for legal holiday and overtime work, as ascertained by the Illinois Department of Labor for DuPage County, Illinois; and (ii) all record keeping requirements under the Act. The foregoing applies only to projects that are a fixed public work.

QUALITY CONTROL

The Village of Willowbrook will collect tickets for all material utilized on the project on a daily basis or as directed by the Engineer.

TRUCK WEIGHTS

The Village may require the contractor to reweigh any trucks to verify the ticket weight at any time during the job at a certified scale. All truckloads shall be within the tolerable limits of the scales and shall be legal.

NOTIFICATION OF PUBLIC UTILITIES

The Contractor shall notify ComEd, Nicor Gas, and AT&T at JULIE 800-892-0123, and the Village Engineer of the Village of Willowbrook 847-823-0500, at least two (2) working days in advance of commencement of construction for locations of their underground lines.

NOTIFICATION OF POLICE AND FIRE DEPARTMENTS

The Contractor shall advise the Police and Fire Departments daily as to what streets will be under construction and what streets, if any, are to be closed so that they can reroute their emergency vehicles.

COMPLIANCE WITH CODES

It is the responsibility of the Contractor to whom this Contract is awarded to familiarize himself and comply with the contents of the Occupational Safety and Health Act (OSHA), codes and ordinances adopted by and in effect by Federal, State, County, Township, and Village Governmental Bodies, and any other governmental agencies at any level having jurisdiction over this area and this type of work. Any additional costs resulting from compliance with these codes shall be considered incidental to the Contract.

STREET CLEANING

If the CONTRACTOR fails to clean the pavement, sidewalk or parkways on or adjacent to the section under construction to the satisfaction of the ENGINEER at any time during the contract, the ENGINEER will notify the CONTRACTOR at which time the CONTRACTOR will have 24 hours to respond.

If the CONTRACTOR fails to respond within 24 hours an amount of \$500.00 per incident will be deducted from any monies due the CONTRACTOR.

INSURANCE REQUIREMENTS

The Contractor shall follow Section 107 of the Illinois Department of Transportation STANDARD SPECIFICATIONS for Road and Bridge Construction. With the exception of the workers compensation and employer liability policies, all insurance shall name the Village of Willowbrook, its officers, agents, and employees, and Christopher B. Burke Engineering, Ltd. as additional insureds and shall include an endorsement providing that such insurance is primary and non-contributory with respect to the additional insureds.

VANDALISM

Special attention is called to Article 107.30 of the STANDARD SPECIFICATIONS. Any defaced work shall be corrected or replaced by the CONTRACTOR at his sole expense prior to final payment. The VILLAGE shall cooperate with the CONTRACTOR to minimize vandalism, but the CONTRACTOR shall be ultimately responsible to correct any damage.

COMBINATION CONCRETE CURB AND GUTTER REMOVAL

Description. The work shall consist of the removal and satisfactory disposal of all existing Combination Concrete Curb and Gutter, and in accordance with Article 440 of the Standard Specifications and as specified herein.

Construction Requirements. In addition to the requirements of Article 440.02 of the Standard Specifications the Contractor will be prohibited from using a pavement breaker or other highly destructive means as defined by the Engineer for removing Combination Concrete Curb and Gutter. ***Prior to the removal of the existing combination concrete curb and gutter the adjacent edge of pavement shall be saw cut full-depth.*** All material excavated under this item shall be immediately loaded and hauled away and shall not be stored in the street or parkway area.

Any existing sprinkler systems damaged during the course of the work shall be repaired by the Contractor at no expense to the Owner.

Method of Measurement and Basis of Payment. COMBINATION CONCRETE CURB AND GUTTER REMOVAL shall be measured and paid for at the contract unit price per foot.

COMBINATION CONCRETE CURB AND GUTTER, TYPE M-3.12 ABUTTING EXISTING PAVEMENT (SPECIAL)

Description. This work shall consist of the construction of new combination concrete curb and gutter, Type M-3.12 specified including all necessary excavation, embankment and sub base granular material as shown in the detail on the plans and in accordance with Sections 606, 202, 205 and 311 of the Standard Specifications and as specified herein.

Construction Requirements. In addition to the requirements of Article 606.06 of the Standard Specifications the Contractor shall excavate all material necessary to build the proposed curb and gutter and proposed sub base in accordance with Section 202 of the Standard Specifications. ***The proposed sub base of the new curb and gutter shall be compacted Subbase Granular Material, Type B (4" of CA-6 stone) as shown on the plans (see attached detail)*** in accordance with Section 311 of the Standard Specifications. Backfill behind the proposed back of curb shall be in accordance with Section 205 of the Standard Specifications.

Expansion joints shall be three quarter inch (3/4") preformed bituminous expansion joint with two (2) No. 6 epoxy coated smooth dowel bars (3/4" dia. x 18" long) with grease caps that shall be placed every seventy-five feet (75'), five feet (5') either side of drainage structures, point of curvatures (p.c.'s), radius points and back of cul-de-sacs. When expansion joints are constructed adjacent to existing curb and gutter the existing curb shall be drilled and two (2) No. 6 epoxy coated smooth dowel bars (3/4" x 18" long) epoxied in place and shall be installed four inches (4") from bottom of curb. Grease caps shall be placed on the side of the new curb and gutter shall have a pinched stop that will provide a minimum one inch (1") expansion.

For curb and gutter constructed over utility trenches, two (2) reinforcing No. 4 bars shall be installed continuously (10' min. in length) through the curb and gutter, centered over the trench (3" min. from the bottom).

Contraction joints shall be placed at a maximum spacing of 15 feet. Contractor shall use full forms on both sides of the patch - 9" min. at edge of pavement and either 12" or 15" min. at back of curb.

New curb and gutter shall be placed within 72 hours of removal of existing concrete curb and gutter. Failure by the Contractor to place the new curb and gutter within this timeframe shall cause for the Engineer to stop work on the project until the curb and gutter is placed.

Any existing pavement removed adjacent to the new curb and gutter shall be replaced with Class SI concrete. The concrete will be brought to an elevation of 3" below the gutter flag and as directed by the Engineer and/or Public Services Foreman. The material shall be placed carefully and independently of the curb and gutter section, and only after all debris has been removed from the hole. This operation shall be completed within 3 days after the curb forms are stripped and shall be included with this pay item.

Method of Measurement and Basis of Payment. Combination concrete curb and gutter Type M-3.12 and all required excavation for curb and gutter cross-section, new compacted Subbase Granular Material, Type B (4" of CA-6 stone) Class SI concrete, and backfill necessary to construct the work as shown on the plans and as specified herein shall be measured and paid for at the contract unit price per foot for **COMBINATION CONCRETE CURB AND GUTTER, TYPE M-3.12 ABUTTING EXISTING PAVEMENT (SPECIAL).**

PORTLAND CONCRETE CEMENT SIDEWALK, 5 INCH (SPECIAL)

Description. This work shall consist of constructing Portland Cement Concrete Sidewalk and sidewalk accessibility ramps on a prepared subgrade. This work shall be performed in accordance with Sections 311 and 424 of the STANDARD SPECIFICATIONS with the following alterations.

Construction Requirements. Sidewalks shall be placed on four (4") inches of new compacted Subbase Granular Material, Type B (CA-6 gradation). The sidewalk width shall be five (5") inches in thickness and at driveway apron locations, the depth of concrete shall be increased to seven (7") inches. All sidewalk shall be a minimum of four (4') feet in width.

Expansion joints of the thickness specified below shall consist of preformed joint filler. The top of the joint shall be placed 1/4 in. below the surface of the sidewalk.

(a) 1/2 in. Thick Expansion Joints. Expansion joints 1/2 in. thick shall be placed between the sidewalk and all structures such as light standards, traffic light standards, traffic poles and subway columns, which extend through the sidewalk.

(b) 3/4 in. Thick Expansion Joints. Transverse expansion joints 3/4 in. thick shall be placed at intervals of not more than 50 feet in the sidewalk. Where the sidewalk is constructed adjacent to pavement or curb having expansion joints, the expansion joints in the sidewalk shall be placed in line with the existing expansion joints as nearly as practicable. Expansion joints shall also be placed where the sidewalk abuts existing sidewalks, between driveway pavement and sidewalk, and between sidewalk accessibility ramps and curbs where the ramp abuts a curb.

All contraction joints shall be no greater than five feet (5').

Curb ramps shall be constructed according to the ADAAG, the Illinois Accessibility code, and as shown on the plans. Curb ramps shall be constructed to the same thickness as the adjacent sidewalk with a **minimum thickness of five (5") inches**. Also any side curbs that are necessary for the proper construction of the sidewalk accessibility ramps as show in IDOT STANDARD 424001-09, shall be incidental to the cost for PORTLAND CEMENT CEMENT SIDEWALK, 5 INCH (SPECIAL).

Method of Measurement and Basis of Payment. Portland cement concrete sidewalk will be measured for payment in place, and the area computed in square feet. This work will be paid for at the contract unit price per square foot for **PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SPECIAL)**, which price shall include all required expansion joints, contraction joints, variable height edge treatment at sidewalk ramps, **additional thickness at driveway aprons**, curb ramps, any necessary side curb for sidewalk accessibility ramps, all required excavation for the sidewalk cross-section, new compacted Subbase Granular Material Type B (4" CA-6 stone), and any necessary root pruning.

DETECTABLE WARNINGS

Detectable warnings shall consist of a surface of truncated domes meeting the requirements of the ADAAG and the details shown on the plans. Detectable warnings shall be installed at curb ramps, medians and pedestrian refuge islands, at-grade railroad crossings, transit platform edges, and other locations where pedestrians are required to cross a hazardous vehicular way. Detectable warnings shall also be installed at alleys and commercial entrances when permanent traffic control devices are present. The installation shall be an integral part of the walking surface and only the actual domes shall project above the walking surface.

All detectable warnings shall use Cast In Place Detectable/Tactile Warning Surface Tiles.

The product or method used for installing detectable warnings shall come with the following documents which shall be given to the Engineer prior to use.

- (a) Manufacturer's certification stating the product is fully compliant with the ADAAG.
- (b) Manufacturer's five year warranty.
- (c) Manufacturer's specifications stating the required materials, equipment, and installation procedures.

Products that are colored shall be colored their entire thickness. The materials, equipment, and installation procedures used shall be according to the manufacturer's specifications.

Method of Measurement and Basis of Payment. This work shall be paid for at the contract unit price per square foot (SF) for **DETECTABLE WARNINGS** which shall include removal of existing sidewalk and all material, equipment, and labor necessary to install the detectable warnings as specified.

HOT-MIX ASPHALT SURFACE REMOVAL, 1 ½" (SPECIAL)

This work shall consist of grinding and removing the existing asphalt pavement as specified on the plans (**see road cross-section profile**) and in accordance with Section 440 of the Standard Specifications. This item of work will also be utilized in variable depths as follows:

PARTIAL WIDTH EDGE MILLING

The pavement edge shall be milled from the edge of pavement section to approximately 6 feet out from the edge of the edge of pavement section; that point being at a distance where the milling shall "daylight" out or that the transition in depth shall be non-discernible. Special care shall be taken along the edge of pavement section to remove all asphalt, seal material, or other debris from the exposed face of the edge of pavement section. Milling depth along the edge of pavement shall be from 1 1/2" in depth (See road cross-section for details). Maximum width for edge mill shall be 6' as shown in the road cross-section detail and no additional compensation will be given for additional width.

JOINTS AT PAVING TERMINI

The start / end locations of the project and at intersections will be milled to provide a smooth surface joint at the limits of the work where the new surface is to meet the existing pavement. This milling will be 1.5" deep at a distance of ten (10) feet from the paving termini and taper to meet the existing pavement. All joints to be constructed shall be neatly saw cut. The remaining existing pavement shall then be removed to a depth of 1.5" up to paving termini. The cost of jack-hammering, chipping, hand work and cleaning is included in this pay item.

This item of work will be measured and paid for at the contract unit price per SQUARE YARD (SY) for **HOT-MIX ASPHALT SURFACE REMOVAL, 1 ½" (SPECIAL)**.

BUTT JOINTS

Butt joints shall be constructed the entire width of the road at all intersections, approaches, entrances and paved driveways. In the opinion of the ENGINEER, the butt joint shall provide a smooth transition between existing pavement and the improved surface. The CONTRACTOR'S work shall conform to section **406.09 Butt Joints** of the STANDARD SPECIFICATIONS for Road and Bridge Construction. This item shall not be paid for separately, but is incidental to the contract unit price per square yard (SY) for **HOT-MIX ASPHALT SURFACE REMOVAL, 1 ½" (SPECIAL)**.

CLASS D PATCH, SURFACE (SPECIAL), 3"

This work shall consist of removal and replacement of existing pavement at locations as directed by the ENGINEER. This work shall be done in accordance with Section 442 of the STANDARD SPECIFICATIONS except that the four types, namely Type 1, Type II, Type III and Type IV have been combined under the pay item Class D Patch, Surface (Special), 3".

The existing pavement including the base and Hot-Mix Asphalt surface shall be neatly saw cut and removed to a depth of **three (3) inches** and replaced with **three (3) inches of Hot-Mix**

Asphalt Surface Course, Mix "D", N50 (IL 9.5mm), as specified in Section 406. The surface of the patch shall meet the surface of the existing Hot-Mix Asphalt surface.

All holes, soft places and other defects in the subbase or subgrade shall be corrected by the CONTRACTOR by removing the unsuitable material, adding more Hot-Mix Asphalt mixture as specified herein in conformance with Section 406.

This work will be paid for at the contract unit price per square yard for **CLASS D PATCH, SURFACE (SPECIAL), 3"** which price shall include the removal of the existing pavement base, Hot-Mix Asphalt surface and sub-grade as directed by the engineer and the placement and compaction of the specified Hot-Mix Asphalt mixture up to the surface of the existing Hot-Mix Asphalt surface.

CLASS D PATCH, 6" (SPECIAL)

This work shall consist of removal and replacement of existing pavement at locations as directed by the Engineer. This work shall be done in accordance with Article 442 of the Standard Specifications except that the four types, namely Type 1, Type II, Type III and Type IV have been combined under the pay item Class D Patch, 6" (Special)

The existing pavement including the base and Hot-Mix Asphalt surface shall be neatly saw cut and removed and replaced with **four (4") inches of Hot-Mix Asphalt Binder Course, IL-19 mm, and two (2") inches of Hot-Mix Asphalt Surface Course, Mix "D", N50 (IL- 9.5mm)**, as specified in Article 406. The surface of the patch shall be flush with the surface of the existing Hot-Mix Asphalt surface.

Since only the streets in the Waterford Subdivision will be milled and resurfaced, the Class D Patch, 6" (Special) shall be the following only:

Once the existing surface has been milled, then the existing pavement including the base and Hot-Mix Asphalt surface shall be neatly saw cut and removed and replaced with **six (6") inches of Hot-Mix Asphalt Binder Course, IL-19 mm**, as specified in Article 406. The surface of the patch shall be flush with the surface of the existing milled Hot-Mix Asphalt surface prior to resurfacing.

All holes, soft places and other defects in the subbase or subgrade shall be corrected by the Contractor by removing the unsuitable material, adding more **Hot-Mix Asphalt Mixture** as specified herein in conformance with Article 406.

If the contractor is not careful or does not saw deep enough and the cut line breaks out or chips to an imperfect edge, then the existing side must be re-cut square and done over until it is correct. Any additional quantity of new work required as a result of additional removal caused by improper saw cutting will not be paid for.

Method of Measurement and Basis of Payment. This work will be paid for at the contract unit price per SQUARE YARD (SY) for **CLASS D PATCH, 6" (SPECIAL)** which price shall include the removal of the existing pavement base, Hot-Mix Asphalt Surface and sub-grade as directed by the engineer, the compaction of the existing subgrade, and placement and compaction of the specified Hot-Mix Asphalt mixture up to the surface of the existing Hot-Mix Asphalt surface (both milled and not milled).

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

The following Hot-Mix Asphalt mixes shall be used in this maintenance:

MIXTURE TYPE	AIR VOIDS
Hot-Mix Asphalt Surface Course, Mix "D", N50 (IL-9.5mm)	4% @ 50 GYR
Hot-Mix Asphalt Binder Course, IL-19.0, N50 (IL- 19.0mm)	4% @ 50 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN

THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS

RESTORATION OF WORK AREA

Any damage to mowed lawns not within the work area shall be replaced with an approved sod, and all damage to unmowed fields shall be seeded.

Any existing sprinkler systems damaged during the course of the work shall be repaired by the Contractor at no expense to Owner.

Any concrete, hot-mix asphalt, gravel, and brick paver driveways and/or sidewalks damaged during the course of the work shall be repaired by the Contractor at no expense to Owner.

THERMOPLASTIC PAVEMENT MARKINGS

The following areas will be striped with Thermoplastic Pavement Markings at locations as directed by the Engineer:

Location	Letters and Symbols (SF) Item No. 78000100
West Leg of 79 th St and Clarendon Hills Rd	70
Letters and Symbols Total	70

Location	Line 4" Yellow (LF) Item No. 78000200
West Leg of 79 th St and Clarendon Hills Rd	1,000
4" Line - Yellow Total	1,000

Location	Line 6" White (LF) Item No. 78000400
West Leg of 79 th St and Clarendon Hills Rd	250
6" Line - White Total	250

Location	Line 12" (LF) Item No. 78000600
West Leg of 79 th St and Clarendon Hills Rd (Yellow)	30
58 th Place and Holmes School Crossing (2)	185
Clarendon Hills Rd and Sheridan School Crossing (2)	130
Clarendon Hills Rd and Midway School Crossing (1)	85
12" Line - Total	430

Location	Line 24" White Stop Bar (LF) Item No. 78000650
West Leg of 79 th St and Clarendon Hills Rd	25
Sheffield Ln at Ridgemoor Dr	13
Stratford Ln and Kingswood Rd	40
Kingswood Rd at Plainfield Road	13
58 th Pl and Holmes	15
59 th St and Holmes	30
24" Line - White Stop Bar Total	136



The Following Recurring Special Provisions Indicated By An "X" Are Applicable To This Contract And Are Included By Reference:

Recurring Special Provisions

<u>Check Sheet #</u>		<u>Page No.</u>
1	<input type="checkbox"/> Additional State Requirements for Federal-Aid Construction Contracts	26
2	<input type="checkbox"/> Subletting of Contracts (Federal-Aid Contracts)	29
3	<input type="checkbox"/> EEO	30
4	<input type="checkbox"/> Specific EEO Responsibilities Non Federal-Aid Contracts	40
5	<input type="checkbox"/> Required Provisions - State Contracts	45
6	<input type="checkbox"/> Asbestos Bearing Pad Removal	51
7	<input type="checkbox"/> Asbestos Waterproofing Membrane and Asbestos Hot-Mix Asphalt Surface Removal	52
8	<input type="checkbox"/> Temporary Stream Crossings and In-Stream Work Pads	53
9	<input type="checkbox"/> Construction Layout Stakes Except for Bridges	54
10	<input type="checkbox"/> Construction Layout Stakes	57
11	<input type="checkbox"/> Use of Geotextile Fabric for Railroad Crossing	60
12	<input type="checkbox"/> Subsealing of Concrete Pavements	62
13	<input type="checkbox"/> Hot-Mix Asphalt Surface Correction	66
14	<input type="checkbox"/> Pavement and Shoulder Resurfacing	68
15	<input type="checkbox"/> Patching with Hot-Mix Asphalt Overlay Removal	69
16	<input type="checkbox"/> Polymer Concrete	70
17	<input type="checkbox"/> PVC Pipeliner	72
18	<input type="checkbox"/> Bicycle Racks	73
19	<input type="checkbox"/> Temporary Portable Bridge Traffic Signals	75
20	<input type="checkbox"/> Work Zone Public Information Signs	77
21	<input type="checkbox"/> Nighttime Inspection of Roadway Lighting	78
22	<input type="checkbox"/> English Substitution of Metric Bolts	79
23	<input type="checkbox"/> Calcium Chloride Accelerator for Portland Cement Concrete	80
24	<input type="checkbox"/> Quality Control of Concrete Mixtures at the Plant	81
25	<input checked="" type="checkbox"/> Quality Control/Quality Assurance of Concrete Mixtures	89
26	<input type="checkbox"/> Digital Terrain Modeling for Earthwork Calculations	105
27	<input type="checkbox"/> Reserved	107
28	<input type="checkbox"/> Preventive Maintenance - Bituminous Surface Treatment	108
29	<input type="checkbox"/> Preventive Maintenance - Cape Seal	114
30	<input type="checkbox"/> Preventive Maintenance - Micro-Surfacing	129
31	<input type="checkbox"/> Preventive Maintenance - Slurry Seal	140
32	<input type="checkbox"/> Temporary Raised Pavement Markers	149
33	<input type="checkbox"/> Restoring Bridge Approach Pavements Using High-Density Foam	150
34	<input type="checkbox"/> Portland Cement Concrete Inlay or Overlay	153

The Following Local Roads And Streets Recurring Special Provisions Indicated By An "X" Are Applicable To This Contract And Are Included By Reference:

Local Roads And Streets Recurring Special Provisions

<u>Check Sheet #</u>		<u>Page No.</u>
LRS 1	Reserved	158
LRS 2	<input type="checkbox"/> Furnished Excavation	159
LRS 3	<input checked="" type="checkbox"/> Work Zone Traffic Control Surveillance	160
LRS 4	<input checked="" type="checkbox"/> Flaggers in Work Zones	161
LRS 5	<input checked="" type="checkbox"/> Contract Claims	162
LRS 6	<input checked="" type="checkbox"/> Bidding Requirements and Conditions for Contract Proposals	163
LRS 7	<input type="checkbox"/> Bidding Requirements and Conditions for Material Proposals	169
LRS 8	Reserved	175
LRS 9	<input type="checkbox"/> Bituminous Surface Treatments	176
LRS 10	Reserved	177
LRS 11	<input checked="" type="checkbox"/> Employment Practices	178
LRS 12	<input checked="" type="checkbox"/> Wages of Employees on Public Works	180
LRS 13	<input checked="" type="checkbox"/> Selection of Labor	182
LRS 14	<input type="checkbox"/> Paving Brick and Concrete Paver Pavements and Sidewalks	183
LRS 15	<input checked="" type="checkbox"/> Partial Payments	186
LRS 16	<input checked="" type="checkbox"/> Protests on Local Lettings	187
LRS 17	<input checked="" type="checkbox"/> Substance Abuse Prevention Program	188
LRS 18	<input type="checkbox"/> Multigrade Cold Mix Asphalt	189

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION
FOR
INSURANCE

Effective: February 1, 2007
Revised: August 1, 2007

All references to Sections or Articles in this specification shall be construed to mean specific Section or Article of the Standard Specifications for Road and Bridge Construction, adopted by the Department of Transportation.

The Contractor shall name the following entities as additional insured under the Contractor's general liability insurance policy in accordance with Article 107.27:

Village of Willowbrook

Christopher B. Burke Engineering LTD

The entities listed above and their officers, employees, and agents shall be indemnified and held harmless in accordance with Article 107.26.

BDE SPECIAL PROVISIONS
For the April 28 and June 16, 2017 Lettings

The following special provisions indicated by an "x" are applicable to this contract and will be included by the Project Development and Implementation Section of the BD&E. An * indicates a new or revised special provision for the letting.

<u>File</u> <u>Name</u>	<u>#</u>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80099	1	Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2014
80382	2	Adjusting Frames and Grates	April 1, 2017	
80274	3	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2016
80192	4	Automated Flagger Assistance Device	Jan. 1, 2008	
80173	5	✓ Bituminous Materials Cost Adjustments	Nov. 2, 2006	July 1, 2015
80241	6	Bridge Demolition Debris	July 1, 2009	
50261	7	Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50481	8	Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50491	9	Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50531	10	Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
80366	11	✓ Butt Joints	July 1, 2016	
80198	12	Completion Date (via calendar days)	April 1, 2008	
80199	13	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80293	14	Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	July 1, 2016
80311	15	Concrete End Sections for Pipe Culverts	Jan. 1, 2013	April 1, 2016
80277	16	Concrete Mix Design – Department Provided	Jan. 1, 2012	April 1, 2016
80261	17	✓ Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
80029	18	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	July 2, 2016
80378	19	Dowel Bar Inserters	Jan. 1, 2017	
80229	20	Fuel Cost Adjustment	April 1, 2009	July 1, 2015
80304	21	Grooving for Recessed Pavement Markings	Nov. 1, 2012	Aug. 1, 2014
80246	22	✓ Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	April 1, 2016
80347	23	Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	April 1, 2017
80383	24	Hot-Mix Asphalt – Quality Control for Performance	April 1, 2017	
80376	25	✓ Hot-Mix Asphalt – Tack Coat	Nov. 1, 2016	
80367	26	Light Poles	July 1, 2016	
80368	27	Light Tower	July 1, 2016	
80336	28	Longitudinal Joint and Crack Patching	April 1, 2014	April 1, 2016
80369	29	Mast Arm Assembly and Pole	July 1, 2016	
80045	30	Material Transfer Device	June 15, 1999	Aug. 1, 2014
80165	31	Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
80349	32	Pavement Marking Blackout Tape	Nov. 1, 2014	April 1, 2016
80371	33	✓ Pavement Marking Removal	July 1, 2016	
80372	34	Portable Changeable Message Signs	Nov. 1, 2016	April 1, 2017
80359	35	Portland Cement Concrete Bridge Deck Curing	April 1, 2015	Jan. 1, 2017
80338	36	Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	April 1, 2014	April 1, 2016
80300	37	Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	April 1, 2016
80328	38	Progress Payments	Nov. 2, 2013	
34261	39	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
80157	40	Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
80306	41	Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	April 1, 2016
80340	42	Speed Display Trailer	April 2, 2014	Jan. 1, 2017
80127	43	Steel Cost Adjustment	April 2, 2004	July 1, 2015

<u>File Name</u>	<u>#</u>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80379	44	<input type="checkbox"/> Steel Plate Beam Guardrail	Jan. 1, 2017	
80317	45	<input type="checkbox"/> Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	April 1, 2016
80298	46	<input type="checkbox"/> Temporary Pavement Marking (NOTE: This special provision was previously named "Pavement Marking Tape Type IV")	April 1, 2012	April 1, 2017
20338	47	<input type="checkbox"/> Training Special Provisions	Oct. 15, 1975	
80318	48	<input type="checkbox"/> Traversable Pipe Grate	Jan. 1, 2013	April 1, 2014
80381	49	<input type="checkbox"/> Traffic Barrier Terminal, Type 1 Special	Jan. 1, 2017	
80380	50	<input type="checkbox"/> Tubular Markers	Jan. 1, 2017	
80288	51	<input checked="" type="checkbox"/> Warm Mix Asphalt	Jan. 1, 2012	April 1, 2016
80302	52	<input type="checkbox"/> Weekly DBE Trucking Reports	June 2, 2012	April 2, 2015
80289	53	<input type="checkbox"/> Wet Reflective Thermoplastic Pavement Marking	Jan. 1, 2012	
80071	54	<input checked="" type="checkbox"/> Working Days	Jan. 1, 2002	

The following special provisions are in the 2017 Supplemental Specifications and Recurring Special Provisions.

<u>File Name</u>	<u>Special Provision Title</u>	<u>New Location</u>	<u>Effective</u>	<u>Revised</u>
80360	Coarse Aggregate Quality	Article 1004.01	July 1, 2015	
80363	Engineer's Field Office	Article 670.07	April 1, 2016	
80358	Equal Employment Opportunity	Recurring CS #1 and #5	April 1, 2015	
80364	Errata for the 2016 Standard Specifications	Supplemental	April 1, 2016	
80342	Mechanical Side Tie Bar Inserter	Articles 420.03, 420.05, and 1103.19	Aug. 1, 2014	April 1, 2016
80370	Mechanical Splicers	Article 1006.10	July 1, 2016	
80361	Overhead Sign Structures Certification of Metal Fabricator	Article 106.08	Nov. 1, 2015	April 1, 2016
80365	Pedestrian Push-Button	Article 888.03	April 1, 2016	
80353	Portland Cement Concrete Inlay or Overlay	Recurring CS #34	Jan. 1, 2015	April 1, 2016
80372	Preventive Maintenance – Bituminous Surface Treatment (A-1)	Recurring CS #28	Jan. 1, 2009	July 1, 2016
80373	Preventive Maintenance – Cape Seal	Recurring CS #29	Jan. 1, 2009	July 1, 2016
80374	Preventive Maintenance – Micro-Surfacing	Recurring CS #30	Jan. 1, 2009	July 1, 2016
80375	Preventive Maintenance – Slurry Seal	Recurring CS #31	Jan. 1, 2009	July 1, 2016
80362	Steel Slag in Trench Backfill	Articles 1003.01 and 1003.04	Jan. 1, 2016	
80355	Temporary Concrete Barrier	Articles 704.02, 704.04, 704.05, and 704.06	Jan. 1, 2015	July 1, 2015

The following special provisions require additional information from the designer. The additional information needs to be included in a separate document attached to this check sheet. The Project Development and Implementation section will then include the information in the applicable special provision. The Special Provisions are:

- Bridge Demolition Debris
- Building Removal - Case I
- Building Removal - Case II
- Building Removal - Case III
- Building Removal-Case IV
- Completion Date
- Completion Date Plus Working Days
- DBE Participation
- Material Transfer Device
- Railroad Protective Liability Insurance
- Training Special Provisions
- Working Days

BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) (RETURN FORM WITH BID)

Effective: November 2, 2006

Revised: July 1, 2015

Description. Bituminous material cost adjustments will be made to provide additional compensation to the Contractor, or credit to the Department, for fluctuations in the cost of bituminous materials when optioned by the Contractor. The bidder shall indicate on the attached form whether or not this special provision will be part of the contract and submit the completed form with his/her bid. Failure to submit the form, or failure to fill out the form completely, shall make this contract exempt of bituminous materials cost adjustments.

The adjustments shall apply to permanent and temporary hot-mix asphalt (HMA) mixtures, bituminous surface treatments (cover and seal coats), and preventative maintenance type surface treatments that are part of the original proposed construction, or added as extra work and paid for by agreed unit prices. The adjustments shall not apply to bituminous prime coats, tack coats, crack filling/sealing, joint filling/sealing, or extra work paid for at a lump sum price or by force account.

Method of Adjustment. Bituminous materials cost adjustments will be computed as follows.

$$CA = (BPI_P - BPI_L) \times (\%AC_V / 100) \times Q$$

Where: CA = Cost Adjustment, \$.

BPI_P = Bituminous Price Index, as published by the Department for the month the work is performed, \$/ton (\$/metric ton).

BPI_L = Bituminous Price Index, as published by the Department for the month prior to the letting for work paid for at the contract price; or for the month the agreed unit price letter is submitted by the Contractor for extra work paid for by agreed unit price, \$/ton (\$/metric ton).

%AC_V = Percent of virgin Asphalt Cement in the Quantity being adjusted. For HMA mixtures, the % AC_V will be determined from the adjusted job mix formula. For bituminous materials applied, a performance graded or cutback asphalt will be considered to be 100% AC_V and undiluted emulsified asphalt will be considered to be 65% AC_V.

Q = Authorized construction Quantity, tons (metric tons) (see below).

For HMA mixtures measured in square yards: $Q, \text{ tons} = A \times D \times (G_{mb} \times 46.8) / 2000$. For HMA mixtures measured in square meters: $Q, \text{ metric tons} = A \times D \times (G_{mb} \times 1) / 1000$. When computing adjustments for full-depth HMA pavement, separate calculations will be made for the binder and surface courses to account for their different G_{mb} and % AC_V.

For bituminous materials measured in gallons: $Q, \text{ tons} = V \times 8.33 \text{ lb/gal} \times SG / 2000$

For bituminous materials measured in liters: $Q, \text{ metric tons} = V \times 1.0 \text{ kg/L} \times SG / 1000$

Where: A = Area of the HMA mixture, sq yd (sq m).

- D = Depth of the HMA mixture, in. (mm).
G_{mb} = Average bulk specific gravity of the mixture, from the approved mix design.
V = Volume of the bituminous material, gal (L).
SG = Specific Gravity of bituminous material as shown on the bill of lading.

Basis of Payment. Bituminous materials cost adjustments may be positive or negative but will only be made when there is a difference between the BPI_L and BPI_P in excess of five percent, as calculated by:

$$\text{Percent Difference} = \{(BPI_L - BPI_P) \div BPI_L\} \times 100$$

Bituminous materials cost adjustments will be calculated for each calendar month in which applicable bituminous material is placed; and will be paid or deducted when all other contract requirements for the work placed during the month are satisfied. The adjustments shall not apply during contract time subject to liquidated damages for completion of the entire contract.

Return With Bid

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**

**OPTION FOR
BITUMINOUS MATERIALS COST ADJUSTMENTS**

The bidder shall submit this completed form with his/her bid. Failure to submit the form, or failure to fill out the form completely, shall make this contract exempt of bituminous materials cost adjustments. After award, this form, when submitted, shall become part of the contract.

Contract No.: _____

Company Name: _____

Contractor's Option:

Is your company opting to include this special provision as part of the contract?

Yes ☐

No ☐

Signature: _____ **Date:** _____

80173

BUTT JOINTS (BDE)

Effective: July 1, 2016

Add the following to Article 406.08 of the Standard Specifications.

- “(c) Temporary Plastic Ramps. Temporary plastic ramps shall be made of high density polyethylene meeting the properties listed below. Temporary plastic ramps shall only be used on roadways with permanent posted speeds of 55 mph or less. The ramps shall have a minimum taper rate of 1:30 (V:H). The leading edge of the plastic ramp shall have a maximum thickness of 1/4 in. (6 mm) and the trailing edge shall match the height of the adjacent pavement \pm 1/4 in. (\pm 6 mm).

The ramp will be accepted by certification. The Contractor shall furnish a certification from the manufacturer stating the temporary plastic ramp meets the following requirements.

Physical Property	Test Method	Requirement
Melt Index	ASTM D 1238	8.2 g/10 minutes
Density	ASTM D 1505	0.965 g/cc
Tensile Strength @ Break	ASTM D 638	2223 psi (15 MPa)
Tensile Strength @ Yield	ASTM D 638	4110 psi (28 MPa)
Elongation @ Yield ^{1/} , percent	ASTM D 638	7.3 min.
Durometer Hardness, Shore D	ASTM D 2240	65
Heat Deflection Temperature, 66 psi	ASTM D 648	176 °F (80 °C)
Low Temperature Brittleness, F ₅₀	ASTM D 746	<-105 °F (<-76 °C)

1/ Crosshead speed -2 in./minute

The temporary plastic ramps shall be installed according to the manufacturer's specifications and fastened with anchors meeting the manufacturer's recommendations. Temporary plastic ramps that fail to stay in place or create a traffic hazard shall be replaced immediately with temporary HMA ramps at the Contractor's expense.”

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010

Revised: November 1, 2014

The reduction of emissions of particulate matter (PM) for off-road equipment shall be accomplished by installing retrofit emission control devices. The term "equipment" refers to diesel fuel powered devices rated at 50 hp and above, to be used on the jobsite in excess of seven calendar days over the course of the construction period on the jobsite (including rental equipment).

Contractor and subcontractor diesel powered off-road equipment assigned to the contract shall be retrofitted using the phased in approach shown below. Equipment that is of a model year older than the year given for that equipment's respective horsepower range shall be retrofitted:

Effective Dates	Horsepower Range	Model Year
June 1, 2010 ^{1/}	600-749	2002
	750 and up	2006
June 1, 2011 ^{2/}	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006
June 1, 2012 ^{2/}	50-99	2004
	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006

1/ Effective dates apply to Contractor diesel powered off-road equipment assigned to the contract.

2/ Effective dates apply to Contractor and subcontractor diesel powered off-road equipment assigned to the contract.

The retrofit emission control devices shall achieve a minimum PM emission reduction of 50 percent and shall be:

- a) Included on the U.S. Environmental Protection Agency (USEPA) *Verified Retrofit Technology List* (<http://www.epa.gov/cleandiesel/verification/verif-list.htm>), or verified by the California Air Resources Board (CARB) (<http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>); or
- b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit

device manufacturer that the emission control device provides a minimum PM emission reduction of 50 percent.

Note: Large cranes (Crawler mounted cranes) which are responsible for critical lift operations are exempt from installing retrofit emission control devices if such devices adversely affect equipment operation.

Diesel powered off-road equipment with engine ratings of 50 hp and above, which are unable to be retrofitted with verified emission control devices or if performance certifications are not available which will achieve a minimum 50 percent PM reduction, may be granted a waiver by the Department if documentation is provided showing good faith efforts were made by the Contractor to retrofit the equipment.

Construction shall not proceed until the Contractor submits a certified list of the diesel powered off-road equipment that will be used, and as necessary, retrofitted with emission control devices. The list(s) shall include (1) the equipment number, type, make, Contractor/rental company name; and (2) the emission control devices make, model, USEPA or CARB verification number, or performance certification from the retrofit device manufacturer. Equipment reported as fitted with emissions control devices shall be made available to the Engineer for visual inspection of the device installation, prior to being used on the jobsite.

The Contractor shall submit an updated list of retrofitted off-road construction equipment as retrofitted equipment changes or comes on to the jobsite. The addition or deletion of any diesel powered equipment shall be included on the updated list.

If any diesel powered off-road equipment is found to be in non-compliance with any portion of this special provision, the Engineer will issue the Contractor a diesel retrofit deficiency deduction.

Any costs associated with retrofitting any diesel powered off-road equipment with emission control devices shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed. The Contractor's compliance with this notice and any associated regulations shall not be grounds for a claim.

Diesel Retrofit Deficiency Deduction

When the Engineer determines that a diesel retrofit deficiency exists, a daily monetary deduction will be imposed for each calendar day or fraction thereof the deficiency continues to exist. The calendar day(s) will begin when the time period for correction is exceeded and end with the Engineer's written acceptance of the correction. The daily monetary deduction will be \$1,000.00 for each deficiency identified.

The deficiency will be based on lack of diesel retrofit emissions control.

If a Contractor accumulates three diesel retrofit deficiency deductions for the same piece of equipment in a contract period, the Contractor will be shutdown until the deficiency is corrected.

Such a shutdown will not be grounds for any extension of the contract time, waiver of penalties, or be grounds for any claim.

80261

HOT-MIX ASPHALT - DENSITY TESTING OF LONGITUDINAL JOINTS (BDE)

Effective: January 1, 2010

Revised: April 1, 2016

Description. This work shall consist of testing the density of longitudinal joints as part of the quality control/quality assurance (QC/QA) of hot-mix asphalt (HMA). Work shall be according to Section 1030 of the Standard Specifications except as follows.

Quality Control/Quality Assurance (QC/QA). Delete the second and third sentence of the third paragraph of Article 1030.05(d)(3) of the Standard Specifications.

Add the following paragraphs to the end of Article 1030.05(d)(3) of the Standard Specifications:

"Longitudinal joint density testing shall be performed at each random density test location. Longitudinal joint testing shall be located at a distance equal to the lift thickness or a minimum of 4 in. (100 mm), from each pavement edge. (i.e. for a 5 in. (125 mm) lift the near edge of the density gauge or core barrel shall be within 5 in. (125 mm) from the edge of pavement.) Longitudinal joint density testing shall be performed using either a correlated nuclear gauge or cores.

- a. Confined Edge. Each confined edge density shall be represented by a one-minute nuclear density reading or a core density and shall be included in the average of density readings or core densities taken across the mat which represents the Individual Test.
- b. Unconfined Edge. Each unconfined edge joint density shall be represented by an average of three one-minute density readings or a single core density at the given density test location and shall meet the density requirements specified herein. The three one-minute readings shall be spaced 10 ft (3 m) apart longitudinally along the unconfined pavement edge and centered at the random density test location."

Revise the Density Control Limits table in Article 1030.05(d)(4) of the Standard Specifications to read:

"Mixture Composition	Parameter	Individual Test (includes confined edges)	Unconfined Edge Joint Density Minimum
IL-4.75	Ndesign = 50	93.0 – 97.4% ^{1/}	91.0%
IL-9.5	Ndesign = 90	92.0 – 96.0%	90.0%
IL-9.5, IL-9.5L	Ndesign < 90	92.5 – 97.4%	90.0%
IL-19.0	Ndesign = 90	93.0 – 96.0%	90.0%
IL-19.0, IL-19.0L	Ndesign < 90	93.0 ^{2/} – 97.4%	90.0%
SMA	Ndesign = 50 & 80	93.5 – 97.4%	91.0%"

HOT-MIX ASPHALT – TACK COAT (BDE)

Effective: November 1, 2016

Revise Article 1032.06(a) of the Standard Specifications to read:

“(a) Anionic Emulsified Asphalt. Anionic emulsified asphalts shall be according to AASHTO M 140. SS-1h emulsions used as a tack coat shall have the cement mixing test waived.”

80376

PAVEMENT MARKING REMOVAL (BDE)

Effective: July 1, 2016

Revise Article 783.02 of the Standard Specifications to read:

"783.02 Equipment. Equipment shall be according to the following.

Item	Article/Section
(a) Grinders (Note 1)	
(b) Water Blaster with Vacuum Recovery	1101.12

Note 1. Grinding equipment shall be approved by the Engineer."

Revise the first paragraph of Article 783.03 of the Standard Specifications to read:

"783.03 Removal of Conflicting Markings. Existing pavement markings that conflict with revised traffic patterns shall be removed. If darkness or inclement weather prohibits the removal operations, such operations shall be resumed the next morning or when weather permits. In the event of removal equipment failure, such equipment shall be repaired, replaced, or leased so removal operations can be resumed within 24 hours."

Revise the first and second sentences of the first paragraph of Article 783.03(a) of the Standard Specifications to read:

"The existing pavement markings shall be removed by the method specified and in a manner that does not materially damage the surface or texture of the pavement or surfacing. Small particles of tightly adhering existing markings may remain in place, if in the opinion of the Engineer, complete removal of the small particles will result in pavement surface damage."

Revise the first paragraph of Article 783.04 of the Standard Specifications to read:

"783.04 Cleaning. The roadway surface shall be cleaned of debris or any other deleterious material by the use of compressed air or water blast."

Revise the first paragraph of Article 783.06 of the Standard Specifications to read:

"783.06 Basis of Payment. This work will be paid for at the contract unit price per each for RAISED REFLECTIVE PAVEMENT MARKER REMOVAL, or at the contract unit price per square foot (square meter) for PAVEMENT MARKING REMOVAL – GRINDING and/or PAVEMENT MARKING REMOVAL – WATER BLASTING."

Delete Article 1101.13 from the Standard Specifications.

WARM MIX ASPHALT (BDE)

Effective: January 1, 2012

Revised: April 1, 2016

Description. This work shall consist of designing, producing and constructing Warm Mix Asphalt (WMA) in lieu of Hot Mix Asphalt (HMA) at the Contractor's option. Work shall be according to Sections 406, 407, 408, 1030, and 1102 of the Standard Specifications, except as modified herein. In addition, any references to HMA in the Standard Specifications, or the special provisions shall be construed to include WMA.

WMA is an asphalt mixture which can be produced at temperatures lower than allowed for HMA utilizing approved WMA technologies. WMA technologies are defined as the use of additives or processes which allow a reduction in the temperatures at which HMA mixes are produced and placed. WMA is produced by the use of additives, a water foaming process, or combination of both. Additives include minerals, chemicals or organics incorporated into the asphalt binder stream in a dedicated delivery system. The process of foaming injects water into the asphalt binder stream, just prior to incorporation of the asphalt binder with the aggregate.

Approved WMA technologies may also be used in HMA provided all the requirements specified herein, with the exception of temperature, are met. However, asphalt mixtures produced at temperatures in excess of 275 °F (135 °C) will not be considered WMA when determining the grade reduction of the virgin asphalt binder grade.

Equipment.

Revise the first paragraph of Article 1102.01 of the Standard Specifications to read:

"1102.01 Hot-Mix Asphalt Plant. The hot-mix asphalt (HMA) plant shall be the batch-type, continuous-type, or dryer drum plant. The plants shall be evaluated for prequalification rating and approval to produce HMA according to the current Bureau of Materials and Physical Research Policy Memorandum, "Approval of Hot-Mix Asphalt Plants and Equipment". Once approved, the Contractor shall notify the Bureau of Materials and Physical Research to obtain approval of all plant modifications. The plants shall not be used to produce mixtures concurrently for more than one project or for private work unless permission is granted in writing by the Engineer. The plant units shall be so designed, coordinated and operated that they will function properly and produce HMA having uniform temperatures and compositions within the tolerances specified. The plant units shall meet the following requirements."

Add the following to Article 1102.01(a) of the Standard Specifications.

"(11) Equipment for Warm Mix Technologies.

- a. Foaming. Metering equipment for foamed asphalt shall have an accuracy of ± 2 percent of the actual water metered. The foaming control system shall be electronically interfaced with the asphalt binder meter.

- b. Additives. Additives shall be introduced into the plant according to the supplier's recommendations and shall be approved by the Engineer. The system for introducing the WMA additive shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes."

Mix Design Verification.

Add the following to Article 1030.04 of the Standard Specifications.

"(e) Warm Mix Technologies.

- (1) Foaming. WMA mix design verification will not be required when foaming technology is used alone (without WMA additives). However, the foaming technology shall only be used on HMA designs previously approved by the Department.
- (2) Additives. WMA mix designs utilizing additives shall be submitted to the Engineer for mix design verification."

Construction Requirements.

Revise the second paragraph of Article 406.06(b)(1) of the Standard Specifications to read:

"The HMA shall be delivered at a temperature of 250 to 350 °F (120 to 175 °C).
WMA shall be delivered at a minimum temperature of 215 °F (102 °C)."

Basis of Payment.

This work will be paid at the contract unit price bid for the HMA pay items involved. Anti-strip will not be paid for separately, but shall be considered as included in the cost of the work.

80288

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within 21 working days.

80071

FRICTION AGGREGATE (D-1)

Effective: January 1, 2011

Revised: April 29, 2016

Revise Article 1004.03(a) of the Standard Specifications to read:

"1004.03 Coarse Aggregate for Hot-Mix Asphalt (HMA). The aggregate shall be according to Article 1004.01 and the following.

(a) Description. The coarse aggregate for HMA shall be according to the following table.

Use	Mixture	Aggregates Allowed
Class A	Seal or Cover	<u>Allowed Alone or in Combination</u> ^{5/} : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete
HMA Low ESAL	Stabilized Subbase or Shoulders	<u>Allowed Alone or in Combination</u> ^{5/} : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag ^{1/} Crushed Concrete
HMA High ESAL Low ESAL	Binder IL-19.0 or IL-19.0L SMA Binder	<u>Allowed Alone or in Combination</u> ^{5/ 6/} : Crushed Gravel Carbonate Crushed Stone ^{2/} Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete ^{3/}

Use	Mixture	Aggregates Allowed	
HMA High ESAL Low ESAL	C Surface and Leveling Binder IL-9.5 or IL-9.5L SMA Ndesign 50 Surface	<u>Allowed Alone or in Combination</u> ^{5/} :	
		Crushed Gravel Carbonate Crushed Stone ^{2/} Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag ^{4/} Crushed Concrete ^{3/}	
HMA High ESAL	D Surface and Leveling Binder IL-9.5 SMA Ndesign 50 Surface	<u>Allowed Alone or in Combination</u> ^{5/} :	
		Crushed Gravel Carbonate Crushed Stone (other than Limestone) ^{2/} Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag ^{4/} Crushed Concrete ^{3/}	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		25% Limestone	Dolomite
		50% Limestone	Any Mixture D aggregate other than Dolomite
HMA High ESAL	E Surface IL-9.5 SMA Ndesign 80 Surface	75% Limestone	Crushed Slag (ACBF) or Crushed Sandstone
		<u>Allowed Alone or in Combination</u> ^{5/ 6/} :	
		Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>

Use	Mixture	Aggregates Allowed	
		50% Dolomite ^{2/}	Any Mixture E aggregate
		75% Dolomite ^{2/}	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone
		75% Crushed Gravel ^{2/} or Crushed Concrete ^{3/}	Crushed Sandstone, Crystalline Crushed Stone, Crushed Slag (ACBF), or Crushed Steel Slag
HMA High ESAL	F Surface IL-9.5 SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> ^{5/ 6/} :	
		Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		50% Crushed Gravel ^{2/} , Crushed Concrete ^{3/} , or Dolomite ^{2/}	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone

- 1/ Crushed steel slag allowed in shoulder surface only.
- 2/ Carbonate crushed stone (limestone) and/or crushed gravel shall not be used in SMA Ndesign 80. In SMA Ndesign 50, carbonate crushed stone shall not be blended with any of the other aggregates allowed alone in Ndesign 50 SMA binder or Ndesign 50 SMA surface.
- 3/ Crushed concrete will not be permitted in SMA mixes.
- 4/ Crushed steel slag shall not be used as leveling binder.
- 5/ When combinations of aggregates are used, the blend percent measurements shall be by volume."
- 6/ Combining different types of aggregate will not be permitted in SMA Ndesign 80."

GROUND TIRE RUBBER (GTR) MODIFIED ASPHALT BINDER (D-1)

Effective: June 26, 2006

Revised: April 1, 2016

Add the following to the end of article 1032.05 of the Standard Specifications:

“(c) Ground Tire Rubber (GTR) Modified Asphalt Binder. A quantity of 10.0 to 14.0 percent GTR (Note 1) shall be blended by dry unit weight with a PG 64-28 to make a GTR 70-28 or a PG 58-28 to make a GTR 64-28. The base PG 64-28 and PG 58-28 asphalt binders shall meet the requirements of Article 1032.05(a). Compatible polymers may be added during production. The GTR modified asphalt binder shall meet the requirements of the following table.

Test	Asphalt Grade GTR 70-28	Asphalt Grade GTR 64-28
Flash Point (C.O.C.), AASHTO T 48, °F (°C), min.	450 (232)	450 (232)
Rotational Viscosity, AASHTO T 316 @ 275 °F (135 °C), Poises, Pa·s, max.	30 (3)	30 (3)
Softening Point, AASHTO T 53, °F (°C), min.	135 (57)	130 (54)
Elastic Recovery, ASTM D 6084, Procedure A (sieve waived) @ 77 °F, (25 °C), aged, ss, 100 mm elongation, 5 cm/min., cut immediately, %, min.	65	65

Note 1. GTR shall be produced from processing automobile and/or light truck tires by the ambient grinding method. GTR shall not exceed 1/16 in. (2 mm) in any dimension and shall contain no free metal particles or other materials. A mineral powder (such as talc) meeting the requirements of AASHTO M 17 may be added, up to a maximum of four percent by weight of GTR to reduce sticking and caking of the GTR particles. When tested in accordance with Illinois modified AASHTO T 27, a 50 g sample of the GTR shall conform to the following gradation requirements:

Sieve Size	Percent Passing
No. 16 (1.18 mm)	100
No. 30 (600 µm)	95 ± 5
No. 50 (300 µm)	> 20

Add the following to the end of Note 1. of article 1030.03 of the Standard Specifications:

“A dedicated storage tank for the Ground Tire Rubber (GTR) modified asphalt binder shall be provided. This tank must be capable of providing continuous mechanical mixing throughout by continuous agitation and recirculation of the asphalt binder to provide a

uniform mixture. The tank shall be heated and capable of maintaining the temperature of the asphalt binder at 300 °F to 350 °F (149 °C to 177 °C). The asphalt binder metering systems of dryer drum plants shall be calibrated with the actual GTR modified asphalt binder material with an accuracy of ± 0.40 percent."

Revise 1030.02(c) of the Standard Specifications to read:

"(c) RAP Materials (Note 5)1031"

Add the following note to 1030.02 of the Standard Specifications:

Note 5. When using reclaimed asphalt pavement and/or reclaimed asphalt shingles, the maximum asphalt binder replacement percentage shall be according to the most recent special provision for recycled materials.

HMA MIXTURE DESIGN REQUIREMENTS (D-1)

Effective: January 1, 2013

Revised: April 1, 2016

1) Design Composition and Volumetric Requirements

Revise the table in Article 406.06(d) of the Standard Specifications to read:

"MINIMUM COMPACTED LIFT THICKNESS	
Mixture Composition	Thickness, in. (mm)
IL-4.75	3/4 (19)
SMA-9.5, IL-9.5, IL-9.5L	1 1/2 (38)
SMA-12.5	2 (50)
IL-19.0, IL-19.0L	2 1/4 (57)"

Revise the table in Article 1004.03(c) of the Standard Specifications to read:

"Use	Size/Application	Gradation No.
Class A-1, 2, & 3	3/8 in. (10 mm) Seal	CA 16
Class A-1	1/2 in. (13 mm) Seal	CA 15
Class A-2 & 3	Cover	CA 14
HMA High ESAL	IL-19.0 IL-9.5	CA 11 ^{1/} CA 16, CA 13 ^{3/}
HMA Low ESAL	IL-19.0L IL-9.5L Stabilized Subbase or Shoulders	CA 11 ^{1/} CA 16
SMA ^{2/}	1/2 in. (12.5mm) Binder & Surface IL 9.5 Surface	CA13 ^{3/} , CA14 or CA16 CA16, CA 13 ^{3/}

1/ CA 16 or CA 13 may be blended with the gradations listed.

2/ The coarse aggregates used shall be capable of being combined with stone sand, slag sand, or steel slag sand meeting the FA/FM 20 gradation and mineral filler to meet the approved mix design and the mix requirements noted herein.

3/ CA 13 shall be 100 percent passing the 1/2 in. (12.5mm) sieve.

Revise Article 1004.03(e) of the Supplemental Specifications to read:

"(e) Absorption. For SMA the coarse aggregate shall also have water absorption
≤ 2.0 percent."

Revise the last paragraph of Article 1102.01 (a) (5) of the Standard Specifications to read:

"IL-4.75 and Stone Matrix Asphalt (SMA) mixtures which contain aggregate having absorptions greater than or equal to 2.0 percent, or which contain steel slag sand, shall have minimum surge bin storage plus haul time of 1.5 hours."

Revise the nomenclature table in Article 1030.01 of the Standard Specifications to read:

"High ESAL	IL-19.0 binder; IL-9.5 surface; IL-4.75; SMA-12.5, SMA-9.5
Low ESAL	IL-19.0L binder; IL-9.5L surface; Stabilized Subbase (HMA) ^{1/} ; HMA Shoulders ^{2/}

1/ Uses 19.0L binder mix.

2/ Uses 19.0L for lower lifts and 9.5L for surface lift."

Revise Article 1030.02 of the Standard Specifications and Supplemental Specifications to read:

"1030.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate	1004.03
(b) Fine Aggregate	1003.03
(c) RAP Material	1031
(d) Mineral Filler	1011
(e) Hydrated Lime	1012.01
(f) Slaked Quicklime (Note 1)	
(g) Performance Graded Asphalt Binder (Note 2)	1032
(h) Fibers (Note 3)	
(i) Warm Mix Asphalt (WMA) Technologies (Note 4)	

Note 1. Slaked quicklime shall be according to ASTM C 5.

Note 2. The asphalt binder shall be an SBS PG 76-28 when the SMA is used on a full-depth asphalt pavement and SBS PG 76-22 when used as an overlay, except where modified herein. The asphalt binder shall be an Elvaloy or SBS PG 76-22 for IL-4.75, except where modified herein. The elastic recovery shall be a minimum of 80.

Note 3. A stabilizing additive such as cellulose or mineral fiber shall be added to the SMA mixture according to Illinois Modified AASHTO M 325. The stabilizing additive shall meet the Fiber Quality Requirements listed in Illinois Modified AASHTO M 325. Prior to approval and use of fibers, the Contractor shall submit a notarized certification by the producer of these materials stating they meet these requirements. Reclaimed Asphalt Shingles (RAS) may be used in Stone Matrix Asphalt (SMA) mixtures designed with an SBA polymer modifier as a fiber additive if the mix design with RAS included meets AASHTO T305 requirements. The RAS shall be from a certified source that

produces either Type I or Type 2. Material shall meet requirements noted herein and the actual dosage rate will be determined by the Engineer.

Note 4. Warm mix additives or foaming processes shall be selected from the current Bureau of Materials and Physical Research Approved List, "Warm Mix Asphalt Technologies".

Revise Article 1030.04(a)(1) of the Standard Specifications and the Supplemental Specifications to read:

“(1) High ESAL Mixtures. The Job Mix Formula (JMF) shall fall within the following limits.

High ESAL, MIXTURE COMPOSITION (% PASSING) ^{1/}										
Sieve Size	IL-19.0 mm		SMA ^{4/} IL-12.5 mm		SMA ^{4/} IL-9.5 mm		IL-9.5 mm		IL-4.75 mm	
	min	max	min	max	min	max	min	max	min	max
1 1/2 in. (37.5 mm)										
1 in. (25 mm)		100								
3/4 in. (19 mm)	90	100		100						
1/2 in. (12.5 mm)	75	89	80	100		100		100		100
3/8 in. (9.5 mm)				65	90	100	90	100		100
#4 (4.75 mm)	40	60	20	30	36	50	34	69	90	100
#8 (2.36 mm)	20	42	16	24 ^{5/}	16	32 ^{5/}	34 ^{6/}	52 ^{2/}	70	90
#16 (1.18 mm)	15	30					10	32	50	65
#30 (600 µm)			12	16	12	18				
#50 (300 µm)	6	15					4	15	15	30
#100 (150 µm)	4	9					3	10	10	18
#200 (75 µm)	3	6	7.0	9.0 ^{3/}	7.5	9.5 ^{3/}	4	6	7	9 ^{3/}
Ratio Dust/Asphalt Binder		1.0		1.5		1.5		1.0		1.0

- 1/ Based on percent of total aggregate weight.
- 2/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with N_{design} = 90.
- 3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.
- 4/ The maximum percent passing the #635 (20 µm) sieve shall be ≤ 3 percent.

- 5/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted above the percentage stated on the table.
- 6/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted below 34 percent.

Revise Article 1030.04(b)(1) of the Standard Specifications to read:

- “(1) High ESAL Mixtures. The target value for the air voids of the HMA shall be 4.0 percent and for IL-4.75 it shall be 3.5 percent at the design number of gyrations. The VMA and VFA of the HMA design shall be based on the nominal maximum size of the aggregate in the mix, and shall conform to the following requirements.

VOLUMETRIC REQUIREMENTS High ESAL				
	Voids in the Mineral Aggregate (VMA), % minimum			Voids Filled with Asphalt Binder (VFA), %
Ndesign	IL-19.0	IL-9.5	IL-4.75 ^{1/}	
50	13.5	15.0	18.5	65 – 78 ^{2/}
70				65 - 75
90				

1/ Maximum Draindown for IL-4.75 shall be 0.3 percent

2/ VFA for IL-4.75 shall be 72-85 percent”

Replace Article 1030.04(b)(3) of the Standard Specifications with the following:

- “(3) SMA Mixtures.

Volumetric Requirements SMA ^{1/}			
Ndesign	Design Air Voids Target %	Voids in the Mineral Aggregate (VMA), % min.	Voids Filled with Asphalt (VFA), %
80 ^{4/}	3.5	17.0 ^{2/}	75 - 83
		16.0 ^{3/}	

1/ Maximum draindown shall be 0.3 percent. The draindown shall be determined at the JMF asphalt binder content at the mixing temperature plus 30 °F.

2/ Applies when specific gravity of coarse aggregate is ≥ 2.760 .

3/ Applies when specific gravity of coarse aggregate is < 2.760 .

4/ Blending of different types of aggregate will not be permitted.
For surface course, the coarse aggregate can be crushed steel slag, crystalline crushed stone or crushed sandstone. For binder course, coarse aggregate shall be crushed stone (dolomite), crushed gravel, crystalline crushed stone, or crushed sandstone.

Add to the end of Article 1030.05 (d) (2) a. of the Standard Specifications:

"During production, the Contractor shall test SMA mixtures for draindown according to AASHTO T305 at a frequency of 1 per day of production."

Delete last sentence of the second paragraph of Article 1102.01(a) (4) b. 2.

Add to the end of Article 1102.01 (a) (4) b. 2.:

"As an option, collected dust (baghouse) may be used in lieu of manufactured mineral filler according to the following:

(a.) Sufficient collected dust (baghouse) is available for production of the SMA mix for the entire project.

(b.) A mix design was prepared based on collected dust (baghouse).

2) Design Verification and Production

Revise Article 1030.04 (d) of the Standard Specifications to read:

"(d) Verification Testing. High ESAL, IL-4.75, and SMA mix designs submitted for verification will be tested to ensure that the resulting mix designs will pass the required criteria for the Hamburg Wheel Test (IL mod AASHTO T-324) and the Tensile Strength Test (IL mod AASHTO T-283). The Department will perform a verification test on gyratory specimens compacted by the Contractor. If the mix fails the Department's verification test, the Contractor shall make the necessary changes to the mix and resubmit compacted specimens to the Department for verification. If the mix fails again, the mix design will be rejected.

All new and renewal mix designs will be required to be tested, prior to submittal for Department verification and shall meet the following requirements:

(1) Hamburg Wheel Test criteria. The maximum allowable rut depth shall be 0.5 in. (12.5 mm). The minimum number of wheel passes at the 0.5 in. (12.5 mm) rut depth criteria shall be based on the high temperature binder grade of the mix as specified in the mix requirements table of the plans.

Illinois Modified AASHTO T 324 Requirements ^{1/}

Asphalt Binder Grade	# Repetitions	Max Rut Depth (mm)
PG 70 -XX (or higher)	20,000	12.5
PG 64 -XX (or lower)	10,000	12.5

- 1/ When produced at temperatures of 275 ± 5 °F (135 ± 3 °C) or less, loose Warm Mix Asphalt shall be oven aged at 270 ± 5 °F (132 ± 3 °C) for two hours prior to gyratory compaction of Hamburg Wheel specimens.

Note: For SMA Designs (N-80) the maximum rut depth is 6.0 mm at 20,000 repetitions.

For IL 4.75mm Designs (N-50) the maximum rut depth is 9.0mm at 15,000 repetitions.

- (2) Tensile Strength Criteria. The minimum allowable conditioned tensile strength shall be 60 psi (415 kPa) for non-polymer modified performance graded (PG) asphalt binder and 80 psi (550 kPa) for polymer modified PG asphalt binder. The maximum allowable unconditioned tensile strength shall be 200 psi (1380 kPa)."

Production Testing. Revise first paragraph of Article 1030.06(a) of the Standard Specifications to read:

"(a) High ESAL, IL-4.75, WMA, and SMA Mixtures. For each contract, a 300 ton (275 metric tons) test strip, except for SMA mixtures it will be 400 ton (363 metric ton), will be required at the beginning of HMA production for each mixture with a quantity of 3000 tons (2750 metric tons) or more according to the Manual of Test Procedures for Materials "Hot Mix Asphalt Test Strip Procedures".

—Add the following after the sixth paragraph in Article 1030.06 (a) of the Standard Specifications:

"The Hamburg Wheel test shall also be conducted on all HMA mixtures from a sample taken within the first 500 tons (450 metric tons) on the first day of production or during start up with a split reserved for the Department. The mix sample shall be tested according to the Illinois Modified AASHTO T 324 and shall meet the requirements specified herein. Mix production shall not exceed 1500 tons (1350 metric tons) or one day's production, whichever comes first, until the testing is completed and the mixture is found to be in conformance. The requirement to cease mix production may be waived if the plant produced mixture demonstrates conformance prior to start of mix production for a contract.

If the mixture fails to meet the Hamburg Wheel criteria, no further mixture will be accepted until the Contractor takes such action as is necessary to furnish a mixture meeting the criteria"

Method of Measurement:

Add the following after the fourth paragraph of Article 406.13 (b):

"The plan quantities of SMA mixtures shall be adjusted using the actual approved binder and surface Mix Design's Gmb."

Basis of Payment.

Replace the fourth paragraph of Article 406.14 of the Standard Specifications with the following:

"Stone matrix asphalt will be paid for at the contract unit price per ton (metric ton) for POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, of the mixture composition and Ndesign specified; and POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, of the mixture composition and Ndesign specified."

RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (D-1)

Effective: November 1, 2012

Revise: April 1, 2017

Revise Section 1031 of the Standard Specifications to read:

"SECTION 1031. RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES

1031.01 Description. Reclaimed asphalt pavement and reclaimed asphalt shingles shall be according to the following.

- (a) Reclaimed Asphalt Pavement (RAP). RAP is the material resulting from cold milling or crushing an existing hot-mix asphalt (HMA) pavement. RAP will be considered processed FRAP after completion of both crushing and screening to size. The Contractor shall supply written documentation that the RAP originated from routes or airfields under federal, state, or local agency jurisdiction.
- (b) Reclaimed Asphalt Shingles (RAS). Reclaimed asphalt shingles (RAS). RAS is from the processing and grinding of preconsumer or post-consumer shingles. RAS shall be a clean and uniform material with a maximum of 0.5 percent unacceptable material, as defined in Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Sources", by weight of RAS. All RAS used shall come from a Bureau of Materials and Physical Research approved processing facility where it shall be ground and processed to 100 percent passing the 3/8 in. (9.5 mm) sieve and 90 percent passing the #4 (4.75 mm) sieve. RAS shall meet the testing requirements specified herein. In addition, RAS shall meet the following Type 1 or Type 2 requirements.
 - (1) Type 1. Type 1 RAS shall be processed, preconsumer asphalt shingles salvaged from the manufacture of residential asphalt roofing shingles.
 - (2) Type 2. Type 2 RAS shall be processed post-consumer shingles only, salvaged from residential, or four unit or less dwellings not subject to the National Emission Standards for Hazardous Air Pollutants (NESHAP).

1031.02 Stockpiles. RAP and RAS stockpiles shall be according to the following.

- (a) RAP Stockpiles. The Contractor shall construct individual, sealed RAP stockpiles meeting one of the following definitions. Additional processed RAP (FRAP) shall be stockpiled in a separate working pile, as designated in the QC Plan, and only added to the sealed stockpile when test results for the working pile are complete and are found to meet tolerances specified herein for the original sealed FRAP stockpile. Stockpiles shall be sufficiently separated to prevent intermingling at the base. All stockpiles (including

unprocessed RAP and FRAP) shall be identified by signs indicating the type as listed below (i.e. "Non- Quality, FRAP -#4 or Type 2 RAS", etc...).

- (1) Fractionated RAP (FRAP). FRAP shall consist of RAP from Class I, Superpave HMA (High and Low ESAL) or equivalent mixtures. The coarse aggregate in FRAP shall be crushed aggregate and may represent more than one aggregate type and/or quality, but shall be at least C quality. All FRAP shall be processed prior to testing and sized into fractions with the separation occurring on or between the #4 (4.75 mm) and 1/2 in. (12.5 mm) sieves. Agglomerations shall be minimized such that 100 percent of the RAP in the coarse fraction shall pass the maximum sieve size specified for the mix the FRAP will be used in.
- (2) Restricted FRAP (B quality) stockpiles shall consist of RAP from Class I, Superpave (High ESAL), or HMA (High ESAL). If approved by the Engineer, the aggregate from a maximum 3.0 in. (75 mm) single combined pass of surface/binder milling will be classified as B quality. All millings from this application will be processed into FRAP as described previously.
- (3) Conglomerate. Conglomerate RAP stockpiles shall consist of RAP from Class I, Superpave HMA (High and Low ESAL) or equivalent mixtures. The coarse aggregate in this RAP shall be crushed aggregate and may represent more than one aggregate type and/or quality, but shall be at least C quality. This RAP may have an inconsistent gradation and/or asphalt binder content prior to processing. All conglomerate RAP shall be processed (FRAP) prior to testing. Conglomerate RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.
- (4) Conglomerate "D" Quality (DQ). Conglomerate DQ RAP stockpiles shall consist of RAP from HMA shoulders, bituminous stabilized subbases or Superpave (Low ESAL)/HMA (Low ESAL) IL-19.0L binder mixture. The coarse aggregate in this RAP may be crushed or round but shall be at least D quality. This RAP may have an inconsistent gradation and/or asphalt binder content. Conglomerate DQ RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.
- (5) Non-Quality. RAP stockpiles that do not meet the requirements of the stockpile categories listed above shall be classified as "Non-Quality".

RAP or FRAP containing contaminants, such as earth, brick, sand, concrete, sheet asphalt, bituminous surface treatment (i.e. chip seal), pavement fabric, joint sealants, plant cleanout etc., will be unacceptable unless the contaminants are removed to the satisfaction of the Engineer. Sheet asphalt shall be stockpiled separately.

- (b) RAS Stockpiles. Type 1 and Type 2 RAS shall be stockpiled separately and shall be sufficiently separated to prevent intermingling at the base. Each stockpile shall be signed indicating what type of RAS is present.

However, a RAS source may submit a written request to the Department for approval to blend mechanically a specified ratio of Type 1 RAS with Type 2 RAS. The source will not be permitted to change the ratio of the blend without the Department prior written approval. The Engineer's written approval will be required, to mechanically blend RAS with any fine aggregate produced under the AGCS, up to an equal weight of RAS, to improve workability. The fine aggregate shall be "B Quality" or better from an approved Aggregate Gradation Control System source. The fine aggregate shall be one that is approved for use in the HMA mixture and accounted for in the mix design and during HMA production.

Records identifying the shingle processing facility supplying the RAS, RAS type, and lot number shall be maintained by project contract number and kept for a minimum of three years.

1031.03 Testing. FRAP and RAS testing shall be according to the following.

(a) FRAP Testing. When used in HMA, the FRAP shall be sampled and tested either during processing or after stockpiling. It shall also be sampled during HMA production.

(1) During Stockpiling. For testing during stockpiling, washed extraction samples shall be run at the minimum frequency of one sample per 500 tons (450 metric tons) for the first 2000 tons (1800 metric tons) and one sample per 2000 tons (1800 metric tons) thereafter. A minimum of five tests shall be required for stockpiles less than 4000 tons (3600 metric tons).

(2) Incoming Material. For testing as incoming material, washed extraction samples shall be run at a minimum frequency of one sample per 2000 tons (1800 metric tons) or once per week, whichever comes first.

(3) After Stockpiling. For testing after stockpiling, the Contractor shall submit a plan for approval to the District proposing a satisfactory method of sampling and testing the RAP/FRAP pile either in-situ or by restockpiling. The sampling plan shall meet the minimum frequency required above and detail the procedure used to obtain representative samples throughout the pile for testing.

Before extraction, each field sample of FRAP, shall be split to obtain two samples of test sample size. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall extract the other test sample according to Department procedure. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

(b) RAS Testing. RAS shall be sampled and tested during stockpiling according to Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Sources". The Contractor shall also sample as incoming material at the HMA plant.

- (1) During Stockpiling. Washed extraction and testing for unacceptable materials shall be run at the minimum frequency of one sample per 200 tons (180 metric tons) for the first 1000 tons (900 metric tons) and one sample per 1000 tons (900 metric tons) thereafter. A minimum of five samples are required for stockpiles less than 1000 tons (900 metric tons). Once a ≤ 1000 ton (900 metric ton), five-sample/test stockpile has been established it shall be sealed. Additional incoming RAS shall be in a separate working pile as designated in the Quality Control plan and only added to the sealed stockpile when the test results of the working pile are complete and are found to meet the tolerances specified herein for the original sealed RAS stockpile.
- (2) Incoming Material. For testing as incoming material at the HMA plant, washed extraction shall be run at the minimum frequency of one sample per 250 tons (227 metric tons). A minimum of five samples are required for stockpiles less than 1000 tons (900 metric tons). The incoming material test results shall meet the tolerances specified herein.

The Contractor shall obtain and make available all test results from start of the initial stockpile sampled and tested at the shingle processing facility in accordance with the facility's QC Plan.

Before extraction, each field sample shall be split to obtain two samples of test sample size. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall extract the other test sample according to Department procedures. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

1031.04 Evaluation of Tests. Evaluation of test results shall be according to the following.

- (a) Evaluation of FRAP Test Results. All test results shall be compiled to include asphalt binder content, gradation and, when applicable (for slag), G_{mm} . A five test average of results from the original pile will be used in the mix designs. Individual extraction test results run thereafter, shall be compared to the average used for the mix design, and will be accepted if within the tolerances listed below.

Parameter	FRAP
No. 4 (4.75 mm)	$\pm 6 \%$
No. 8 (2.36 mm)	$\pm 5 \%$
No. 30 (600 μm)	$\pm 5 \%$
No. 200 (75 μm)	$\pm 2.0 \%$
Asphalt Binder	$\pm 0.3 \%$
G_{mm}	± 0.03 ^{1/}

- 1/ For stockpile with slag or steel slag present as determined in the current Manual of Test Procedures Appendix B 21, "Determination of Reclaimed Asphalt Pavement Aggregate Bulk Specific Gravity".

If any individual sieve and/or asphalt binder content tests are out of the above tolerances when compared to the average used for the mix design, the FRAP stockpile shall not be used in Hot-Mix Asphalt unless the FRAP representing those tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

The Contractor shall maintain a representative moving average of five tests to be used for Hot-Mix Asphalt production.

With the approval of the Engineer, the ignition oven may be substituted for extractions according to the ITP, "Calibration of the Ignition Oven for the Purpose of Characterizing Reclaimed Asphalt Pavement (RAP)" or Illinois Modified AASHTO T-164-11, Test Method A.

- (b) Evaluation of RAS Test Results. All of the test results, with the exception of percent unacceptable materials, shall be compiled and averaged for asphalt binder content and gradation. A five test average of results from the original pile will be used in the mix designs. Individual test results run thereafter, when compared to the average used for the mix design, will be accepted if within the tolerances listed below.

Parameter	RAS
No. 8 (2.36 mm)	$\pm 5 \%$
No. 16 (1.18 mm)	$\pm 5 \%$
No. 30 (600 μm)	$\pm 4 \%$
No. 200 (75 μm)	$\pm 2.5 \%$
Asphalt Binder Content	$\pm 2.0 \%$

If any individual sieve and/or asphalt binder content tests are out of the above tolerances when compared to the average used for the mix design, the RAS shall not be used in Hot-Mix Asphalt unless the RAS representing those tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

- (c) Quality Assurance by the Engineer. The Engineer may witness the sampling and splitting conduct assurance tests on split samples taken by the Contractor for quality control testing a minimum of once a month.

The overall testing frequency will be performed over the entire range of Contractor samples for asphalt binder content and gradation. The Engineer may select any or all split samples for assurance testing. The test results will be made available to the Contractor as soon as they become available.

The Engineer will notify the Contractor of observed deficiencies.

Differences between the Contractor's and the Engineer's split sample test results will be considered acceptable if within the following limits.

Test Parameter	Acceptable Limits of Precision	
	FRAP	RAS
% Passing: ^{1/}		
1/2 in.	5.0%	
No. 4	5.0%	
No. 8	3.0%	4.0%
No. 30	2.0%	4.0%
No. 200	2.2%	4.0%
Asphalt Binder Content	0.3%	3.0%
G _{mm}	0.030	

1/ Based on washed extraction.

In the event comparisons are outside the above acceptable limits of precision, the Engineer will immediately investigate.

- (d) Acceptance by the Engineer. Acceptable of the material will be based on the validation of the Contractor's quality control by the assurance process.

1031.05 Quality Designation of Aggregate in RAP and FRAP.

- (a) RAP. The aggregate quality of the RAP for homogeneous, conglomerate, and conglomerate "D" quality stockpiles shall be set by the lowest quality of coarse aggregate in the RAP stockpile and are designated as follows.

- (1) RAP from Class I, Superpave/HMA (High ESAL), or (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.
- (2) RAP from Superpave/HMA (Low ESAL) IL-19.0L binder mixture is designated as Class D quality coarse aggregate.
- (3) RAP from Class I, Superpave/HMA (High ESAL) binder mixtures, bituminous base course mixtures, and bituminous base course widening mixtures are designated as containing Class C quality coarse aggregate.
- (4) RAP from bituminous stabilized subbase and BAM shoulders are designated as containing Class D quality coarse aggregate.

- (b) FRAP. If the Engineer has documentation of the quality of the FRAP aggregate, the Contractor shall use the assigned quality provided by the Engineer.

If the quality is not known, the quality shall be determined as follows. Fractionated RAP stockpiles containing plus #4 (4.75 mm) sieve coarse aggregate shall have a maximum tonnage of 5,000 tons (4,500 metric tons). The Contractor shall obtain a representative sample witnessed by the Engineer. The sample shall be a minimum of 50 lb (25 kg). The sample shall be extracted according to Illinois Modified AASHTO T 164 by a consultant laboratory prequalified by the Department for the specified testing. The consultant laboratory shall submit the test results along with the recovered aggregate to the District Office. The cost for this testing shall be paid by the Contractor. The District will forward the sample to the Bureau of Materials and Physical Research Aggregate Lab for MicroDeval Testing, according to ITP 327. A maximum loss of 15.0 percent will be applied for all HMA applications. The fine aggregate portion of the fractionated RAP shall not be used in any HMA mixtures that require a minimum of "B" quality aggregate or better, until the coarse aggregate fraction has been determined to be acceptable thru a MicroDeval Testing.

1031.06 Use of FRAP and/or RAS in HMA. The use of FRAP and/or RAS shall be the Contractor's option when constructing HMA in all contracts.

(a) FRAP. The use of FRAP in HMA shall be as follows.

- (1) Coarse Aggregate Size (after extraction). The coarse aggregate in all FRAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.
- (2) Steel Slag Stockpiles. FRAP stockpiles containing steel slag or other expansive material, as determined by the Department, shall be homogeneous and will be approved for use in HMA (High ESAL and Low ESAL) mixtures regardless of lift or mix type.
- (3) Use in HMA Surface Mixtures (High and Low ESAL). FRAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall have coarse aggregate that is Class B quality or better. FRAP shall be considered equivalent to limestone for frictional considerations unless produced/screened to minus 3/8 inch.
- (4) Use in HMA Binder Mixtures (High and Low ESAL), HMA Base Course, and HMA Base Course Widening. FRAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be FRAP in which the coarse aggregate is Class C quality or better.
- (5) Use in Shoulders and Subbase. FRAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be FRAP, Restricted FRAP, conglomerate, or conglomerate DQ.

(b) RAS. RAS meeting Type 1 or Type 2 requirements will be permitted in all HMA applications as specified herein.

- (c) FRAP and/or RAS Usage Limits. Type 1 or Type 2 RAS may be used alone or in conjunction with FRAP in HMA mixtures up to a maximum of 5.0 percent by weight of the total mix.

When FRAP is used alone or FRAP is used in conjunction with RAS, the percent of virgin asphalt binder replacement (ABR) shall not exceed the amounts indicated in the table below for a given N Design.

Max Asphalt Binder Replacement for FRAP with RAS Combination

HMA Mixtures ^{1/ 2/ 4/}	Maximum % ABR		
	Binder/Leveling Binder	Surface	Polymer Modified ^{3/}
30L	50	40	30
50	40	35	30
70	40	30	30
90	40	30	30
4.75 mm N-50			40
SMA N-80			30

- 1/ For Low ESAL HMA shoulder and stabilized subbase, the percent asphalt binder replacement shall not exceed 50 % of the total asphalt binder in the mixture.
- 2/ When the binder replacement exceeds 15 % for all mixes, except for SMA and IL-4.75, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 % binder replacement using a virgin asphalt binder grade of PG64-22 will be reduced to a PG58-28). When constructing full depth HMA and the ABR is less than 15 %, the required virgin asphalt binder grade shall be PG64-28.
- 3/ When the ABR for SMA or IL-4.75 is 15 % or less, the required virgin asphalt binder shall be SBS PG76-22 and the elastic recovery shall be a minimum of 80. When the ABR for SMA or IL-4.75 exceeds 15%, the virgin asphalt binder grade shall be SBS PG70-28 and the elastic recovery shall be a minimum of 80.
- 4/ When FRAP or RAS is used alone, the maximum percent asphalt binder replacement designated on the table shall be reduced by 10 %.

1031.07 HMA Mix Designs. At the Contractor's option, HMA mixtures may be constructed utilizing RAP/FRAP and/or RAS material meeting the detailed requirements specified herein.

- (a) FRAP and/or RAS. FRAP and /or RAS mix designs shall be submitted for verification. If additional FRAP or RAS stockpiles are tested and found to be within tolerance, as defined under "Evaluation of Tests" herein, and meet all requirements herein, the

additional FRAP or RAS stockpiles may be used in the original design at the percent previously verified.

- (b) RAS. Type 1 and Type 2 RAS are not interchangeable in a mix design. A RAS stone bulk specific gravity (Gsb) of 2.300 shall be used for mix design purposes.

1031.08 HMA Production. HMA production utilizing FRAP and/or RAS shall be as follows.

To remove or reduce agglomerated material, a scalping screen, gator, crushing unit, or comparable sizing device approved by the Engineer shall be used in the RAS and FRAP feed system to remove or reduce oversized material. If material passing the sizing device adversely affects the mix production or quality of the mix, the sizing device shall be set at a size specified by the Engineer.

If during mix production, corrective actions fail to maintain FRAP, RAS or QC/QA test results within control tolerances or the requirements listed herein the Contractor shall cease production of the mixture containing FRAP or RAS and conduct an investigation that may require a new mix design.

- (a) RAS. RAS shall be incorporated into the HMA mixture either by a separate weight depletion system or by using the RAP weigh belt. Either feed system shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes. The portion of RAS shall be controlled accurately to within ± 0.5 percent of the amount of RAS utilized. When using the weight depletion system, flow indicators or sensing devices shall be provided and interlocked with the plant controls such that the mixture production is halted when RAS flow is interrupted.

- (b) HMA Plant Requirements. HMA plants utilizing FRAP and/or RAS shall be capable of automatically recording and printing the following information.

(1) Dryer Drum Plants.

- a. Date, month, year, and time to the nearest minute for each print.
- b. HMA mix number assigned by the Department.
- c. Accumulated weight of dry aggregate (combined or individual) in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
- d. Accumulated dry weight of RAS and FRAP in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
- e. Accumulated mineral filler in revolutions, tons (metric tons), etc. to the nearest 0.1 unit.

- f. Accumulated asphalt binder in gallons (liters), tons (metric tons), etc. to the nearest 0.1 unit.
 - g. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.
 - h. Aggregate RAS and FRAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAS and FRAP are printed in wet condition.)
 - i. When producing mixtures with FRAP and/or RAS, a positive dust control system shall be utilized.
 - j. Accumulated mixture tonnage.
 - k. Dust Removed (accumulated to the nearest 0.1 ton (0.1 metric ton))
- (2) Batch Plants.
- a. Date, month, year, and time to the nearest minute for each print.
 - b. HMA mix number assigned by the Department.
 - c. Individual virgin aggregate hot bin batch weights to the nearest pound (kilogram).
 - d. Mineral filler weight to the nearest pound (kilogram).
 - f. RAS and FRAP weight to the nearest pound (kilogram).
 - g. Virgin asphalt binder weight to the nearest pound (kilogram).
 - h. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.

The printouts shall be maintained in a file at the plant for a minimum of one year or as directed by the Engineer and shall be made available upon request. The printing system will be inspected by the Engineer prior to production and verified at the beginning of each construction season thereafter.

1031.09 RAP in Aggregate Surface Course and Aggregate Wedge Shoulders, Type B.

The use of RAP or FRAP in aggregate surface course and aggregate shoulders shall be as follows.

- (a) Stockpiles and Testing. RAP stockpiles may be any of those listed in Article 1031.02, except "Non-Quality" and "FRAP". The testing requirements of Article 1031.03 shall not apply. RAP used shall be according to the current Bureau of Materials and Physical

Research Policy Memorandum, "Reclaimed Asphalt Pavement (RAP) for Aggregate Applications".

- (b) Gradation. The RAP material shall meet the gradation requirements for CA 6 according to Article 1004.01(c), except the requirements for the minus No. 200 (75 μ m) sieve shall not apply. The sample for the RAP material shall be air dried to constant weight prior to being tested for gradation."

STATUS OF UTILITIES (D-1)

Effective: June 1, 2016

NO CONFLICTS ANTICIPATED

The following contact information is what was used during the preparation of the plans as provided by the owner of the facility.

Agency/Company Responsible to Resolve Conflict	Name of contact	Address	Phone	e-mail address
AT&T (Distribution)	Steve Larson	1000 Commerce Dr., Floor 1 Oak Brook, IL 60523	630-573-6464	
Comcast	Martha Gieras	688 Industrial Drive Elmhurst, IL 60126	630-600-6352	Martha_Gieras@cable.comcast.com
Commonwealth Edison	Philip A. Halliburton	4401 W. 135 th Street Crestwood, IL 60445	708-396-3425	Philip.Halliburton@ComEd.com
Nicor Gas	Karen Gustafson	1844 Ferry Road Naperville, IL 60563	630-317-1773	kgustafs@aglresources.com
Du Page County Public Works	Nicholas Kottmeyer, P.E.	DuPage County Public Works 421 N. County Farm Road Wheaton, IL 60187	630-407-6800	Nick.Kottmeyer@dupageco.org

The above represents the best information available to the Department and is included for the convenience of the bidder. The days required for conflict resolution should be taken into account in the bid as this information has also been factored into the timeline identified for the

project when setting the completion date. The applicable portions of the Standard Specifications for Road and Bridge Construction shall apply.

Estimated duration of time provided in the action column for the first conflicts identified will begin on the date of the executed contract regardless of the status of the utility relocations. The responsible agencies will be working toward resolving subsequent conflicts in conjunction with contractor activities in the number of days noted.

The estimated relocation dates must be part of the progress schedule submitted by the contractor. A utility kickoff meeting will be scheduled between the Department, the Department's contractor and the utility companies. The Department's contractor is responsible for contacting J.U.L.I.E. prior to any and all excavation work.

TRAFFIC CONTROL PLAN

Effective: September 30, 1985

Revised: January 1, 2007

Traffic Control shall be according to the applicable sections of the Standard Specifications, the Supplemental Specifications, the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways", any special details and Highway Standards contained in the plans, and the Special Provisions contained herein.

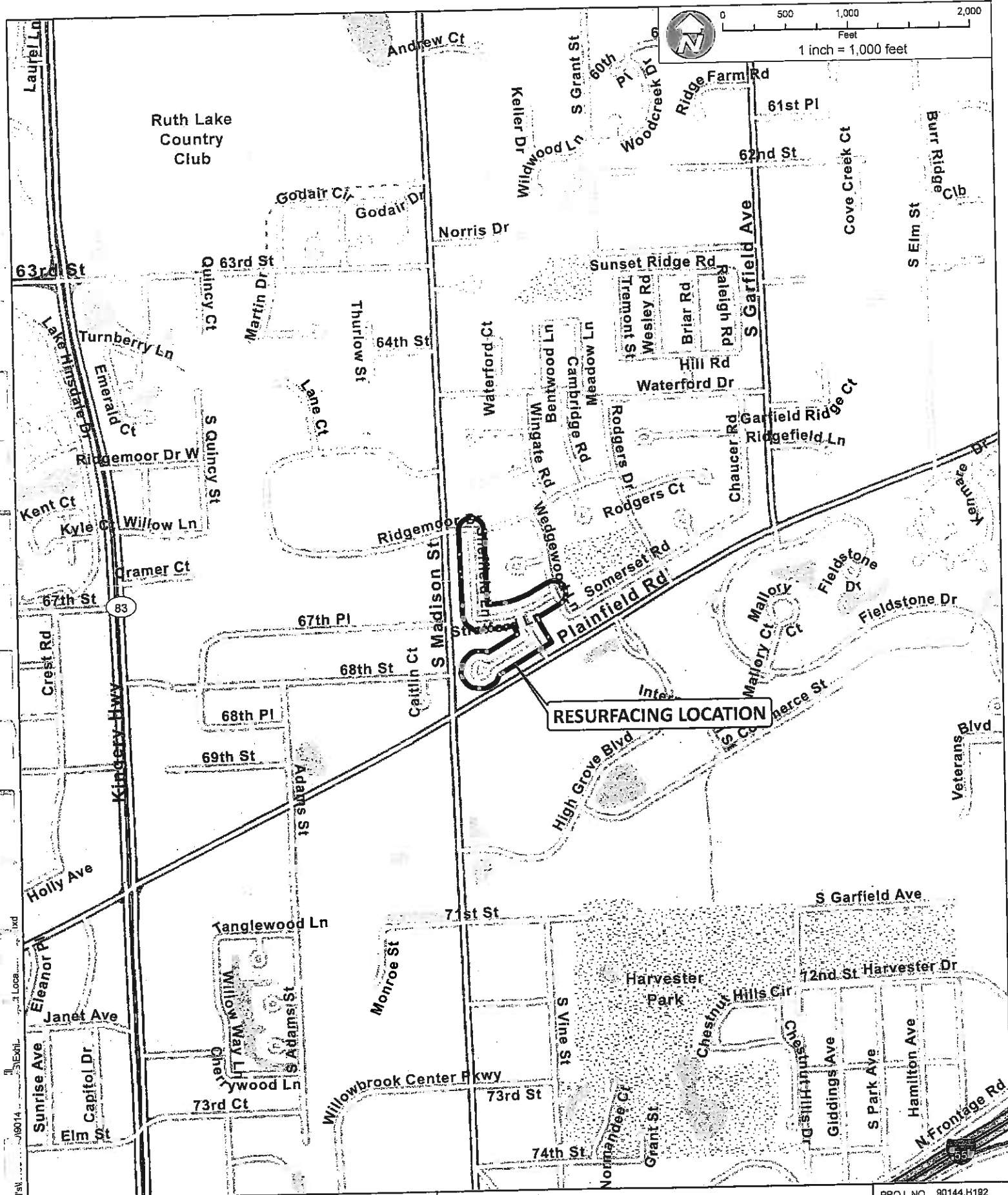
Special attention is called to Article 107.09 of the Standard Specifications and the following Highway Standards, Details, Quality Standard for Work Zone Traffic Control Devices, Recurring Special Provisions and Special Provisions contained herein, relating to traffic control.

The Contractor shall contact the District One Bureau of Traffic at least 72 hours in advance of beginning work.

STANDARDS: 701501

DETAILS: 701901-04, 701501-06, and TC-10

SPECIAL PROVISIONS:



CLIENT:



**VILLAGE OF
WILLOWBROOK**

TITLE:

2017 WILLOWBROOK MFT

PROJ. NO. 90144.H192

DATE: 04-20-17

SHEET 1 OF 1

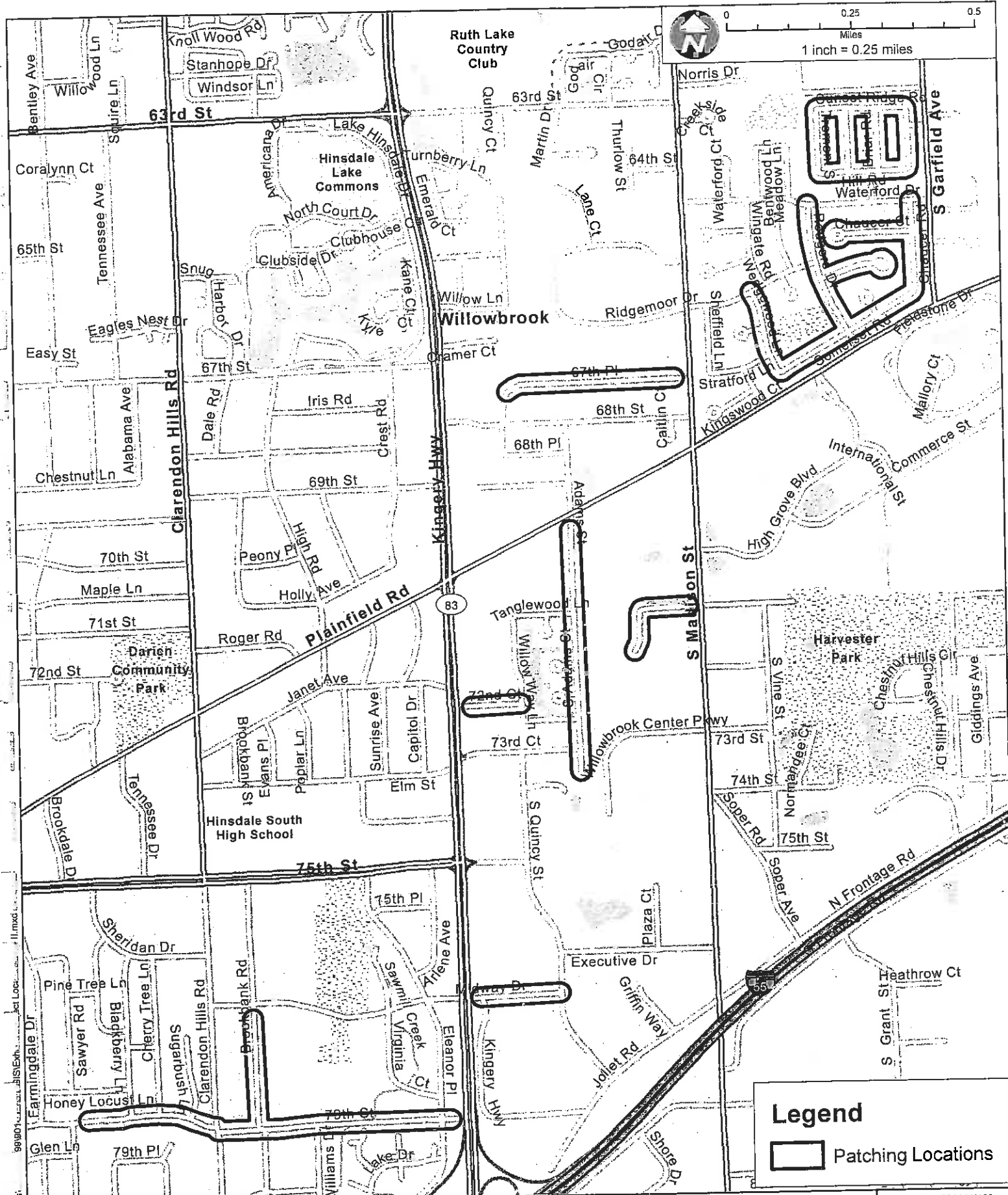
DRAWING NO.

EXH 1



CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600 • Rosemont, Illinois 60018 • (847) 823-0500

DSGN.		SCALE:	1:12,000
DWN.		AUTHOR:	DWALTERS
CHKD.		PLOT DATE:	5/12/2017
FILE:	Project Location Map		



Legend

 Patching Locations

CLIENT:



**VILLAGE OF
WILLOWBROOK**

TITLE:

2017 WILLOWBROOK MFT

PROJ. NO. 90144.H192

DATE: 04-20-17

SHEET 1 OF 1

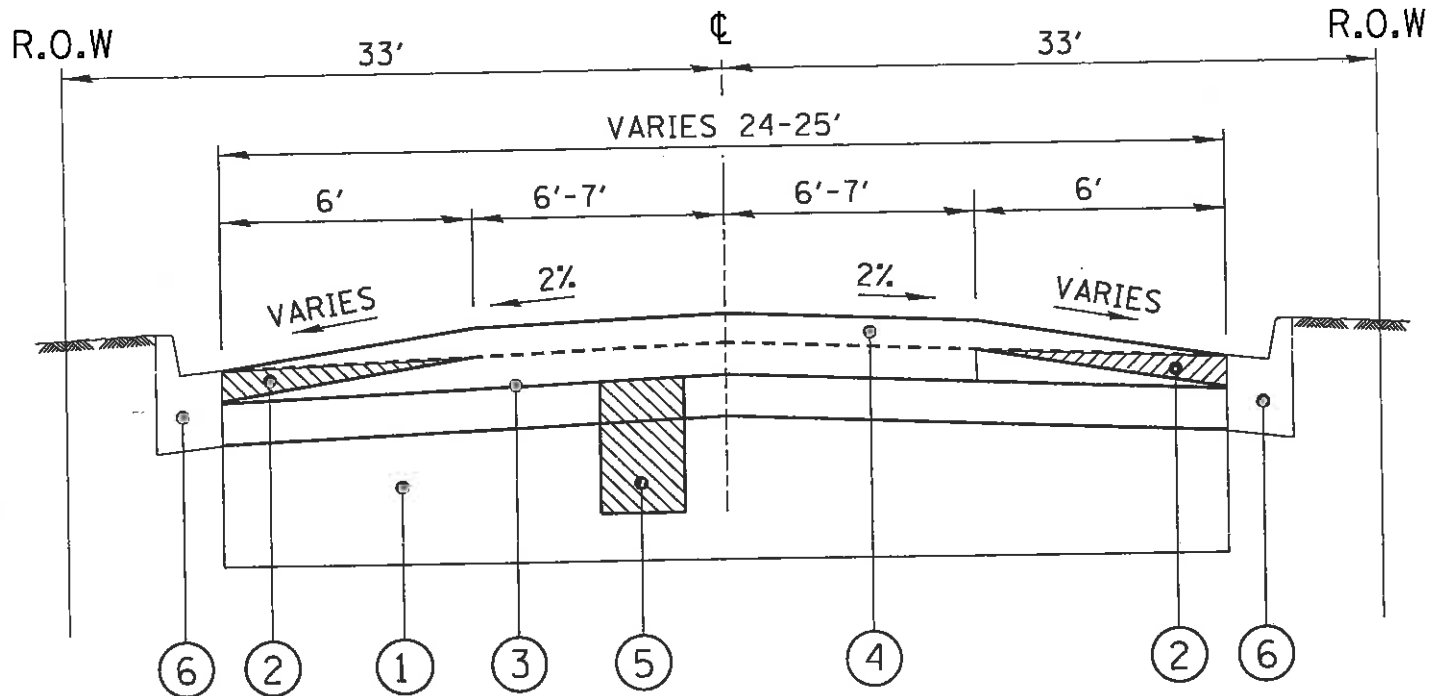
DRAWING NO.

EXH 2



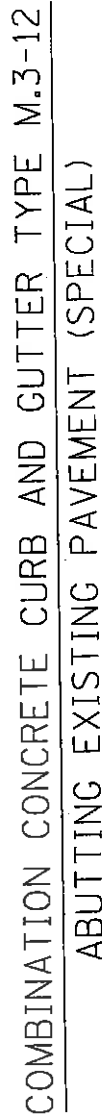
CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600 · Rosemont, Illinois 60018 · (847) 823-0500

DSGN.		SCALE:	1:12,000
DWN.		AUTHOR:	DWALTERS
CHKD.		PLOT DATE:	5/11/2017
FILE:	Project Location Map II		




EXISTING AND PROPOSED CROSS SECTION (WATERFORD SUBDIVISION)

- ① EXISTING AGGREGATE BASE
- ② MILL 1 1/2" OF EXISTING HOT MIX ASPHALT SURFACE (EDGE MILLING)
- ③ BITUMINOUS MATERIALS (TACK COAT) @ 0.05 LB/SF
- ④ PROPOSED HOT MIX ASPHALT SURFACE COURSE, MIX "D" N50 (1 1/2")
- ⑤ PROPOSED CLASS D PATCH, 6" (SPECIAL), (AS DIRECTED BY ENGINEER)
- ⑥ EXISTING CURB AND GUTTER

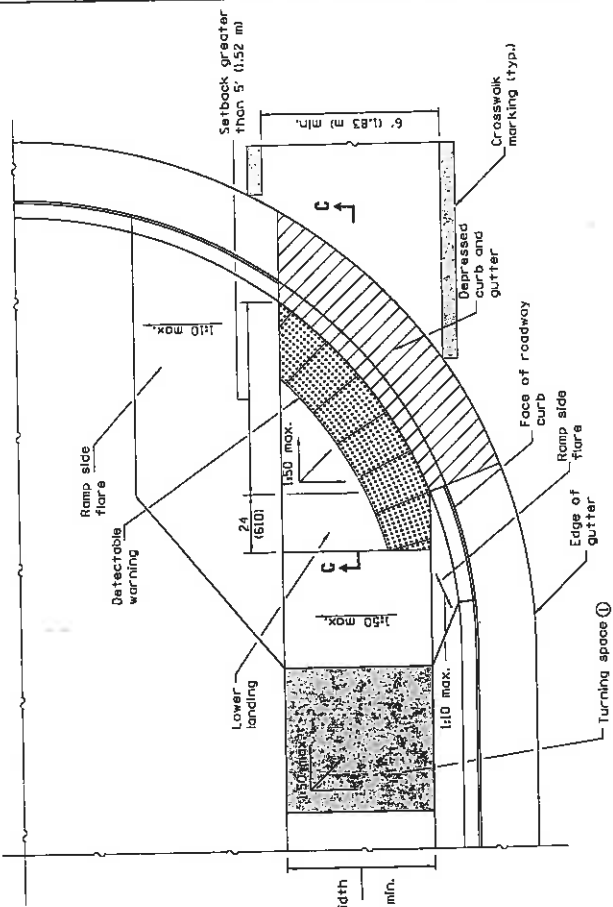


1. 3/4" PREFORMED BITUMINOUS EXPANSION JOINT WITH TWO (2) NO. 6 EPOXY COATED SMOOTH DOWEL BARS (3/4" DIA. X 18") WITH GREASE CAPS SHALL BE PLACED EVERY 75', 5' EITHER SIDE OF DRAINAGE STRUCTURES. POINT OF CURVATURES (P.C.S), RADIUS POINTS AND BACK OF CUL-DE-SACS, WHEN EXPANSION JOINTS ARE CONSTRUCTED ADJACENT TO EXISTING CURB & GUTTER THE EXISTING CURB SHALL BE DRILLED AND TWO (2) NO. 6 EPOXY COATED SMOOTH DOWEL BARS (3/4" X 18") GROUTED IN PLACE AND SHALL BE INSTALLED 4" FROM BOTTOM OF CURB. GREASE CAPS SHALL BE PLACED ON THE SIDE OF THE NEW CURB & GUTTER SHALL HAVE A PINCHED STOP THAT WILL PROVIDE A MINIMUM 1" EXPANSION.
2. CONTRACTION JOINTS SHALL BE TOOLED CONTROL JOINTS OR SAW CUT A MIN. OF 2" DEEP AT EVERY 15' MAXIMUM INTERVALS.
3. SAW CUTS SHALL BE MADE WITHIN TWENTY-FOUR (24) HOURS AND SEALED WITH A VILLAGE APPROVED JOINT SEALANT. JOINTS SHALL BE CLEAN AND DRY PRIOR TO APPLICATION OF SEALANT.
4. FOR CURB AND GUTTER CONSTRUCTED OVER UTILITY TRENCHES, TWO (2) REINFORCING NO. 4 BARS CONTINUOUSLY SHALL BE INSTALLED THROUGH THE CURB AND GUTTER, CENTERED OVER THE TRENCH (3" MIN. FROM THE BOTTOM)
5. ANY EXISTING PAVEMENT REMOVED ADJACENT TO THE NEW CURB AND GUTTER SHALL BE REPLACED WITH CLASS S1 CONCRETE. THE CONCRETE WILL BE BROUGHT TO AN ELEVATION OF 3" BELOW THE GUTTER FLAG AS DIRECTED BY THE ENGINEER.

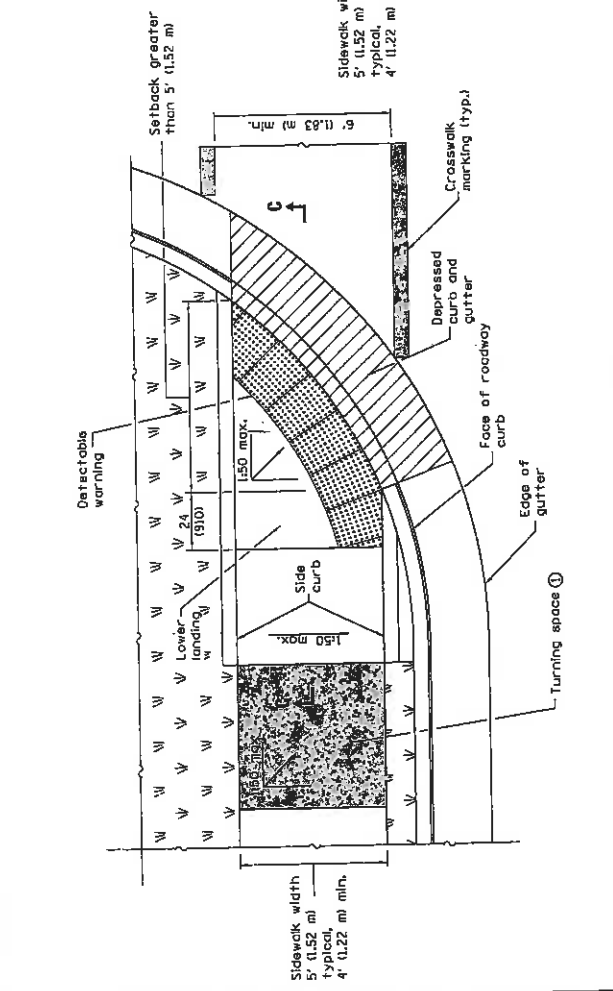

 Illinois Department of Transportation

ISSUED 1-1-97

PASSED _____ JANUARY 1, 2017
Michael Brand
 ENGINEER OF POLICY AND PROCEDURES
 APPROVED _____ JANUARY 1, 2017
Marissa Ingle
 MANAGER, COMPLIANCE



RAMP IN LANSCAPED AREA
SETBACK > 5'



RAMP IN LANSCAPED AREA
SETBACK > 5'



SECTION C-C

- ① Turning space not required for ramp slopes flatter than 1:20.
- ② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V/H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:54 is preferred.

See Standard 505001 for details of depressed curb adjacent to curb ramp.

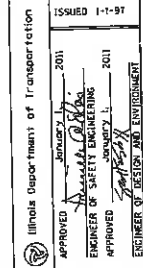
All dimensions are in inches (millimeters) unless otherwise shown.

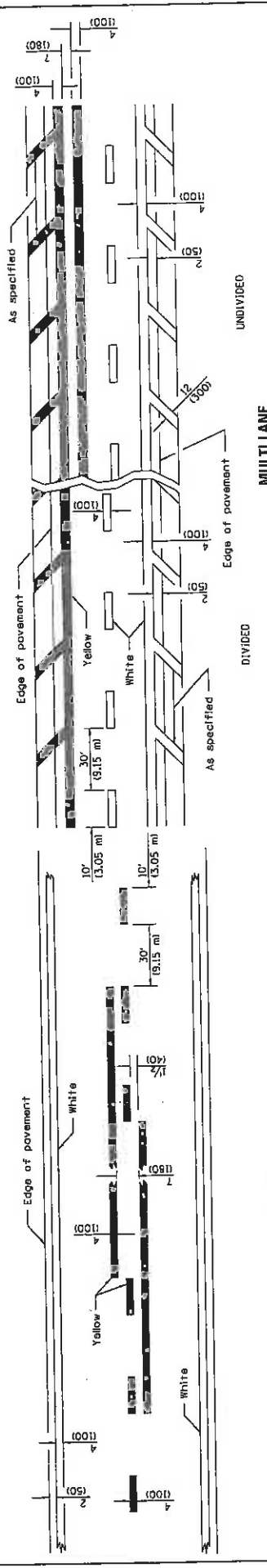
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 2 of 2)

STANDARD 424001-09

Illinois Department of Transportation PASSED ENGINEER OF POLICY AND PROCEDURES APPROVED ENGINEERING DESIGN AND ENVIRONMENT	JUNE 11, 2017 Michael J. [Signature] 2017	ISSUED 1-1-97
	[Signature] 2017	
	[Signature] 2017	
	[Signature] 2017	

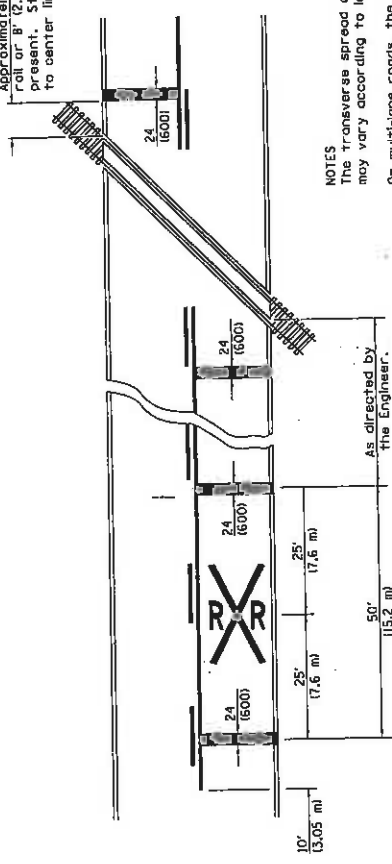




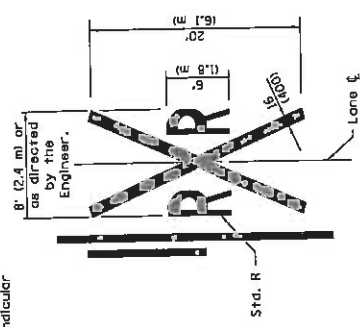
2 LANE

LANE AND EDGE LINES

Approximately 15' (4.5 m) from nearest rail or 8' (2.4 m) back from gate, if present. Stop line placed perpendicular to center line.



NOTES
 The transverse spread of the "x" may vary according to lane width.
 On multi-lane roads, the stop lines shall extend across all approach lanes and separate RRR symbols shall be placed adjacent to each other in each lane.
 When the pavement marking symbol is used, a portion of the symbol should be located directly adjacent to the Advance Warning Sign (W10-1) as placed by Table 2C-4, Condition B of the MUTCD.



All dimensions are in inches (millimeters) unless otherwise shown.

PAVEMENT MARKINGS AT
RAILROAD-HIGHWAY GRADE CROSSING

TYPICAL PAVEMENT
MARKINGS

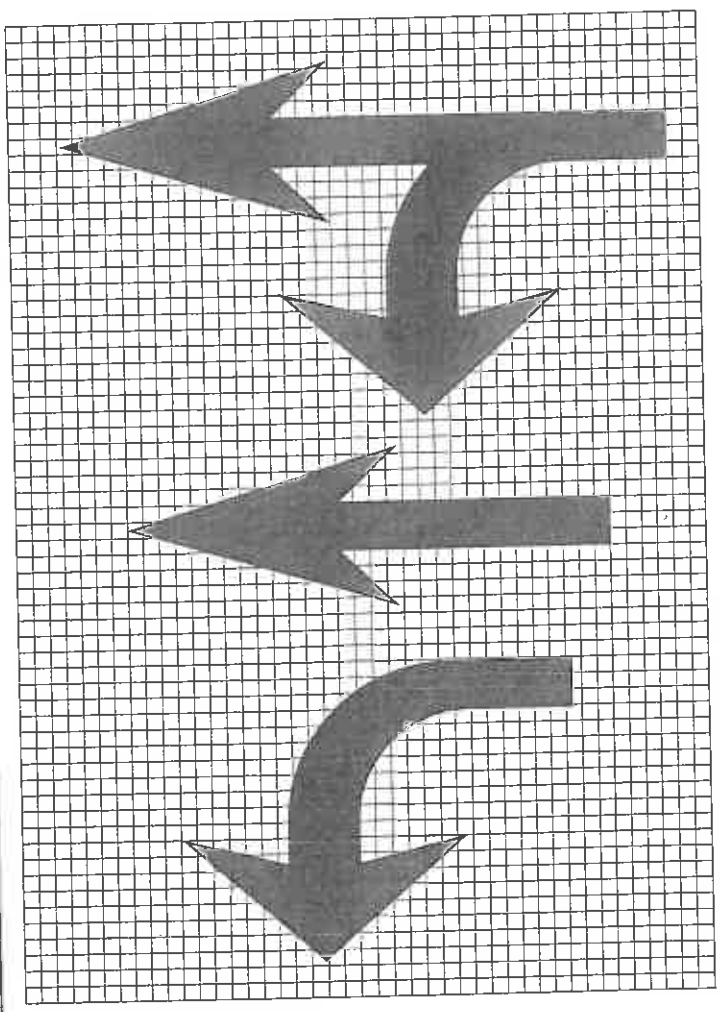
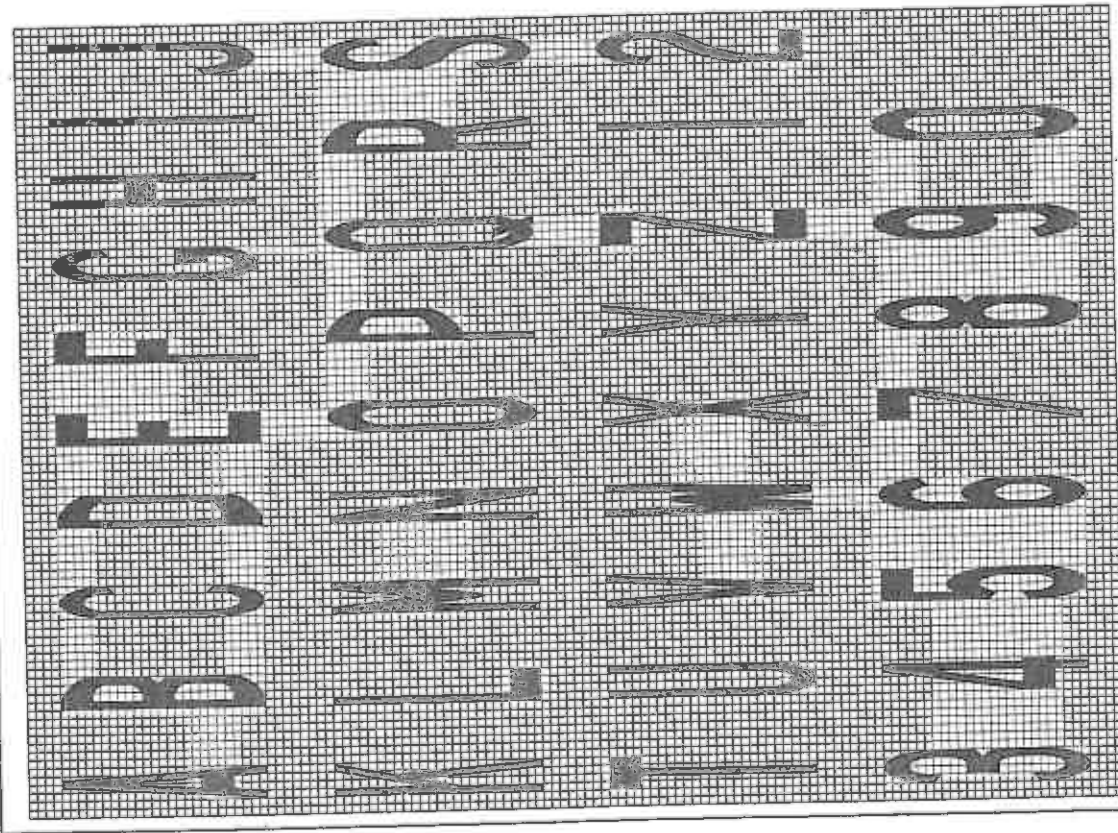
DATE	REVISIONS
1-1-15	Added symbols. Revised
	bike symbol. Revised note
	for stop line at RR crossing.
1-1-14	Added bike symbol. Renamed
	"LANE DROP ARROW" detail to
	"LANE-REDUCTION ARROW."

(Sheet 1 of 3)

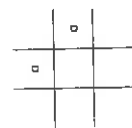
STANDARD 780001-05

Illinois Department of Transportation
 APPROVED January 1, 2015
 ENGINEER OF OPERATIONS
 APPROVED January 1, 2015
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



Legend	Arrow Size	a
6' (1.8 m)	Small	2.5 (74)
8' (2.4 m)	Large	3.8 (96)



The space between adjacent letters or numerals should be approximately 3 (75) for 6' (1.8 m) legend and 4 (100) for 8' (2.4 m) legend.

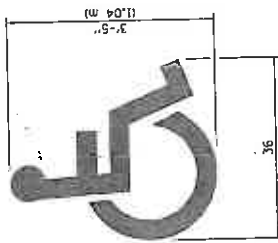
LETTER AND ARROW GRID SCALE

TYPICAL PAVEMENT MARKINGS

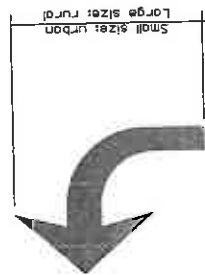
(Sheet 2 of 3)

STANDARD 780001-05

Illinois Department of Transportation		ISSUED 1-1-97	
APPROVED	DESIGNED BY	2015	
ENGINEER OF OPERATIONS	DESIGNED BY	2015	
APPROVED	DESIGNED BY	2015	
ENGINEER OF RECORD FOR ENVIRONMENT			



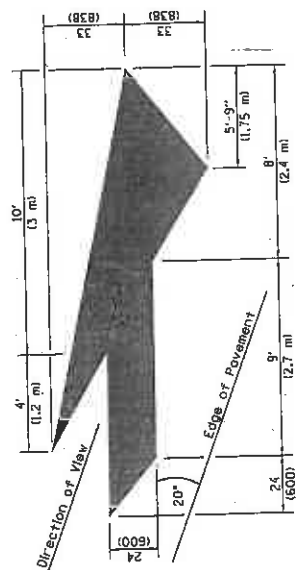
**INTERNATIONAL
SYMBOL OF
ACCESSIBILITY**



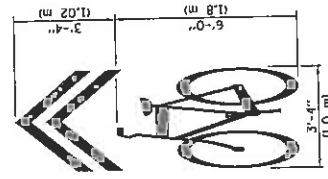
20' (6 m): urban
50' (15 m): rural
(between arrow
and word or
between words)



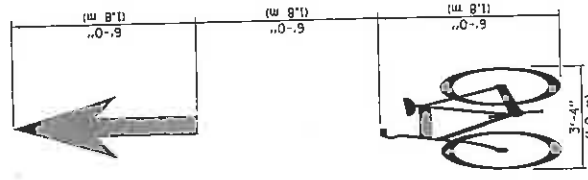
WORD AND ARROW LAYOUT



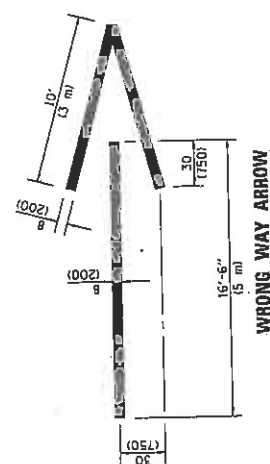
LANE-REDUCTION ARROW
Right lane-reduction arrow shown.
Use mirror image for left lane.



**SHARED LANE
SYMBOL**



BIKE SYMBOL
(arrow is optional)



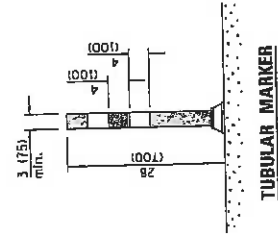
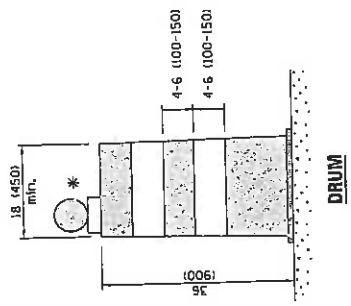
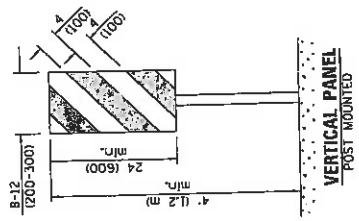
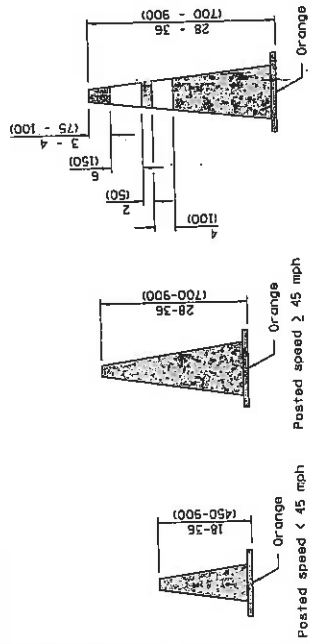
WRONG WAY ARROW

**TYPICAL PAVEMENT
MARKINGS**

(Sheet 3 of 3)

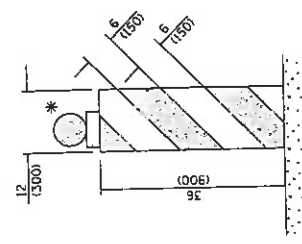
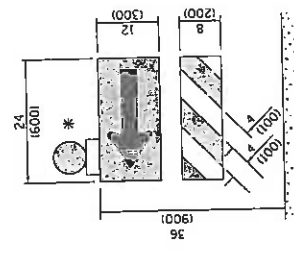
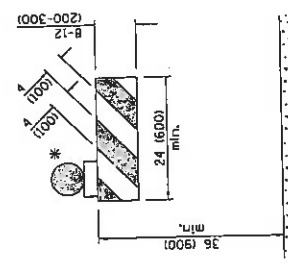
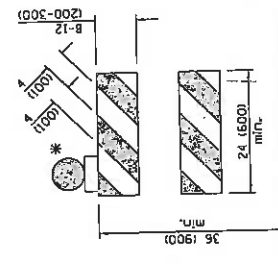
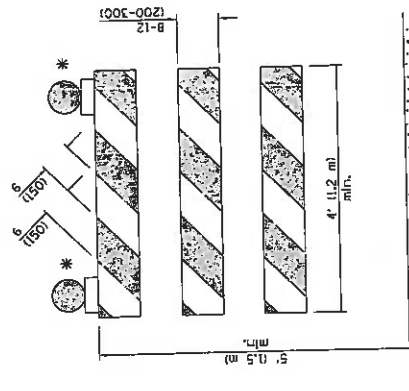
STANDARD 780001-05

Illinois Department of Transportation		ISSUED 1-1-97	
APPROVED	January 1, 2015	APPROVED	January 1, 2015
ENGINEER OF OPERATIONS		ENGINEER OF OPERATIONS	
APPROVED		APPROVED	
ENGINEER OF DESIGN AND ENVIRONMENT		ENGINEER OF DESIGN AND ENVIRONMENT	



REFLECTORIZED CONE FOR NIGHTTIME

CONE FOR DAYTIME

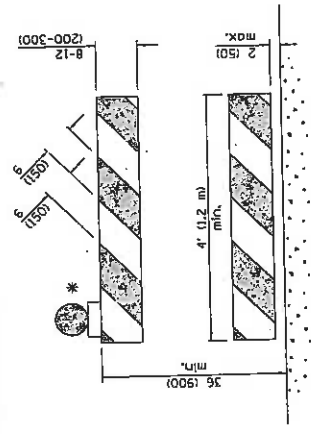


TYPE III BARRICADE

TYPE II BARRICADE

TYPE I BARRICADE

* Warning lights (if required)



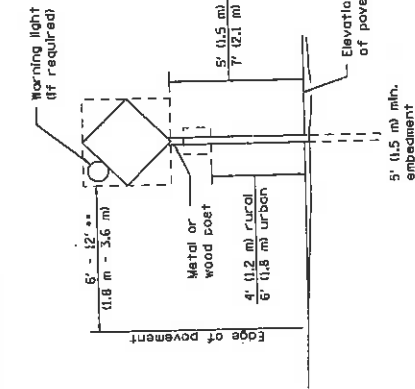
GENERAL NOTES
 All heights shown shall be measured above the pavement surface.
 All dimensions are in inches (millimeters) unless otherwise shown.

TRAFFIC CONTROL DEVICES	
DATE	REVISIONS
1-1-17	Changed FLEXIBLE DELINEATOR to TUBULAR MARKER.
4-1-16	Add dims to barricades, Rev note for post mnt. signs.
	Rev. cone dths. Add W12-1103.

Illinois Department of Transportation

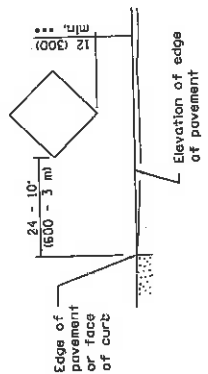
APPROVED: [Signature] JUNE 1, 2017
 ENGINEER OF DESIGN

ISSUED: [Signature] JUNE 1, 2017
 ENGINEER OF DESIGN AND ENVIRONMENT



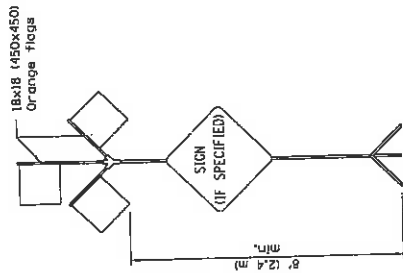
POST MOUNTED SIGNS

- .. When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.



SIGNS ON TEMPORARY SUPPORTS

- ... When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



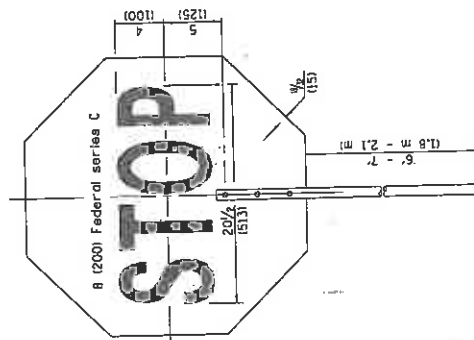
HIGH LEVEL WARNING DEVICE



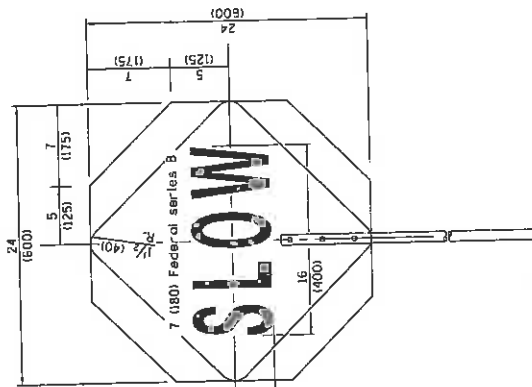
W12-1103-4848

WIDTH RESTRICTION SIGN

- XX"-XX" width and X miles are variable.



FRONT SIDE



REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

ROAD
CONSTRUCTION
NEXT X MILES

G20-110410-6036

END
CONSTRUCTION

G20-110510-6024

This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING

WORK
ZONE

W21-110510-3618

SPEED
LIMIT

R2-1-3648

XX

PHOTO
ENFORCED

R10-1108p-3618

SXXX FINE
MINIMUM

R2-1106p-3618

Sign assembly as shown on Standards or as allowed by District Operations.

END
WORK
ZONE
SPEED
LIMIT

G20-110310-6036

This sign shall be used when the above sign assembly is used.

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

.... R10-1108p shall only be used along roadways under the jurisdiction of the State.

TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

STANDARD 701901-06

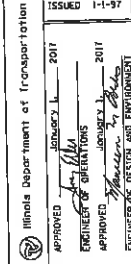
Illinois Department of Transportation

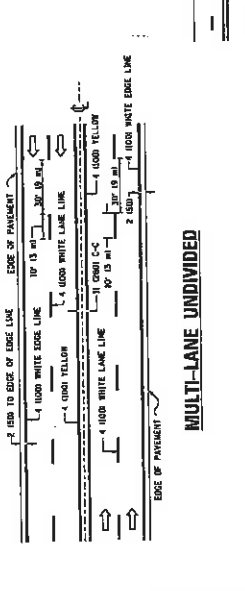
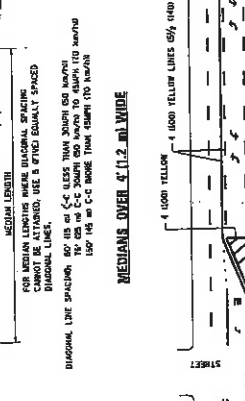
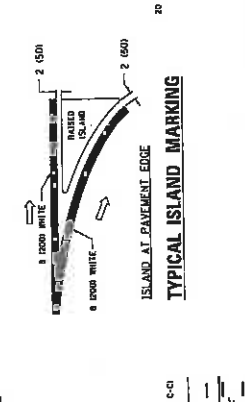
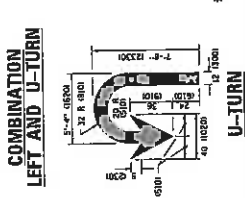
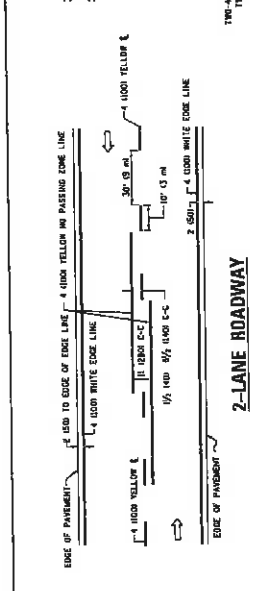
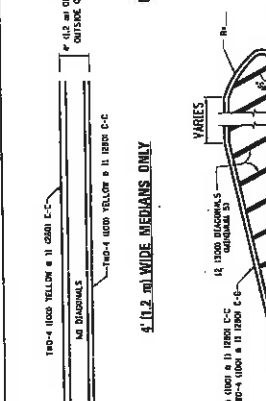
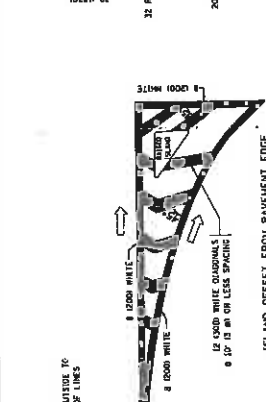
APPROVED

ISSUED 1-1-97

ENGINEER OF OPERATIONS

DESIGN AND ENVIRONMENT





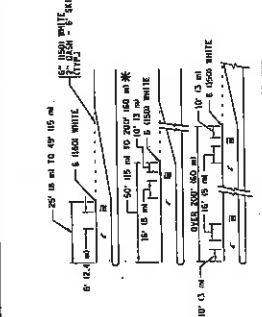
LANE REDUCTION TRANSITION

LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR
GREATER ON HIGHWAYS SPECIFIED IN PLANS.

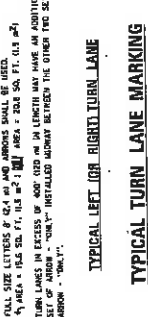
[illegible]

All dimensions are in inches unless otherwise indicated.

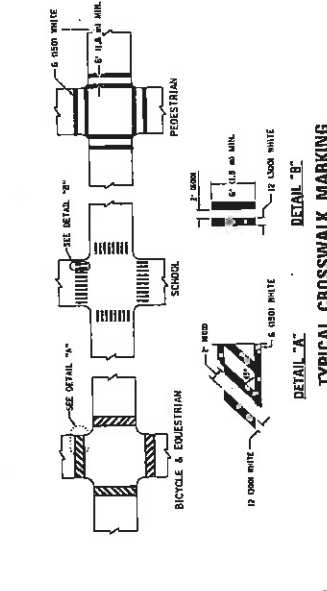
MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING



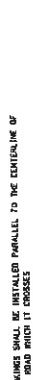
TYPICAL LEFT (OR RIGHT) TURN LANE

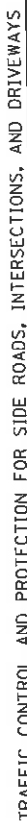


TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

[illegible]



a. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER.
a. ONE ROAD CONTINUOUSLY AHEAD SIGN 36 x 36 "100-000" WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' AHEAD IN ADVANCE OF THE MAIN ROUTE.
- b. THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER.
a. ONE ROAD CONTINUOUSLY AHEAD SIGN 40 x 40 "11.2 x 1.2" WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' AHEAD IN ADVANCE OF THE MAIN ROUTE.
- b. THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY TYPE I, TYPE II, TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE AND THE FIRST CLOSED PORTION OF THE MAINLINE, THE SIDE ROAD SHALL BE CLOSED IN LINE OF THE DOUBLE YELLOW AHEAD SIGN W-44.

- D. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAYS, USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATIONS OF TRAFFIC CONTROL DEVICES AND SIGNAGE. ALL BARRELS SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR ISAWAY WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- E. ADVANCE WARNING SIGNS ARE TO BE LIMITED ON DRIVEN UNLESS OTHERWISE NOTED.
- F. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE WALKS, INTERSECTIONS, AND DRIVEWAYS SHALL BE CONSIDERED TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR TYPES.

Any dimensions are in millimeters (inches) unless otherwise shown.

[illegible]

Du Page County Prevailing Wage for May 2015

(See explanation of column headings at bottom of wages)

Trade Name	RG	TYP	C	Base	FRMAN	M-F>8	OSA	OSH	H/W	Pensn	Vac	Trng	
=====	==	==	=	=====	=====	=====	=====	=====	=====	=====	=====	=====	
ASBESTOS ABT-GEN		ALL		38.200	38.700	1.5	1.5	2.0	13.78	10.12	0.000	0.500	
ASBESTOS ABT-MEC		BLD		35.100	37.600	1.5	1.5	2.0	11.17	10.76	0.000	0.720	
BOILERMAKER		BLD		45.650	49.760	2.0	2.0	2.0	6.970	17.81	0.000	0.400	
BRICK MASON		BLD		42.580	46.840	1.5	1.5	2.0	9.850	13.60	0.000	1.030	
CARPENTER		ALL		43.350	45.350	1.5	1.5	2.0	13.29	13.75	0.000	0.630	
CEMENT MASON		ALL		39.250	41.250	2.0	1.5	2.0	12.70	17.14	0.000	0.450	
CERAMIC TILE FNSHER		BLD		35.810	0.000	1.5	1.5	2.0	10.55	8.440	0.000	0.710	
COMMUNICATION TECH		BLD		32.650	34.750	1.5	1.5	2.0	9.550	15.16	1.250	0.610	
ELECTRIC PWR EQMT OP		ALL		37.890	51.480	1.5	1.5	2.0	5.000	11.75	0.000	0.380	
ELECTRIC PWR EQMT OP		HWY		39.220	53.290	1.5	1.5	2.0	5.000	12.17	0.000	0.390	
ELECTRIC PWR GRNDMAN		ALL		29.300	51.480	1.5	1.5	2.0	5.000	9.090	0.000	0.290	
ELECTRIC PWR GRNDMAN		HWY		30.330	53.290	1.5	1.5	2.0	5.000	9.400	0.000	0.300	
ELEGTRIC PWR LINEMAN		ALL		45.360	51.480	1.5	1.5	2.0	5.000	14.06	0.000	0.450	
ELECTRIC PWR LINEMAN		HWY		46.950	53.290	1.5	1.5	2.0	5.000	14.56	0.000	0.470	
ELECTRIC PWR TRK DRV		ALL		30.340	51.480	1.5	1.5	2.0	5.000	9.400	0.000	0.300	
ELECTRIC PWR TRK DRV		HWY		31.400	53.290	1.5	1.5	2.0	5.000	9.730	0.000	0.310	
ELECTRICIAN		BLD		38.160	41.980	1.5	1.5	2.0	9.550	18.29	4.680	0.680	
ELEVATOR CONSTRUCTOR		BLD		50.800	57.150	2.0	2.0	2.0	13.57	14.21	4.060	0.600	
FENCE ERECTOR	NE	ALL		35.840	37.840	1.5	1.5	2.0	13.01	11.51	0.000	0.300	
FENCE ERECTOR	W	ALL		45.060	48.660	2.0	2.0	2.0	10.52	18.81	0.000	0.400	
GLAZIER		BLD		40.000	41.500	1.5	2.0	2.0	12.49	15.99	0.000	0.940	
HT/FROST INSULATOR		BLD		48.450	50.950	1.5	1.5	2.0	11.47	12.16	0.000	0.720	
IRON WORKER	E	ALL		43.000	45.000	2.0	2.0	2.0	13.45	20.65	0.000	0.350	
IRON WORKER	W	ALL		45.060	48.660	2.0	2.0	2.0	10.52	18.81	0.000	0.400	
LABORER		ALL		38.000	38.750	1.5	1.5	2.0	13.78	10.12	0.000	0.500	
LATHER		ALL		43.350	45.350	1.5	1.5	2.0	13.29	13.75	0.000	0.630	
MACHINIST		BLD		44.350	46.850	1.5	1.5	2.0	6.760	8.950	1.850	0.000	
MARBLE FINISHERS		ALL		31.400	32.970	1.5	1.5	2.0	9.850	13.10	0.000	0.600	
MARBLE MASON		BLD		41.780	45.960	1.5	1.5	2.0	9.850	13.42	0.000	0.760	
MATERIAL TESTER I		ALL		28.000	0.000	1.5	1.5	2.0	13.78	10.12	0.000	0.500	
MATERIALS TESTER II		ALL		33.000	0.000	1.5	1.5	2.0	13.78	10.12	0.000	0.500	
MILLWRIGHT		ALL		43.350	45.350	1.5	1.5	2.0	13.29	13.75	0.000	0.630	
OPERATING ENGINEER		BLD 1		47.100	51.100	2.0	2.0	2.0	17.10	11.80	1.900	1.250	
OPERATING ENGINEER		BLD 2		45.800	51.100	2.0	2.0	2.0	17.10	11.80	1.900	1.250	
OPERATING ENGINEER		BLD 3		43.250	51.100	2.0	2.0	2.0	17.10	11.80	1.900	1.250	
OPERATING ENGINEER		BLD 4		41.500	51.100	2.0	2.0	2.0	17.10	11.80	1.900	1.250	
OPERATING ENGINEER		BLD 5		50.850	51.100	2.0	2.0	2.0	17.10	11.80	1.900	1.250	
OPERATING ENGINEER		BLD 6		48.100	51.100	2.0	2.0	2.0	17.10	11.80	1.900	1.250	
OPERATING ENGINEER		BLD 7		50.100	51.100	2.0	2.0	2.0	17.10	11.80	1.900	1.250	
OPERATING ENGINEER		FLT		35.000	35.000	1.5	1.5	2.0	16.60	11.05	1.900	1.250	
OPERATING ENGINEER		HWY 1		45.300	49.300	1.5	1.5	2.0	17.10	11.80	1.900	1.250	
OPERATING ENGINEER		HWY 2		44.750	49.300	1.5	1.5	2.0	17.10	11.80	1.900	1.250	
OPERATING ENGINEER		HWY 3		42.700	49.300	1.5	1.5	2.0	17.10	11.80	1.900	1.250	
OPERATING ENGINEER		HWY 4		41.300	49.300	1.5	1.5	2.0	17.10	11.80	1.900	1.250	
OPERATING ENGINEER		HWY 5		40.100	49.300	1.5	1.5	2.0	17.10	11.80	1.900	1.250	
OPERATING ENGINEER		HWY 6		48.300	49.300	1.5	1.5	2.0	17.10	11.80	1.900	1.250	
OPERATING ENGINEER		HWY 7		46.300	49.300	1.5	1.5	2.0	17.10	11.80	1.900	1.250	
ORNAMNTL IRON WORKER E	ALL			43.900	46.400	2.0	2.0	2.0	13.36	17.24	0.000	0.650	
ORNAMNTL IRON WORKER W	ALL			45.060	48.660	2.0	2.0	2.0	10.52	18.81	0.000	0.400	
PAINTER		ALL		41.730	43.730	1.5	1.5	1.5	10.30	8.200	0.000	1.350	
PAINTER SIGNS		BLD		33.920	38.090	1.5	1.5	1.5	2.600	2.710	0.000	0.000	
PILEDRIIVER		ALL		43.350	45.350	1.5	1.5	2.0	13.29	13.75	0.000	0.630	
PIPEFITTER		BLD		46.000	49.000	1.5	1.5	2.0	9.000	15.85	0.000	1.780	
PLASTERER		BLD		41.250	43.760	1.5	1.5	2.0	9.700	13.08	0.000	0.980	
PLUMBER		BLD		46.650	48.650	1.5	1.5	2.0	13.18	11.46	0.000	0.880	
ROOFER		BLD		40.100	43.100	1.5	1.5	2.0	8.280	10.54	0.000	0.530	
SHEETMETAL WORKER		BLD		44.000	46.000	1.5	1.5	2.0	10.65	13.06	0.000	0.820	
SPRINKLER FITTER		BLD		49.200	51.200	1.5	1.5	2.0	11.75	9.650	0.000	0.550	
STEEL ERECTOR	E	ALL		42.070	44.070	2.0	2.0	2.0	13.45	19.59	0.000	0.350	
STEEL ERECTOR	W	ALL		45.060	48.660	2.0	2.0	2.0	10.52	18.81	0.000	0.400	
STONE MASON		BLD		42.580	46.840	1.5	1.5	2.0	9.850	13.60	0.000	1.030	
SURVEY WORKER	NOT	IN EFFECT		ALL	37.000	37.750	1.5	1.5	2.0	12.97	9.930	0.000	0.500
TERRAZZO FINISHER		BLD		37.040	0.000	1.5	1.5	2.0	10.55	10.32	0.000	0.620	

TERRAZZO MASON	BLD	40.880	43.880	1.5	1.5	2.0	10.55	11.63	0.000	0.820
TILE MASON	BLD	42.840	46.840	1.5	1.5	2.0	10.55	10.42	0.000	0.920
TRAFFIC SAFETY WRKR	HWY	32.750	34.350	1.5	1.5	2.0	6.550	6.450	0.000	0.500
TRUCK DRIVER	ALL 1	32.550	33.100	1.5	1.5	2.0	6.500	4.350	0.000	0.150
TRUCK DRIVER	ALL 2	32.700	33.100	1.5	1.5	2.0	6.500	4.350	0.000	0.150
TRUCK DRIVER	ALL 3	32.900	33.100	1.5	1.5	2.0	6.500	4.350	0.000	0.150
TRUCK DRIVER	ALL 4	33.100	33.100	1.5	1.5	2.0	6.500	4.350	0.000	0.150
TUCKPOINTER	BLD	41.620	42.620	1.5	1.5	2.0	9.850	12.61	0.000	0.650

Legend: RG (Region)
 TYP (Trade Type - All, Highway, Building, Floating, Oil & Chip, Rivers)
 C (Class)
 Base (Base Wage Rate)
 FRMAN (Foreman Rate)
 M-F>8 (OT required for any hour greater than 8 worked each day, Mon through Fri.
 OSA (Overtime (OT) is required for every hour worked on Saturday)
 OSH (Overtime is required for every hour worked on Sunday and Holidays)
 H/W (Health & Welfare Insurance)
 Pnsn (Pension)
 Vac (Vacation)
 Trng (Training)

Explanations

DUPAGE COUNTY

IRON WORKERS AND FENCE ERECTOR (WEST) - West of Route 53.

The following list is considered as those days for which holiday rates of wages for work performed apply: New Years Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day and Veterans Day in some classifications/counties. Generally, any of these holidays which fall on a Sunday is celebrated on the following Monday. This then makes work performed on that Monday payable at the appropriate overtime rate for holiday pay. Common practice in a given local may alter certain days of celebration. If in doubt, please check with IDOL.

EXPLANATION OF CLASSES

ASBESTOS - GENERAL - removal of asbestos material/mold and hazardous materials from any place in a building, including mechanical systems where those mechanical systems are to be removed. This includes the removal of asbestos materials/mold and hazardous materials from ductwork or pipes in a building when the building is to be demolished at the time or at some close future date.

ASBESTOS - MECHANICAL - removal of asbestos material from mechanical systems, such as pipes, ducts, and boilers, where the mechanical systems are to remain.

TRAFFIC SAFETY - work associated with barricades, horses and drums used to reduce lane usage on highway work, the installation and removal of temporary lane markings, and the installation and removal of temporary road signs.

CERAMIC TILE FINISHER

The grouting, cleaning, and polishing of all classes of tile, whether for interior or exterior purposes, all burned, glazed or unglazed products: all composition materials, granite tiles, warning detectable tiles, cement tiles, epoxy composite materials, pavers, glass, mosaics, fiberglass, and all substitute materials, for tile made in tile-like units; all mixtures in tile like form of cement, metals, and other materials that are for and intended for use as a finished floor surface, stair treads, promenade roofs, walks, walls, ceilings, swimming pools, and all other places where tile is to form a finished interior or exterior. The mixing of all setting mortars including but not limited to thin-set mortars, epoxies, wall mud, and any other sand and cement mixtures or adhesives when used in the preparation, installation, repair, or maintenance of tile and/or similar materials. The handling and unloading of all sand, cement, lime, tile, fixtures, equipment, adhesives, or any other materials to be used in the preparation, installation, repair, or maintenance of tile and/or similar materials. Ceramic Tile Finishers shall fill all joints and voids regardless of method on all tile work, particularly and especially after installation of said tile work. Application of any and all protective coverings to all types of tile installations including, but not be limited to, all soap compounds, paper products, tapes, and all polyethylene coverings, plywood, masonite, cardboard, and any new type of products that may be used to protect tile installations, Blastrac equipment, and all floor scarifying equipment used in preparing floors to receive tile. The clean up and removal of

all waste and materials. All demolition of existing tile floors and walls to be re-tiled.

COMMUNICATIONS TECHNICIAN

Low voltage installation, maintenance and removal of telecommunication facilities (voice, sound, data and video) including telephone and data inside wire, interconnect, terminal equipment, central offices, PABX, fiber optic cable and equipment, micro waves, V-SAT, bypass, CATV, WAN (wide area networks), LAN (local area networks), and ISDN (integrated system digital network), pulling of wire in raceways, but not the installation of raceways.

MARBLE FINISHER

Loading and unloading trucks, distribution of all materials (all stone, sand, etc.), stocking of floors with material, performing all rigging for heavy work, the handling of all material that may be needed for the installation of such materials, building of scaffolding, polishing if needed, patching, waxing of material if damaged, pointing up, caulking, grouting and cleaning of marble, holding water on diamond or Carborundum blade or saw for setters cutting, use of tub saw or any other saw needed for preparation of material, drilling of holes for wires that anchor material set by setters, mixing up of molding plaster for installation of material, mixing up thin set for the installation of material, mixing up of sand to cement for the installation of material and such other work as may be required in helping a Marble Setter in the handling of all material in the erection or installation of interior marble, slate, travertine, art marble, serpentine, alberene stone, blue stone, granite and other stones (meaning as to stone any foreign or domestic materials as are specified and used in building interiors and exteriors and customarily known as stone in the trade), carrara, sanionyx, vitrolite and similar opaque glass and the laying of all marble tile, terrazzo tile, slate tile and precast tile, steps, risers treads, base, or any other materials that may be used as substitutes for any of the aforementioned materials and which are used on interior and exterior which are installed in a similar manner.

MATERIAL TESTER I: Hand coring and drilling for testing of materials; field inspection of uncured concrete and asphalt.

MATERIAL TESTER II: Field inspection of welds, structural steel, fireproofing, masonry, soil, facade, reinforcing steel, formwork, cured concrete, and concrete and asphalt batch plants; adjusting proportions of bituminous mixtures.

OPERATING ENGINEER - BUILDING

Class 1. Asphalt Plant; Asphalt Spreader; Autograde; Backhoes with Caisson Attachment; Batch Plant; Benoto (requires Two Engineers); Boiler and Throttle Valve; Caisson Rigs; Central Redi-Mix Plant; Combination Back Hoe Front End-loader Machine; Compressor and Throttle Valve; Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Conveyor (Truck Mounted); Concrete Paver Over 27E cu. ft.; Concrete Paver 27E cu. ft. and Under; Concrete Placer; Concrete Placing Boom; Concrete Pump (Truck Mounted); Concrete Tower; Cranes, All; Cranes, Hammerhead; Cranes, (GCI and similar Type); Creter Crane; Spider Crane; Crusher, Stone, etc.; Derricks, All; Derricks, Traveling; Formless Curb and Gutter Machine; Grader, Elevating; Grouting Machines; Heavy Duty Self-Propelled Transporter or Prime Mover; Highlift Shovels or Front Endloader 2-1/4 yd. and over; Hoists, Elevators, outside type rack and pinion and similar machines; Hoists, One, Two and Three Drum; Hoists, Two Tugger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Hydro Vac (and similar equipment); Locomotives, All; Motor Patrol; Lubrication Technician; Manipulators; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes Dual Ram; Pump Cretes: Squeeze Cretes-Screw Type Pumps; Gypsum Bulker and Pump; Raised and Blind Hole Drill; Roto Mill Grinder; Scoops - Tractor Drawn; Slip-Form Paver; Straddle Buggies; Operation of Tie Back Machine; Tournapull; Tractor with Boom and Side Boom; Trenching Machines.

Class 2. Boilers; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, Inside Elevators; Hoists, Sewer Dragging Machine; Hoists, Tugger Single Drum; Laser Screed; Rock Drill (Self-Propelled); Rock Drill (Truck Mounted); Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

Class 3. Air Compressor; Combination Small Equipment Operator; Generators; Heaters, Mechanical; Hoists, Inside Elevators (remodeling or renovation work); Hydraulic Power Units (Pile Driving, Extracting, and Drilling); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Low Boys; Pumps, Well Points; Welding Machines (2 through 5);

Winches, 4 Small Electric Drill Winches.

Class 4. Bobcats and/or other Skid Steer Loaders; Oilers; and Brick Forklift.

Class 5. Assistant Craft Foreman.

Class 6. Gradall.

Class 7. Mechanics; Welders.

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

Class 1. Asphalt Plant; Asphalt Heater and Planer Combination; Asphalt Heater Scarfire; Asphalt Spreader; Autograder/GOMACO or other similar type machines; ABG Paver; Backhoes with Caisson Attachment; Ballast Regulator; Belt Loader; Caisson Rigs; Car Dumper; Central Redi-Mix Plant; Combination Backhoe Front Endloader Machine, (1 cu. yd. Backhoe Bucket or over or with attachments); Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver over 27E cu. ft.; Concrete Placer; Concrete Tube Float; Cranes, all attachments; Cranes, Tower Cranes of all types: Creter Crane; Spider Crane; Crusher, Stone, etc.; Derricks, All; Derrick Boats; Derricks, Traveling; Dredges; Elevators, Outside type Rack & Pinion and Similar Machines; Formless Curb and Gutter Machine; Grader, Elevating; Grader, Motor Grader, Motor Patrol, Auto Patrol, Form Grader, Pull Grader, Subgrader; Guard Rail Post Driver Truck Mounted; Hoists, One, Two and Three Drum; Heavy Duty Self-Propelled Transporter or Prime Mover; Hydraulic Backhoes; Backhoes with shear attachments up to 40' of boom reach; Lubrication Technician; Manipulators; Mucking Machine; Pile Drivers and Skid Rig; Pre-Stress Machine; Pump Cretes Dual Ram; Rock Drill - Crawler or Skid Rig; Rock Drill - Truck Mounted; Rock/Track Tamper; Roto Mill Grinder; Slip-Form Paver; Snow Melters; Soil Test Drill Rig (Truck Mounted); Straddle Buggies; Hydraulic Telescoping Form (Tunnel); Operation of Tieback Machine; Tractor Drawn Belt Loader; Tractor Drawn Belt Loader (with attached pusher - two engineers); Tractor with Boom; Tractaire with Attachments; Traffic Barrier Transfer Machine; Trenching; Truck Mounted Concrete Pump with Boom; Raised or Blind Hole Drills (Tunnel Shaft); Underground Boring and/or Mining Machines 5 ft. in diameter and over tunnel, etc; Underground Boring and/or Mining Machines under 5 ft. in diameter; Wheel Excavator; Widener (APSCO).

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S Series to and including 27 cu. ft.; Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Concrete Wheel Saw; Conveyor Muck Cars (Haglund or Similar Type); Drills, All; Finishing Machine - Concrete; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro-Blaster; Hydro Excavating (excluding hose work); Laser Screed; All Locomotives, Dinky; Off-Road Hauling Units (including articulating) Non Self-Loading Ejection Dump; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Flows; Rototiller, Seaman, etc., self-propelled; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper - Single/Twin Engine/Push and Pull; Scraper - Prime Mover in Tandem (Regardless of Size); Tractors pulling attachments, Sheeps Foot, Disc, Compactor, etc.; Tug Boats.

Class 3. Boilers; Brooms, All Power Propelled; Cement Supply Tender; Compressor, Common Receiver (2); Concrete Mixer (Two Bag and Over); Conveyor, Portable; Farm-Type Tractors Used for Mowing, Seeding, etc.; Forklift Trucks; Grouting Machine; Hoists, Automatic; Hoists, All Elevators; Hoists, Tugger Single Drum; Jeep Diggers; Low Boys; Pipe Jacking Machines; Post-Hole Digger; Power Saw, Concrete Power Driven; Pug Mills; Rollers, other than Asphalt; Seed and Straw Blower; Steam Generators; Stump Machine; Winch Trucks with "A" Frame; Work Boats; Tamper-Form-Motor Driven.

Class 4. Air Compressor; Combination - Small Equipment Operator; Directional Boring Machine; Generators; Heaters, Mechanical; Hydraulic Power Unit (Pile Driving, Extracting, or Drilling); Light Plants, All (1 through 5); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Vacuum Trucks (excluding hose work); Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. SkidSteer Loader (all); Brick Forklifts; Oilers.

Class 6. Field Mechanics and Field Welders

Class 7. Dowell Machine with Air Compressor; Gradall and machines of like nature.

OPERATING ENGINEERS - FLOATING

Diver. Diver Wet Tender, Diver Tender, ROV Pilot, ROV Tender

SURVEY WORKER - Operated survey equipment including data collectors, G.P.S. and robotic instruments, as well as conventional levels and transits.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Two or three Axle Trucks. A-frame Truck when used for transportation purposes; Air Compressors and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry-alls; Fork Lifts and Hoisters; Helpers; Mechanics; Helpers and Greasers; Oil Distributors 2-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Power Mower Tractors; Self-propelled Chip Spreader; Skipman; Slurry Trucks, 2-man operation; Slurry Truck Conveyor Operation, 2 or 3 man; Teamsters; Unskilled Dumpman; and Truck Drivers hauling warning lights, barricades, and portable toilets on the job site.

Class 2. Four axle trucks; Dump Crets and Adgetors under 7 yards; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turntrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yards; Ready-mix Plant Hopper Operator, and Winch Trucks, 2 Axles.

Class 3. Five axle trucks; Dump Crets and Adgetors 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turntrailers or turnapulls when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, 1-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long; Slurry trucks, 1-man operation; Winch trucks, 3 axles or more; Mechanic--Truck Welder and Truck Painter.

Class 4. Six axle trucks; Dual-purpose vehicles, such as mounted crane trucks with hoist and accessories; Foreman; Master Mechanic; Self-loading equipment like P.B. and trucks with scoops on the front.

TERRAZZO FINISHER

The handling of sand, cement, marble chips, and all other materials that may be used by the Mosaic Terrazzo Mechanic, and the mixing, grinding, grouting, cleaning and sealing of all Marble, Mosaic, and Terrazzo work, floors, base, stairs, and wainscoting by hand or machine, and in addition, assisting and aiding Marble, Masonic, and Terrazzo Mechanics.

Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. If no neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 217-782-1710 for wage rates or clarifications.

LANDSCAPING

Landscaping work falls under the existing classifications for laborer, operating engineer and truck driver. The work performed by landscape plantsman and landscape laborer is covered by the existing classification of laborer. The work performed by landscape operators (regardless of equipment used or its size) is covered by the classifications of operating engineer. The work performed by landscape truck drivers (regardless of size of truck driven) is covered by the classifications of truck driver.

MATERIAL TESTER & MATERIAL TESTER/INSPECTOR I AND II

Notwithstanding the difference in the classification title, the classification entitled "Material Tester I" involves the same job

duties as the classification entitled "Material Tester/Inspector I". Likewise, the classification entitled "Material Tester II" involves the same job duties as the classification entitled "Material Tester/Inspector II".

**MUNICIPAL SERVICES COMMITTEE MEETING
AGENDA ITEM SUMMARY SHEET**

AGENDA ITEM DESCRIPTION

DISCUSSION – PROPOSED VILLAGE-WIDE LEAK DETECTION PROGRAM

COMMITTEE REVIEW

- ☐ Finance/Administration
☒ Municipal Services
☐ Public Safety

Meeting Date:

June 12, 2017

- ☐ Discussion Only ☒ Approval of Staff Recommendation (for consideration by Village Board at a later date)
☐ Seeking Feedback ☐ Approval of Staff Recommendation (for immediate consideration by Village Board)
☐ Regular Report ☐ Report/documents requested by Committee

BACKGROUND

Typically, municipal water systems conduct leaks surveys of the distribution system as part of ongoing water conservation efforts, to guard against loss of revenue, and to ensure that unaccounted for flow remains low within our annual water inventory report submitted to the state of Illinois. Although our total unaccounted for flow to net annual pumpage remains relatively low at .038 MGD (based on our 2016 LMO-2 Report), staff would recommend that we complete a system-wide leak listening survey to identify any leaks that may exist within the water distribution system. We try to complete this type of survey about every 3 years. The last time it was completed was in the spring of 2013. It would be worthwhile to complete again, to ensure our unaccounted-for flow remains low.

This year, Associated Technical Services (ATS), Ltd. submitted the lowest proposal in the amount of \$6,864.48. Attached is a full copy of the proposal.

Although the F.Y. 2017/18 Budget did not include funding for this specific project, there is funding available within the Water Fund to conduct a leak survey this spring:

<u>FUND</u>	<u>ACCOUNT</u>	<u>DESCRIPTION</u>	<u>BUDGETED</u>
Water – Cap. Improve	02-50-440-694	Distrib. System – Replace.	\$10,000

STAFF RECOMMENDATION

Staff would recommend that the proposal submitted by Associated Technical Services (ATS), Ltd. in the amount of \$6,864.48 be accepted to perform a leak listening survey of the Village water distribution system. If the Committee concurs, this item can be placed on the agenda for the June 26th regular meeting of the Village Board for consideration.



RECEIVED

APR 18 2017

VILLAGE OF
WILLOWBROOK

April 18, 2017

Village of Willowbrook
7760 S Quincy St.
Willowbrook, IL. 60521

Attn: Mr. Timothy Halik
Director of Public Works

RE: 2017 Water Distribution System Leak
Detection & Location Survey Proposal

Dear Mr. Halik,

We are pleased to present the following proposal to perform a two-phase **"ATS LEAK DETECTION & LOCATION SURVEY"** for the Village of Willowbrook. **ATS** has already performed successful leak surveys that Willowbrook has ever had. We are looking forward to the opportunity of providing this valuable professional service for you and the Village of Willowbrook.

With an **"ATS Leak Survey"** your water conservation program remains on its most successful course. As each newly discovered leak is repaired, the Village will begin to realize almost immediate return on your leak survey dollars. **In fact, over the years, ATS Comprehensive Leak Surveys have averaged a \$29.50: \$1 return in recovered water vs. the cost of hiring ATS for Willowbrook.**

Nationwide studies have determined that of these three major factors, a properly performed leak survey will have the biggest positive impact in reducing a water loss in the least amount of time while spending a fraction of the cost of a typical meter testing & replacement program. Of course, we recommend that both metering and accounting procedures continue to be addressed as important ingredients of any comprehensive water system audit and water conservation program.

"WHY CHOOSE ATS?"

QUALITY: *"Quality is never an accident. It is always the result of high intention, sincere effort, intelligent direction, and skillful execution. It represents the wise choice of many alternatives."*

ATS has earned its standing as one of the most innovative and successful leak location firms in America. Since 1979, **ATS** has conducted hundreds of leak surveys all across the Midwest in cities of all sizes, ages, layouts and water loss problems. Many of these cities have also had experience with other leak survey firms in addition to **ATS**. It is worth noting that in every one of those cities, **ATS** has never failed to find less than two times more leakage (and often more) than the competitor's survey that preceded the **ATS Survey** in the same town.

PROFESSIONAL HIGH TECHNOLOGY SERVICES

EMERGENCY LEAK PINPOINTING • LEAK DETECTION SURVEYS • UNDERGROUND UTILITY LOCATION • GIS / GPS MAPPING
VALVE EXERCISING • CCTV PIPE INSPECTIONS • HYDRANT TESTING • WATERMAIN FLUSHING • EQUIPMENT SALES & TRAINING

A Comprehensive ATS Leak Survey is essentially accomplished with these steps:

- **Prepare a Comprehensive Proposal** - We take into account the content and layout of your water system; current water loss data (non-revenue generating water) and previous leak survey history; the budget you have to work with; develop survey options to stretch your budget and get you the most accurate and effective leak survey possible. Once our proposal has been submitted and approved, we will be in contact with you to schedule the **Pre-Survey Meeting**.
- **Pre-Survey Meeting** – Informative meeting conducted with an **ATS Survey Project Team**, to discuss all aspects of the project such as procedures, equipment, documentation, assistance and scheduling.
- **Prepare a Survey Completion Schedule** using a standard Gantt Chart upon request. **ATS** uses **Microsoft Office Project Professional** to accomplish this task. This schedule and corresponding milestones dates will be updated as the survey progresses.
- **The Area Designated for Survey is divided up into manageable “survey sub-areas”** which are scaled directly from your maps to get the amount of water main in each area. Streets that are scheduled to be resurfaced are always a good place to start the survey so that an “old” leak isn’t covered up with “new” surface.
- **ATS Crews will check in with the Village at the start of every survey workday** so you’ll know where we’ll be that day and what kind of progress we’re making. Our office never closes. **ATS Crews and ATS’ Offices are available 24 hours a day / 365 days a year.**
- **Ultrasonic Leak Detection Phase** of each survey sub-area. We will log every monitored appurtenance, every detected suspect leak site, all map discrepancies and any inaccessible points that need to be found or exposed so they can be surveyed.
- **Computerized Electronic Leak Location Phase** – Re-survey every suspect leak site and accurately pinpoint every subsequently detected leak.
- **Leak Location Reports** are submitted daily as leaks are located. Leak locations are marked, diagramed and documented in detail.
- **Inaccessible Appurtenances** - Monitor all previously inaccessible points so that every possible point is surveyed and pinpoint all of the subsequently detected leaks.
- **Re-monitor All Repaired Leak Sites** and pinpoint all subsequently detected Leaks.
- **Final Survey Report** - Gather Leak Repair Data, leak calculations and assemble **Final Report**.

*There are very sound reasons why choosing **ATS** makes excellent business sense.*

Superior Experience - **ATS** helped introduce leak location correlators to the American water industry, and subsequently has specialized in leak detection in 1979. This was years before any of our competitors purchased their first correlator. As a result, **ATS** has performed more leak surveys and pinpointed more leaks with this technology than anyone. **ATS** developed the leak survey techniques, correlator survey specs and field strategies that have become the standards for the industry. In fact, some of **FCS – Fluid Conservation Systems**' Regional Managers, Sales Staff, Instructors and former Director of Operations received training from **ATS**.

Conserving Municipal Manpower and Resources - **ATS** frees up your staff so that they can concentrate on their normal duties. Many public works departments are already stretched to their limit every day, providing quality services to your citizens. With our tremendous amount of municipal leak survey experience, your typical involvement is answering questions, freeing up inaccessible points and pumping out valves during the location phase on an "as-needed basis". **ATS** is self-reliant.

Superior Availability – The **ATS** fleet of ten "**Leakmobiles**" is ready at a moment's notice 24 hours a day and 365 days a year. **ATS** has more correlator equipped response vehicles than anyone in the business. We also never have less than two emergency crews on call every day of the year. In fact, during a recent winter, **ATS** rolled out 6 crews at 4 AM on a Sunday morning to respond to a Chicago suburb's call for emergency service. Within a few hours **ATS** discovered the two large main breaks were running their system dry with no other visible signs of their existence. It's the same response we give during a leak survey should you ever need our support any time day or night.

Superior Results - Like anything in life, the person who practices their craft every day is going to have distinct and measurable advantages over the person that doesn't do it as often, and subsequently, as well. For the past 38 years, **ATS** has been out in the field seven days a week performing leak surveys, utility locations and leak pinpointing. Subsequently our listening skills are going to be that much more acute. Your survey will be more effectively accomplished as we detect more leaks and pinpoint them with more consistent accuracy than your low bidders have been able to do. **Call on our references**. We highlighted the towns that have used **ATS** and some of the other firms you've used. The differences in the survey findings are significant.

Superior Value - **ATS** delivers more results recovering lost water due to leakage per dollar than anyone else in the business. This is especially true with our incentive-based proposal vs. lump sum pricing. Without any fee guarantees beyond the detection phase, there is natural incentive for us to accurately detect and pinpoint as many leaks as possible. Fears that incentive pricing will cost too much money resulting in blown budgets or being forced to reduce the survey area have gone unfounded.

ESTIMATE OF COST

ATS Comprehensive Leak Detection and Location Survey

Final billing will be based upon the actual amount of surveyed main determined by a combination of actual field and map measurements plus the total number of pinpointed leaks. With no fee guarantees beyond the detection phase, our Incentive-Based Proposal, places the pressure on the surveyor to detect and pinpoint as many leaks as possible. Your costs will be less if there are fewer leaks than we normally find on average. Should there be more leaks than expected then you won't be paying an extra dollar without getting a leak in return. The flexibility of this type of pricing also gives you control should we approach the maximum amount of money that you have in your budget.

Option A: All-Inclusive – All Detection and leak pinpointing cost included.

Detection and Locating Phase: 228,816 LF of water main @ \$ 0.03 per LF = \$6,864.48

5,280 LF of water main @ \$0.03 per LF = \$158.40 per lineal mile.

Option B: Survey Incentive Based Proposal

Detection Phase: 228,816 LF of water main @ \$ 0.02 per LF = \$4,476.32

5,280 LF @ \$0.02 per LF = \$105.60 per lineal mile of water main.

Location Phase: \$ 395.00 for every pinpointed main line or service line leak.

\$ 95.00 for every pinpointed hydrant or main line valve leak.

SURVEY COMPLETION TIME: We estimate the **DETECTION PHASE** of the survey on the entire system can be completed in 12 - 15 days. The duration of the **LOCATION PHASE** will depend upon the number of suspect leak sites to investigate and actual number, type and location of those pinpointed leaks. Based upon our previous surveys in **Willowbrook**, another 5 - 10 days for pinpointing is possible. The **RE-MONITORING PHASE** will also add additional time to the job depending on how many repaired leak sites we have to recheck, and any additional leaks that we detect and pinpoint during this extra step.

Additional Callout Savings: Discounted Leak Pinpointing for Survey Clients – While your leak survey is underway, any leak or utility location callout that can be scheduled while we are in town during normal work hours will be discounted to the \$395.00 leak survey rate. This discount represents a savings of at least \$250.00 per callout. After hour, Emergency, Holiday and Weekend Services are charged per our basic schedule of prices.

The following features are included with **ATS Comprehensive Leak Survey Programs**:

ATS COMPREHENSIVE SURVEY PROGRAM: Every fire hydrant, accessible hydrant auxiliary valve, and every accessible mainline valve will be monitored for leak sounds. When a water system starts to get tighter, there is more emphasis on the surveyor to have to dig deeper to find the leaks that are not making obvious leak sounds. This fact makes monitoring every valve essential to finding these tough leaks. Valves are the best quality listening point possible. The thoroughness of this technique insures that every detectable leak is found.

ULTRASONIC LEAK DETECTION: The existence and general neighborhood of every detected leak is established with **FCS S30 Ultrasonic Leak Detection Equipment**. A preliminary leak size & type classification is also made at that time. A significant difference between an **ATS Leak Survey** and the other surveyors is in the ultrasonic leak detection phase's number of checkpoints. No one checks more points for leak sounds than **ATS**. The Fact is that you'll detect more leaks by checking every possible appurtenance in the water system. Not every survey firm checks every point. We do.

DETECTION SURVEY RECORDS: Every accessible fire hydrant, hydrant auxiliary valve and mainline valve is monitored for suspect leak sounds. B-Boxes are checked only in the vicinity of a detected suspect leak site. Valuable survey and system data is collected and logged on these records. **This data includes:** Appurtenance Type and Location, General Conditions Encountered, Accessibility, Map Discrepancies and Leak Sound Characteristics.

WATER MAIN and VALVE LOCATION: All of the water main and service connections are accurately located in the vicinity of every leak location. This helps insure that every survey leak is pinpointed as accurately as possible. All utility line location work is accurately performed with **Radiodetection RD7000 and RD8000 High Performance Line Location Systems, Schonstedt and CST Ferromagnetic Metal Locators**. No one works a leak site harder than **ATS**!

COMPUTERIZED LEAK ANALYSIS & PINPOINTING: Every suspect leak site, no matter how slight the sound, is electronically confirmed with one of our computerized **FCS C2000, FCS AccuCorr, FCS Tri-Corr, FCS 9090 or Sewerin SeCorr 2008 Leak Noise Correlator Systems**. The pinpointing phase begins with ultrasonically resurveying every suspect leak site, electronic Correlator analysis of every suspect leak site to either eliminate a suspect leak site or accurately confirm the presence of the leak and pinpoint its exact location. A leak's exact location is pinpointed with consistent accuracy by analyzing, timing and measuring leak sound waves simultaneously from two contact points.

"X" MARKS THE SPOT!: The pinpointed location of every mainline, service line and valve leak will be marked in the field with spray marking paint with an "X". The exceptions are homeowner's side service leaks and hydrant leaks. Every leak is documented with its own **"Leak Location Report"** form.

LEAK LOCATION REPORTS: This is an individual report form that details the exact location and characteristics of each pinpointed leak. These forms are submitted daily as the leaks are pinpointed. The **Village** with actual leak repair information updates each **Leak Report**. This repair information is used by **ATS** to calculate water loss and revenue recovery data for the **Final Report**.

LEAK SITE RE-MONITORING: We will re-survey the water main and services in the vicinity of every repaired leak site to confirm that leak's repair, and survey for additional leaks whose presence may have been masked by the initial leak's sound. Any subsequently detected leaks will be pinpointed and submitted to the Village.

INACCESSIBLE POINTS & MAP DISCREPANCIES: A listing of all appurtenances that are found to be inaccessible, missing or buried will be submitted to the Village. **ATS** will return to check those points when they have been located and/or prepared for us. We never know when we will encounter a leak that is only detectable at one listening point. This added measure to help ensure that every detectable leak is detected and pinpointed accurately.

FINAL REPORT: Three (3) copies of a comprehensive **FINAL SURVEY REPORT** will be submitted after the completion of the survey. Additional copies are available upon request. These reports concisely detail all of our survey activities and findings; estimated & calculated leak sizes; revenue recovery calculations for each leak; leak location reports; general observations and recommendations.

INITIATING THE SURVEY: Your verbal authorization followed by your Purchase Order and **ATS Leak Survey Contracts** are all we need to initiate your Survey. A **Pre-Survey Meeting** will be scheduled to discuss all aspects of the leak survey. We will detail how the survey will be performed, how to interpret all of the survey documentation, and the type of assistance and mutual cooperation that will be required during the survey. All Field and Administrative Personnel with an involvement and interest in the leak survey are encouraged to attend.

We welcome the opportunity to meet with you and your staff to answer any questions you may have about **ATS Survey Equipment and Methodology**. **ATS** has unique skills that give us the necessary expertise to perform a thorough and successful leak survey. Thank you for your consideration of **Associated Technical Services Ltd.**

Yours Truly,
ASSOCIATED TECHNICAL SERVICES LTD.



Marcie A Kaplar
Field Manager

BASIC SCHEDULE OF PRICES

LEAK DETECTION & LOCATION SURVEYS

(Survey Area to be defined by Owner)

1. Minimum Leak Survey - 10,000 Lineal Feet of Water Main = \$ _____

1a. Survey Areas over 10,000 Lineal Feet of pipe will be priced as follows:

<u>More than</u>	<u>But less than</u>	<u>Unit Price Per Lineal Foot</u>
10,000 LF	19,999 LF	\$ _____
20,000 LF	39,999 LF	\$ _____
40,000 LF	59,999 LF	\$ _____
60,000 LF	79,999 LF	\$ _____
80,000 LF	99,999 LF	\$ _____
100,000 LF	or More	\$ <u>0.03 (Opt. A); 0.02 (Opt. B)</u>

2.

1b) **LOCATION:**

Option A: All costs associated with Survey Leak pinpointing are included.

Option B: \$ 395.00 for every Main Line or Service Line Leak.

\$ 95.00 for every Fire Hydrant Leak and Valve Packing Leak.

2. **MOBILIZATION & MILEAGE:** - MILEAGE IS WAIVED

A) No Charge under 50 miles - round trip

B) \$ 1.50 per mile under 100 miles - round trip

TERMS: Payment is due upon receipt of invoice. **ATS** will, at its option, submit periodic billings based upon the percentage of completion of the project. **ATS** also reserves the right to determine the percentage of completion for billing purposes. Interest rates will be based at 2% per month upon the unpaid balance at 30 days from the date of the invoice and thereafter.

PLEASE NOTE: All prices are based upon utmost cooperation and advance preparation by the **Owner**. Such as accurate plans and knowledge of the water system, and making all needed appurtenances accessible to our survey crews. See Section II of the attached "**General Conditions for Leak Surveys**" for a detailed listing of responsibilities of **ATS** and the **Owner**. **ATS** reserves the right to adjust the "**Basic Schedule of Prices**" if preliminary field investigation of the survey reveals extraordinary, hazardous or otherwise adverse conditions.

GENERAL CONDITIONS

LEAK DETECTION & LOCATION SURVEYS

Responsibility of ATS / Associated Technical Services Ltd.

- A) Two-person crew qualified to operate the **ATS Leak Detection & Location System**.
- B) The **"ATS Leak Detection & Location System"** consists of:
- **FCS S30, S20 Ultrasonic Leak Surveyor Instruments** (Leak Detection Phase)
 - **FCS/Fluid Conservation Systems, Sewerin Leak Noise Correlators** (Leak Location Phase)
 - **FCS and Sewerin Ultrasonic Preamplifiers** (Leak Location Phase)
 - **FCS, Wilcoxon, Vibrometer, Sewerin Accelerometers, Gas Sensors, Hydrophone Sensors**
 - **Radcom SoundSens Programmable Leak Correlation / Localization System**
 - **Radiodetection, CTS Berger, Fisher & Schonstedt Underground Utility Location Equipment**
- C) **"ATS Leakmobile"** - Mobile Van with self-contained power supply and /or capability of operating from an alternate VAC 60 Hz source, or suitable alternate vehicle at the discretion of **ATS**.
- D) **Mobilization / Mileage** – Round Trip, Portal-to-Portal and On-Site.
- E) **On-Site Consultation** with Owner or their representatives as necessary.
- F) The entire area designated by the Owner shall be surveyed for leakage. Detected leaks shall be pinpointed only on that part of the water system maintained by the Owner. Unless it is previously specified and ordered, customer service line leaks will only be pinpointed up to the municipal side of the curbstop without additional charges. Leaks on the customer side of the curbstop typically require a separate appointment so **ATS** can make contact with the service line inside the building.
- G) Only those leaks that are detected by the **ATS Leak Survey** are to be included in the pinpointing phase of this contract. Unless other previous arrangements are made, any pinpointing of any incidentally or coincidentally occurring leakage, main breaks or previously known leakage that was not initially included in our proposal or as a part of this agreement shall be charged at our normal rates for scheduled / emergency service call-outs.
- H) If the **"Re-monitoring of Repaired Leak Sites"** service is specified, included in our proposal and ordered, this agreement, leak repairs to that site must be completed within 30 days after that leak's location report was submitted to the Owner. The Owner then must notify **ATS** at the time of repairs so re-monitoring can be scheduled. All subsequently detected leakage will be located.
- I) **ATS** will establish and mark the location of a leak or leaks in the field with either marking paint, a field stake and / or written individual **"ATS Leak Location Report"**.
- J) **ATS** will provide essential traffic warning equipment and traffic control and re-direction with flagmen on an **as-needed basis**, whenever conditions dictate the necessity of these safety precautions. **ATS Work Zone Safety Equipment** includes but is not limited to safety vests, vehicle arrow boards, strobe warning lights and safety cones that are used whenever our vehicles are parked during the leak survey on residential and other light or slower traffic areas.

GENERAL CONDITIONS FOR LEAK SURVEYS

RESPONSIBILITY OF OWNER

The **Owner** will insure easy access to all main line valves, valve boxes or other strategically necessary access points. This may also include exposing and cleaning out auxiliary valves and b-boxes on an as-needed basis if they will facilitate the accurate confirmation and pinpointing of a detected leak. **This could include:** breaking loose needed valve covers; pumping water out all valve vaults and boxes and, if necessary, removing debris from those enclosures to make the valves and adjoining pipelines accessible. The **Owner** will also make access available to any point or location strategically needed by **ATS** to perform said work at the discretion of **ATS**.

- If the **Owner** orders leak pinpointing between the curbstop and the customer's building, the **Owner** shall be responsible for making contact with the customer. Pinpointing can be performed on a weekday from 7:30 AM to 3:00 PM without incurring overtime charges.
- The **Owner** will make available to **ATS** any and all available location maps, schematics, as-built drawings, final reports from previous leak surveys, and any other data pertaining to the area being surveyed. Access to your **"IDOT LMO-2" Annual Water Audit Reports** is always very helpful.
- The **Owner** will make available knowledgeable, qualified personnel for consultation and assistance regarding the **Owner's** water system.
- Identify the authorized representatives of the **Owner** to act on behalf of the **Owner** and sign **ATS** agreements, purchase orders and additional work orders.
- Give **ATS** right of access, and necessary identification required, and notify appropriate authorities (Police, Fire Dept, Public Works Dept, etc.) as needed of program underway.
- The **Owner** will at its option, provide **Traffic Warning Equipment, Traffic Control and Re-Direction with Flagmen** on an as-needed basis, should conditions dictate the necessity of this safety precaution. Instances such as a lane closure in a heavy traffic area may require hiring the services of a **Work Zone Safety Vendor** to provide the necessary traffic control equipment such as barricades, warning lights, arrow panels and temporary barriers. The **Owner** must approve any use of a Work Zone Safety Vendor in advance. **Owner** will be responsible for the costs of the **Work Zone Safety Vendor**.
- **Owner's** repair crews shall make a reasonable effort to provide **ATS** with accurate leak repair information whenever this data is available. **Repair data should detail the following:** Date of repair; type of leak; approximate size and shape of the leak orifice; approximate water pressure; and method of repair. This information is necessary for **ATS** to make leak size, water loss and revenue recovery calculations for a comprehensive **"Leak Survey Final Report"**.

Please Note: **ATS** does not guarantee the detection or accurate pinpointing of a leak or leaks, but does assure that a best effort in that regard will be put forward.

Certain input data to the **ATS Leak Detection & Location System** is based upon information received from the **Owner**. The accuracy of the **Owner's** data will directly affect the results of the Leak Survey. **ATS** will attempt to verify such data by consultation with the **Owner** and thereupon will have a right to rely upon the accuracy of the **Owner's** data. **ATS** is not liable for any costs to the **Owner** as a result of incomplete or inaccurate data supplied by the **Owner** or their representatives.

WILLOWBROOK POLICE FACILITY RENOVATION

Monthly Progress Report
June 06, 2017



VILLAGE OF WILLOWBROOK PROGRESS REPORT

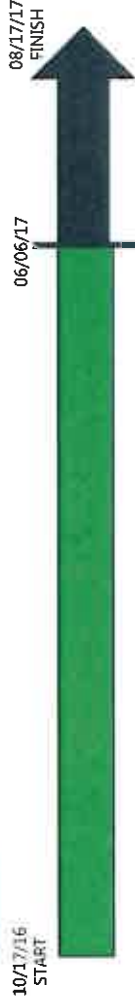
DATE: JUNE 6, 2017

KEY ACCOMPLISHMENTS

- A majority of interior and exterior work has been completed, which includes glass, walls, ceilings, and floors
- Lockers and bathroom accessories were installed
- Artifact frame was created and installed. The Artifact was set in place
- Wall mural completed
- Furniture was delivered



SCHEDULE



UPCOMING ACTIVITIES (2-4 WKS)

- Asphalt work to begin June 7, 2017
- Furniture installation to occur this week.
- Fencing for the facility to be removed by end of next week
- Glass railing around artifact is be fabricated
- Final walk throughs and punch list creation to occur next week.



ISSUES / RISKS

Issue (I) / Risk (R)	P/I	Action/Contingency Plan
1. Water Tower work may impact the asphalt work.	●	Asphalt work to begin June 7 th and will remobilize when the water tower work is complete. Water tower contractor is running ahead of schedule and should be completed in the next 4 weeks.
2. Artifact coordination with multiple vendors and associated work logistics.	●	Artifact frame was fabricated and the artifact was set in place. No longer a risk.
3. ComEd Work Delays.	●	ComEd completed work for the police station the end of April, still awaiting on the panel for light pole.

*original contract amount not including approved change orders below

Contract	Approved Contract Amount	Spend to Date
LI Morse	\$3,152,000*	\$1,889,770.40
TSC (Geotechnical Testing)	TBD (~\$5,700)	\$5468.13
Reike (Furniture)	\$141,865	-

Change Order	Date Issued	Description	Cost	Disposition	Project Impact
CO #36	4/03	Change orders approved through last reporting period		ACCEPTED	\$127,610.00
CO #37	04/03	Concrete B/U at building line	\$533	ACCEPTED	\$533
CO #38	04/05	Replace Ent Curb Revised	\$1,339	ACCEPTED	\$1,339
CO #39	04/11	Additional Blinds per Request	\$381	ACCEPTED	\$381
CO #40	03/23	Infill Above Soffit between rooms 150-151	\$1,114	ACCEPTED	\$1,114
CO #41	04/04	Carpent Pier Change	\$5,570	ACCEPTED	\$5,570
CO #42	04/20	Data Outlets	\$5,073	ACCEPTED	\$5,073
		Asphalt Remobilization	\$3,590	ACCEPTED	\$3,590
	04/18	Bond Door Pass Thru	\$222	ACCEPTED	\$222
Approved Cost to VoW (5% of original construction cost)					\$145,432



EST. 1960

Willowbrook

835 Midway Drive
Willowbrook, IL 60527-5549

Phone: (630) 323-8215 Fax: (630) 323-0787 www.willowbrookil.org

MONTHLY REPORT
MUNICIPAL SERVICES DEPARTMENT
Permits issued for the month of April, 2017

Mayor

Frank A. Trilla

Village Clerk

Leroy R. Hansen

Village Trustees

Sue Berglund

Umberto Davi

Terrence Kelly

Michael Mistele

Gayle Neal

Paul Oggerino

Village Administrator

Tim Halik

Chief of Police

Mark Shelton

Director of Finance

Carrie Dittman

Antennae Upgrade	1
Build Out	1
Concrete Repair	1
Deck	1
Electrical Repairs	1
Emergency Damage	1
Fence	1
Grading Ditch	1
Interior Remodel	2
Kitchen Remodel	1
Modification Plan Review	1
Paver Patio	1
Plan Review	1
Plumbing Repair	1
Roof	9
Sign	1
Water Disconnect	1
Water Service	1
Window Replacement	4

TOTAL 31

Final Certificates of Occupancy	1
Temporary Certificates of Occupancy	0

Permit Revenue for April, 2017	16,072.18
Total Revenue Collected for Fiscal Year To Date	498,726.76
Total Budgeted for Fiscal Year 2016/17	232,500.00
Total Percentage of Budgeted Revenue Collected to Date	214.51

Respectfully submitted,

Timothy Halik
Village Administrator

TH/jp



Proud Member of the
Illinois Route 66 Scenic Byway

MUNICIPAL SERVICES DEPARTMENT

PERMIT REVENUE

Fiscal Year 2016/17

MONTH	CURRENT FISCAL YEAR	PRIOR FISCAL YEAR
MAY	\$ 28,379.31	\$ 11,447.58
JUNE	\$ 13,426.64	\$ 21,083.13
JULY	\$ 19,166.25	\$ 19,426.58
AUGUST	\$ 59,753.64	\$ 15,150.56
SEPTEMBER	\$ 62,997.75	\$ 146,015.93
OCTOBER	\$ 132,950.27	\$ 24,175.36
NOVEMBER	\$ 74,028.63	\$ 39,743.04
DECEMBER	\$ 9,337.62	\$ 15,692.73
JANUARY	\$ 40,260.12	\$ 9,450.41
FEBRUARY	\$ 25,544.07	\$ 9,393.21
MARCH	\$ 16,810.28	\$ 32,001.35
APRIL	\$ 16,072.18	\$ 25,586.99
COLLECTED REVENUE	\$ 498,726.76	\$ 369,166.87
BUDGETED REVENUE	\$ 232,500.00	\$ 200,000.00
REVENUES COLLECTED- (OVER)/UNDER BUDGET	\$ (266,226.76)	(169,446.87)
PERCENTAGE OF BUDGETED REVENUE COLLECTED	214.51%	184.72

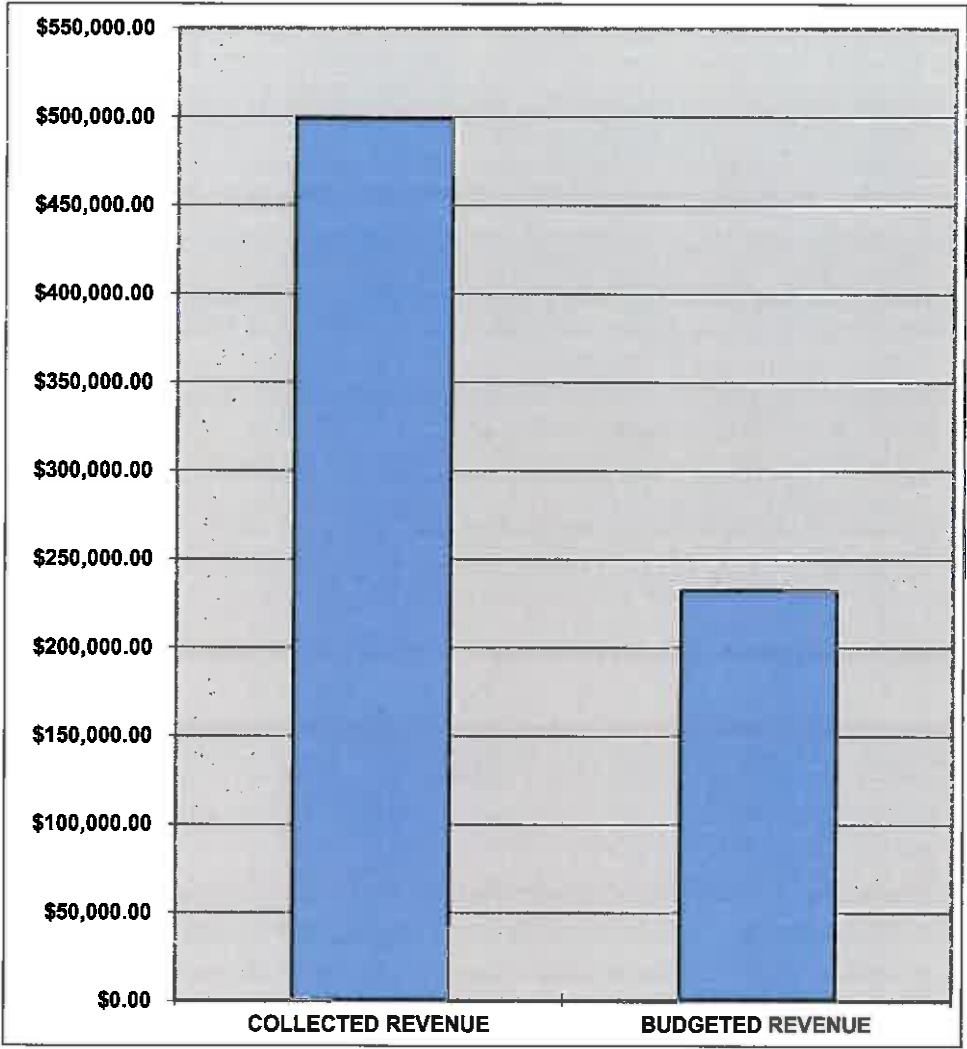
MUNICIPAL SERVICES DEPARTMENT

PERMIT REVENUE

	Fiscal Year 16/17	Fiscal Year 15/16
COLLECTED REVENUE	\$ 498,726.76	\$ 369,446.87
BUDGETED REVENUE	\$ 232,500.00	\$ 200,000.00

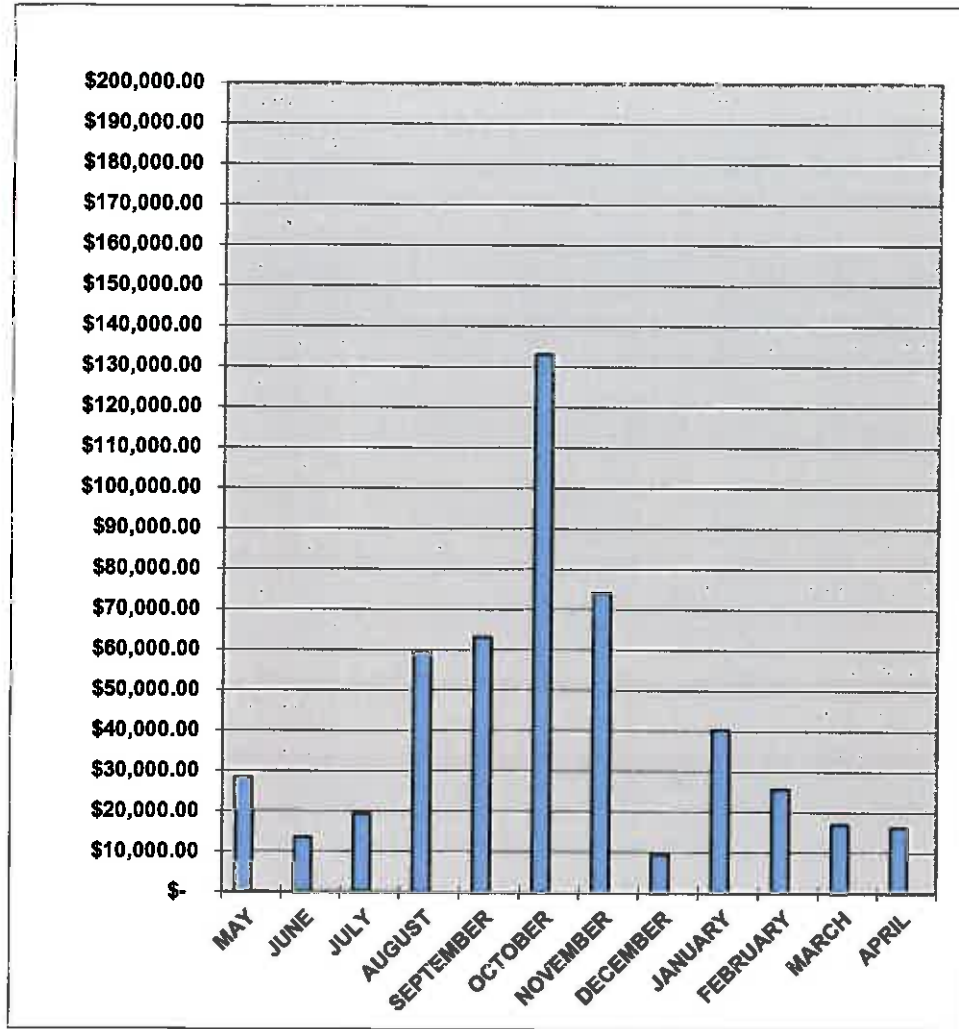
MUNICIPAL SERVICES DEPARTMENT

PERMIT REVENUE



MUNICIPAL SERVICES DEPARTMENT

PERMIT REVENUE



Permit	Date Issued:	Name:	Address:	Permit Purpose:	Business Name:	Fee:	RES / COMM:	Date Released:
17-036	04/17/17	Renji George	6340 Americana Dr	Antennae Upgrade		\$ 1,050.00	R	04/17/17
17-043	04/12/17	Alan Meyer	7229 S. Kingery	Build Out	P T Solutions	\$ 2,623.67	C	04/12/17
17-082	04/07/17	Joan Kacmar	6520 Tennessee	Concrete Repair		\$ 50.00	R	04/07/17
17-087	04/17/17	Victor Conforti	610 Plainfield	Deck		\$ 100.00	R	04/17/17
17-074	04/05/17	Joe Carcia	650 Willowbrook Center	Electrical Repairs		\$ 300.00	R	04/05/17
17-075	04/04/17	Meimei Fu	215 Rodgers Ct	Emergency Damage		\$ 600.00	R	04/04/17
17-105	04/25/17	Ron White	6340 Briar Road	Fence		\$ 50.00	R	04/25/17
17-112	04/25/17	Noel Valenti	5902 Bentley Ave	Grading Ditch		\$ 150.00	R	04/25/17
17-084	04/12/17	Hinsdale Bank	6262 Kingery	Interior Remodel	Hinsdale Bank	\$ 3,647.45	C	04/12/17
17-092	04/25/17	John Thormodsgard	325 Chatelaine Ct	Interior Remodel		\$ 1,341.06	R	04/25/17
17-090	04/13/17	Michael Morrison	701 Lake Hinsdale	Kitchen Remodel		\$ 375.00	R	04/13/17
	04/25/17	Renji George	6340 Americana Dr	Modification		\$ 1,000.00	R	04/25/17
17-089	04/18/17	Jean Pauga	6348 Tennessee Ave	Paver Patio		\$ 50.00	R	04/18/17
17-081	04/06/17	John Barcelona	7523 Brookbank Road	Plan Review		\$ 750.00	R	04/06/17
17-099	04/25/17	Willowbrook Apt	7440 Tennessee	Plumbing Repair		\$ 300.00	R	04/25/17
17-083	04/07/17	Thomas Markus	7643 Appletree Lane	Reroof		\$ 35.00	R	04/07/17
17-079	04/07/17	Terry Vomerka	720 68th Place	Reroof		\$ 35.00	R	04/07/17
17-080	04/07/17	Allan Cameron	6415 Bentwood Lane	Reroof		\$ 35.00	R	04/07/17
17-078	04/07/17	Kevin Lim	431 Kingswood Court	Reroof		\$ 35.00	R	04/07/17
17-091	04/17/17	A. Ciupek	306 Plainfield Road	Reroof		\$ 35.00	R	04/17/17
17-096	04/18/17	Tim Boiko	7602 Arlene Ave	Reroof		\$ 35.00	R	04/18/17
17-102	04/25/17	Dr. Ahl	211 Somerset	Reroof		\$ 35.00	R	04/25/17
17-101	04/25/17	Howard Lange	7718 Eleanor Place	Reroof		\$ 35.00	R	04/25/17
17-100	04/25/17	Bruce Coulman	7710 Eleanor Place	Reroof		\$ 35.00	R	04/25/17
17-094	04/25/17	Michael Meyer	7229 Kingery	Sign	PT Solutions	\$ 514.15	C	04/25/17
17-098	04/25/17	Leslie Schuetz	740 67th Place	Water Disconnect		\$ 100.00	R	04/25/17
17-003	04/25/17	Rosemary Bauman	122 59th Street	Water Service		\$ 1,322.25	R	04/25/17
17-077	04/06/17	Connie Roncone	5840 Virginia Ave	Window Replacement		\$ 75.00	R	04/04/17
17-085	04/18/17	Jean Pauga	6348 Tennessee Ave	Window Replacement		\$ 75.00	R	04/18/17
17-095	04/25/17	Fred Stein	6350 Tremont Street	Window Replacement		\$ 75.00	R	04/25/17
17-109	04/28/17	Anthony Pontillo	329 Somerset Road	Window Replacement		\$ 75.00	R	04/28/17

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User: JKufirin
DB: Willowbrook

GL ACTIVITY REPORT FOR WILLOWBROOK
FROM 01-00-310-401 TO 01-00-310-401
TRANSACTIONS FROM 04/01/2017 TO 04/30/2017

Page: 1/1

Date	JNL	Type	Description	Reference #	Debits	Credits	Balance
Fund 01 GENERAL FUND							
04/01/2017			01-00-310-401 BUILDING PERMITS		BEG. BALANCE		(472,052.31)
04/04/2017	CR	RCPT	Building Dept. Invoice 04/04/2017			600.00	(472,652.31)
04/06/2017	CR	RCPT	Building Dept. Invoice 04/06/2017			750.00	(473,402.31)
04/07/2017	CR	RCPT	Building Dept. Invoice 04/07/2017			85.00	(473,487.31)
04/10/2017	CR	RCPT	Building Dept. Invoice 04/10/2017			105.00	(473,592.31)
04/11/2017	CR	RCPT	Building Dept. Invoice 04/11/2017			2,698.67	(476,290.98)
04/12/2017	CR	RCPT	Building Dept. Invoice 04/12/2017			3,647.45	(479,938.43)
04/13/2017	CR	RCPT	Building Dept. Invoice 04/13/2017			750.00	(480,688.43)
04/14/2017	CR	RCPT	Building Dept. Invoice 04/14/2017			375.00	(481,063.43)
04/17/2017	CR	RCPT	Building Dept. Invoice 04/17/2017			100.00	(481,163.43)
04/18/2017	CR	RCPT	Building Dept. Invoice 04/18/2017			3,160.00	(484,323.43)
04/18/2017	CR	RCPT	Building Dept. Invoice 04/18/2017			50.00	(484,373.43)
04/19/2017	CR	RCPT	Building Dept. Invoice 04/19/2017			35.00	(484,408.43)
04/19/2017	CR	RCPT	Building Dept. Invoice 04/19/2017			300.00	(484,708.43)
04/21/2017	CR	RCPT	Building Dept. Invoice 04/21/2017			100.00	(484,808.43)
04/25/2017	CR	RCPT	Building Dept. Invoice 04/25/2017			1,470.00	(486,278.43)
04/26/2017	CR	RCPT	Building Dept. Invoice 04/26/2017			1,616.06	(487,894.49)
04/27/2017	CR	RCPT	Building Dept. Invoice 04/27/2017			35.00	(487,929.49)
04/27/2017	CR	RCPT	Building Dept. Invoice 04/27/2017			70.00	(487,999.49)
04/28/2017	CR	RCPT	Building Dept. Invoice 04/28/2017			125.00	(488,124.49)
04/30/2017			01-00-310-401	END BALANCE	0.00	16,072.18	(488,124.49)



EST. 1960

Willowbrook

835 Midway Drive
Willowbrook, IL 60527-5549

Phone: (630) 323-8215 Fax: (630) 323-0787 www.willowbrookil.org

MONTHLY REPORT

MUNICIPAL SERVICES DEPARTMENT

Permits issued for the month of May, 2017

Mayor

Frank A. Trilla

Village Clerk

Leroy R. Hansen

Village Trustees

Sue Berglund

Umberto Davi

Terrence Kelly

Michael Mistele

Gayle Neal

Paul Oggerino

Village Administrator

Tim Halik

Chief of Police

Mark Shelton

Director of Finance

Carrie Dittman

Alarm System	3
Asphalt Driveway	1
Bathroom Remodel	1
Chiller Replacement	1
Concrete	3
Demolition SFR	1
Dock Lift	1
Door Replacement	2
Driveway	5
Electric Meter Socket	1
Fence	3
Illuminated Awning	1
Interior Demo/Renovation	2
Irrigation System	1
Kitchen Remodel	1
Lawn Sprinkler	2
Outlot/Site Work	1
Parking Lot	1
Patio Doors	2
Paver Walkway	1
Plan Review	1
Reroof	5
SFR	1
Shed	1
Sign	2
Tenant Buildout	2
Underground Bore	3
Water Heater Replacement	1

TOTAL 50

Final Certificates of Occupancy 0
Temporary Certificates of Occupancy 0

Permit Revenue for May, 2017 74,721.15

Total Revenue Collected for Fiscal Year

To Date 74,721.15

Total Budgeted for Fiscal Year 2017/18 245,500.00

Total Percentage of Budgeted Revenue
Collected to Date 30.44

Respectfully submitted,

Timothy Halik
Village Administrator

TH/jp



Proud Member of the
Illinois Route 66 Scenic Byway

Permit	Date Issued:	Name:	Address:	Permit Purpose:	Business Name:	Fee:	RES / COMM:	Date Released:
17-127	05/22/17	Steinmart	840 Plainfield Road	Alarm System		\$ 100.00	R	05/22/17
17-162	05/26/17	Jean Pauga	6348 Tennessee	Alarm System		\$ 50.00	R	05/26/17
17-158	05/26/17	Ann Bien	7701 Clarendon Hills	Alarm System		\$ 35.00	R	05/26/17
17-145	05/22/17	James Kerins	63 W. 75th Place	Asphalt Driveway		\$ 75.00	R	05/22/17
17-108	05/22/17	Ruthie Koeneman	501 Lake Hinsdale Dr	Bathroom Remodel		\$ 315.00	R	05/22/17
17-135	05/09/17	Brian Newell	6340 Americana Dr.	Chiller Replacement		\$ 165.00	R	05/09/17
17-104	05/02/17	Sunrise Senior Living	6300 Clarendon Hills Rd	Concrete R&R	Sunrise Senior Living	\$ 50.00	C	05/02/17
17-144	05/22/17	Patrick Kenny	732 68th Place	Concrete R&R		\$ 50.00	R	05/22/17
17-147	05/25/17	Christa Kuhlman	220 Hill Road	Concrete sidewalk		\$ 50.00	R	05/25/17
17-110	05/09/17	Leslie Schuetz	740 67th Place	Demolition SFR		\$ 1,400.00	R	05/09/17
17-136	05/08/17	Marianna Louderman	625 Willowbrook Center	Dock Lift		\$ 425.00	R	05/09/17
17-120	05/03/17	Ed Ellison	6463 Garfield Ridge Ct.	Door Replacement		\$ 75.00	R	05/03/17
17-129	05/22/17	Lonna Leak	310 W. 63rd Street	Door Replacement		\$ 75.00	R	05/22/17
17-116	05/01/17	Joseph Collins	6811 Caitlin Court	Driveway		\$ 125.00	R	05/01/17
17-143	05/31/17	M. Grogan	6349 Wesley	Driveway		\$ 75.00	R	05/31/17
17-115	05/04/17	Frank Turano	444 Stonegate Court	Driveway Replacement		\$ 125.00	R	05/04/17
17-126	05/09/17	James Loblaco	6436 Garfield Ridge Ct.	Driveway Replacement		\$ 125.00	R	05/09/17
17-142	05/22/17	Thomas Michaels	6340 Thurlow	Driveway Replacement		\$ 75.00	R	05/22/17
17-130	05/22/17	Sam Mathuel	6306 Western	Electric Meter Socket		\$ 165.00	R	05/22/17
17-114	05/01/17	Patricia Mastro	801 Ridgemoor Dr	Fence		\$ 50.00	R	05/01/17
17-131	05/22/17	Joseph Pedota	307 Somerset Road	Fence		\$ 50.00	R	05/22/17
17-150	05/22/17	Steve Hynek	501 75th Street	Fence	Ashton Place	\$ 100.00	C	05/22/17
17-047	05/02/17	Red Roof Inn	7535 Kingery	Illuminated Awning	Red Roof Inn	\$ 1,048.50	C	05/02/17
17-111	05/09/17	Joe Krolopp	7135 Kingery Highway	Interior Demo		\$ 500.00	R	05/09/17
17-055	05/04/17	Shreyas Patel	7800 Kingery Hwy	Interior Renovation	Willowbrook Inn	\$ 19,677.86	C	05/04/17
17-149	05/25/17	Pulte	6526 Clarendon Hills	Irrigation System		\$ 2,203.85	R	05/25/17
17-152	05/31/17	Robin Lends	101 Lake Hinsdale Dr	Kitchen Remodel		\$ 365.00	R	05/31/17
17-106	05/03/17	Fred Barbara	640 Joliet Road	Lawn Sprinkler	Fred Barbara	\$ 590.79	C	05/03/17
16-324	05/22/17	Laura Landsman	554 Ridgemoor Drive	Lawn Sprinkler		\$ 75.00	R	05/22/17
17-125	05/09/17	Eugene Grzynekowicz	900 Plainfield Road	Outlot/Site Work		\$ 30,368.10	R	05/09/17
17-160	05/31/17	Joseph Kopczynski	801 Joliet Road	Parking Lot	Public Storage	\$ 300.00	C	05/31/17
17-134	05/08/17	Tim Coyne	4 Kyle Ct	Patio Doors		\$ 75.00	R	05/09/17
17-154	05/31/17	Geri McCafferty	6319 Tremont	Patio Doors		\$ 75.00	R	05/31/17
17-141	05/22/17	Michael Baker	448 Kingswood Ct	Paver Walkway		\$ 50.00	R	05/22/17
17-123	05/03/17	Buffalo Wild Wings	7111 S. Kingery	Plan Review	Buffalo Wild Wings	\$ 2,000.00	C	05/03/17
16-397	05/03/17	Mr. Wunderlich	5835 Virginia Ave	Reroof		\$ 35.00	R	05/03/17
17-139	05/12/17	Scott Hopman	6405 Waterford Court	Reroof		\$ 35.00	R	05/09/17
17-140	05/22/17	Cody Benjamin	541 68th Street	Reroof		\$ 35.00	R	05/22/17
17-138	05/22/17	Diane Vlach	849 Willow Lane	Reroof		\$ 35.00	R	05/22/17
17-137	05/22/17	Jack Balsamo	6405 Tennessee	Reroof		\$ 35.00	R	05/22/17

Permit	Date Issued:	Name:	Address:	Permit Purpose:	Business Name:	Fee:	RES / COMM:	Date Released:
17-023	05/31/17	Leslie Schuetz	740 67th Place	SFR		\$ 9,405.14	R	05/31/17
17-119	05/03/17	Mark Astrella	7635 Eleanor Place	Shed		\$ 50.00	R	05/03/17
17-086	05/25/17	Steve Hawkins	858 75th Street	Sign	Kabob Q	\$ 368.75	C	05/25/17
17-113	05/09/17	Patrick Rhea	645 Joliet Road	Temporary Sign	Dell Rhea	\$ 100.00	C	05/09/17
17-042	05/03/17	Willowbrook Square	82 W. 63rd	Tenant Buildout	Kumon Learning Ctr	\$ 760.92	C	05/03/17
17-054	05/31/17	Joe Krolopp	7135 Kingery Highway	Tenant Buildout	Mod Pizza	\$ 2,725.38	C	05/31/17
17-048	05/02/17	Target	7601 Kingery	Underground Bore	Target	\$ -	C	05/02/17
17-124	05/05/17	Elise Alexander	5936 Bentley Avenue	Underground Bore		\$ -	R	05/03/17
17-122	05/04/17	Jeremy James	448 Creekside	Underground Bore		\$ -	R	05/03/17
17-118	05/02/17	Margaret Nelson	6545 Garfield St	Water Heater Replace		\$ 50.00	R	05/02/17

MUNICIPAL SERVICES DEPARTMENT

PERMIT REVENUE

Fiscal Year 2017/18

MONTH	CURRENT FISCAL YEAR 2017/18	PRIOR FISCAL YEAR 2016/17
MAY	\$ 74,721.15	\$ 28,379.31
JUNE		\$ 13,426.64
JULY		\$ 19,166.25
AUGUST		\$ 59,753.64
SEPTEMBER		\$ 62,997.75
OCTOBER		\$ 132,950.27
NOVEMBER		\$ 74,028.63
DECEMBER		\$ 9,337.62
JANUARY		\$ 40,260.12
FEBRUARY		\$ 25,544.07
MARCH		\$ 16,810.28
APRIL		\$ 16,072.18
COLLECTED REVENUE	\$ 74,721.15	\$ 498,726.76
BUDGETED REVENUE	\$ 245,500.00	\$ 232,500.00
REVENUES COLLECTED- (OVER)/UNDER BUDGET	\$ 170,778.85	\$ (266,226.76)
PERCENTAGE OF BUDGETED REVENUE COLLECTED	30.44%	214.51%

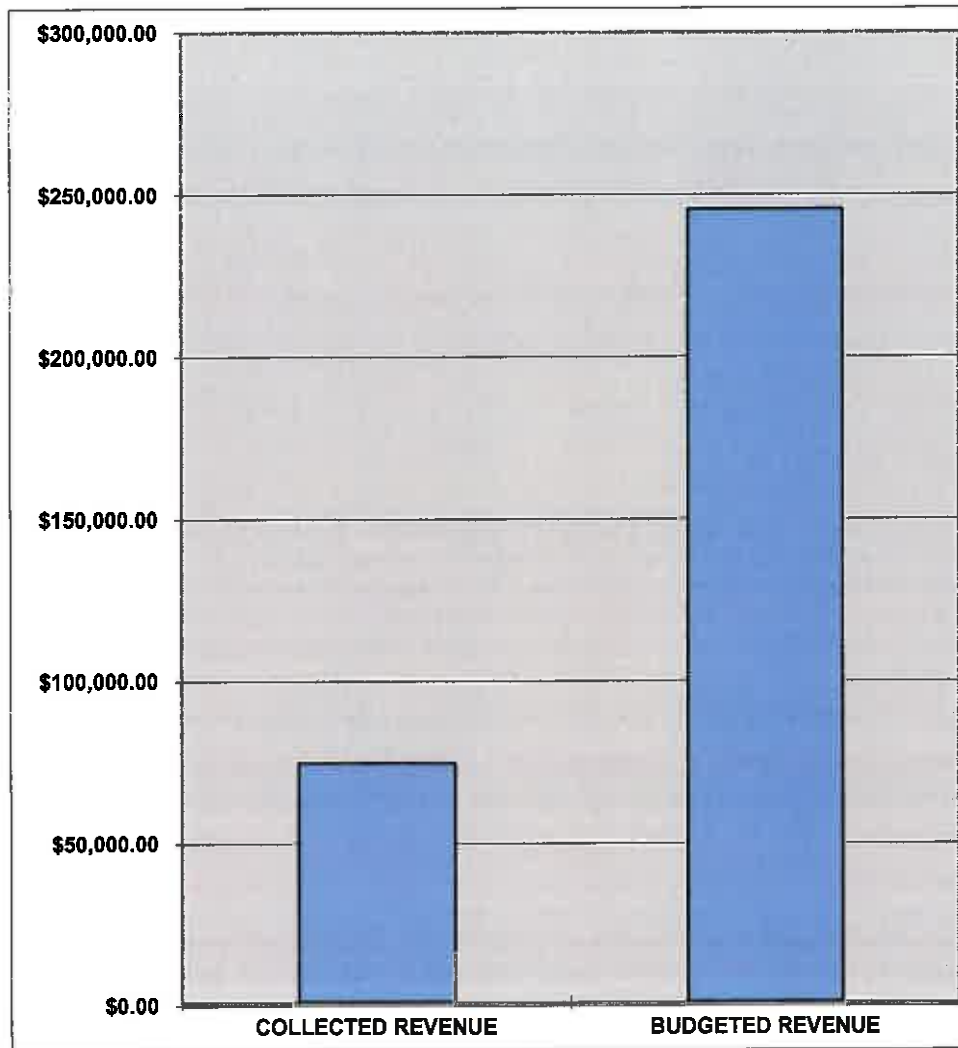
MUNICIPAL SERVICES DEPARTMENT

PERMIT REVENUE

	Fiscal Year 17/18	Fiscal Year 16/17
COLLECTED REVENUE	\$ 74,721.15	\$ 498,726.76
BUDGETED REVENUE	\$ 245,500.00	\$ 232,500.00

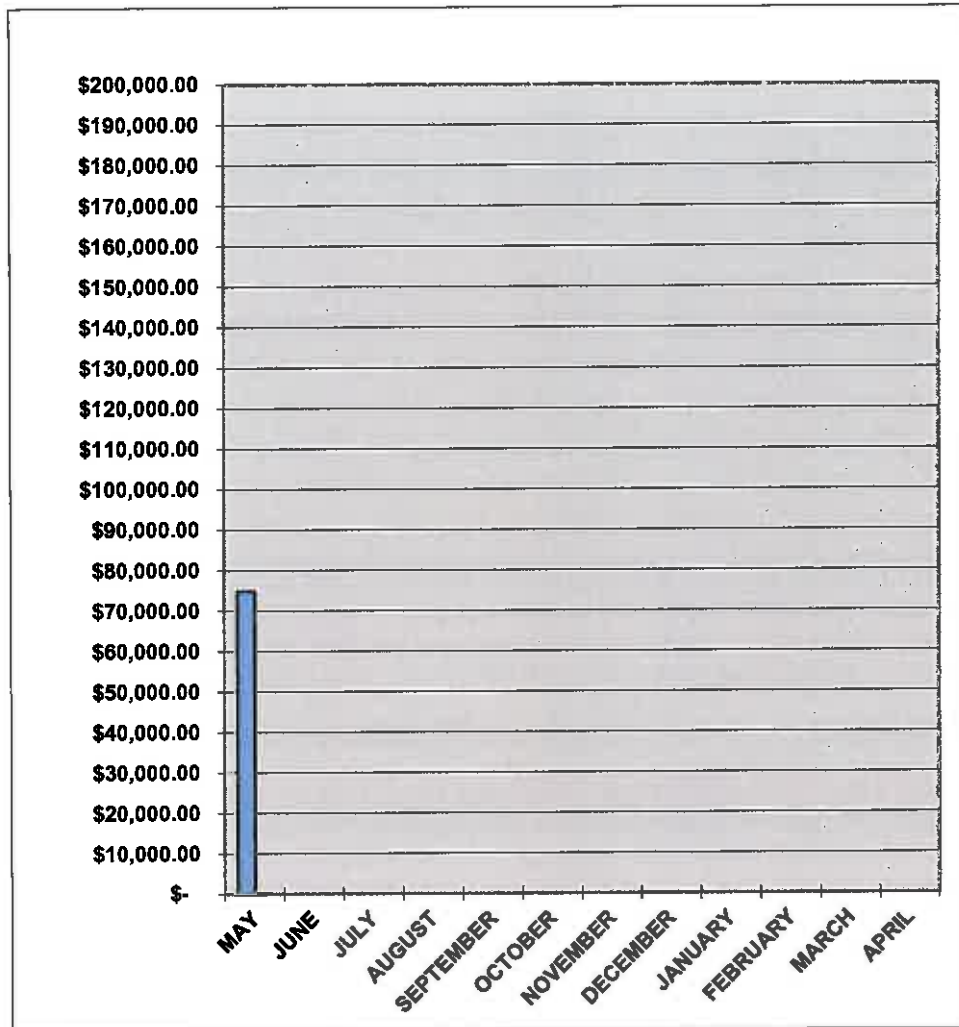
MUNICIPAL SERVICES DEPARTMENT

PERMIT REVENUE



MUNICIPAL SERVICES DEPARTMENT

PERMIT REVENUE



Date	JNL	Type	Description	Reference #	Debits	Credits	Balance
Fund 01 GENERAL FUND							
05/01/2017			01-00-310-401 BUILDING PERMITS		BEG. BALANCE		0.00
05/01/2017	CR	RCPT	Building Dept. Invoice 05/01/2017			1,175.00	(1,175.00)
05/02/2017	CR	RCPT	Building Dept. Invoice 05/02/2017			50.00	(1,225.00)
05/03/2017	CR	RCPT	Building Dept. Invoice 05/03/2017			335.00	(1,560.00)
05/04/2017	CR	RCPT	Building Dept. Invoice 05/04/2017			22,438.78	(23,998.78)
05/04/2017	CR	RCPT	Building Dept. Invoice 05/04/2017			50.00	(24,048.78)
05/08/2017	CR	RCPT	Building Dept. Invoice 05/08/2017			250.00	(24,298.78)
05/09/2017	CR	RCPT	Building Dept. Invoice 05/09/2017			30,368.10	(54,666.88)
05/10/2017	CR	RCPT	Building Dept. Invoice 05/10/2017			240.00	(54,906.88)
05/12/2017	CR	RCPT	Building Dept. Invoice 05/12/2017			960.00	(55,866.88)
05/15/2017	CR	RCPT	Building Dept. Invoice 05/15/2017			175.00	(56,041.88)
05/15/2017	CR	RCPT	Building Dept. Invoice 05/15/2017			35.00	(56,076.88)
05/16/2017	CR	RCPT	Building Dept. Invoice 05/16/2017			100.00	(56,176.88)
05/17/2017	CR	RCPT	Building Dept. Invoice 05/17/2017			525.00	(56,701.88)
05/17/2017	CR	RCPT	Building Dept. Invoice 05/17/2017			215.00	(56,916.88)
05/18/2017	CR	RCPT	Building Dept. Invoice 05/18/2017			365.00	(57,281.88)
05/18/2017	CR	RCPT	Building Dept. Invoice 05/18/2017			75.00	(57,356.88)
05/19/2017	CR	RCPT	Building Dept. Invoice 05/19/2017			210.00	(57,566.88)
05/19/2017	CR	RCPT	Building Dept. Invoice 05/19/2017			50.00	(57,616.88)
05/22/2017	CR	RCPT	Building Dept. Invoice 05/22/2017			35.00	(57,651.88)
05/23/2017	CR	RCPT	Building Dept. Invoice 05/23/2017			1,000.00	(58,651.88)
05/24/2017	CR	RCPT	Building Dept. Invoice 05/24/2017			530.00	(59,181.88)
05/25/2017	CR	RCPT	Building Dept. Invoice 05/25/2017			9,405.14	(68,587.02)
05/26/2017	CR	RCPT	Building Dept. Invoice 05/26/2017			715.00	(69,302.02)
05/30/2017	CR	RCPT	Building Dept. Invoice 05/30/2017			4,675.38	(73,977.40)
05/31/2017	CR	RCPT	Building Dept. Invoice 05/31/2017			375.00	(74,352.40)
05/31/2017			01-00-310-401	END BALANCE	0.00	74,352.40	(74,352.40)

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User: JKufirin
DB: Willowbrook

GL ACTIVITY REPORT FOR WILLOWBROOK
FROM 01-00-310-402 TO 01-00-310-402
TRANSACTIONS FROM 05/01/2017 TO 05/31/2017

Page: 1/1

Date	JNL	Type	Description	Reference #	Debits	Credits	Balance
Fund 01 GENERAL FUND							
05/01/2017			01-00-310-402 SIGN PERMITS		BEG. BALANCE		0.00
05/11/2017	CR	RCPT	Building Dept. Invoice 05/11/2017			100.00	(100.00)
05/16/2017	CR	RCPT	Building Dept. Invoice 05/16/2017			268.75	(368.75)
05/31/2017			01-00-310-402	END BALANCE	0.00	368.75	(368.75)

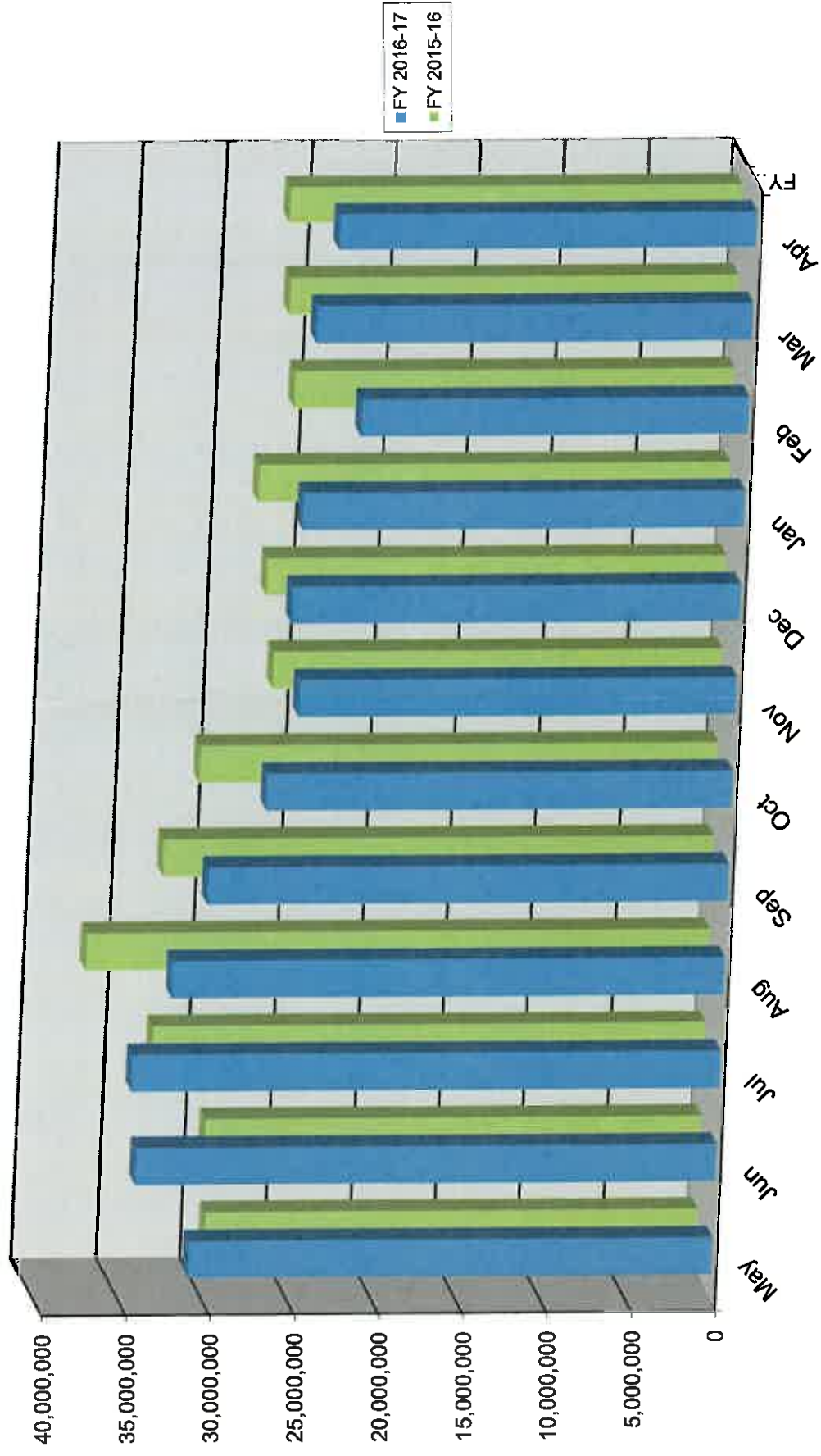
VILLAGE OF WILLOWBROOK - PUMPAGE REPORT
TOTAL GALLONS PUMPED
FY 2002/03 - FY 2016/17

Month	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17
May	32,267,000	33,518,000	35,018,000	35,919,000	35,162,000	36,696,000	33,890,000	31,322,000	31,715,000	30,725,000	34,220,000	30,860,000	29,547,000	29,213,000	31,048,000
June	38,911,000	38,691,000	35,447,000	48,511,000	42,471,000	43,700,000	33,817,000	32,087,000	31,799,000	32,620,000	44,635,000	31,512,000	32,193,000	29,447,000	34,451,000
July	52,100,000	39,116,000	41,248,000	52,479,000	43,279,000	44,574,000	41,463,000	36,819,000	38,513,000	41,371,000	49,498,000	39,106,000	33,122,000	32,813,000	34,898,000
August	44,167,000	40,433,000	41,059,000	47,861,000	41,114,000	38,778,000	43,017,000	38,516,000	38,745,000	35,639,000	40,272,000	41,448,000	32,796,000	36,985,000	32,739,000
September	40,838,000	36,275,000	39,658,000	43,906,000	32,998,000	42,013,000	33,418,000	34,331,000	33,992,000	32,273,000	33,657,000	35,737,000	31,869,000	32,623,000	30,853,000
October	33,128,000	31,667,000	33,765,000	35,009,000	31,937,000	34,612,000	30,203,000	28,919,000	33,789,000	29,892,000	30,283,000	29,226,000	28,728,000	30,690,000	27,589,000
November	28,560,000	28,260,000	30,106,000	29,515,000	29,153,000	29,847,000	28,054,000	26,857,000	28,125,000	27,138,000	27,535,000	28,446,000	25,364,000	26,585,000	25,929,000
December	30,503,000	29,133,000	32,786,000	31,086,000	30,102,000	31,435,000	29,568,000	28,931,000	29,257,000	28,643,000	27,863,000	29,847,000	26,710,000	27,194,000	26,581,000
January	30,343,000	29,602,000	31,223,000	29,411,000	30,340,000	32,444,000	29,383,000	28,123,000	28,401,000	28,846,000	28,427,000	31,265,000	28,505,000	27,915,000	26,165,000
February	27,216,000	28,755,000	26,768,000	27,510,000	29,078,000	29,470,000	26,629,000	25,005,000	24,988,000	26,635,000	24,308,000	29,230,000	25,484,000	26,048,000	22,962,000
March	29,488,000	30,315,000	30,025,000	29,905,000	30,362,000	31,094,000	28,408,000	27,945,000	27,909,000	28,911,000	27,862,000	29,917,000	28,779,000	26,552,000	25,855,000
April	29,845,000	29,350,000	29,478,000	30,452,000	29,468,000	30,239,000	27,193,000	27,793,000	27,145,000	34,220,000	27,514,000	28,101,000	25,255,000	26,791,000	24,720,000
TOTAL	417,366,000	395,115,000	406,581,000	441,564,000	405,464,000	424,902,000	385,043,000	366,648,000	374,378,000	376,913,000	396,074,000	384,695,000	348,352,000	352,856,000	343,790,000

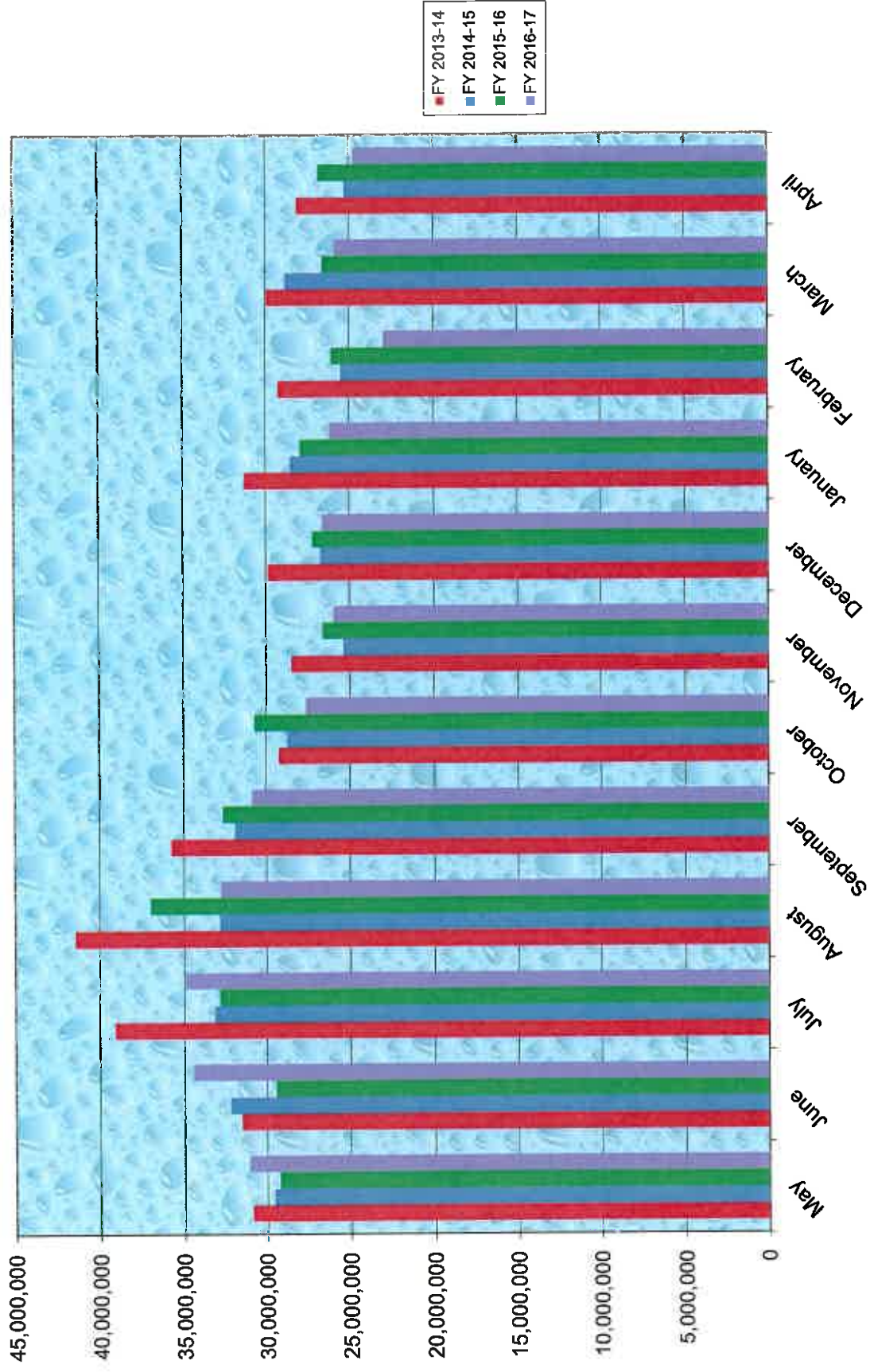
YEAR TO DATE LAST YEAR (gallons):	352,856,000
YEAR TO DATE THIS YEAR (gallons):	343,790,000
DIFFERENCE (gallons):	-9,066,000
PERCENTAGE DIFFERENCE (+/-):	-2.57%
FY16/17 PUMPAGE PROJECTION (gallons):	350,000,000
FY16/17 GALLONS PUMPED TO DATE:	343,790,000
CURRENT PERCENTAGE PUMPED COMPARED TO	98.23%

All table figures
are in millions
of gallons sold
on a monthly
basis per fiscal
year.

Monthly Pumpage Chart



Village of Willowbrook Pumpage Report



CITY OF Willowbrook

MONTHLY DATA REPORT

Tons Collected by Month

	Refuse	Recyclables	Yard Waste	Recycling Detail	
				Paper Fiber	Commingled Containers
January-17	74.84	48.11		33.49	14.62
February-17	66.17	35.18		24.49	10.69
March-17	64.75	40.46		28.16	12.30
April-17	76.11	40.36	6.43	28.09	12.27
May-17	80.18	43.25	5.12	30.11	13.14
June-17				0.00	0.00
July-17				0.00	0.00
August-17				0.00	0.00
September-17				0.00	0.00
October-17				0.00	0.00
November-17				0.00	0.00
December-17				0.00	0.00
Totals	362.05	207.36	11.55	144.34	63.02
Monthly Average	72.41	41.47	5.78	12.03	5.25
Weekly Average	16.71	9.57	1.33	2.78	1.21

Email To:

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Percentage of Materials Collected

