

A G E N D A

REGULAR MEETING OF THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF WILLOWBROOK TO BE HELD ON MONDAY, JUNE 26, 2017, AT 6:30 P.M. AT **BURR RIDGE POLICE DEPARTMENT TRAINING ROOM, 7700 COUNTY LINE ROAD, BURR RIDGE, DUPAGE COUNTY, ILLINOIS**

1. CALL TO ORDER
2. ROLL CALL
3. PLEDGE OF ALLEGIANCE
4. VISITOR'S BUSINESS - Public comment is limited to three minutes per person
5. OMNIBUS VOTE AGENDA:
 - a. Waive Reading of Minutes (APPROVE)
 - b. Minutes - Regular Board Meeting - June 12, 2017 (APPROVE)
 - c. Warrants - \$378,543.50 (APPROVE)
 - d. Ordinance - An Ordinance Providing for the Declaration of the General Prevailing Rate of Hourly Wages for the Year 2017 to be Paid to Laborers, Mechanics and Other Workers Performing Construction of Public Works within the Village of Willowbrook, DuPage County, Illinois (PASS)
 - e. Resolution - A Resolution Authorizing the Mayor and Village Clerk to Accept a Proposal to Conduct a Leak Survey of the Village Water Distribution System - Associated Technical Services (ATS), Ltd. (ADOPT)
 - f. Motion - Board Authorization for Staff to Process Current Delinquent Water Bills in Accordance with Past Practices (PASS)

NEW BUSINESS

6. ORDINANCE - AN ORDINANCE AMENDING THE VILLAGE CODE OF THE VILLAGE OF WILLOWBROOK -- TITLE 5, CHAPTER 1, SECTION 5-1-1 - POLICE; CREATION AND COMPOSITION OF DEPARTMENT
7. RESOLUTION - A RESOLUTION AUTHORIZING THE BOARD OF POLICE COMMISSIONERS (BOPC) TO EFFECT THE ORIGINAL PROMOTIONS OF TWO (2) CANDIDATES TO THE RANK OF SERGEANT AND THE ORIGINAL APPOINTMENTS OF TWO (2)

CANDIDATES TO FILL VACANCIES CREATED IN THE RANK OF
PATROL OFFICER WITHIN THE POLICE DEPARTMENT

8. RESOLUTION - A RESOLUTION AUTHORIZING THE MAYOR AND VILLAGE CLERK TO ACCEPT AND EXECUTE A PROPOSAL FOR PROFESSIONAL PLANNING SERVICES TO PERFORM AN UPDATE OF THE VILLAGE'S ILLINOIS ROUTE 83 CORRIDOR PLAN - WBK ENGINEERING, LLC
9. RESOLUTION - A RESOLUTION AUTHORIZING THE VILLAGE ADMINISTRATOR'S ACCEPTANCE OF PROJECT CHANGE ORDER NUMBER 1 - GRADING AND CONCRETE PAVED WALK ADDITION, AND PROJECT CHANGE ORDER NUMBER 2 - REPLACEMENT OF EXISTING LIMESTONE PATHS WITH CONCRETE PAVED WALKS - WILLOW POND PARK RENOVATION PROJECT
10. REPORT - VILLAGE OF WILLOWBROOK POLICE OFFICER RESOURCE HANDBOOK

PRIOR BUSINESS

11. COMMITTEE REPORTS
12. ATTORNEY'S REPORT
13. CLERK'S REPORT
14. ADMINISTRATOR'S REPORT
15. MAYOR'S REPORT
16. CLOSED SESSION
17. ADJOURNMENT

MINUTES OF THE REGULAR MEETING OF THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF WILLOWBROOK HELD ON MONDAY, JUNE 12, 2017 AT THE BURR RIDGE POLICE DEPARTMENT, TRAINING ROOM, 7700 COUNTY LINE ROAD, VILLAGE OF BURR RIDGE, DUPAGE COUNTY, ILLINOIS.

1. CALL TO ORDER

The meeting was called to order at the hour of 6:30 p.m. by Mayor Frank Trilla.

2. ROLL CALL

Those present at roll call were Mayor Frank Trilla, Village Clerk Leroy Hansen, Trustees Sue Berglund, Umberto Davi, Terrence Kelly, Michael Mistele, Gayle Neal, and Paul Oggerino.

ABSENT: None

Also present were Village Attorney Thomas Bastian, Village Administrator Timothy Halik, Chief Mark Shelton, Deputy Chief Robert Schaller, Police Consultant Robert Pavelchik, Jr., Director of Finance Carrie Dittman, Assistant to the Village Administrator Garrett Hummel, Deputy Clerk Cindy Stuchl, and Planning Consultant Anna Franco.

A QUORUM WAS DECLARED

3. PLEDGE OF ALLEGIANCE

Mayor Trilla asked Chief Shelton to lead everyone in saying the Pledge of Allegiance.

4. VISITORS' BUSINESS

None Presented.

5. OMNIBUS VOTE AGENDA

- a. Waive Reading of Minutes (APPROVE)
- b. Minutes - Regular Board Meeting - May 22, 2017 (APPROVE)
- c. Minutes - Closed Session Meeting - February 27, 2017 (APPROVE)
- d. Minutes - Closed Session Meeting - March 13, 2017 (APPROVE)
- e. Warrants - \$423,260.26 (APPROVE)
- f. Monthly Financial Report - May 31, 2017 (APPROVE)
- g. Ordinance - An Ordinance Declaring Surplus Property and Authorizing the Sale of the Same - Ordinance No. 17-O-10 (PASS)

- h. Resolution - A Resolution Awarding the Fiscal Year 2017/18 Motor Fuel Tax Roadway Maintenance Program Contract to M&J Asphalt Paving Company, Inc. in the Amount of \$144,991.88 - Resolution No. 17-R-34A (ADOPT)
- i. Motion - Board Advice and Consent to Mayor's Appointment to Fill a Vacancy in the Plan Commission (PASS)
- j. Motion to Approve - Village Hall Water Tank Re-Coating Project: Payout #1, Partial Payment - Tecorp, Inc. (PASS)
- k. Motion to Approve - Willow Pond Park Renovation Project: Payout #1, Partial Payment Clauss Brothers, Inc. (PASS)
- l. Plan Commission Recommendation - Public Hearing 17-02: Consideration of a petition for a special use approval of an approximate 18,800 square foot "Indoor Auto Sales" use in the M-1 Zoning District - Barbara Motorworks, Ltd., 640 Joliet Road, Willowbrook, Illinois (RECEIVE)

Mayor Trilla asked the Board if there were any items to be removed from the Omnibus Vote Agenda

MOTION: Made by Trustee Mistele and seconded by Trustee Kelly to approve the Omnibus Vote Agenda as presented.

ROLL CALL VOTE: AYES: Trustees Berglund, Davi, Kelly, Mistele, Neal, and Oggerino. NAYS: None. ABSENT: None.

MOTION DECLARED CARRIED

NEW BUSINESS

6. ORDINANCE - AN ORDINANCE APPROVING A SPECIAL USE PERMIT FOR AN INDOOR AUTO SALES USE IN THE M-1 ZONING DISTRICT - PC 17-02: 640 JOLIET ROAD, BARBARA MOTORWORKS, LTD.

Planning Consultant Franco related that the petitioner of this property wishes to renew his vehicle dealers license and update the address to his building located at 640 Joliet Road. Mr. Fred Barbara is a car collector and attends many auctions. Mr. Barbara prefers to handle the transactions as a vehicle dealer. Without the approved special use ordinance that will allow for indoor auto sales, Mr. Barbara would not be allowed to obtain his license through the State of Illinois.

Mr. Barbara does not intend to operate an indoor auto retail business. The Plan Commission recommended this special use and included restrictions that does not allow the building to look like a traditional auto dealership and to ensure that any future

auto sales that may occur will be consummated at this location for sales tax purposes.

Mayor Trilla questioned if this zoning approval would stay with the property if the building was sold. Consultant Franco advised that it would; this was confirmed by Attorney Bastian.

MOTION: Made by Trustee Mistele and seconded by Trustee Oggerino to pass Ordinance No. 17-O-11 as presented.

PREVIOUS ROLL CALL VOTE: AYES: Trustees Berglund, Davi, Kelly, Mistele, Neal, and Oggerino. NAYS: None. ABSENT: None.

MOTION DECLARED CARRIED

7. ORDINANCE - ANNUAL APPROPRIATION ORDINANCE, VILLAGE OF WILLOWBROOK, DUPAGE COUNTY, ILLINOIS, FOR THE FISCAL YEAR BEGINNING MAY 1, 2017 AND ENDING APRIL 30, 2018

Director Dittman stated that the Village is required to comply with the State Appropriation Act and each year must adopt an appropriation ordinance within the first quarter of the fiscal year. The appropriation ordinance provides the Village the legal authority to expend funds. After the ordinance is passed, a copy of the appropriation ordinance must be filed with the DuPage County Clerk within 30 days.

MOTION: Made by Trustee Mistele and seconded by Trustee Berglund to pass Ordinance No. 17-O-12 as presented.

PREVIOUS ROLL CALL VOTE: AYES: Trustees Berglund, Davi, Kelly, Mistele, Neal, and Oggerino. NAYS: None. ABSENT: None.

MOTION DECLARED CARRIED

8. PRESENTATION - DUPAGE CONVENTION & VISITOR'S BUREAU, BETH MARCHETTI & MIRIUM BLUMENTHAL

Beth Marchetti, CEO and Executive Director for the DuPage Convention and Visitor's Bureau, along with Director of Strategic Partnerships Mirium Blumenthal, gave a presentation on what the Bureau offers and reviewed their website. Mayor Trilla and the Board of Trustees thanked Ms. Marchetti for her work.

PRIOR BUSINESS

9. COMMITTEE REPORTS

Trustee Neal had no report.

Trustee Kelly advised that during the Public Safety Committee meeting earlier in the evening, he toured the renovated police station and expressed that a wonderful job was done on the building.

Trustee Mistele had no report.

Trustee Berglund introduced the new Plan Commission member, Maciej Walec.

Trustee Davi stated that he appreciated the availability of the Village Attorney and Village Staff during recent gun club issues and thanked each trustee on how well everything was handled.

Trustee Oggerino had no report.

10. ATTORNEY'S REPORT

Attorney Bastian had no report.

11. CLERK'S REPORT

Clerk Hansen had no report.

12. ADMINISTRATOR'S REPORT

Administrator Halik stated that tonight was Chief Shelton's last board meeting before his retirement. Administrator Halik thanked Chief Shelton for his years of service to the Village. Administrator Halik advised that his last radio call signoff will be held on Friday, June 16th at 1:30 p.m. at the police station.

13. MAYOR'S REPORT

Mayor Trilla thanked Chief Shelton for his 30 years of service.

14. CLOSED SESSION

Mayor Trilla stated that there was no need for Closed Session during tonight's meeting.

15. ADJOURNMENT

MOTION: Made by Trustee Mistele and seconded by Trustee Oggerino, to adjourn the Regular Meeting at the hour of 7:01 p.m.

ROLL CALL VOTE: AYES: Trustees Berglund, Davi, Kelly, Mistele, Neal, and Oggerino. NAYS: None. ABSENT: None.

MOTION DECLARED CARRIED

PRESENTED, READ and APPROVED.

June 26, 2017.

Mayor

Minutes transcribed by Deputy Clerk Cindy Stuchl.

WARRANTS

June 26, 2017

GENERAL CORPORATE FUND	-----	\$184,643.09
WATER FUND	-----	170,990.61
HOTEL/MOTEL TAX FUND	-----	2,500.00
WATER CAPITAL IMPROVEMENT FUND	-----	3,131.78
L.A.F.E.R FUND	-----	16,850.52
RT 83/PLAINFIELD ROAD BUSINESS DISTRICT	-----	427.50
 TOTAL WARRANTS	 -----	 \$378,543.50



Carrie Dittman, Director of Finance

APPROVED:

Frank A. Trilla, Mayor

CHECK DISBURSEMENT REPORT FOR WILLOWBROOK
 CHECK DATE FROM 06/14/2017 - 06/27/2017

Check Date	Bank	Check #	Invoice	Payee	Description	Account	Dept	Amount
Fund: 01 GENERAL FUND								
06/16/2017	APCHK	90722	RENEWAL 17/18	CODE BLUE DESIGNS	FEES/DUES/SUBSCRIPTIONS	630-307	30	180.00
06/27/2017	APCHK	52(E)	152043-MHS JUL17	PCS CLOUD SOLUTIONS	EDP LICENSES	615-263	25	137.95
06/27/2017	APCHK	90723	9944976029	AIRGAS USA LLC	EQUIPMENT RENTAL	750-290	35	77.05
06/27/2017	APCHK	90724	134231 134110	ALEXANDER EQUIPMENT COMPANY	MAINTENANCE - EQUIPMENT MAINTENANCE - EQUIPMENT	735-411 735-411	35 35	5.95 51.40
				CHECK APCHK 90724 TOTAL FOR				57.35
06/27/2017	APCHK	90725	96535	ALL AMERICAN PAPER COMPANY	MAINTENANCE SUPPLIES	570-331	20	566.91
06/27/2017	APCHK	90726#	51396 51568	AMERICAN FIRST AID SERVICE I	BUILDING MAINTENANCE SUPPLIES OPERATING EQUIPMENT	466-351 630-401	10 30	16.00 27.30
				CHECK APCHK 90726 TOTAL FOR				43.30
06/27/2017	APCHK	90727	24651 MAY 17 24651 MAY 17	AMERICAN TRAFFIC SOLUTIONS	RED LIGHT - CAMERA FEES RED LIGHT - MISC FEE	630-247 630-249	30 30	13,485.00 1,590.00
				CHECK APCHK 90727 TOTAL FOR				15,075.00
06/27/2017	APCHK	90728	20173314 20197785 20191471 20191468 20191472	ARAMARK UNIFORMS SERVICES	UNIFORMS UNIFORMS UNIFORMS UNIFORMS UNIFORMS	710-345 710-345 710-345 710-345 710-345	35 35 35 35 35	30.00 659.60 149.93 144.95 202.53
				CHECK APCHK 90728 TOTAL FOR				1,187.01
06/27/2017	APCHK	90730	14379 JUN 17	BLACK GOLD SEPTIC	MAINTENANCE - PW BUILDING	725-418	35	310.00
06/27/2017	APCHK	90731*#	12144321139753JUN1 12144321139753JUN1	CALL ONE INC	PHONE - TELEPHONES PHONE - TELEPHONES	455-201 630-201	10 30	746.37 617.20
				CHECK APCHK 90731 TOTAL FOR				1,363.57
06/27/2017	APCHK	90732*#	127586	CALL THE UNDERGROUND OASIS I	STREET & ROW MAINTENANCE	750-328	35	243.77
06/27/2017	APCHK	90733	17-131	CAR REFLECTIONS	NEW VEHICLES	680-625	30	1,550.00
06/27/2017	APCHK	90734	IPBC 6-07-17	CAROLINE DITTMAN	FUEL/MILEAGE/WASH	610-303	25	28.01
06/27/2017	APCHK	90735	3320695 MAY 17	CHICAGO SUN-TIMES, INC	PRINTING & PUBLISHING	455-302	10	81.76

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Check Date	Bank	Check #	Invoice	Payee	Description	Account	Dept	Amount
Fund: 01 GENERAL FUND								
06/27/2017	APCHK	90736	003288321 MAY 17	CHICAGO TRIBUNE	PRINTING & PUBLISHING	455-302	10	116.87
06/27/2017	APCHK	90737*#	136713	CHRISTOPHER B. BURKE	PARK IMPROVEMENTS - NEIGHBORHOOD P	595-695	20	900.00
			136719		FEES - ENGINEERING	720-245	35	2,354.43
			136714		FEES - ENGINEERING	720-245	35	1,400.47
			136720		FEES - DRAINAGE ENGINEER	820-246	40	330.00
			136715		FEES - DRAINAGE ENGINEER	820-246	40	300.00
			136717		FEES - DRAINAGE ENGINEER	820-246	40	1,140.73
			136718		PLAN REVIEW - DRAINAGE ENGINEER	820-259	40	110.00
				CHECK APCHK 90737 TOTAL FOR				6,535.63
06/27/2017	APCHK	90738	3528 WINDOWS	CITY WIDE OF ILLINOIS	MAINTENANCE - BUILDING	466-228	10	869.00
			3517 JUN 17		MAINTENANCE - BUILDING	466-228	10	2,515.74
				CHECK APCHK 90738 TOTAL FOR				3,384.74
06/27/2017	APCHK	90739	JULY 17	CLARKE ENVIRONMENTAL	MOSQUITO ABATEMENT	760-259	35	6,425.00
06/27/2017	APCHK	90740*#	0791026027 JUN 17	COMMONWEALTH EDISON	RED LIGHT - COM ED	630-248	30	39.07
			0423085170 JUN 17		RED LIGHT - COM ED	630-248	30	46.85
			6863089003 JUN 17		RED LIGHT - COM ED	630-248	30	31.24
			4403140110 JUN 17		ENERGY - STREET LIGHTS	745-207	35	45.39
			4215105154 JUN 17		ENERGY - STREET LIGHTS	745-207	35	549.54
			7432089030 JUN 17		ENERGY - STREET LIGHTS	745-207	35	413.77
				CHECK APCHK 90740 TOTAL FOR				1,125.86
06/27/2017	APCHK	90741	8164	COMPASS PLUMBING LLC	MAINTENANCE - BUILDING	466-228	10	745.00
			8165		MAINTENANCE - BUILDING	466-228	10	634.00
				CHECK APCHK 90741 TOTAL FOR				1,379.00
06/27/2017	APCHK	90742	CLRKS MTG JUN17	CYNTHIA STUHL	SCHOOLS/CONFERENCES/TRAVEL	455-304	10	26.85
06/27/2017	APCHK	90743	JUN-63232	DATAATION IMAGING SERVICES	DOCUMENT STORAGE/SCANNING	460-267	10	1,864.00
06/27/2017	APCHK	90744#	763018 MAY 17	DISCOVERY BENEFITS SIMPLIFY	EMP DED PAY - FSA FEE	210-221	00	46.20
			763018 MAY 17		HEALTH/DENTAL/LIFE INSURANCE	455-141	10	3.80
				CHECK APCHK 90744 TOTAL FOR				50.00
06/27/2017	APCHK	90745#	9993 NAT 17	DUPAGE MAYORS AND MGRS. CONF	SCHOOLS/CONFERENCES/TRAVEL	410-304	05	60.00

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Check Date	Bank	Check #	Invoice	Payee	Description	Account	Dept	Amount
Fund: 01 GENERAL FUND								
			9936 17/18 DUES		FEES/DUES/SUBSCRIPTIONS	455-307	10	8,814.83
				CHECK APCHK 90745 TOTAL FOR				8,874.83
06/27/2017	APCHK	90749#	315865 315863	FIRE & SECURITY SYSTEMS INC.	MAINTENANCE - BUILDING	466-228	10	366.48
					MAINTENANCE - GARAGE	725-413	35	627.18
				CHECK APCHK 90749 TOTAL FOR				993.66
06/27/2017	APCHK	90750	PJI-0061681	GAME TIME, INC.	PARK IMPROVEMENTS - NEIGHBORHOOD P	595-695	20	23,889.47
06/27/2017	APCHK	90752	9463810649	GRAINGER	OPERATING EQUIPMENT	630-401	30	114.90
06/27/2017	APCHK	90753	2017 PERMIT #15	GUADALUPE RUIZ	PARK PERMIT FEES	310-814	00	200.00
06/27/2017	APCHK	90754*#	15819 15813 15814	H AND R CONSTRUCTION INC.	STREET & ROW MAINTENANCE	750-328	35	1,875.00
					STREET & ROW MAINTENANCE	750-328	35	1,125.00
					STREET & ROW MAINTENANCE	750-328	35	2,900.00
				CHECK APCHK 90754 TOTAL FOR				5,900.00
06/27/2017	APCHK	90755	4020713 8021288	HOME DEPOT CREDIT SERVICES	OPERATING SUPPLIES & EQUIPMENT	710-401	35	53.27
					OPERATING SUPPLIES & EQUIPMENT	710-401	35	139.42
				CHECK APCHK 90755 TOTAL FOR				192.69
06/27/2017	APCHK	90756	S102714	HOMER INDUSTRIES	PARK LANDSCAPE SUPPLIES	565-341	20	1,040.00
06/27/2017	APCHK	90757	51670	HR SIMPLIFIED	HEALTH/DENTAL/LIFE INSURANCE	455-141	10	305.00
06/27/2017	APCHK	90758	2340 FY 17/18	IL PUBLIC WORKS MUTUAL AID N	FEES/DUES/SUBSCRIPTIONS	710-307	35	100.00
06/27/2017	APCHK	90759	17 TRAINING	ILLINOIS HOMICIDE INVESTIGAT	SCHOOLS/CONFERENCES/TRAVEL	630-304	30	390.00
06/27/2017	APCHK	90760	851910	IMPACT NETWORKING LLC	OFFICE SUPPLIES	455-301	10	406.80
06/27/2017	APCHK	90762	456845	J.P. COOKE CO.	OFFICE SUPPLIES	610-301	25	16.35
06/27/2017	APCHK	90763	CELL PHONE CASE	JOHN J. HANDZIK	PHONE - TELEPHONES	630-201	30	54.86
06/27/2017	APCHK	90765	60 MAY 17	KING CAR WASH	FUEL/MILEAGE/WASH	630-303	30	325.00
06/27/2017	APCHK	90766#	9003563559 9003571863 9003563559	KONICA MINOLTA BUSINESS SOLU	COPY SERVICE	455-315	10	786.48
					COPY SERVICE	455-315	10	200.40
					COPY SERVICE	630-315	30	306.84
				CHECK APCHK 90766 TOTAL FOR				1,293.72

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Fund: 01 GENERAL FUND								
06/27/2017	APCHK	90767*	72753 MAY 17	LAW OFFICES STORINO RAMELLO&	FEES - VILLAGE ATTORNEY	470-239	10	12,881.40
06/27/2017	APCHK	90768	N6574522	MAILFINANCE	POSTAGE & METER RENT	455-311	10	408.24
06/27/2017	APCHK	90769	8418 MAY 17	MARQUARDT & BELMONTE P.C.	RED LIGHT - ADJUDICATOR	630-246	30	420.00
06/27/2017	APCHK	90770#	30664 30627	MARQUARDT PRINTING CO.	OFFICE SUPPLIES PRINTING & PUBLISHING	455-301 810-302	10 40	307.00 155.00
				CHECK APCHK 90770 TOTAL FOR				462.00
06/27/2017	APCHK	90771	296454272017 JUN17	MOTOROLA SOLUTIONS INC	PHONE - TELEPHONES	630-201	30	68.00
06/27/2017	APCHK	90772	17/18 HANSN/STCHL	MUNICIPAL CLERKS OF DUPAGE C	FEES/DUES/SUBSCRIPTIONS	410-307	05	35.00
06/27/2017	APCHK	90773	9565 8211	NORTHWESTERN UNIVERSITY	SCHOOLS/CONFERENCES/TRAVEL SCHOOLS/CONFERENCES/TRAVEL	630-304 630-304	30 30	1,000.00 3,700.00
				CHECK APCHK 90773 TOTAL FOR				4,700.00
06/27/2017	APCHK	90774	1010107289	OCCUPATIONAL HEALTH CENTERS	WELLNESS	480-276	10	53.00
06/27/2017	APCHK	90775	27583483 JUN 17	ORKIN EXTERMINATING	MAINTENANCE - BUILDING	466-228	10	93.45
06/27/2017	APCHK	90776	309051/R PRIBLE	PHILLIP'S FLOWERS	PUBLIC RELATIONS	475-365	10	92.95
06/27/2017	APCHK	90777	90525	PUBLIC SAFETY DIRECT INC	MAINTENANCE - VEHICLES	630-409	30	196.00
06/27/2017	APCHK	90778	15231	RAGS ELECTRIC, INC	LANDSCAPE MAINTENANCE SERVICES	565-342	20	163.75
06/27/2017	APCHK	90779	17034-201705057	RATHS, RATHS & JOHNSON, INC.	PLAN REVIEW - STRUCTURAL - RIEMB.	820-255	40	707.00
06/27/2017	APCHK	90780	1731146	RAY O'HERRON CO., INC.	OPERATING EQUIPMENT	630-401	30	36.00
06/27/2017	APCHK	90781	278750 MAY 17	ROCK VALLEY PUBLISHING LLC	PRINTING & PUBLISHING	455-302	10	396.00
06/27/2017	APCHK	90782	132151	RUTLEDGE PRINTING CO.	PRINTING & PUBLISHING	630-302	30	587.50
06/27/2017	APCHK	90783#	7863-77852 MAY 17 7863-77852 MAY 17	SATELLITE PHONE STORE	PHONE - TELEPHONES PHONE - TELEPHONES	455-201 630-201	10 30	65.76 65.76
				CHECK APCHK 90783 TOTAL FOR				131.52
06/27/2017	APCHK	90784	INV12271567	SCHOOL OUTFITTERS.COM	PARK LANDSCAPE SUPPLIES	565-341	20	744.72
06/27/2017	APCHK	90785	8445	SHERIDAN PLUMBING & SEWER	JET CLEANING CULVERT	750-286	35	1,250.80
06/27/2017	APCHK	90786	06/20/2017	SIBOR EXPRESS	Refund: MR Unapplied Payments	210-101	00	65.00

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Fund: 01 GENERAL FUND								
06/27/2017	APCHK	90787	HR SUB 17/18	SIKICH LLP	FINANCIAL SERVICES	620-252	25	2,340.00
06/27/2017	APCHK	90788	1879	SORIANA DISTRIBUTORS	MAINTENANCE SUPPLIES	570-331	20	315.00
06/27/2017	APCHK	90789	308806	STALKER RADAR APPLIED CONCEPT	MAINTENANCE - VEHICLES	630-409	30	33.40
06/27/2017	APCHK	90790#	8044677471	STAPLES	OFFICE SUPPLIES	455-301	10	69.98
			8044677471		OFFICE SUPPLIES	610-301	25	73.67
			8044799167		OPERATING EQUIPMENT	630-401	30	119.98
			8044894179		OFFICE SUPPLIES	810-301	40	20.79
CHECK APCHK 90790 TOTAL FOR								284.42
06/27/2017	APCHK	90791	IN488111	SUBURBAN DOOR CHECK & LOCK S	PARK LANDSCAPE SUPPLIES	565-341	20	9.00
06/27/2017	APCHK	90792	318451 DAVI 2017	SUBURBAN LIFE PUBLICATIONS	FEES/DUES/SUBSCRIPTIONS	410-307	05	42.00
06/27/2017	APCHK	90793*#	2017-120	SUNSET SEWER & WATER	STREET & ROW MAINTENANCE	750-328	35	2,551.96
			2017-082		STORM WATER IMPROVEMENTS MAINTENAN	750-381	35	1,727.18
CHECK APCHK 90793 TOTAL FOR								4,279.14
06/27/2017	APCHK	90794	1425281 7/14/17	SWANK MOTION PICTURES INC	FAMILY SPECIAL EVENT - MOVIE NIGHT	585-151	20	413.00
06/27/2017	APCHK	90795*#	TG5 MAY 17	TAMELING GRADING	LANDSCAPE MAINTENANCE SERVICES	565-342	20	2,790.00
			TG5 MAY 17		MAINTENANCE - GARAGE	725-413	35	365.00
			TG5 MAY 17		STREET & ROW MAINTENANCE	750-328	35	2,846.00
CHECK APCHK 90795 TOTAL FOR								6,001.00
06/27/2017	APCHK	90796#	116351	TAMELING INDUSTRIES	PARK LANDSCAPE SUPPLIES	565-341	20	480.26
			116523		STREET & ROW MAINTENANCE	750-328	35	1,068.00
CHECK APCHK 90796 TOTAL FOR								1,548.26
06/27/2017	APCHK	90797	17 SPRG PROGRAM	THE FIELDS ON CATON FARM INC	TREE MAINTENANCE	750-338	35	17,775.00
06/27/2017	APCHK	90798	836260840 MAY 17	THOMSON REUTERS - WEST	FEES/DUES/SUBSCRIPTIONS	630-307	30	147.00
			836321198		OPERATING EQUIPMENT	630-401	30	918.00
CHECK APCHK 90798 TOTAL FOR								1,065.00
06/27/2017	APCHK	90800#	0611049186	UNIFIRST	MAINTENANCE - BUILDING	466-228	10	241.25
			0611051870		MAINTENANCE - BUILDING	466-228	10	260.85
			0311040957		MAINTENANCE - PW BUILDING	725-418	35	87.09

Check Date	Bank	Check #	Invoice	Payee	Description	Account	Dept	Amount
Fund: 01 GENERAL FUND								
			0611049229		MAINTENANCE - PW BUILDING	725-418	35	87.09
				CHECK APCHK 90800 TOTAL FOR				676.28
06/27/2017	APCHK	90802*#	9786746717 JUN 17	VERIZON WIRELESS	PHONE - TELEPHONES	410-201	05	62.62
			9786746717 JUN 17		PHONE - TELEPHONES	455-201	10	24.21
			9786746717 JUN 17		PHONE - TELEPHONES	630-201	30	815.38
			9786746717 JUN 17		TELEPHONES	710-201	35	175.76
			9786746717 JUN 17		TELEPHONES	810-201	40	102.12
				CHECK APCHK 90802 TOTAL FOR				1,180.09
06/27/2017	APCHK	90803	3511788-0	WAREHOUSE DIRECT	OFFICE SUPPLIES	630-301	30	6.54
			3519252-0		OFFICE SUPPLIES	630-301	30	10.16
			3515903-0		OFFICE SUPPLIES	630-301	30	87.40
			3514344-0		OPERATING EQUIPMENT	630-401	30	101.32
			3519252-0		OPERATING EQUIPMENT	630-401	30	57.71
				CHECK APCHK 90803 TOTAL FOR				263.13
06/27/2017	APCHK	90804	52539	WESTERN REMAC INC	ROAD SIGNS	755-333	35	600.00
06/27/2017	APCHK	90805	73766	WESTOWN AUTO SUPPLY COMPANY	MAINTENANCE - VEHICLES	735-409	35	6.50
			73800		MAINTENANCE - VEHICLES	735-409	35	29.98
			73765		MAINTENANCE - EQUIPMENT	735-411	35	36.80
				CHECK APCHK 90805 TOTAL FOR				73.28
06/27/2017	APCHK	90807	SQUAD #62	WILLOWBROOK CURRENCY EXCHANG	MAINTENANCE - VEHICLES	630-409	30	110.85
06/27/2017	APCHK	90808	0309380	WILSON NURSERIES, INC	TREE MAINTENANCE	750-338	35	4,582.00
			309247		TREE MAINTENANCE	750-338	35	17,362.00
			309067		TREE MAINTENANCE	750-338	35	16,291.00
				CHECK APCHK 90808 TOTAL FOR				38,235.00
				Total for fund 01 GENERAL FUND				184,643.09
Fund: 02 WATER FUND								
06/27/2017	APCHK	51(E)	11787 MAY 17	DUPAGE WATER COMMISSION	PURCHASE OF WATER	420-575	50	136,913.28
06/27/2017	APCHK	90729	826930710 JUN17	AT & T MOBILITY	PHONE - TELEPHONES	401-201	50	62.01
06/27/2017	APCHK	90731*#	12144321139753JUN1	CALL ONE INC	PHONE - TELEPHONES	401-201	50	214.74

Check Date	Bank	Check #	Invoice	Payee	Description	Account	Dept	Amount
Fund: 02 WATER FUND								
06/27/2017	APCHK	90732*#	127517	CALL THE UNDERGROUND OASIS I	LANDSCAPING - OTHER	430-299	50	376.64
06/27/2017	APCHK	90740*#	4651111049 JUN 17	COMMONWEALTH EDISON	ENERGY - ELECTRIC PUMP	420-206	50	537.52
06/27/2017	APCHK	90746	110170044129	EAST JORDAN IRON WORKS, INC.	MATERIAL & SUPPLIES - DISTRIBUTION	430-476	50	1,912.00
06/27/2017	APCHK	90747	17-132486 MAY17	ETP LABS INC	SAMPLING ANALYSIS	420-362	50	90.00
06/27/2017	APCHK	90751	116-13037	GEMINI GROUP L.L.C..	PRINTING & PUBLISHING	401-302	50	2,888.48
06/27/2017	APCHK	90754*#	15819	H AND R CONSTRUCTION INC.	WATER DISTRIBUTION REPAIRS/MAINTEN	430-277	50	1,110.00
06/27/2017	APCHK	90793*#	2017-103	SUNSET SEWER & WATER	WATER DISTRIBUTION REPAIRS/MAINTEN	430-277	50	7,746.21
			2017-127		WATER DISTRIBUTION REPAIRS/MAINTEN	430-277	50	3,240.38
			2017-118		WATER DISTRIBUTION REPAIRS/MAINTEN	430-277	50	1,719.23
CHECK APCHK 90793 TOTAL FOR								12,705.82
06/27/2017	APCHK	90795*#	TG5 MAY 17	TAMELING GRADING	WATER DISTRIBUTION REPAIRS/MAINTEN	430-277	50	725.00
06/27/2017	APCHK	90799	22074	UNDERGROUND PIPE & VALVE, CO	MATERIAL & SUPPLIES - DISTRIBUTION	430-476	50	783.12
			22036		MATERIAL & SUPPLIES - DISTRIBUTION	430-476	50	289.00
			22028		MATERIAL & SUPPLIES - DISTRIBUTION	430-476	50	1,095.00
			22217		MATERIAL & SUPPLIES - DISTRIBUTION	430-476	50	10,481.00
			21831		MATERIAL & SUPPLIES - DISTRIBUTION	430-476	50	627.21
CHECK APCHK 90799 TOTAL FOR								13,275.33
06/27/2017	APCHK	90801	Y75E17237	UNITED PARCEL SERVICE	POSTAGE & METER RENT	401-311	50	4.03
06/27/2017	APCHK	90802*#	9786746717 JUN 17	VERIZON WIRELESS	PHONE - TELEPHONES	401-201	50	175.76
Fund: 03 HOTEL/MOTEL TAX FUND								170,990.61
06/27/2017	APCHK	90809	17 EXPO	WLBK BURR RIDGE CHAMBER OF C	SPECIAL PROMOTIONAL EVENTS	436-379	53	2,500.00
Fund: 09 WATER CAPITAL IMPROVEMENTS FUND								2,500.00
06/27/2017	APCHK	90737*#	136712	CHRISTOPHER B. BURKE	WATER TANK REPAIRS	440-604	65	3,131.78
Fund: 14 LAND ACQUISITION, FACILITY, EXPANSION &								3,131.78
06/27/2017	APCHK	90737*#	136716	CHRISTOPHER B. BURKE	POLICE DEPT REMODEL (7760 QUINCY)	930-411	75	92.00

User: JKufrin

CHECK DATE FROM 06/14/2017 - 06/27/2017

DB: Willowbrook

Check Date	Bank	Check #	Invoice	Payee	Description	Account	Dept	Amount
Fund: 14 LAND ACQUISITION, FACILITY, EXPANSION &								
06/27/2017	APCHK	90748	RTINV1172697	FATHEAD LLC	POLICE DEPT REMODEL (7760 QUINCY)	930-411	75	2,491.68
06/27/2017	APCHK	90761	49834 MAY 17	INTERGRATED PROJECT MANAGMEN	POLICE DEPT REMODEL (7760 QUINCY)	930-411	75	3,135.00
06/27/2017	APCHK	90764	SI35443	JORGENSEN LOCKERS	POLICE DEPT REMODEL (7760 QUINCY)	930-411	75	353.35
06/27/2017	APCHK	90806	17783 MAY 17	WILLIAMS ARCHITECTS	POLICE DEPT REMODEL (7760 QUINCY)	930-411	75	10,778.49
Fund: 15 RT 83/PLAINFIELD RD BUSINESS DISTRICT TAX								
					Total for fund 14 LAND ACQUISITION, FACILITY,			16,850.52
06/27/2017	APCHK	90767*#	72753 MAY 17	LAW OFFICES STORINO RAMELLO&	LEGAL FEES	401-242	15	427.50
TOTAL - ALL FUNDS								
					Total for fund 15 RT 83/PLAINFIELD RD BUSINESS			427.50
								378,543.50

* *-INDICATES CHECK DISTRIBUTED TO MORE THAN ONE FUND

*-INDICATES CHECK DISTRIBUTED TO MORE THAN ONE DEPARTMENT

VILLAGE OF WILLOWBROOK

BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

ITEM TITLE:

An Ordinance Providing for the Declaration of the General Prevailing Rate of Hourly Wages for the Year 2017 to be Paid to Laborers, Mechanics and Other Workers Performing Construction of Public Works within the Village of Willowbrook, DuPage County, Illinois

AGENDA NO.**5d****AGENDA DATE:** 6/26/17**STAFF REVIEW:** Tim Halik, Village Administrator**SIGNATURE:** THALIK**LEGAL REVIEW:** Thomas Bastian, Village Attorney**SIGNATURE:** THOMAS BASTIAN TH.**RECOMMENDED BY:** Tim Halik, Village Administrator**SIGNATURE:** THALIK**REVIEWED & APPROVED BY COMMITTEE:** YES ☐ NO ☐ N/A ☒**ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, OTHER PERTINENT HISTORY)**

N/A

ITEM COMMENTARY (BACKGROUND, DISCUSSION, RECOMMENDATIONS, ETC.)

Under Illinois State Statute, each municipality must investigate and ascertain the prevailing rates of wages paid in the completion of public works projects and post or make available its determination of such prevailing wages. The attached schedule of rates provided by the Illinois Department of Labor (IDOL), when passed through a local ordinance, satisfies the statutory requirement.

Once the ordinance is passed, a certified copy must be provided to the Office of the Illinois Department of Labor. In addition, the ordinance must be promptly published in a local newspaper.

ACTION PROPOSED:

The Village staff recommends that the Mayor and Board of Trustees pass the attached ordinance adopting the Illinois Department of Labor's June 2017 Prevailing Wage Rates for DuPage County pursuant to the Prevailing Wage Law.

**AN ORDINANCE PROVIDING FOR
THE DECLARATION OF THE GENERAL PREVAILING RATE
OF HOURLY WAGES FOR THE YEAR 2017
TO BE PAID TO LABORERS, MECHANICS AND
OTHER WORKERS PERFORMING CONSTRUCTION OF
PUBLIC WORKS WITHIN THE VILLAGE OF WILLOWBROOK
DUPAGE COUNTY, ILLINOIS**

WHEREAS, the State of Illinois has enacted the Prevailing Wage Act [820 ILCS 130/0.01 et seq.] (the "Act"); and

WHEREAS, the Act requires that the Village of Willowbrook (the "Village") investigate and ascertain the prevailing rate of wages as defined in the Act for laborers, mechanics and other workers in the locality of Village employed in performing construction of public works for the Village.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois as follows:

Section 1. To the extent and as required by the Prevailing Wage Act, as amended, the general prevailing rate of wages in the locality for laborers, mechanics and other workers engaged in construction of public works coming under the jurisdiction of the Village is hereby ascertained to be the same as the prevailing rate of wages for construction work in the DuPage County area as determined by the Department of Labor of the State of Illinois and effective as of June 5, 2017, a copy of that determination is being attached hereto and made a part hereof as Exhibit A. As required by the Act, any and all revisions of the prevailing rate of wages by the Department of Labor of the State of Illinois shall supersede the Department's June 2017 determination and apply to any and all public works construction undertaken by the Village. The definition of any terms appearing in this Ordinance which are also used in the Act shall be the same as in the Act. Any new

determination made by the Department of Labor shall be substituted for the previous determinations.

Section 2: For purposes of this Ordinance, landscape maintenance work shall be defined as the general maintenance of lawns and landscape, such as lawn mowing and grass cutting, tree and shrub pruning, the planting of annuals, grass seeding and fertilizing and herbicide application, and laying sod. Landscape maintenance work is not covered by the prevailing wage schedules promulgated by the Illinois Department of Labor, attached as Exhibits A, unless it is part of a construction project, as further defined in Section 3 below.

Section 3: For purposes of this Ordinance, landscape construction work is any and all work performed in connection with contracts for: (1) the original installation of any landscaping materials on any new construction projects; (2) landscaping done in connection with any road, boulevard, street, highway, bridge, park, sewer or underground utility construction project; (3) lawn and landscape restoration where there has been construction involving trenches and manholes, pipes, cables and conduits; (4) the preparation and landscaping of approaches associated with construction involving shafts, tunnels, subways and sewers; (5) the landscaping of the old and new site where underpinning, lagging, bracing, propping and shoring has occurred; (6) landscaping associated with construction involving general excavation and grading and the general landscaping of sites of wrecked structures, and (7) the planting of trees and/or shrubs or the replacement of pre-existing trees and/or shrubs, the landscape construction work is covered by the prevailing wage schedule promulgated by the Illinois Department of Labor, attached as Exhibit A. Landscaping of all types performed by Village employees is excluded from coverage. Pruning of trees and replacement of trees that are planted as a replacement due to the removal of diseased or irreparably damaged trees or trees that constitute a hazard are

excluded from coverage.

Section 4. Nothing herein contained shall be construed to apply said general prevailing rate of wages as herein ascertained to any work or employment except public works construction of the Village to the extent required by the Act.

Section 5. The Village Clerk shall publicly post or keep available for inspection by any interested party in the main office of this Village this determination of such prevailing rate of wage.

Section 6. The Village Clerk shall mail a copy of this determination to any employer, and to any association of employers and to any person or association of employees who have filed, or file, their names and addresses requesting copies of any determination stating the particular rates and the particular class of workers whose wages will be affected by such rates.

Section 7. The Village Clerk shall promptly file, but not later than July 26, 2017, or cause to be filed, a certified copy of this Ordinance with the Department of Labor of the State of Illinois.

Section 8. Within thirty (30) days of filing certified copies of this Ordinance with the Illinois Department of Labor, the Village Clerk shall cause to be published in a newspaper of general circulation within the area of the Village a notice of determination of prevailing wage as required by statute, and such publication shall constitute notice that the determination is effective and that this is the determination of this public body.

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Section 9. This Ordinance shall be in full force and effect from and after its passage and approval in the matter provided by law.

PASSED and APPROVED this 26th day of June, 2017.

APPROVED:

Mayor

ATTEST:

Village Clerk

ROLL CALL VOTE: AYES: _____
 NAYS: _____
 ABSTENTIONS: _____
 ABSENT: _____

EXHIBIT A

DUPAGE COUNTY PREVAILING WAGE FOR

2017

This schedule contains the prevailing wage rates required to be paid for work performed on or after Monday, June 5, 2017 on public works projects in this County. Pursuant to 820 ILCS 130/4, public bodies in this County that have active public works projects are responsible for notifying all contractors and subcontractors working on those public works projects of the change (if any) to rates that were previously in effect. The failure of a public body to provide such notice does not relieve contractors or subcontractors of their obligations under the Prevailing Wage Act, including the duty to pay the relevant prevailing wage in effect at the time work subject to the Act is performed.

DUPAGE COUNTY PREVAILING WAGE RATES EFFECTIVE JUNE 5, 2017

Trade/Title	Region	Type	Class	Base Wage	Foreman Wage	M-F OT	OSA	OSH	H/W	Pension	Vacation	Training
ASBESTOS ABT-GEN	All	All		40.40	40.95	1.5	1.5	2.0	14.23	11.57	0.00	0.50
ASBESTOS ABT-MEC	All	BLD		37.46	39.96	1.5	1.5	2.0	11.62	11.06	0.00	0.72
BOILERMAKER	All	BLD		47.07	51.30	2.0	2.0	2.0	6.97	18.13	0.00	0.40
BRICK MASON	All	BLD		44.88	49.37	1.5	1.5	2.0	10.25	15.30	0.00	0.85
CARPENTER	All	All		45.35	47.35	1.5	1.5	2.0	11.79	17.60	0.00	0.63
CEMENT MASON	All	All		44.25	46.25	2.0	1.5	2.0	13.65	15.51	0.00	0.65
CERAMIC TILE FINISHER	All	BLD		37.81	37.81	1.5	1.5	2.0	10.55	10.12	0.00	0.65
COMMUNICATION TECH	All	BLD		33.00	35.40	1.5	1.5	2.0	10.10	17.19	2.07	0.61
ELECTRIC PWR EQMT OP	All	All		37.89	51.48	1.5	1.5	2.0	5.00	11.75	0.00	0.38
ELECTRIC PWR EQMT OP	All	HWY		40.59	55.15	1.5	1.5	2.0	5.25	12.59	0.00	0.71
ELECTRIC PWR GRNDMAN	All	All		29.30	51.48	1.5	1.5	2.0	5.00	9.09	0.00	0.29
ELECTRIC PWR GRNDMAN	All	HWY		32.50	55.15	1.5	1.5	2.0	5.25	10.09	0.00	0.58
ELECTRIC PWR LINEMAN	All	All		45.36	51.48	1.5	1.5	2.0	5.00	14.06	0.00	0.45
ELECTRIC PWR LINEMAN	All	HWY		48.59	55.15	1.5	1.5	2.0	5.25	15.07	0.00	0.85

ELECTRIC PWR TRK DRV	All	All	30.34	51.48	1.5	1.5	2.0	5.00	9.40	0.00	0.30
ELECTRIC PWR TRK DRV	All	HWY	31.40	53.29	1.5	1.5	2.0	5.00	9.73	0.00	0.31
ELECTRICIAN ELEVATOR	All	BLD	38.74	42.74	1.5	1.5	2.0	12.10	20.81	4.43	0.68
CONSTRUCTOR	All	BLD	51.94	58.43	2.0	2.0	2.0	14.43	14.96	4.16	0.90
FENCE ERECTOR	NE	All	38.34	40.34	1.5	1.5	2.0	13.15	13.10	0.00	0.40
FENCE ERECTOR	W	All	45.06	48.66	2.0	2.0	2.0	10.52	20.76	0.00	0.70
GLAZIER	All	BLD	41.70	43.20	1.5	2.0	2.0	13.94	18.99	0.00	0.94
HT/FROST INSULATOR	All	BLD	48.45	50.95	1.5	1.5	2.0	11.47	12.16	0.00	0.72
IRON WORKER	E	All	46.20	48.20	2.0	2.0	2.0	13.65	21.52	0.00	0.35
IRON WORKER	W	All	45.56	49.20	2.0	2.0	2.0	11.02	21.51	0.00	0.70
LABORER	All	All	40.20	40.95	1.5	1.5	2.0	14.23	11.57	0.00	0.50
LATHER	All	All	44.35	46.35	1.5	1.5	2.0	13.29	16.39	0.00	0.63
MACHINIST	All	BLD	45.35	47.85	1.5	1.5	2.0	7.26	8.95	1.85	0.00
MARBLE FINISHERS	All	All	33.45	33.45	1.5	1.5	2.0	10.25	14.44	0.00	0.46
MARBLE MASON	All	BLD	44.13	48.54	1.5	1.5	2.0	10.25	14.97	0.00	0.59
MATERIAL TESTER I	All	All	30.20	30.20	1.5	1.5	2.0	14.23	11.57	0.00	0.50
MATERIALS TESTER II	All	All	35.20	35.20	1.5	1.5	2.0	14.23	11.57	0.00	0.50
MILLWRIGHT	All	All	45.35	47.35	1.5	1.5	2.0	11.79	17.60	0.00	0.63
OPERATING ENGINEER	All	BLD 1	49.10	34.50	2.0	2.0	2.0	18.05	13.60	1.90	1.30
OPERATING ENGINEER	All	BLD 2	47.80	53.10	2.0	2.0	2.0	18.05	13.60	1.90	1.30
OPERATING ENGINEER	All	BLD 3	45.25	53.10	2.0	2.0	2.0	18.05	13.60	1.90	1.30
OPERATING ENGINEER	All	BLD 4	43.50	53.10	2.0	2.0	2.0	18.05	13.60	1.90	1.30
OPERATING ENGINEER	All	BLD 5	52.85	53.10	2.0	2.0	2.0	18.05	13.60	1.90	1.30
OPERATING ENGINEER	All	BLD 6	50.10	53.10	2.0	2.0	2.0	18.05	13.60	1.90	1.30
OPERATING ENGINEER	All	BLD 7	52.10	53.10	2.0	2.0	2.0	18.05	13.60	1.90	1.30
OPERATING ENGINEER	All	FLT	37.00	54.75	1.5	1.5	2.0	17.65	12.65	1.90	1.35
OPERATING ENGINEER	All	HWY 1	47.30	51.30	1.5	1.5	2.0	18.05	13.60	1.90	1.30
OPERATING ENGINEER	All	HWY 2	46.75	51.30	1.5	1.5	2.0	18.05	13.60	1.90	1.30

OPERATING ENGINEER	All	HWY	3	44.70	51.30	1.5	1.5	2.0	18.05	13.60	1.90	1.30
OPERATING ENGINEER	All	HWY	4	43.30	51.30	1.5	1.5	2.0	18.05	13.60	1.90	1.30
OPERATING ENGINEER	All	HWY	5	42.10	51.30	1.5	1.5	2.0	18.05	13.60	1.90	1.30
OPERATING ENGINEER	All	HWY	6	50.30	51.30	1.5	1.5	2.0	18.05	13.60	1.90	1.30
OPERATING ENGINEER	All	HWY	7	48.30	51.30	1.5	1.5	2.0	18.05	13.60	1.90	1.30
ORNAMNTL IRON WORKER	E	All		45.00	47.50	2.0	2.0	2.0	13.55	17.94	0.00	0.65
ORNAMNTL IRON WORKER	W	All		45.06	48.66	2.0	2.0	2.0	10.52	20.76	0.00	0.70
PAINTER	All	All		42.93	44.93	1.5	1.5	1.5	10.30	8.20	0.00	1.35
PAINTER SIGNS	All	BLD		33.92	38.09	1.5	1.5	1.5	2.60	2.71	0.00	0.00
PILEDRIIVER	All	All		44.35	46.35	1.5	1.5	2.0	13.29	16.39	0.00	0.63
PIPEFITTER	All	BLD		47.50	50.50	1.5	1.5	2.0	9.55	17.85	0.00	2.07
PLASTERER	All	BLD		44.63	47.31	1.5	1.5	2.0	10.25	15.03	0.00	0.85
PLUMBER	All	BLD		48.25	50.25	1.5	1.5	2.0	14.09	12.65	0.00	1.18
ROOFER	All	BLD		41.70	44.70	1.5	1.5	2.0	8.28	11.59	0.00	0.53
SHEETMETAL WORKER	All	BLD		45.77	47.77	1.5	1.5	2.0	10.65	14.10	0.00	0.82
SPRINKLER FITTER	All	BLD		47.20	49.20	1.5	1.5	2.0	12.25	11.55	0.00	0.55
STEEL ERECTOR	E	All		42.07	44.07	2.0	2.0	2.0	13.45	19.59	0.00	0.35
STEEL ERECTOR	W	All		45.06	48.66	2.0	2.0	2.0	10.52	20.76	0.00	0.70
STONE MASON	All	BLD		44.88	49.37	1.5	1.5	2.0	10.25	15.30	0.00	0.85
TERRAZZO FINISHER	All	BLD		39.54	39.54	1.5	1.5	2.0	10.55	11.79	0.00	0.67
TERRAZZO MASON	All	BLD		43.38	43.38	1.5	1.5	2.0	10.55	13.13	0.00	0.79
TILE MASON	All	BLD		43.84	47.84	1.5	1.5	2.0	10.55	11.40	0.00	0.99
TRAFFIC SAFETY WRKR	All	HWY		33.50	35.10	1.5	1.5	2.0	8.10	7.62	0.00	0.25
TRUCK DRIVER	All	All	1	36.30	36.85	1.5	1.5	2.0	8.10	9.76	0.00	0.15
TRUCK DRIVER	All	All	2	36.45	36.85	1.5	1.5	2.0	8.10	9.76	0.00	0.15
TRUCK DRIVER	All	All	3	36.65	36.85	1.5	1.5	2.0	8.10	9.76	0.00	0.15
TRUCK DRIVER	All	All	4	36.85	36.85	1.5	1.5	2.0	8.10	9.76	0.00	0.15
TUCKPOINTER	All	BLD		43.62	44.62	1.5	1.5	2.0	10.25	14.11	0.00	0.48

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, hoses 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.

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
Bulkier 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; Ollers; 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

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Tralling 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 Plows; 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 ENGINEER - 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

VILLAGE OF WILLOWBROOK

BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

ITEM TITLE:

A RESOLUTION AUTHORIZING THE MAYOR AND VILLAGE CLERK TO ACCEPT A PROPOSAL TO CONDUCT A LEAK SURVEY OF THE VILLAGE WATER DISTRIBUTION SYSTEM – ASSOCIATED TECHNICAL SERVICES (ATS)

AGENDA NO. **5e**

AGENDA DATE: 6/26/17

STAFF REVIEW: Tim Halik,
Village Administrator

SIGNATURE: 

LEGAL REVIEW: Thomas Bastian, Village Attorney

SIGNATURE: THOMAS BASTIAN TH.

RECOMMENDED BY: Tim Halik,
Village Administrator

SIGNATURE: 

REVIEWED & APPROVED BY COMMITTEE: YES ☒ on 6/12/17 NO ☐ N/A ☐

ITEM HISTORY (ACTIONS RELATED TO THIS ITEM, OTHER PERTINENT HISTORY, ETC.)

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.

ITEM COMMENTARY (BACKGROUND, DISCUSSION, RECOMMENDATIONS, ETC.)

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

ACTION PROPOSED:

Adopt resolution.

RESOLUTION NO. 17-R-_____

A RESOLUTION AUTHORIZING THE MAYOR AND VILLAGE CLERK TO
ACCEPT A PROPOSAL TO CONDUCT A LEAK SURVEY OF THE VILLAGE
WATER DISTRIBUTION SYSTEM – ASSOCIATED TECHNICAL SERVICES (ATS)

BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois, that the Mayor and Village Clerk be and the same are hereby authorized and directed to accept the proposal, attached hereto as Exhibit "A" which is, by this reference, expressly incorporated herein, from Associated Technical Services (ATS) to conduct a leak survey of the Village water distribution system for an amount not to exceed six thousand eight hundred sixty-four dollars and forty-eight cents (\$6,864.48) as set forth within the proposal.

ADOPTED and APPROVED this 26th day of June, 2017

APPROVED:

Mayor

ATTEST:

Village Clerk

ROLL CALL VOTE:

AYES: _____

NAYS: _____

ABSTENTIONS: _____

ABSENT: _____

ASSOCIATED TECHNICAL SERVICES LTD

www.ATSLIMITED.com



524 W. ST. CHARLES RD. VILLA PARK, IL 60181

Office: 630.834.1558 / Fax: 630.834.5501

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 give 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 Kaplan
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>

•

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

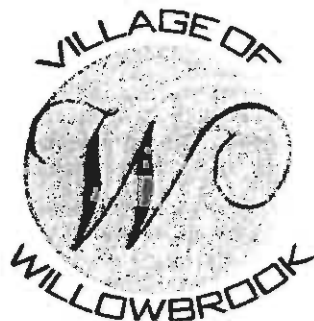
RESPONSIBILITY OF OWNER

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.



EST. 1960

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



Proud Member of the
Illinois Route 66 Scenic Byway

May 31, 2017

ALRIFAI, TAMER
842 TURNBERRY LN
WILLOWBROOK, IL 60527

Re: Account 153045.002
PIN #: XXXXXXXXXX
Delinquent Water Bill

Dear Sir or Madam,

Please be advised that your water bill is now delinquent in the amount of \$ 153.33. This amount now includes a \$25.00 fee pursuant to Section 6-8-5 of the Village of Willowbrook Code. This \$25.00 is added to all accounts delinquent 45 or more days after the billing date. This amount also includes all other penalties pursuant to Section 6-8-5 of the Village Code. Your failure to satisfy the total amount of this delinquency on or before June 26, 2017, will result in the immediate termination of your water service.

Should your water service be terminated, Section 6-8-8 of the Village Code provides that a \$70.00 non-refundable reinstatement fee be charged. Said \$70.00 reinstatement fee shall be paid in addition to all delinquent bills and all penalties thereon before water service will be reinstated.

You may pay your bill online by visiting www.willowbrookil.org and select "Pay A Bill." You will need your account number and PIN as listed above. A convenience fee will apply.

If you have any questions concerning your water bill, or if you wish to arrange a hearing before the Mayor and Board of Trustees to contest the termination of your water service, please contact me at the Village of Willowbrook by writing to 835 Midway Drive, Willowbrook, IL 60527 or call 630-323-8215 not later than five (5) days prior to the scheduled termination date.

If you do not satisfy the bill or contact me, your water service will be automatically terminated.

Sincerely,

Timothy J. Halik
Director of Municipal Services



EST. 1960

Willowbrook

835 Midway Drive
Willowbrook, IL 60527-5549

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May 31, 2017

BENDER PROPERTIES
7501 QUINCY ST
WILLOWBROOK, IL 60527

Re: Account 410770.002

PIN #: [REDACTED]

Delinquent Water Bill

Dear Sir or Madam,

Please be advised that your water bill is now delinquent in the amount of \$ 474.88. This amount now includes a \$25.00 fee pursuant to Section 6-8-5 of the Village of Willowbrook Code. This \$25.00 is added to all accounts delinquent 45 or more days after the billing date. This amount also includes all other penalties pursuant to Section 6-8-5 of the Village Code. Your failure to satisfy the total amount of this delinquency on or before June 26, 2017, will result in the immediate termination of your water service.

Should your water service be terminated, Section 6-8-8 of the Village Code provides that a \$70.00 non-refundable reinstatement fee be charged. Said \$70.00 reinstatement fee shall be paid in addition to all delinquent bills and all penalties thereon before water service will be reinstated.

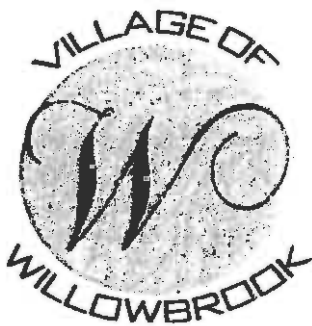
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If you have any questions concerning your water bill, or if you wish to arrange a hearing before the Mayor and Board of Trustees to contest the termination of your water service, please contact me at the Village of Willowbrook by writing to 835 Midway Drive, Willowbrook, IL 60527 or call 630-323-8215 not later than five (5) days prior to the scheduled termination date.

If you do not satisfy the bill or contact me, your water service will be automatically terminated.

Sincerely,

Timothy J. Halik
Director of Municipal Services



EST. 1960

Willowbrook

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May 31, 2017

BENSON, CHRISTINA
7515 CLARENDON HILLS RD
WILLOWBROOK, IL 60527

Re: Account 111490.001

PIN #: [REDACTED]

Delinquent Water Bill

Dear Sir or Madam,

Please be advised that your water bill is now delinquent in the amount of \$ 92.09. This amount now includes a \$25.00 fee pursuant to Section 6-8-5 of the Village of Willowbrook Code. This \$25.00 is added to all accounts delinquent 45 or more days after the billing date. This amount also includes all other penalties pursuant to Section 6-8-5 of the Village Code. Your failure to satisfy the total amount of this delinquency on or before June 26, 2017, will result in the immediate termination of your water service.

Should your water service be terminated, Section 6-8-8 of the Village Code provides that a \$70.00 non-refundable reinstatement fee be charged. Said \$70.00 reinstatement fee shall be paid in addition to all delinquent bills and all penalties thereon before water service will be reinstated.

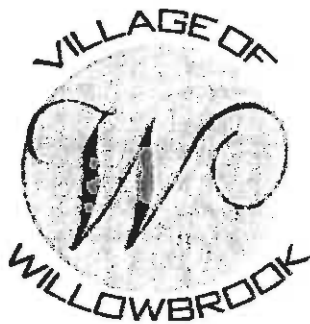
You may pay your bill online by visiting www.willowbrookil.org and select "Pay A Bill." You will need your account number and PIN as listed above. A convenience fee will apply.

If you have any questions concerning your water bill, or if you wish to arrange a hearing before the Mayor and Board of Trustees to contest the termination of your water service, please contact me at the Village of Willowbrook by writing to 835 Midway Drive, Willowbrook, IL 60527 or call 630-323-8215 not later than five (5) days prior to the scheduled termination date.

If you do not satisfy the bill or contact me, your water service will be automatically terminated.

Sincerely,

Timothy J. Halik
Director of Municipal Services



EST. 1960

Willowbrook

835 Midway Drive
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May 31, 2017

CAMPOBASSO, JENNIFER
106 79TH ST
WILLOWBROOK, IL 60527

Re: Account 111950.006

PIN #: [REDACTED]

Delinquent Water Bill

Dear Sir or Madam,

Please be advised that your water bill is now delinquent in the amount of \$ 256.75. This amount now includes a \$25.00 fee pursuant to Section 6-8-5 of the Village of Willowbrook Code. This \$25.00 is added to all accounts delinquent 45 or more days after the billing date. This amount also includes all other penalties pursuant to Section 6-8-5 of the Village Code. Your failure to satisfy the total amount of this delinquency on or before June 26, 2017, will result in the immediate termination of your water service.

Should your water service be terminated, Section 6-8-8 of the Village Code provides that a \$70.00 non-refundable reinstatement fee be charged. Said \$70.00 reinstatement fee shall be paid in addition to all delinquent bills and all penalties thereon before water service will be reinstated.

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If you do not satisfy the bill or contact me, your water service will be automatically terminated.

Sincerely,

Timothy J. Halik
Director of Municipal Services



EST. 1960

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May 31, 2017

COOPER, PATRICIA
222 MIDWAY DR
WILLOWBROOK, IL 60527

Re: Account 112125.004
PIN #: XXXXXXXXXX
Delinquent Water Bill

Dear Sir or Madam,

Please be advised that your water bill is now delinquent in the amount of \$ 236.87. This amount now includes a \$25.00 fee pursuant to Section 6-8-5 of the Village of Willowbrook Code. This \$25.00 is added to all accounts delinquent 45 or more days after the billing date. This amount also includes all other penalties pursuant to Section 6-8-5 of the Village Code. Your failure to satisfy the total amount of this delinquency on or before June 26, 2017, will result in the immediate termination of your water service.

Should your water service be terminated, Section 6-8-8 of the Village Code provides that a \$70.00 non-refundable reinstatement fee be charged. Said \$70.00 reinstatement fee shall be paid in addition to all delinquent bills and all penalties thereon before water service will be reinstated.

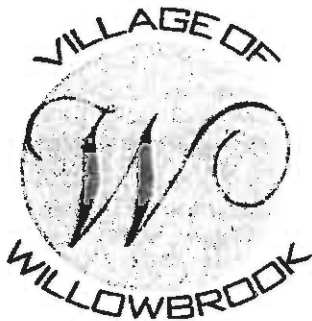
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If you do not satisfy the bill or contact me, your water service will be automatically terminated.

Sincerely,

Timothy J. Halik
Director of Municipal Services



EST. 1960

Willowbrook

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Carrie Dittman



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May 31, 2017

CRESPO, MARILU
332 SHERIDAN DR # 1D
WILLOWBROOK, IL 60527

Re: Account 110850.001

PIN #: [REDACTED]

Delinquent Water Bill

Dear Sir or Madam,

Please be advised that your water bill is now delinquent in the amount of \$ 174.91. This amount now includes a \$25.00 fee pursuant to Section 6-8-5 of the Village of Willowbrook Code. This \$25.00 is added to all accounts delinquent 45 or more days after the billing date. This amount also includes all other penalties pursuant to Section 6-8-5 of the Village Code. Your failure to satisfy the total amount of this delinquency on or before June 26, 2017, will result in the immediate termination of your water service.

Should your water service be terminated, Section 6-8-8 of the Village Code provides that a \$70.00 non-refundable reinstatement fee be charged. Said \$70.00 reinstatement fee shall be paid in addition to all delinquent bills and all penalties thereon before water service will be reinstated.

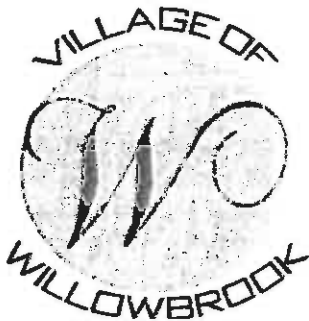
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If you have any questions concerning your water bill, or if you wish to arrange a hearing before the Mayor and Board of Trustees to contest the termination of your water service, please contact me at the Village of Willowbrook by writing to 835 Midway Drive, Willowbrook, IL 60527 or call 630-323-8215 not later than five (5) days prior to the scheduled termination date.

If you do not satisfy the bill or contact me, your water service will be automatically terminated.

Sincerely,

Timothy J. Halik
Director of Municipal Services



EST. 1960

Willowbrook

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Willowbrook, IL 60527-5549

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May 31, 2017

DIAMOND BASEBALL ACADEMY
C/O:
7850 QUINCY
WILLOWBROOK, IL 60527

Re: Account 410195.002
PIN #: [REDACTED]
Delinquent Water Bill

Dear Sir or Madam,

Please be advised that your water bill is now delinquent in the amount of \$ 453.99. This amount now includes a \$25.00 fee pursuant to Section 6-8-5 of the Village of Willowbrook Code. This \$25.00 is added to all accounts delinquent 45 or more days after the billing date. This amount also includes all other penalties pursuant to Section 6-8-5 of the Village Code. Your failure to satisfy the total amount of this delinquency on or before June 26, 2017, will result in the immediate termination of your water service.

Should your water service be terminated, Section 6-8-8 of the Village Code provides that a \$70.00 non-refundable reinstatement fee be charged. Said \$70.00 reinstatement fee shall be paid in addition to all delinquent bills and all penalties thereon before water service will be reinstated.

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If you do not satisfy the bill or contact me, your water service will be automatically terminated.

Sincerely,

Timothy J. Halik
Director of Municipal Services



EST. 1960

Willowbrook

835 Midway Drive
Willowbrook, IL 60527-5549

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May 31, 2017

LANE, CLYDE & GORDON, CHIQUITA
334 SHERIDAN DR # 2A
WILLOWBROOK, IL 60527

Re: Account 110875.014
PIN #: [REDACTED]
Delinquent Water Bill

Dear Sir or Madam,

Please be advised that your water bill is now delinquent in the amount of \$ 328.04. This amount now includes a \$25.00 fee pursuant to Section 6-8-5 of the Village of Willowbrook Code. This \$25.00 is added to all accounts delinquent 45 or more days after the billing date. This amount also includes all other penalties pursuant to Section 6-8-5 of the Village Code. Your failure to satisfy the total amount of this delinquency on or before June 26, 2017, will result in the immediate termination of your water service.

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If you do not satisfy the bill or contact me, your water service will be automatically terminated.

Sincerely,

Timothy J. Halik
Director of Municipal Services



EST. 1960

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May 31, 2017

NASH, JAMES JOSEPH
835 TURNBERRY LN
WILLOWBROOK, IL 60527

Re: Account 152940.004
PIN #: [REDACTED]
Delinquent Water Bill

Dear Sir or Madam,

Please be advised that your water bill is now delinquent in the amount of \$ 479.92. This amount now includes a \$25.00 fee pursuant to Section 6-8-5 of the Village of Willowbrook Code. This \$25.00 is added to all accounts delinquent 45 or more days after the billing date. This amount also includes all other penalties pursuant to Section 6-8-5 of the Village Code. Your failure to satisfy the total amount of this delinquency on or before June 26, 2017, will result in the immediate termination of your water service.

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Sincerely,

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Proud Member of the
Illinois Route 66 Scenic Byway

May 31, 2017

STRAUCH, ANNALIESE
75 W 75TH ST
WILLOWBROOK, IL 60527

Re: Account 111230.008

PIN #: [REDACTED]

Delinquent Water Bill

Dear Sir or Madam,

Please be advised that your water bill is now delinquent in the amount of \$ 270.74. This amount now includes a \$25.00 fee pursuant to Section 6-8-5 of the Village of Willowbrook Code. This \$25.00 is added to all accounts delinquent 45 or more days after the billing date. This amount also includes all other penalties pursuant to Section 6-8-5 of the Village Code. Your failure to satisfy the total amount of this delinquency on or before June 26, 2017, will result in the immediate termination of your water service.

Should your water service be terminated, Section 6-8-8 of the Village Code provides that a \$70.00 non-refundable reinstatement fee be charged. Said \$70.00 reinstatement fee shall be paid in addition to all delinquent bills and all penalties thereon before water service will be reinstated.

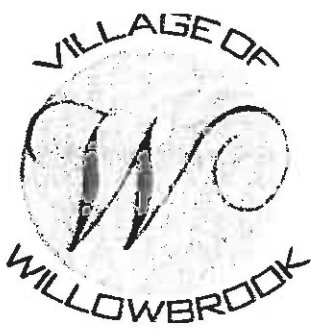
You may pay your bill online by visiting www.willowbrookil.org and select "Pay A Bill." You will need your account number and PIN as listed above. A convenience fee will apply.

If you have any questions concerning your water bill, or if you wish to arrange a hearing before the Mayor and Board of Trustees to contest the termination of your water service, please contact me at the Village of Willowbrook by writing to 835 Midway Drive, Willowbrook, IL 60527 or call 630-323-8215 not later than five (5) days prior to the scheduled termination date.

If you do not satisfy the bill or contact me, your water service will be automatically terminated.

Sincerely,

Timothy J. Halik
Director of Municipal Services



EST. 1960

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



Proud Member of the
Illinois Route 66 Scenic Byway

May 31, 2017

TEMEN, KENNETH
413 W 79TH ST
WILLOWBROOK, IL 60527

Re: Account 110120.001

PIN #: [REDACTED]

Delinquent Water Bill

Dear Sir or Madam,

Please be advised that your water bill is now delinquent in the amount of \$ 200.93. This amount now includes a \$25.00 fee pursuant to Section 6-8-5 of the Village of Willowbrook Code. This \$25.00 is added to all accounts delinquent 45 or more days after the billing date. This amount also includes all other penalties pursuant to Section 6-8-5 of the Village Code. Your failure to satisfy the total amount of this delinquency on or before June 26, 2017, will result in the immediate termination of your water service.

Should your water service be terminated, Section 6-8-8 of the Village Code provides that a \$70.00 non-refundable reinstatement fee be charged. Said \$70.00 reinstatement fee shall be paid in addition to all delinquent bills and all penalties thereon before water service will be reinstated.

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If you have any questions concerning your water bill, or if you wish to arrange a hearing before the Mayor and Board of Trustees to contest the termination of your water service, please contact me at the Village of Willowbrook by writing to 835 Midway Drive, Willowbrook, IL 60527 or call 630-323-8215 not later than five (5) days prior to the scheduled termination date.

If you do not satisfy the bill or contact me, your water service will be automatically terminated.

Sincerely,

Timothy J. Halik
Director of Municipal Services



EST. 1960

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Finance**

Carrie Dittman



Proud Member of the
Illinois Route 66 Scenic Byway

May 31, 2017

WILSON, JEFFREY
236 W 79TH ST
WILLOWBROOK, IL 60527

Re: Account 110010.000
PIN #: [REDACTED]
Delinquent Water Bill

Dear Sir or Madam,

Please be advised that your water bill is now delinquent in the amount of \$ 177.57. This amount now includes a \$25.00 fee pursuant to Section 6-8-5 of the Village of Willowbrook Code. This \$25.00 is added to all accounts delinquent 45 or more days after the billing date. This amount also includes all other penalties pursuant to Section 6-8-5 of the Village Code. Your failure to satisfy the total amount of this delinquency on or before June 26, 2017, will result in the immediate termination of your water service.

Should your water service be terminated, Section 6-8-8 of the Village Code provides that a \$70.00 non-refundable reinstatement fee be charged. Said \$70.00 reinstatement fee shall be paid in addition to all delinquent bills and all penalties thereon before water service will be reinstated.

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Sincerely,

Timothy J. Halik
Director of Municipal Services



EST. 1960

Willowbrook

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

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Chief of Police

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**Director of
Finance**

Carrie Dittman



Proud Member of the
Illinois Route 66 Scenic Byway

May 31, 2017

WILLOWBROOK LANES
735 PLAINFIELD RD.
WILLOWBROOK, IL 60527

Re: Account 410030.000
PIN #: [REDACTED]
Delinquent Water Bill

Dear Sir or Madam,

Please be advised that your water bill is now delinquent in the amount of \$ 383.99. This amount now includes a \$25.00 fee pursuant to Section 6-8-5 of the Village of Willowbrook Code. This \$25.00 is added to all accounts delinquent 45 or more days after the billing date. This amount also includes all other penalties pursuant to Section 6-8-5 of the Village Code. Your failure to satisfy the total amount of this delinquency on or before June 26, 2017, will result in the immediate termination of your water service.

Should your water service be terminated, Section 6-8-8 of the Village Code provides that a \$70.00 non-refundable reinstatement fee be charged. Said \$70.00 reinstatement fee shall be paid in addition to all delinquent bills and all penalties thereon before water service will be reinstated.

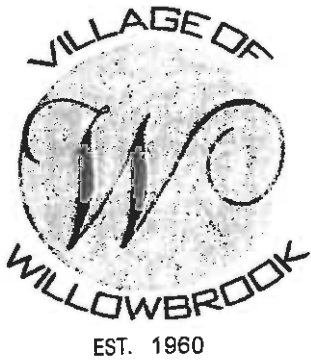
You may pay your bill online by visiting www.willowbrookil.org and select "Pay A Bill." You will need your account number and PIN as listed above. A convenience fee will apply.

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If you do not satisfy the bill or contact me, your water service will be automatically terminated.

Sincerely,

Timothy J. Halik
Director of Municipal Services



Willowbrook

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

May 31, 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

WITT, SHIRLEY
7555 SHERIDAN DR 1F
WILLOWBROOK, IL 60527

Re: Account 112010.001
PIN #: [REDACTED]
Delinquent Water Bill

Dear Sir or Madam,

Please be advised that your water bill is now delinquent in the amount of \$ 115.35. This amount now includes a \$25.00 fee pursuant to Section 6-8-5 of the Village of Willowbrook Code. This \$25.00 is added to all accounts delinquent 45 or more days after the billing date. This amount also includes all other penalties pursuant to Section 6-8-5 of the Village Code. Your failure to satisfy the total amount of this delinquency on or before June 26, 2017, will result in the immediate termination of your water service.

Should your water service be terminated, Section 6-8-8 of the Village Code provides that a \$70.00 non-refundable reinstatement fee be charged. Said \$70.00 reinstatement fee shall be paid in addition to all delinquent bills and all penalties thereon before water service will be reinstated.

You may pay your bill online by visiting www.willowbrookil.org and select "Pay A Bill." You will need your account number and PIN as listed above. A convenience fee will apply.

If you have any questions concerning your water bill, or if you wish to arrange a hearing before the Mayor and Board of Trustees to contest the termination of your water service, please contact me at the Village of Willowbrook by writing to 835 Midway Drive, Willowbrook, IL 60527 or call 630-323-8215 not later than five (5) days prior to the scheduled termination date.

If you do not satisfy the bill or contact me, your water service will be automatically terminated.

Sincerely,

Timothy J. Halik
Director of Municipal Services



Proud Member of the
Illinois Route 66 Scenic Byway

VILLAGE OF WILLOWBROOK

BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

ITEM TITLE:

AN ORDINANCE AMENDING THE VILLAGE CODE OF THE VILLAGE OF
WILLOWBROOK -- TITLE 5, CHAPTER 1, SECTION 5-1-1 – POLICE;
CREATION AND COMPOSITION OF DEPARTMENT

AGENDA NO.

6

AGENDA DATE: 6/26/17

STAFF REVIEW: Tim Halik, Village Administrator

SIGNATURE: Tim Halik

LEGAL REVIEW: Tom Bastian, Village Attorney

SIGNATURE: THOMAS BASTIAN TH

RECOMMENDED BY: Tim Halik, Village Administrator

SIGNATURE: Tim Halik

REVIEWED & APPROVED BY COMMITTEE:

YES ☒ on June 12, 2017

NO ☐

N/A ☐

ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, OTHER HISTORY)

On June 16, 2017, at their regular meeting, the Board of Police Commissioners (BOPC) accepted the resignations of two (2) police department employees:

- Sergeant Arthur Svehla, resignation effective December 31, 2017
- Officer Theodore Kolodziej, resignation effective July 3, 2017

The future resignation of Sergeant Svehla will create a vacancy in the rank of sergeant within the department. This vacancy will be filled by a candidate on the promotional eligibility register. This in-turn will create a vacancy in the rank of patrol officer. The pending resignation of Officer Kolodziej will create another vacancy in the rank of patrol officer. In order to provide adequate shift supervision coverage, it is recommended that a sergeant promotion be made now, prior to Sergeant Svehla retiring on December 31, 2017. Two (2) new patrol officers from the patrol officer eligibility register will then be hired to fill the resulting vacancies. Those candidates will be enrolled in the Police Training Institute (PTI) at the University of Illinois Urbana -Champaign, which will begin on August 13, 2017. In addition, it is recommended that the reversion rank of sergeant be awarded to Deputy Chief Schaller at this time. If Deputy Chief Schaller were removed from his current position as deputy chief, he would then revert to the rank of sergeant, as opposed to patrol officer.

ITEM COMMENTARY (BACKGROUND, DISCUSSION, RECOMMENDATIONS, ETC.)

Our current police department composition ordinance (Section 5-1-1 of the Village Code of Ordinances) establishes the following as far as number and rank of positions within the police department:

- Chief of Police – 1
- Deputy Chief of Police – 1
- Shift Sergeants – 3
- Patrol Officers - 18

In addition to awarding the reversion rank of sergeant to D.C. Schaller, passage of the attached ordinance will serve to temporarily amend the Village Code of Ordinances to reflect the composition of the police department as having four (4) shift sergeants (as opposed to 3). This will enable the promotion of an additional sergeant now, as opposed to waiting after December 31, 2017. After Sergeant Svehla retires, the number of shift sergeants within the department will revert back to three (3). The process of promoting the new sergeant and hiring the two (2) new patrol officers will be completed by the Village Board of Police Commissioners (BOPC).

ACTION PROPOSED: Pass the ordinance.



EST. 1960

Willowbrook

835 Midway Drive
Willowbrook, IL 60527-5549

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

October 24, 2016

Mayor

Frank A. Trilla

Village Clerk

Jeroy R. Hansen

Village Trustees

Joe Berglund

Imberto Davi

Terrence Kelly

Michael Mistele

Gayle Neal

Paul Oggerino

Village Administrator

Jim Halik

Chief of Police

Clark Shelton

Director of Finance

Barrie Dittman

**FINAL PROMOTIONAL
ELIGIBLE REGISTER**

FOR POLICE SERGEANT

<u>PLACEMENT</u>	<u>APPLICANT</u>	<u>GRADE</u>
1	Timothy Kobler	92.97
2	Lauren Kaspar	86.23
3	Robert Schaller	84.65
4	Dave Gaddis	84.12
5	Scott Eisenbeis	83.00
6	Nicholas Volek	81.55
7	John Handzik	80.48
8	Darren Biggs	74.40
9	Christine Robles	60.27

This list is final and reflects claimed Military Credits. This list is effective October 24, 2016, and expires on October 24, 2019.

Appointment from this list is subject to a medical examination and an in-depth psychological examination on a pass/fail basis.

**BOARD OF POLICE COMMISSIONERS
VILLAGE OF WILLOWBROOK**


William J. Schuler, Chairman


Stephen N. Landsman, Secretary


Joseph E. Heery, Member



Proud Member of the
Illinois Route 66 Scenic Byway



EST. 1960

Willowbrook

835 Midway Drive
Willowbrook, IL 60527-5549

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

March 17, 2017

Mayor

Frank A. Trilla

Village Clerk

Leroy R. Hansen

Village Trustees

Sue Berglund

Jmberto Davi

Terrence Kelly

Michael Mistele

Gayle Neal

Paul Oggerino

**Village
Administrator**

Tim Halik

Chief of Police

Mark Shelton

**Director of
Finance**

Carrie Dittman

FINAL ELIGIBILITY REGISTER

<u>PLACEMENT</u>	<u>APPLICANT</u>	<u>GRADE</u>
1	Puzzo, Joseph	91.88
2	Erdmann, Alexander	88.97
3	Youn, Sooyong	87.34
4	Smith, DeShaun	86.28
5	Mestre, Eulalio	81.82
6	Erbacci, Teresa	80.82
7	Roknich, Cassandra	80.79
8	Cerny, Kevin	80.57
9	Chiovani, Anthony	80.17
10	Palomares, Sandro	79.45
11	Sows, Ahmad	79.18
12	Long, Erik	77.18
13	Messmore, Caleb	76.87
14	Parducci, Marco	76.59
15	Kane, Matthew	76.37
16	Browne, Joseph	75.60
17	Mitchell, Lari	74.62
18	Czesak, Timothy	74.09
19	Esqueda, Teresa	72.76
20	Silva, Joaquin	71.51
21	Dinanno, Joseph	70.93
22	Bargas, Jennafer	70.44
23	Heinz, Danielle	68.36

BOARD OF POLICE COMMISSIONERS


William J. Schuler, Chairman


Stephen Landsman, Secretary


Joseph Heery, Commissioner

Expiration Date:

March 17, 2019



Proud Member of the
Illinois Route 66 Scenic Byway

ORDINANCE NO. 17-O-_____

AN ORDINANCE AMENDING THE VILLAGE CODE OF THE
VILLAGE OF WILLOWBROOK -- TITLE 5, CHAPTER 1, SECTION 5-1-1 --
POLICE; CREATION AND COMPOSITION OF DEPARTMENT

BE IT ORDAINED by the Mayor and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois, that the Village Code of the Village of Willowbrook be amended as follows:

SECTION ONE: That Title 5, Chapter 1, Section 5-1-1 of the Village Code of the Village of Willowbrook entitled "Creation and Composition of Department" is hereby deleted in its entirety and, in lieu thereof, the following language shall be substituted:

"5-1-1: CREATION AND COMPOSITION OF DEPARTMENT: There is hereby created a police department in and for the Village. The police department shall consist of one (1) chief of police who shall be the director thereof, one (1) deputy chief (also holding the reversion rank of sergeant), four (4) shift sergeants, and eighteen (18) patrol officers, for a total of twenty-four (24). Provided, however, that after the resignation of a current shift sergeant, effective December 31, 2017, the number of shift sergeants within the department shall be reduced by one (1) and the department composition shall include a total of three (3) shift sergeants after that time, for a total of twenty-three (23)."

SECTION TWO: That all ordinances and resolutions, or parts thereof, in conflict with the provisions of this Ordinance are, to the extent of such conflict, expressly repealed.

SECTION THREE: That this Ordinance shall be in full force and effect ten (10) days from and after its passage, approval, and publication in pamphlet form as provided by law.

PASSED and APPROVED this 26th day of June, 2017.

APPROVED:

Mayor

ATTEST:

Village Clerk

ROLL CALL VOTE:

AYES: _____

NAYS: _____

ABSTENTIONS: _____

ABSENT: _____

VILLAGE OF WILLOWBROOK

BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

ITEM TITLE:

A RESOLUTION AUTHORIZING THE BOARD OF POLICE COMMISSIONERS (BOPC) TO EFFECT THE ORIGINAL PROMOTIONS OF TWO (2) CANDIDATES TO THE RANK OF SERGEANT AND THE ORIGINAL APPOINTMENTS OF TWO (2) CANDIDATES TO FILL VACANCIES CREATED IN THE RANK OF PATROL OFFICER WITHIN THE POLICE DEPARTMENT

AGENDA/
NO. 7

AGENDA DATE:
6/26/17

STAFF REVIEW: Tim Halik, Village Administrator

SIGNATURE: Tim Halik

LEGAL REVIEW: Tom Bastian, Village Attorney

SIGNATURE: THOMAS BASTIAN TH.

RECOMMENDED BY: Tim Halik, Village Administrator

SIGNATURE: Tim Halik

REVIEWED & APPROVED BY COMMITTEE:

YES ☒ on 6/12/17 NO ☐ N/A ☐

ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, OTHER HISTORY)

On June 16, 2017, at their regular meeting, the Board of Police Commissioners (BOPC) accepted the resignations of two (2) police department employees:

- Sergeant Arthur Svehla, resignation effective December 31, 2017
- Officer Theodore Kolodziej, resignation effective July 3, 2017

The future resignation of Sergeant Svehla will create a vacancy in the rank of sergeant within the department. This vacancy will be filled by a candidate on the promotional eligibility register. This in-turn will create a vacancy in the rank of patrol officer. The pending resignation of Officer Kolodziej will create another vacancy in the rank of patrol officer. In order to provide adequate shift supervision coverage, it is recommended that a sergeant promotion be made now, prior to Sergeant Svehla retiring on December 31, 2017. Two (2) new patrol officers from the patrol officer eligibility register will then be hired to fill the resulting vacancies. Those two (2) candidates will be enrolled in the Police Training Institute (PTI) at the University of Illinois Urbana-Champaign, which will begin on August 13, 2017. In addition, it is recommended that the reversion rank of sergeant be awarded to Deputy Chief Schaller at this time. If Deputy Chief Schaller were ever removed from his current position as deputy chief, he would then revert to the rank of sergeant, as opposed to patrol officer.

ITEM COMMENTARY (BACKGROUND, DISCUSSION, RECOMMENDATIONS, ETC.)

Our current police department composition ordinance (Section 5-1-1 of the Village Code of Ordinances) establishes the following as far as number and rank of positions within the police department:

Chief of Police – 1
Deputy Chief of Police – 1
Shift Sergeants – 3
Patrol Officers - 18

Therefore, the ordinance must be temporarily amended to provide for the anticipated overlap period in hiring a replacement sergeant now. The Board must pass an ordinance (to be considered earlier on this meeting's agenda) amending the composition of the Willowbrook police department by temporarily adding one (1) new sergeant position until December 31, 2017. If this prior amendatory ordinance is not passed by the Board this evening, the adoption of this resolution will not be required and should not be considered.

ACTION PROPOSED: Adopt the Resolution, which will enable the BOPC to promote one (1) candidate to the rank of sergeant (in addition to the separate reversion rank for D.C. Schaller), and to begin reviewing patrol officer candidates from the current eligibility register in order to hire two (2) patrol officers.



Willowbrook

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October 24, 2016

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Village Trustees

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Imberto Davi

Terrence Kelly

Michael Mistele

Gayle Neal

Paul Oggerino

Village Administrator

Jim Halik

Chief of Police

Clark Shelton

Director of Finance

Barrie Dittman



Proud Member of the
Route 66 Scenic Byway

**FINAL PROMOTIONAL
ELIGIBLE REGISTER**

FOR POLICE SERGEANT

<u>PLACEMENT</u>	<u>APPLICANT</u>	<u>GRADE</u>
1	Timothy Kobler	92.97
2	Lauren Kaspar	86.23
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4	Dave Gaddis	84.12
5	Scott Eisenbeis	83.00
6	Nicholas Volek	81.55
7	John Handzik	80.48
8	Darren Biggs	74.40
9	Christine Robles	60.27

This list is final and reflects claimed Military Credits. This list is effective October 24, 2016, and expires on October 24, 2019.

Appointment from this list is subject to a medical examination and an in-depth psychological examination on a pass/fail basis.

**BOARD OF POLICE COMMISSIONERS
VILLAGE OF WILLOWBROOK**


William J. Schuler, Chairman


Stephen N. Landsman, Secretary


Joseph E. Heery, Member



EST. 1960

Willowbrook

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March 17, 2017

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FINAL ELIGIBILITY REGISTER

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2	Erdmann, Alexander	88.97
3	Youn, Sooyong	87.34
4	Smith, DeShaun	86.28
5	Mestre, Eulalio	81.82
6	Erbacci, Teresa	80.82
7	Roknich, Cassandra	80.79
8	Cerny, Kevin	80.57
9	Chiovani, Anthony	80.17
10	Palomares, Sandro	79.45
11	Sows, Ahmad	79.18
12	Long, Erik	77.18
13	Messmore, Caleb	76.87
14	Parducci, Marco	76.59
15	Kane, Matthew	76.37
16	Browne, Joseph	75.60
17	Mitchell, Lari	74.62
18	Czesak, Timothy	74.09
19	Esqueda, Teresa	72.76
20	Silva, Joaquin	71.51
21	Dinanno, Joseph	70.93
22	Bargas, Jennafer	70.44
23	Heinz, Danielle	68.36

BOARD OF POLICE COMMISSIONERS


William J. Schuler, Chairman


Stephen Landsman, Secretary


Joseph Heery, Commissioner

Expiration Date:

March 17, 2019



Proud Member of the
Illinois Route 66 Scenic Byway

RESOLUTION NO. 17-R-_____

A RESOLUTION AUTHORIZING THE BOARD OF POLICE COMMISSIONERS (BOPC) TO EFFECT THE ORIGINAL PROMOTIONS OF TWO (2) CANDIDATES TO THE RANK OF SERGEANT AND THE ORIGINAL APPOINTMENTS OF TWO (2) CANDIDATES TO FILL VACANCIES CREATED IN THE RANK OF PATROL OFFICER WITHIN THE POLICE DEPARTMENT

BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois, that the Board of Police Commissioners (BOPC) is hereby authorized to effect the original promotions of two (2) candidates to the rank of sergeant and the original appointments of two (2) candidates to fill vacancies in the rank of patrol officer within the police department.

ADOPTED and APPROVED this 26th day of June, 2017

APPROVED:

Mayor

ATTEST:

Village Clerk

ROLL CALL VOTE:

AYES: _____

NAYS: _____

ABSTENTIONS: _____

ABSENT: _____

VILLAGE OF WILLOWBROOK

BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

ITEM TITLE:

A RESOLUTION AUTHORIZING THE MAYOR AND VILLAGE CLERK TO ACCEPT AND EXECUTE A PROPOSAL FOR PROFESSIONAL PLANNING SERVICES TO PERFORM AN UPDATE OF THE VILLAGE'S ILLINOIS ROUTE 83 CORRIDOR PLAN - WBK ENGINEERING, LLC

AGENDA NO: 8

AGENDA DATE:
6/26/17

STAFF REVIEW: Tim Halik, Village Administrator

SIGNATURE: Tim Halik

LEGAL REVIEW: Thomas Bastian, Village Attorney

SIGNATURE: THOMAS BASTIAN TH.

RECOMMENDED BY: Tim Halik, Village Administrator

SIGNATURE: Tim Halik

REVIEWED & APPROVED BY COMMITTEE: YES ☐ NO ☐ N/A ☒ discussed 3/20/17 budget workshop

ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, OTHER HISTORY)

Recognizing the importance of having a plan in place to allow us to have input into the state's eventual widening of Route 83 through Willowbrook, the Village commissioned a study in 1990. At that time, the Village hired both the planning firm Trkla, Pettigrew Allen & Payne, Inc. (TPAP) and the transportation consultant Metro Transportation, Inc. to complete the study. The final version of the study (copy attached) was adopted by the Village Board on October 14, 1991. With this plan in place, we were confident that we would have the ability to guide the design of the eventual widening of Rt. 83 through town.

As you know, the widening project has not yet occurred. However, in 2016 the FHWA held a number of regional roundtable meetings to consider improvements to the nation's freight transportation system. A large component of the new federal transportation bill, the FAST Act, provides \$10.8 billion in funding over 5 years for such improvements. The Chicago region's roundtable was held on August 25, 2016 and was the third to the last in the series. Truck congestion was one of the major issues discussed. Representatives from Will County stated that I-80 and I-55 are too congested for efficient freight movement, and with the new Amazon warehouse, the condition will only get worse. It is unlikely that there will ever be sufficient funding available to produce a perfect system, so hard decisions will need to be made. A federal representative stated at the meeting that it will be up to local governments to develop policy and conduct outreach to be able to provide evidence of what is needed in their regions. This reflects the exact reason why the Village performed the initial corridor study in 1990.

As a result of these recent developments, and knowing that the widening of Rt. 83 through Willowbrook is supported by both IDOT and the DuPage County Division of Transportation, we seek to update the original corridor study, which is now 26 years old and out of date. Some of the recommendations within the study have already been completed over the years, and other conditions have changed. Unfortunately, neither of the firms that completed the first study are in business today. Staff met with our planning consultant, WBK Associates, and our traffic engineering consultant, Gewalt Hamilton Associates (GHA) to review the scope of the project. WBK has submitted a joint proposal, with GHA working as a sub-consultant on the project, in the amount of \$44,600.

ITEM COMMENTARY (BACKGROUND, DISCUSSION, RECOMMENDATIONS, ETC.)

This potential project was discussed at the March 20, 2017 Board Budget Workshop and approved for funding within the FY 2017/18 budget:

<u>FUND</u>	<u>ACCOUNT</u>	<u>DESCRIPTION</u>	<u>AVAILABLE</u>
GF – Planning & Dev.	01-15-515-232	Consultants – Design	\$59,600

ACTION PROPOSED: Adopt Resolution.

RESOLUTION NO. 91-R-57

A RESOLUTION RECOMMENDING ACCEPTANCE OF THE
WILLOWBROOK ROUTE 83 CORRIDOR STUDY PLAN REPORT

WHEREAS, Illinois Route 83 bisects the Village of Willowbrook from Interstate 55 to 59th Street; and,

WHEREAS, Illinois Route 83 has major social and economic impacts upon the character and citizens of the Village of Willowbrook; and,

WHEREAS, the Village of Willowbrook recognizes that its future is greatly dependent upon the nature and ultimate development of Illinois Route 83; and,

WHEREAS, the Illinois Department of Transportation is currently completing work on the widening of Illinois Route 83 from 55th Street to a point several hundred feet south of 63rd Street and plans to widen Illinois Route 83 from two lanes in each direction to three lanes in each direction from south of 63rd Street to Interstate 55 in the foreseeable future; and,

WHEREAS, the Board of Trustees authorized the Village Staff to contract with the firms of Trkla, Pettigrew, Allen & Payne, Inc. and Metro Transportation Group, Inc. to develop a report that would address all of the traffic operational, safety, economic, planning, environmental and aesthetic aspects connected with the planned widening of Illinois Route 83 from two lanes to three lanes in each direction from south of 63rd Street to Interstate 55; and,

WHEREAS, the Board of Trustees appointed residents, businessmen and officials to the Route 83 Corridor Study Project Steering Committee to work with the Village appointed consultants in order to examine all of the important traffic operational, safety, economic, planning, environmental and aesthetic aspects connected with the planned widening of Illinois Route 83; and,

WHEREAS, the Route 83 Corridor Study Project Steering Committee held their first meeting on March 12, 1991, at which meeting representatives of Trkla, Pettigrew, Allen & Payne and the Metro Transportation Group, Inc. presented the background of the study report; and,

WHEREAS, Mr. Wally Kos, of the Illinois Department of Transportation, presented to the Steering Committee on March 26, 1991, the history of the planning with regard to the entire stretch of Illinois Route 83 from Interstate 290 to Interstate 55; and,

WHEREAS, the first draft of the Willowbrook Route 83 Corridor Alternative Plan was forwarded to the Project Steering Committee for review on April 9, 1991; and,

WHEREAS, the Route 83 Corridor Study Project Steering Committee at a meeting held on June 18, 1991, forwarded their recommendation to the President and Board of Trustees to adopt the "Willowbrook Route 83 Corridor Study Plan Report" dated May 1991, with several modifications; and,

WHEREAS, the Plan Commission held a public hearing on July 16, 1991, to receive public comment with respect to the Willowbrook Route 83 Corridor Study Plan Report; and,

WHEREAS, the Plan Commission forwarded its recommendation to the President and Board of Trustees on July 16, 1991, to accept the "Willowbrook Route 83 Corridor Study Plan Report" dated May 1991, with several modifications; and,

WHEREAS, the City of Darien reviewed the draft of the "Willowbrook Route 83 Corridor Study Plan Report" prepared by Trkla, Pettigrew, Allen & Payne, Inc. and the Metro Transportation Group, Inc. dated May 1991 and forwarded comments pursuant to a letter from City Administrator Timothy Gagen to Village Administrator Bernard Oglietti dated August 26, 1991; and,

WHEREAS, the Village Staff prepared a report dated September 17, 1991, recommending the Board of Trustees to authorize the firms of Trkla, Pettigrew, Allen & Payne, Inc. and the Metro Transportation Group, Inc. to prepare the final draft of the "Willowbrook Route 83 Corridor Study Plan Report" incorporating the comments and recommendations made by the Route 83 Corridor Study Project Steering Committee, the Plan Commission, the City of Darien and the Village Staff; and,

WHEREAS, upon acceptance by the Board of Trustees, said Plan Report would be forwarded to the Illinois Department of Transportation and become the basis for the Village of Willowbrook's position with regard to all of the key elements related to planned improvements within the Route 83 corridor.

NOW, THEREFORE, BE IT RESOLVED, by the President and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois, that we hereby accept and endorse the "Willowbrook Route 83 Corridor Study Plan Report" dated May 1991, as prepared by the firms of Trkla, Pettigrew, Allen & Payne, Inc. and the Metro Transportation Group, Inc., attached hereto, and by this reference incorporated herein, as Exhibit "A"; and,

BE IT FURTHER RESOLVED by the President and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois, that the Village Clerk be and the same is hereby directed to file a certified copy of this Resolution with the following:

Honorable James Edgar, Governor
207 Statehouse
Springfield, Illinois 62706

Senator Wm. F. Mahar
14700 Ravinia
Orland Park, Il 60462

Senator George Hudson
6301 South Cass Avenue
Westmont, Il 60559

Representative Jane Barnes
11759 S. Southwest Highway
Palos Heights, Il 60463

Representative Thomas McCracken, Jr.
5757 S. Cass Avenue
Westmont, Il 60559

Mr. Aldo Botti, Chairman
DuPage County Board
421 N. County Farm Road
Wheaton, Il 60187

Mr. Wallace Brown
DuPage County Board
421 N. County Farm Road
Wheaton, Il 60187

Ms Gertrude Coit
DuPage County Board
421 N. County Farm Road
Wheaton, Il 60187

Mr. Kenneth Moy
DuPage County Board
421 N. County Farm Road
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Ms Barbara Purcell
DuPage County Board
421 N. County Farm Road
Wheaton, Il 60187

Ms Patricia Trowbridge
DuPage County Board
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Illinois Department of Transportation
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Schaumburg, Il 60196-1096

Mr. Wally Kos
Illinois Department of Transportation
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Schaumburg, Il 60196-1096

Mr. Kenneth Macander, Location Studies Section Chief
Illinois Department of Transportation
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Mr. Brian Bottomley
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DuPage Mayors and Managers Conference
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Carol Stream, Il 60187

Ms Lynn Montei, Executive Director
DuPage Mayors and Managers Conference
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Carol Stream, Il 60187

Mr. Aristide Biciunas, Executive Director
Chicago Area Transportation Study
300 W. Adams Street, Second Floor
Chicago, Il 60606

Mr. Lawrence Christmas, Executive Director
Northeastern Illinois Planning Commission
400 W. Madison Street
Chicago, Il 60606

Mr. William T. Zucek, President
Village of Burr Ridge
7660 S. County Line Road
Burr Ridge, Il 60521

Mr. John D. Purdy, President
Village of Clarendon Hills
1 N. Prospect
Clarendon Hills, Il 60514

Mr. Carmen Soldato, Mayor
City of Darien
1702 Plainfield Road
Darien, Il 60559

Mr. W.B. Martin Gross, President
Village of Hinsdale
19 E. Chicago Avenue
Hinsdale, Il 60521

Mr. Frank Bellerive, President
Village of Westmont
30 E. Burlington Avenue
Westmont, Il 60559

ADOPTED and APPROVED this 14th day of October, 1991.

APPROVED:

Eugene Moose
Village President

ATTEST:

Patricia T. Spatafore
Village Clerk

ROLL CALL VOTE: AYES: 6 Conklin, Pretzer, Landsman, Farina, Seick, LaMontagne
 NAYS: 0 None
 ABSENT: 0 None
 ABSTENTIONS: 0 None

**ROUTE 83
CORRIDOR STUDY AND PLAN
VILLAGE OF WILLOWBROOK, ILLINOIS**

Prepared for

**The Village of Willowbrook
Village Board and Plan Commission
and
The Route 83 Steering Committee**

by

**Trkla, Pettigrew, Allen & Payne, Inc.
Metro Transportation**

May 1991

TABLE OF CONTENTS

<u>Section</u>		<u>Page</u>
1.	INTRODUCTION	1
2.	BACKGROUND STUDIES	4
3.	ALTERNATIVE CONCEPTS	26
4.	ROUTE 83 PLAN AND POLICY	45
5.	IMPLEMENTATION	65

LIST OF FIGURES

	<u>Title</u>	<u>Page</u>
Figure 1	Study Area Boundaries	3
Figure 2	Transportation Plan (Comprehensive Plan Excerpt)	6
Figure 3	Pedestrian and Bicycle Facilities (Comprehensive Plan Excerpt)	8
Figure 4	Long Range Land Use (Comprehensive Plan Excerpt)	9
Figure 5	Existing Study Area Zoning	11
Figure 6	Existing Traffic Conditions, Route 83	14
Figure 7	Existing Peak Hour Traffic, Route 83	16
Figure 8	Existing Land Use	20
Figure 9	Vacant and Underutilized Parcels	21
Figure 10	Existing and Alternative New Signalized Intersections	29
Figure 11	Improvement Alternatives -- Widening Outside the Median	31
Figure 12	Improvement Alternatives -- Widening Inside the Median	32
Figure 13	Aesthetics and Noise Alternatives	35
Figure 14	Pedestrian and Bicycle Access and Circulation	39
Figure 15	Transportation Plan	46
Figure 16	Typical U-Turn	48
Figure 17	Future Traffic Assignment	51
Figure 18	Future Operations	52
Figure 19	Possible Signal Phasing (Midway Drive)	56
Figure 20	Landscaping and Lighting Plan	59
Figure 21	Route 83 Illustrative Profile	60
Figure 22	Pedestrian and Bicycle Improvements	63

LIST OF TABLES

	<u>Title</u>	<u>Page</u>
Table 1	Willowbrook Zoning Ordinance Standards	10
Table 2	Existing Levels of Service	17
Table 3	Summary of Vacant and Underutilized Parcels	22
Table 4	Evaluation Matrix - Route 83 Alternatives	43
Table 5	Estimated Site Generated Volumes	50
Table 6	Level of Service Results	54
Table 7	Route 83 Improvement Cost Estimates	67

I. INTRODUCTION

Background

Since 1971, the Village of Willowbrook, and a number of communities along Route 83, Kingery Highway, have discussed roadway widening and options for various ways of achieving roadway widening. Multiple studies have been completed on the subject, focusing on that portion of Route 83 between I-55 and I-290.

In 1975, the Villages of Willowbrook and Burr Ridge, and the City of Darien undertook a study to examine whether Route 83 should become a freeway, expressway or arterial street. Ultimately, an arterial street cross-section was selected for Route 83 within these communities in order to maintain reasonable property access and to least impact existing development conditions along the corridor. Since that time the Village of Willowbrook has studied and reviewed plans prepared by the Illinois Department of Transportation (IDOT) for the future improvement of Route 83 as an arterial street cross-section. The project is simply a widening of the traveled roadway lanes from a total of four to six lanes -- totaling three lanes in each direction.

Even though this basic policy determination has been in place throughout most of the last decade, the Village has not undertaken a study to determine for the community its preferences on the design of the widening improvements. While the roadway is under the jurisdiction of the Illinois Department of Transportation, the Village has an opportunity to develop policy on a variety of issues of concern to the community. Because the Illinois Department of Transportation has yet to initiate its design work for the widening, the Village's policy choices on these issues can be set forth and discussed with IDOT officials for inclusion within the widening plans.

Therefore, this study has assessed community preferences for the Route 83 widening and development policies for consideration by the Illinois Department of Transportation.

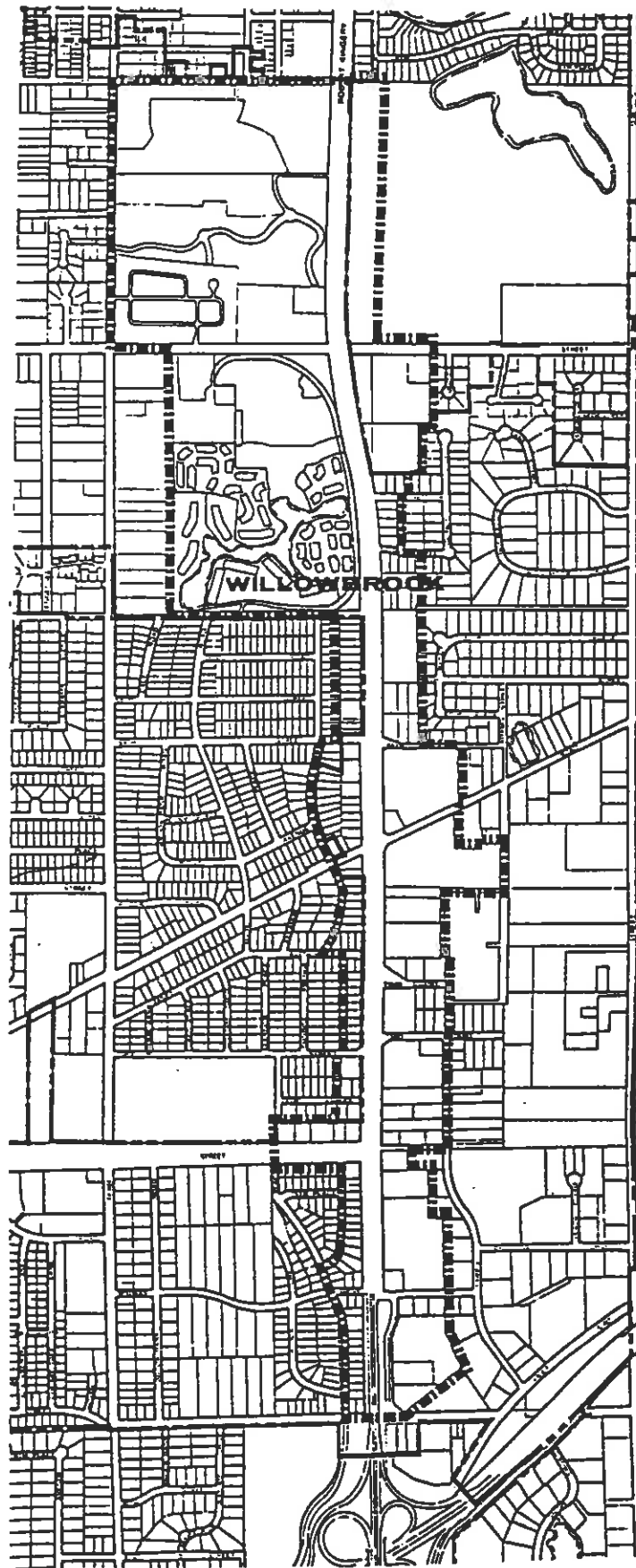
The Planning Program

In January of 1991, the Village of Willowbrook retained Trkla, Pettigrew, Allen & Payne, Inc., a Chicago-Based consulting firm, as lead consultant to assist in the process and formulation of the Route 83 Corridor Study and Plan. TPAP's work was augmented by the expertise of Metro Transportation, of Bloomingdale, Illinois, a transportation consulting firm. The process for preparing the plan included a three-phase process. The first phase consisted of analyzing existing conditions, identifying problems or deficiencies, and opportunities for improvement within and along the corridor. The second phase of the process included evaluating options to solve problems, take advantage of opportunities, and develop overall principles and standards. The third phase of the process included the preparation, review, hearing and adoption of this plan and report.

- o Project Initiation. The study began in January 1991. Early discussions with community officials and public workshops focused on the overall planning process and identification of major planning issues.
- o Route 83 Corridor Steering Committee. To facilitate input into the program, a project steering committee was created to review technical material and recommend policy alternatives to the Village Plan Commission and President and Board of Trustees. The committee was composed of a broad cross-section of community-based interests in the anticipated Route 83 widening.
- o Background Studies. Background studies evaluating existing conditions such as traffic generation and land use were undertaken. Previously prepared reports and plans were reviewed, as well as proposed Route 83 improvements, property ownership, and related studies. These were discussed in detail with the Steering Committee and were documented in a Background Studies work paper.
- o Issues, Concerns and Opportunities. Based on the findings and conclusions of the background studies, and a working session with the Steering Committee, overall issues and concerns to be addressed in the planning program were identified.
- o Development and Improvement Concepts. A report and graphics describing alternative solutions to issues and opportunities were developed and discussed with the Steering Committee. The results of these meetings became the basis for preparation of the *Route 83 Corridor Study and Plan*.

This *Route 83 Corridor Study and Plan* describes the results of the entire planning process and presents recommendations and policies for the Route 83 corridor. The report is divided into four parts: Background Studies; Alternative Concepts; Route 83 Policy and Plan; and Implementation. The geographic boundary of the study area is depicted in Figure 1, *Study Area Boundaries*.

It is important to point out that typically the background studies and alternate concepts are presented in a summary format. However, given that the information contained within these sections may be of important technical value to State and County officials, they have been presented virtually complete.



LEGEND

STUDY BOUNDARY

FIGURE 1
STUDY AREA BOUNDARIES
WILLOWBROOK ROUTE 83
CORRIDOR STUDY

Prepared by Trkla, Pettigrew, Allen & Payne, Inc.



2-20-91

Background Studies

This section summarizes the Background Studies which include: 1) past studies, reports and plans; 2) proposed Route 83 improvements; 3) existing traffic constraints; 4) land-use and property ownership; and 5) public attitudes and perceptions.

2. BACKGROUND STUDIES

This section summarizes the background studies undertaken during the first stage of the study. It includes a review of existing field conditions and traffic operations and identifies key issues and concerns to be addressed as part of this plan.

Transportation Studies and Policies

In 1975, the Villages of Willowbrook and Burr Ridge and the City of Darien undertook a joint land use impact study of Route 83 within the communities. The study was in response to a 1971 study prepared by the State of Illinois examining the economic feasibility of freeway construction between I-90 and I-55. The report emphasized land use impacts and focused on alternative street improvement designs. Alternatives were freeway, expressway, and arterial streets. The study evaluated these alternatives in terms of function (speed, access control, improvement design, etc.) and character in terms of impacts to the community. The study concluded that an arterial design best fit the needs and desires of the communities, and thus was adopted by all the participating communities.

From 1979 through 1984, the Illinois Department of Transportation conducted a series of technical studies prepared by James Benes and Associates for improvements to Route 83 between I-55 and I-290. The reports included an evaluation of design alternatives, environmental assessment, and a noise report. During this period, the issue of widening Route 83 was intensely debated by a variety of local governments. The last of the studies, completed in 1984, included an Arterial Street design through the Village of Willowbrook. In 1983, in response to the 1983 "Combined Location/Design Report, Illinois Route 83", June 1982, prepared for the Department of Transportation, the Village of Willowbrook adopted Resolution #83-R-14, which essentially supported the design alternative for Route 83 through the Village of Willowbrook with a number of stipulations and conditions. A copy of Resolution 83-R-14 is included in the Appendix to this report.

Finally, in 1984, Du Page County adopted its "Arterial Highway Development Policies and Standards for Du Page County". It establishes policies and standards for development along all arterial street corridors within Du Page County including Route 83. Standards and policies are established for access control, land use, and urban design. Standards focus on access control, particularly for driveways.

These policies and standards should be considered as alternative concepts for corridor improvement and development are prepared in the next phase of the study.

Village of Willowbrook Comprehensive Plan

The Village Comprehensive Plan, adopted in 1985, as amended, contains a number of policy statements with respect to the improvement and operation of Route 83. The Transportation Plan of the Comprehensive Plan is reproduced on the following pages and includes the following recommendations related to Route 83.

1. Route 83 through the community is to be maintained as a regional arterial.
2. Access control is asserted around the intersections of 63rd Street and Route 83 and Plainfield Road and Route 83 whereby access preferably is by service with frontage roads and no mid-block openings on Route 83.
3. Signalized intersections were proposed at 67th and Route 83 and on 63rd Street just west of Route 83.
4. Frontage roads are specifically recommended along portions of both the east and west sides of Route 83 between 67th Street and Plainfield Road and along the west side of Route 83 north of 63rd Street.

Figure 2, *Transportation Plan* of the Comprehensive Plan indicates these and other improvements. A variety of other recommendations relating to Route 83 are excerpted from the plan as follows:

Plan Recommendations

The *Transportation Plan*, illustrated in Figure 2, highlights recommended traffic-related improvements necessary for serving existing and projected development within the Village. It is designed to promote efficient traffic movement between the Village and regional transportation facilities, efficient pedestrian and vehicular circulation within and around the Village, and ease of access to all buildings and development areas. The following recommendations are made regarding proposed street improvements within the Village.

- o "Access to future development at the corners of the Route 83 and 63rd Street intersection should be reviewed very carefully in light of the heavy through and turning traffic at the intersection. A frontage road system should be developed to serve the northwest and southwest corners via 63rd Street. The frontage road should extend south from the Knolls access roadway to a signalized intersection on 63rd Street, not less than 600 feet west of Route 83. Access to new development at the southwest corner would also be serviced by this signalized intersection. However, there should be sufficient stacking distance between 63rd Street and the frontage road to ensure that development traffic does not impact 63rd Street.
- o Access to/from Route 83 near 63rd Street should be very limited in order to increase traffic safety and minimize vehicular conflicts. Access to future development at the northwest corner of Route 83 and 63rd Street should be limited to right in only near the north end of the property. A right out would affect the very heavy southbound right turns on Route 83 and create a safety problem for vehicles desiring to cross Route 83 and enter the southbound left turn lane to go east on 63rd Street. Upon completion of the frontage road system serving 63rd Street, the existing Knolls drive permitting right turns out onto Route 83 should be eliminated or restricted to emergency access only. Access to the southwest corner from Route 83 could be permitted as a right in/out only if it does not create any potential safety problems. This drive should have a separate deceleration lane on Route 83 at the entrance, sufficient stacking between Route 83 and the frontage road to ensure that there would be no impact on Route 83 and a separation of commercial and residential traffic, wherever feasible.

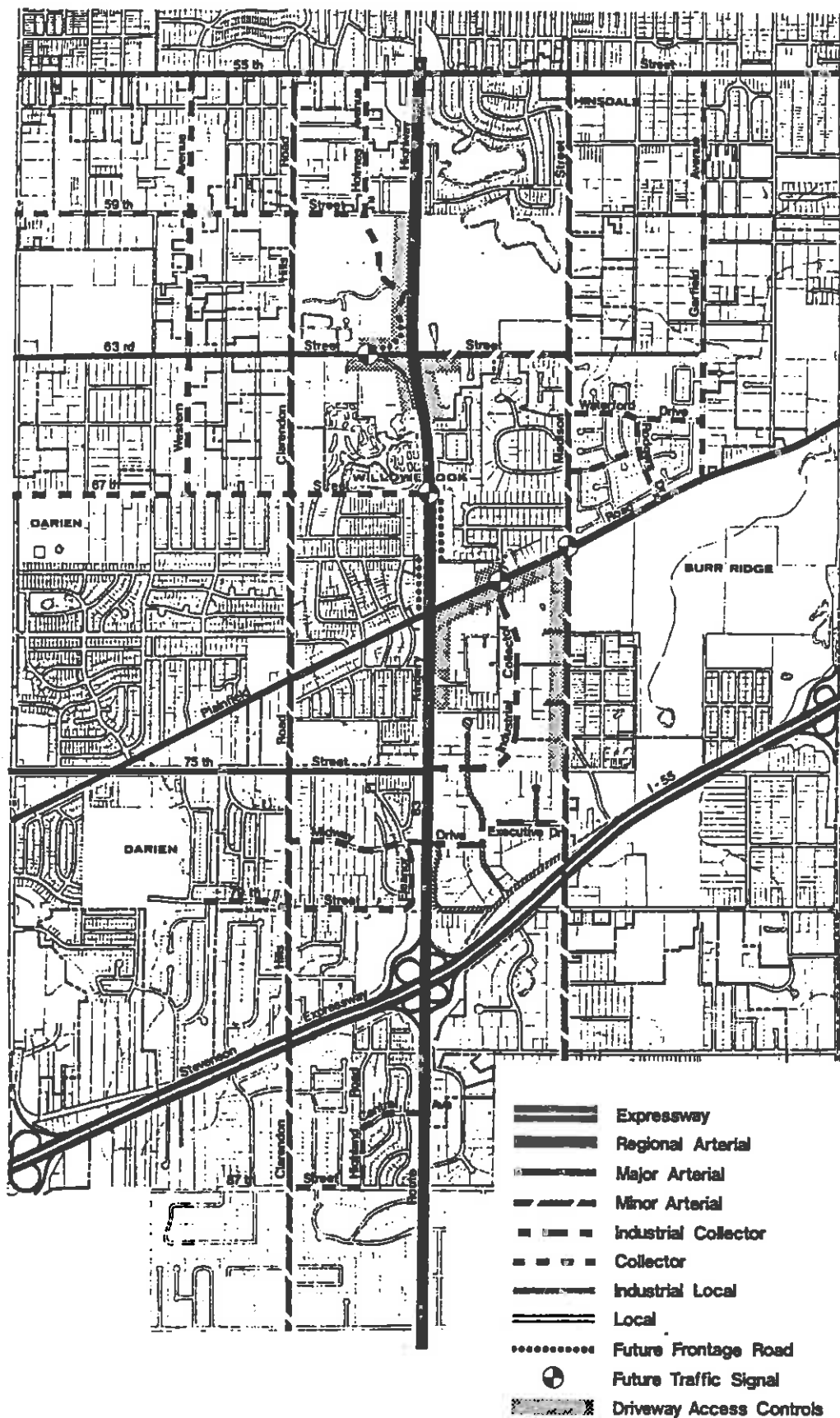


Figure 2
TRANSPORTATION PLAN
 VILLAGE OF WILLOWBROOK, ILLINOIS

- o Access to future development at the southeast corner of Route 83 and 63rd Street should be restricted to one right-in-right-out only drive onto Route 83 at the south end of the parcel, and full access onto 63rd Street at the eastern-most portion of the parcel. As the western parcel on this corner is only 75 feet deep, combined development with the eastern parcel is encouraged. Access onto 63rd Street for both parcels should be combined into one access point located as far east as possible to minimize traffic hazards.
- o In conjunction with future development, 59th Street should be upgraded to standards for a collector street as far east as Holmes Avenue. Due to proximity to the Route 83-55th Street interchange, 59th Street should not have access onto Route 83.
- o A frontage road should be constructed along the east side of Route 83 between 67th and 69th Streets, with possible signalization at 67th Street, in order to provide access to future development in this area. 68th Street should not extend farther west than Quincy Street to avoid infiltration of non-residential traffic through the residential areas to the east.
- o An industrial collector street should be constructed through the proposed industrial district, linking 75th Street with Madison Street, to service as primary access to future industrial development. This street should provide complete traffic separation between proposed development and the existing residential areas.
- o Upon completion of the proposed industrial collector, Quincy Street should be made a cul-de-sac at 73rd Court in order to remove industrial traffic from the residential neighborhood and should also be fully improved south to the Executive Plaza.
- o Driveway access should be limited along Route 83 north of 73rd Court, along Plainfield Road and along Madison Street north of the Executive Plaza due to high traffic volumes along these roadways. Driveway cuts should be limited, and utilization of frontage roads, consolidated parking and driveways should be encouraged.
- o Midway Drive should be improved to industrial local street standards between Route 83 and Quincy Street, with additional turning lanes provided between Route 83 and the frontage road. Midway drive should also be improved to residential collector street standards between Route 83 and Clarendon Hills Road.
- o The Village of Willowbrook should engage in a traffic monitoring program at critical intersections. Such a program will help to determine when significant improvements to the roadway system will be required as future development takes place. The appropriate planning of these improvements will help the existing roadways accommodate future traffic volumes safely and efficiently in light of the general lack of continuous routes in the area as well as a lack of open land for the construction of new roadways."

Further, the Comprehensive Plan Pedestrian and Bicycle Facilities Plan proposes sidewalk improvements along the east side of Route 83 between 67th and 72nd Court. An excerpt, *Pedestrian and Bicycle Facilities* of the Comprehensive Plan is described in Figure 3.

The Comprehensive Plan *Long Range Land Use Plan* is appropriate for consideration in view of land use impacts along the corridor. Figure 4 depicts an excerpt of the *Long Range Land Use Plan* for the Corridor Study area. The plan includes a wide range of land uses. The Plan has great relevance to the study since it is assured to guide future land use decisions and potential traffic trip generation impacting the street system under the study.

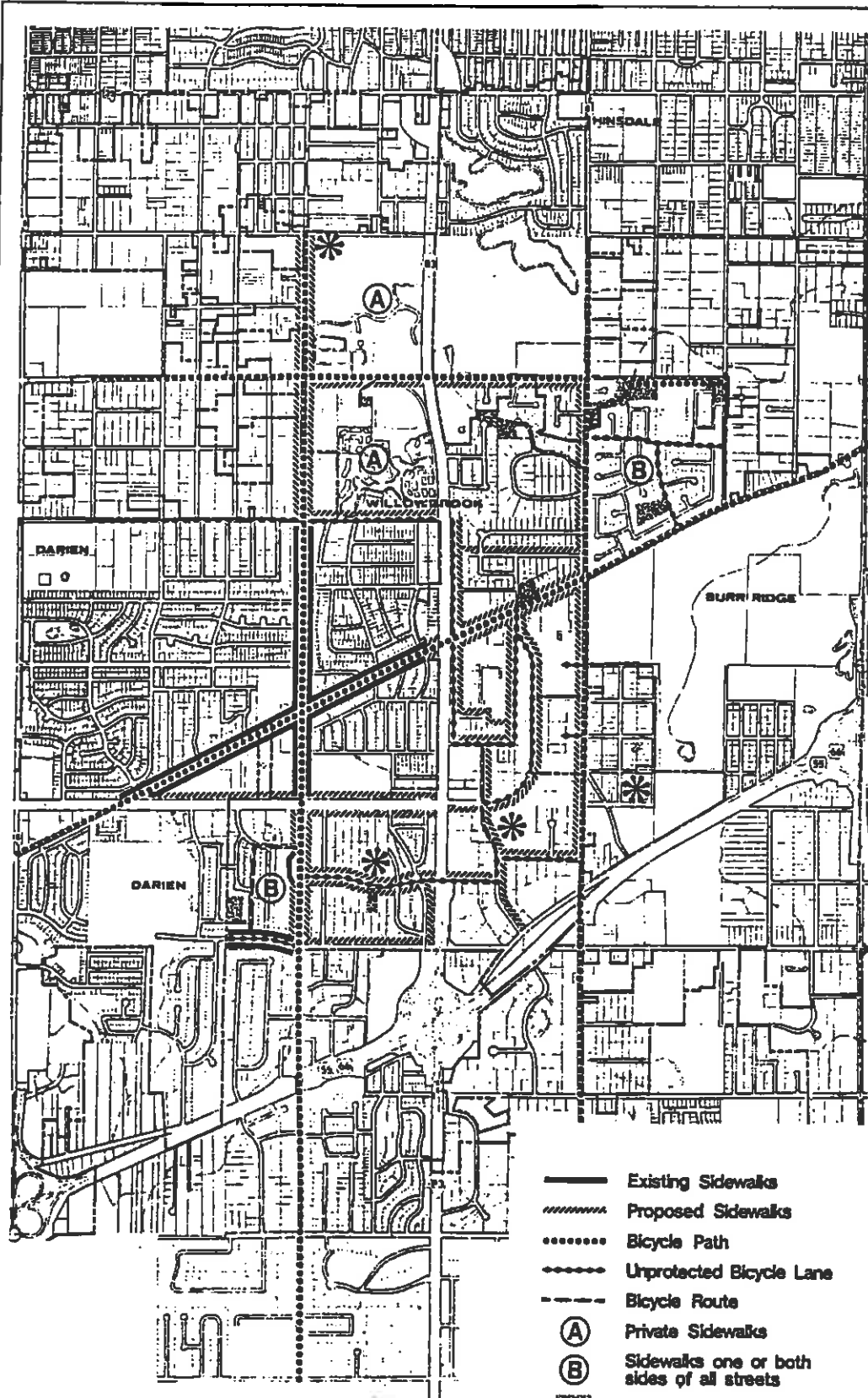


Figure 3
**PEDESTRIAN AND
 BICYCLE FACILITIES**
 VILLAGE OF WILLOWBROOK, ILLINOIS



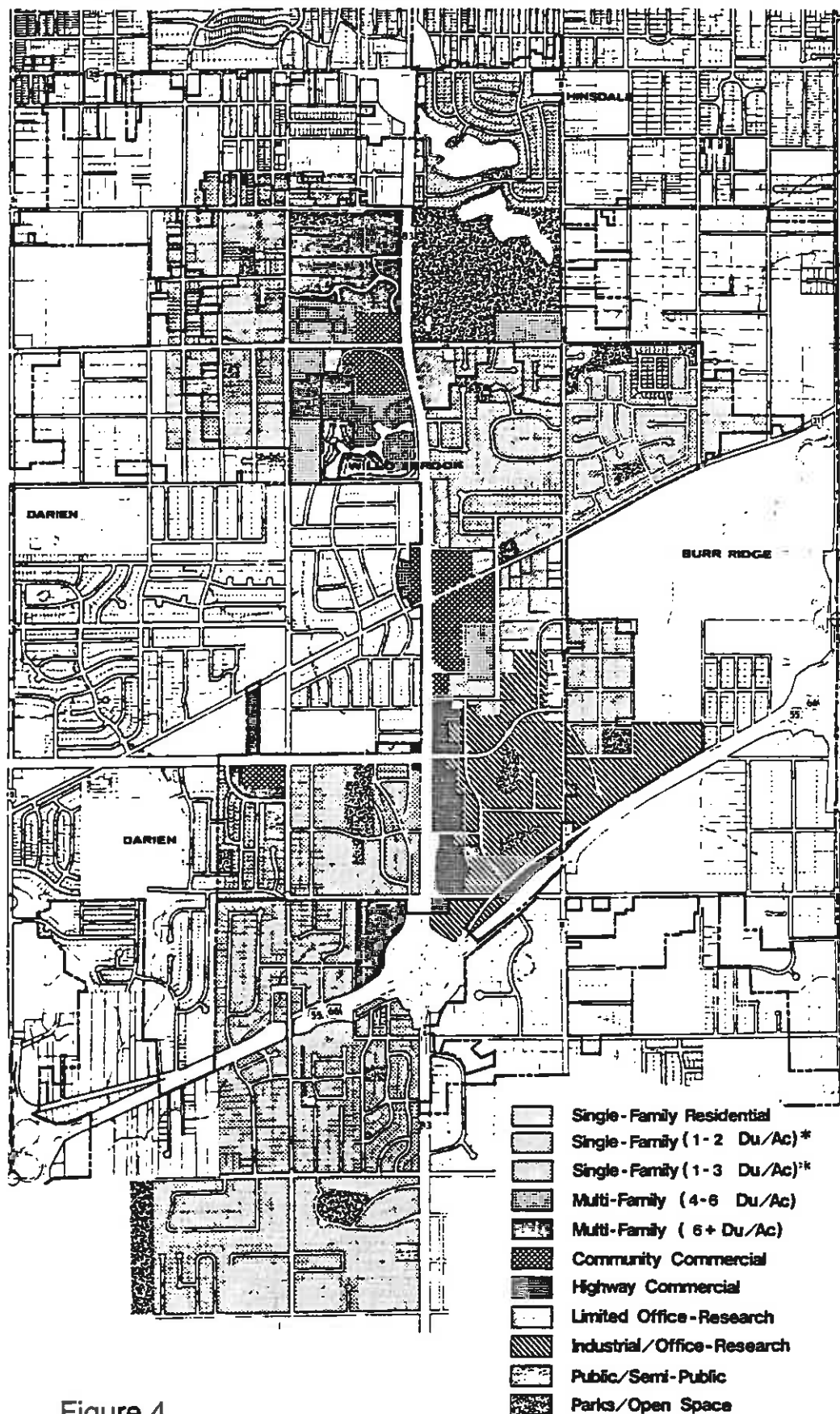


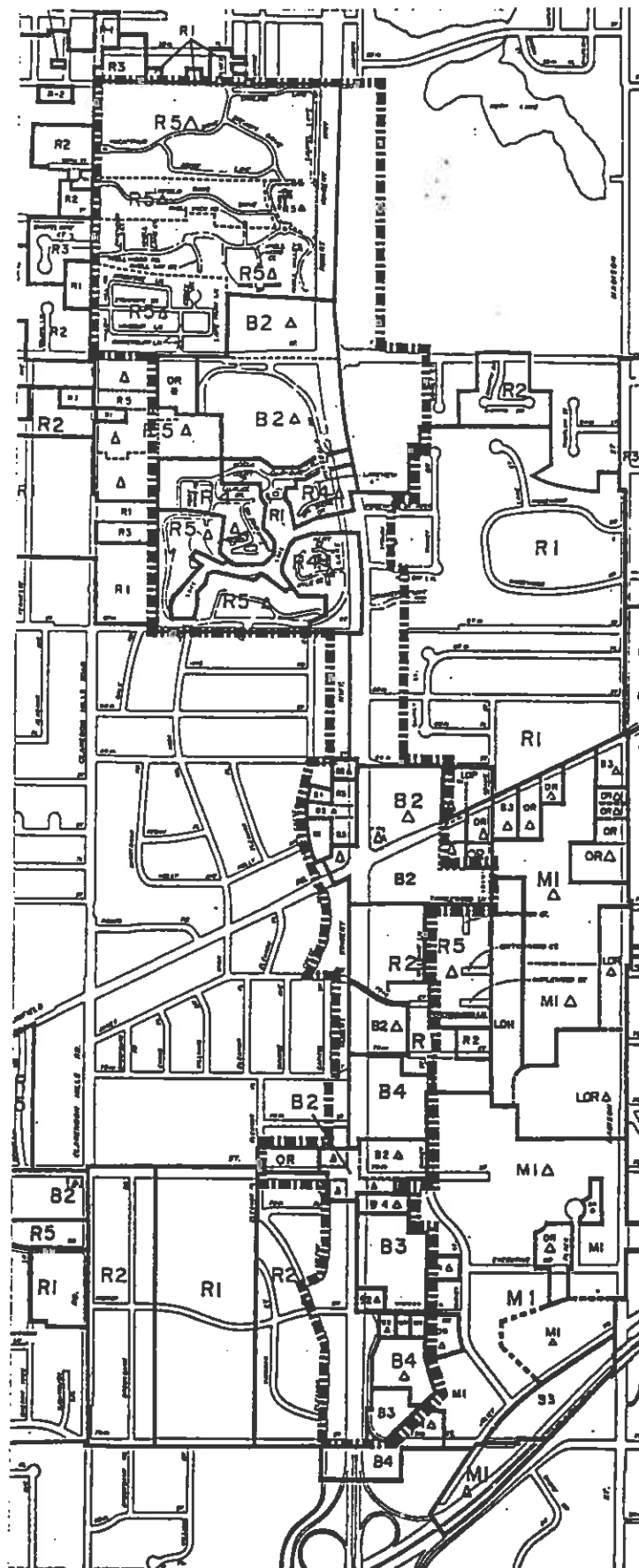
Figure 4
 LAND-USE PLAN
 VILLAGE OF WILLOWBROOK, ILLINOIS

Village of Willowbrook Zoning Ordinance

The Village of Willowbrook also enforces Zoning Regulations within the community and along the corridor study area. An excerpt of the *Official Village Zoning Map*, bearing the latest revision date of January 17, 1991, is shown in Figure 5. The districts, along with basic bulk and area standards, are as follows:

TABLE 1: Willowbrook Zoning Ordinance Standards

<u>Zoning Classification</u>	<u>Minimum Yard</u>			<u>Maximum FAR</u>	<u>Minimum Lot Size</u>	<u>Maximum Height</u>	<u>% Lot Coverage</u>
	<u>F</u>	<u>S</u>	<u>R</u>				
R-1 Single Family	60'	15'	50'	.3	1/2 acre	30'	30%
R-2 Single Family	40'	8.5'	35'	.3	13,000 s.f.	30'	30%
R-4 Single Family	40'	15'	30'	.35	13,000 s.f.	30'	35%
R-5 Multiple Family	40'	15'	35'	.4	13,000 s.f.	36'	40%
B-1 Neighborhood Shopping	60'	30'	40'	.3	1 acre	30'	50%
B-2 Community Shopping	60'	30'	40'	.3	1 acre	30'	50%
B-3 General Business	60'	30'	40'	.3	1 1/2 acres	30'	50%
B-4 Highway & Service Business	100'	40'	40'	.3	2 acres	35'	50%



LEGEND

- R1 SINGLE FAMILY
- R2 SINGLE FAMILY
- R3 SINGLE FAMILY
- R4 SINGLE FAMILY
- R5 MULTIPLE FAMILY
- B1 NEIGHBORHOOD SHOPPING
- B2 COMMUNITY SHOPPING
- B3 GENERAL BUSINESS
- B4 HIGHWAY & SERVICE BUSINESS
- LOP LIMITED OFFICE PROFESSIONAL
- OR OFFICE RESEARCH
- LOR LIMITED OFFICE RESEARCH
- MI LIGHT MANUFACTURING

FIGURE 5
ZONING
WILLOWBROOK ROUTE 83
CORRIDOR STUDY

Prepared by Trkla, Pettigrew, Allen & Payne, Inc.



2-20-91

Proposed Route 83 Improvements

Current plans for Route 83 through the Village of Willowbrook propose a widening from four to six lanes by means of adding one lane in each direction. A variety of other improvements are proposed, which include lighting, storm water drainage, and landscaping and screening. These plans are dated March 1983, prepared for the Illinois Department of Transportation, Environmental Assessment and Combined Report, Appendix A, Geometrics, and are included in the Appendix of this report. Noteworthy items include the following:

1. The Route 83 widening will begin just south of Midway Drive. The section south of Midway Drive is currently six lanes in width and tapering improvements will begin there.
2. Plans contain median breaks at the following intersections with Route 83:
 - o Midway Drive
 - o 75th Street
 - o 74th Street
 - o 73rd Court
 - o 72nd Court/Janet Avenue
 - o Plainfield Road
 - o 69th Street
 - o 67th Street
 - o Ridgemoor Drive West
 - o 63rd Street
 - o Knollwood Drive
3. It appears from plan sheets that all properties which currently maintain direct access for Route 83 may be permitted direct access in the future.
4. The right-of-way width throughout the Willowbrook cross-section is 200'. No right-of-way acquisition has been included as part of the plans within Willowbrook.
5. 75th Street east of Route 83 is proposed for right-in/right-out control.

Further, the Environmental Assessment prepared by the Illinois Department of Transportation dated March 1982, revised in March 1983, indicates provision for only one abatement measure; a sight screen through landscaping for six homes for a length of 1,000 feet along the west side of Route 83 between 69th and 67th Street. It should be noted that residents within this area are located within the City of Darien.

Finally, it is important to point out that no definitive improvement schedule has been set in place for the widening. However, Route 83 is scheduled to be widened to six lanes from 55th Street to 63rd Street in Willowbrook in 1991. During this widening, intersection improvements are also programmed for the 63rd Street and Route 83 intersection. Construction is already underway on these improvements, which include the addition of dual eastbound to northbound and northbound to westbound left turn lanes.

Existing Traffic Conditions

This section discusses existing traffic through the Route 83 corridor. It provides an overview of existing traffic operation, existing traffic volumes, and levels of service at critical intersections along the corridor.

The following roadway inventory illustrates the existing operations of the streets in the study area. Figure 6 depicts existing traffic operations (or movements) at intersections as well as existing traffic control devices.

Route 83 is a north-south four lane arterial roadway with paved shoulders that connect to Route 7 in Palos Heights, Illinois at its southern terminus and continues northerly through the state. Route 83 is divided by a wide grass median with a barrier curb. Median cuts are provided at the majority of the critical intersections surveyed in this review. Route 83 has 200 feet of right-of-way and a 45-mile per hour speed limit is posted on Route 83 in the study area. Route 83 is under the jurisdiction of the Illinois Department of Transportation.

It should also be noted that Route 83 is on the list of Strategic Regional Arterial (SRA) routes planned to be reviewed in detail by the Illinois Department of Transportation. According to forecasts prepared by the Chicago Area Transportation Study, travel in the year 2010 in Northeastern Illinois is expected to increase by 23 percent over 1980 levels. In the last few years, rapid economic development and growing population have resulted in significant increases in congestion on the region's expressways, and on arterial and local roads in many parts of the region as well. The SRA system was developed to deal with urban congestion and improve regional mobility. Stricter controls on access and signal installations on SRA routes are some means available to accomplishing these goals.

Plainfield Road, 75th Street, and 63rd Street are major four lane east-west roadways in the study area that are under the jurisdiction of DuPage County. These roadways provide more localized access to the areas east/west of the recently completed I-355 Tollway, as well as 75th Street and 63rd Street providing direct access to I-355.

Other critical roadways in the study area include Ridgemoor Drive West, 67th Street, 68th Street, 69th Street, 73rd Court, 74th Street and Midway Drive. These two lane undivided roadways, under local jurisdiction provide access to the surrounding development in the vicinity of Route 83. The majority of the numerous commercial developments along Route 83 also have direct access to Route 83.

Existing Traffic

In order to gain up-to-date information regarding traffic volumes on the roadways in the study area, peak hour counts were conducted during the morning and evening peak periods (6:30 - 9:00 A.M. and 4:00 - 6:30 P.M., respectively) on January 24, 1991, at the following intersections:

- Route 83/63rd Street
- Route 83/Ridgemoor Drive West
- Route 83/67th Street
- Route 83/68th Street
- Route 83/69th Street
- Route 83/Plainfield Road
- Route 83/73rd Court
- Route 83/74th Street
- Route 83/75th Street
- Route 83/Midway Drive

63rd St.



Ridgemoor
Dr.

67th St.

IL Rte. 83

68th St.

69th St.





Plainfield

73rd Ct.

74th St.

75th St.

Legend

-  -TRAFFIC LANE
-  -TRAFFIC SIGNAL
-  -STOP SIGN
-  -YIELD SIGN

Midway Dr.

NOTE: Not To Scale



TITLE:

EXISTING OPERATIONS

FIGURE:6

These time periods were chosen since they coincide with the anticipated peak period of the surrounding developments. The results, illustrated on Figure 7, indicate that the heaviest traveled hours occurred in the morning from 7:15 - 8:15 A.M. and in the evening from 5:00 - 6:00 P.M.

Traffic counts previously conducted in May, 1988, at the Route 83/63rd Street intersection allowed for a comparative analysis. It was found that the overall volumes have decreased by as much as 25 percent at the Route 83/63rd Street intersection between May 1988 and January 1991. This can be attributed to a shift in traffic to I-355 and is typical of other routes near the I-355 corridor. For example, the volumes on Route 53 in Lisle have dropped by more than 30 percent.

Based on the peak hour counts, a directional split can be noted in the traffic flow. Traffic appears to be traveling northbound in the morning and the reverse in the evening. Turning movements at various intersections also reflect this movement. For example, the counts at the 63rd Street/Route 83 intersection illustrate a predominate east-to-northbound left turn in the morning and a heavy south-to-westbound right turn in the evening. At the Plainfield Road/Route 83 intersection, a heavy north-to-eastbound right turn can be seen in the morning and the reverse east-to-southbound left turn can be seen in the evening. Also, at the Midway Drive/Route 83 intersection, a heavy north-to-eastbound right turn can be seen in the morning with a predominant west-to-southbound left turn in the evening. The heavy maneuvers at the 75th Street/Route 83 intersection were not found to follow this pattern. Heavy east-to-north and southbound maneuvers can be seen in the morning; however, in the evening there is a heavy north-to-westbound left turn which is opposite the predominant southbound direction.

Level-of-Service (LOS) Analyses

The existing operations of the nearby critical intersection locations were evaluated using level-of-service analyses. All intersections previously mentioned were included in the evaluation. The analyses were conducted using the existing traffic estimates and the existing roadway geometry. The overall intersection levels-of-service are shown in Table 2 and described on the following page in more detail.

Based on the results of the analyses, the majority of the signalized intersections in the study area operate at an acceptable level of service. LOS "D" is considered by IDOT to be an acceptable level-of-service. However, some peak hour congestion was evident in the general area. Based on field observations, the congestion appears to be due to inadequate storage lengths for turn lanes. Vehicles waiting to turn left queue out of the separate turn lane and thus, essentially block the adjacent through lane.

Due to the high volume of through vehicles on Route 83 during the peak hours, the ability for vehicles to make a right or left turning maneuver from the unsignalized cross-streets is impaired. This is illustrated in the level-of-service analyses. Many of the turning maneuvers at the unsignalized intersections are operating at an unacceptable level-of-service during the peak hours (below LOS "D").

Also observed was a lack of signal coordination along Route 83, specifically at the 67th Street/Route 83 intersection. IDOT is continually monitoring this situation. However, with the widening of Route 83 just north of the study area, any improvements at this time to the signal progression system would be virtually futile. The hardware necessary to coordinate signals in the study area is in place and an attempt to correct the signal timings and thus provide progression will be made once construction is complete.



63rd St.

(100)445
(335)380
(205)195

90(560)
795(145)
35(30)

135(40)
10(115)
180(40)

(120)225
(1090)1230
(30)36
15(5)
20(5)

Ridgemoor
Dr.

67th St.

(30)90
(60)105

(1235)1475
(5)

(70)30
(1210)1385
10(15)

68th St.

(1175)1715
25(15)

1415
(1280)
10
(16)

69th St.

(-)

(-)

1425

(10)5

60(170)

45(125)

955(1410)

180(655)

160(140)

105(285)

Plainfield

(165)140
(270)575
(40)40

(90)20
1245
(10)15
265
(130)

35(40)
1000
(1855)
65(40)

35(45)
5(5)
30(30)

73rd Ct.

(5)15
(5)5
(10)25

(20)10
(1185)1480
(35)40

(-)

(-)

1055
(1695)

74th St.

(5)
(-)

(5)
(1235)1530

85(110)

(125)20
(1300)1290
(130)340

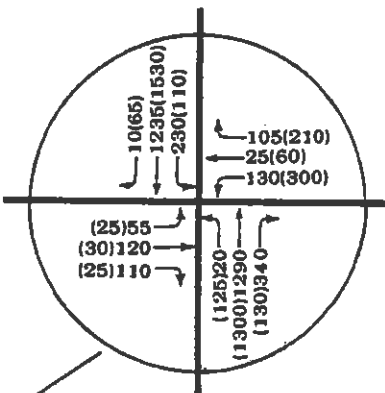
980(1585)

75th St.

(130)315
(120)495

1425236
(1110)1215

Midway Dr.



NOTE: Not To Scale













TITLE:

EXISTING TRAFFIC

FIGURE:7

TABLE 2

LEVEL-OF-SERVICE RESULTS¹
IL ROUTE 83 CORRIDOR

Existing Type of Control ²	Intersection	Existing Traffic	
		A.M. Peak	P.M. Peak
	63rd St./IL 83	D	C
	Ridgemoor/IL 83: southbound to eastbound westbound to southbound westbound to northbound	D E B	D E A
	67th St./IL 83	A	B
	69th St./IL 83: northbound to westbound southbound to eastbound eastbound to northbound eastbound to southbound westbound to southbound westbound to northbound	C D E A E B	D D E C E B
	Plainfield Rd./IL 83	C	C
	72nd Ct./IL 83	-	-
	73rd St./IL 83: northbound to westbound southbound to eastbound eastbound to northbound eastbound to southbound westbound to southbound westbound to northbound	C E F A F C	E D E A F B
	74th St./IL 83: westbound to northbound westbound to southbound northbound to westbound	E A C	E C E
	75th St./IL 83	B	B
	Midway Dr./IL 83	C	D

¹ Level-of-service is measure of how well the intersection works. The levels-of-service range from LOS "A" (best) to LOS "F" (worst). LOS "D" is considered an acceptable level-of-service by IDOT in urban areas.

² Legend:  - signalized:  - stop controlled

In summary, based on review and analyses of the existing conditions, the majority of the signalized intersections in the study area are currently operating at an acceptable level-of-service. It is also noted, however, that due to the substantial through volumes on Route 83 that the individual turning maneuvers at the unsignalized intersections in the study area are operating at an unacceptable level of service.

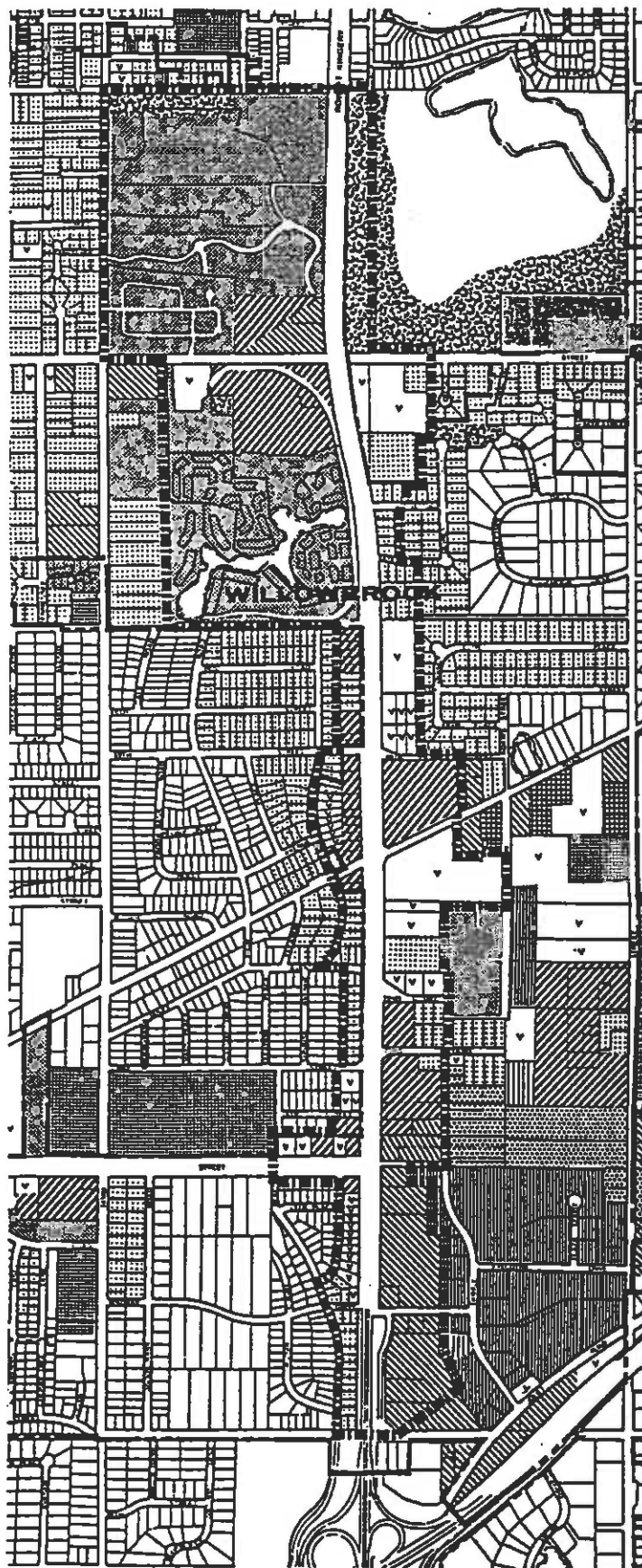
In a separate study prepared by Metro Transportation in January 1991, an analysis of the intersection of Knollwood Road and Route 83 was prepared which evaluates whether the Route 83 median opening should be closed or remain as a full, uncontrolled intersection. In short, the analysis concludes that a limited access scheme permitting only a right-in/right-out access is the safest. The Willowbrook Village Board of Trustees, through action taken on January 28, 1991, recommended to the Illinois Department of Transportation that the intersection modification limiting access be incorporated into the widening plans for the Route 83 corridor (see Appendix).

Land Use and Property Ownership

Existing land use within the corridor study area is depicted in Figure 8.

As can be seen by comparison between categories, better than roughly 90% of the study area is developed. There are, however, ten vacant and/or underutilized sites within the corridor as shown in Figure 9. Underutilized parcels, for purposes of this study, are properties which, notwithstanding an existing land use, are subject to change due to their proximity to Route 83, access, zoning and other development policies of the Village which suggests a strong possibility of land use intensification in the future. The following pages briefly highlight each site's "holding capacity" or development potential. The exercise will be useful in Phase III of the study as the data will be used in the overall traffic analysis. Please note that the numeric listing of these parcels correspond to the parcels identified in Figure 9.

1. Site North of Lake Hinsdale Tower
 - o Size: 3.5 acres (\pm 152,460 square feet)
 - o Comprehensive Plan Description: Office
 - o Current Zoning: Office Research (OR)
 - o Holding Capacity: 70,000 square feet -- Office
2. SE Corner of 63rd Street and Route 83
 - o Size: 18.55 acres (\pm 808,036 square feet)
 - o Comprehensive Plan Description: Limited Office
 - o Current Zoning: R-4 Single Family (DuPage County)
 - o Holding Capacity: 242,400 square feet -- Office
3. Parcels between 69th and 67th Streets -- East Side of Route 83
 - o Size: 9.5 acres (\pm 413,820 square feet)
 - o Comprehensive Plan Description: Limited Office
 - o Zoning: Limited Office
 - o Holding Capacity: 124,000 square feet -- Office
4. West Side of Route 83 at the Intersection of 68th Street
 - o Size: 1 acre (\pm 43,000 square feet)
 - o Comprehensive Plan Map Description: Commercial (Village of Darien)
 - o Zoning: Commercial (City of Darien)
 - o Holding Capacity: \pm 10,000 square feet -- Retail
5. Parcels Fronting on Crest Road
 - o Size: 4 acres (\pm 174,240 square feet)
 - o Comprehensive Plan Map Description: Multi-family (4.6 D.U.'s/acre)
 - o Zoning: B-1 Neighborhood Shopping and B-3 General Business
 - o Holding Capacity: 23 Multiple Family Dwelling Units



LEGEND

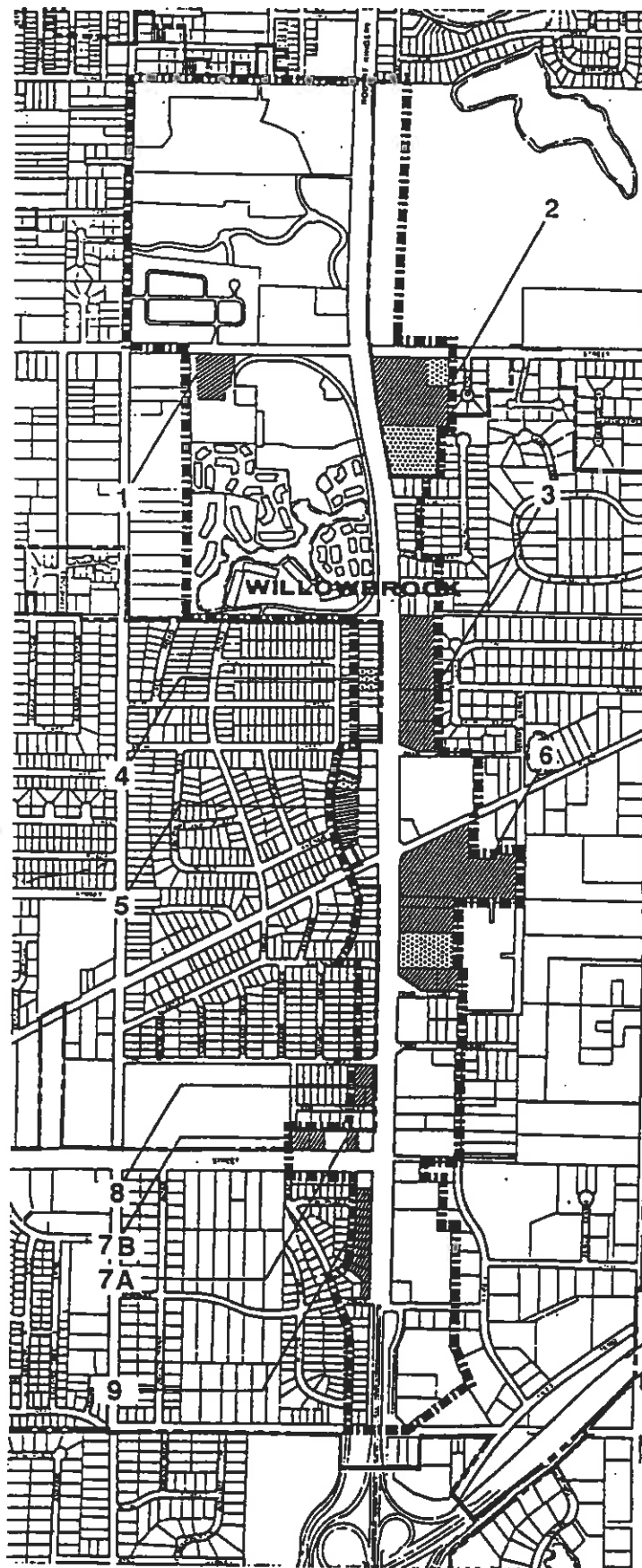
	SINGLE FAMILY
	MULTIPLE FAMILY
	COMMERCIAL
	OFFICE
	COMMUNITY FACILITIES
	COMMERCIAL-RETAIL
	OFFICE RESEARCH
	OPEN SPACE
	VACANT

FIGURE 8
EXISTING LAND USE
WILLOWBROOK ROUTE 83
CORRIDOR STUDY

Prepared by Trkla, Pettigrew, Allen & Payne, Inc.



2-20-91



LEGEND



-  VACANT PARCEL
-  UNDERUTILIZED PARCEL
- 1 DEVELOPMENT PARCEL NUMBER

FIGURE 9
VACANT AND UNDERUTILIZED PARCELS
WILLOWBROOK ROUTE 83
CORRIDOR STUDY

Prepared by Trkla, Pettigrew, Allen & Payne, Inc.



2-20-91

6. SE Corner of Plainfield Road and Route 83
 - o Size: 24 acres (\pm 914,760 square feet)
 - o Comprehensive Plan Map Description: Community Commercial
 - o Zoning: B-2 Community Shopping; R1 and R2 Single Family Residential
 - o Holding Capacity: 220,000 square feet -- Retail
7. NW corner of 75th Street and Route 83
 - o *Size: (A) .50 acres (\pm 20,000 square feet)
(B) 1.56 acres (\pm 68,000 square feet)
 - o Comprehensive Plan Description: (A) & (B) Limited Office Research
 - o Zoning: (A) B-2 Community Shipping
(B) OR Office Research
 - * See Figure 9 for parcel locations.
 - o Holding Capacity: (A) 6,000 square feet -- Office Research
(B) 27,000 square feet -- Office Research
8. West Side of Route 83 Between 73rd Court and 74th Street
 - o Size: 2 acres (\pm 88,000 square feet)
 - o Comprehensive Plan Map Description: Vacant (City of Darien)
 - o Zoning: B-1 Neighborhood Commercial
 - o Holding Capacity: \pm 21,000 square feet commercial/retail
9. West side of Route 83 Between 75th Street and Midway Drive
 - o Size: 4 acres (\pm 170,000 square feet)
 - o Comprehensive Plan Map Description: Multiple Family Residential (4-6 D.U.'s/Acre)
 - o Zoning: R-2 Single Family
 - o Holding Capacity: 24 Single Family Attached Dwellings

Table 3: Summary of Vacant and Underutilized Parcels

<u>Site Number</u>	<u>Commercial (Sq.ft.)</u>	<u>Office (Sq.ft.)</u>	<u>Multi-family (dwellings)</u>
1		70,000	
2		242,000	
3		124,000	
4	10,000		
5			23
6	220,000		
7		33,000	
8	21,000		
9			24
Total	<u>251,000</u>	<u>469,000</u>	<u>47</u>

Public Attitudes and Perceptions

On January 21, 1991, the Village sponsored a community workshop to solicit the views and opinions of the community relative to the anticipated widening. The objective was to seek public comment early in the study. The Village provided notice to property owners and businesses within the boundary of the study area and also forwarded notification to other civic and interested organizations including the Chamber of Commerce, the City of Darien and various homeowner's associations. Participants in the workshop were asked to respond to a series of questions concerning their perceptions, needs and attitudes about the Route 83 corridor. The following is a summary of the most frequent responses to the four questions asked. A complete compilation of responses is included in the Appendix.

- Q. List the five most important issues associated with Route 83 in Willowbrook.

Responses

- ☐ Maintain access to individual homes or businesses to Route 83.
- ☐ Noise and pollution impacts.
- ☐ Maintain east-west street connection to Route 83.
- ☐ Provisions for sound barriers which will also serve for security and privacy measures.
- ☐ Maintain traffic flow.

- Q. Rank the three most important issues discussed.

Responses -- Most Frequently Stated

- ☐ Access for existing businesses should be maintained.
- ☐ Noise pollution abatement.
- ☐ There is no need to widen Route 83.

- Q. List two to four specific ways which you think the Route 83 Corridor can be improved.

Responses -- Most Frequently Cited

- ☐ Noise abatement along Route 83.
- ☐ Maintain existing access.
- ☐ Widening should occur within the median.
- ☐ Provide for bike and pedestrian paths.
- ☐ Larger intersections need double left turn lanes.
- ☐ Traffic synchronization (traffic signals) can be improved.

- Q. Please identify two to four assets or characteristics of Route 83 Corridor which you feel require protection.

Responses-- Most Frequently Stated

- ☐ Maintain landscaping and open space.
- ☐ Maintain existing access for businesses.
- ☐ Noise abatement.
- ☐ Maintain speed limits.
- ☐ Maintain east-west traffic flow.

Other Public Comments

Prior to the initiation of this study, in September of 1990, a petition was prepared by Willowbrook residents and was submitted to Village of Willowbrook officials requesting the closure of 68th and 69th Streets just east of Route 83. The basis for the request, as stated in the petition, is "Non-residents using the entrances to avoid the lights at Route 83 and Plainfield and Plainfield and Madison are normally in a hurry to get to work and travel through the subdivision at high speed." A copy of the petition is included in the Appendix and was considered and evaluated as part of the Route 83 alternatives.

Additionally, throughout the planning process, a number of individuals corresponded with the Steering Committee expressing views and concerns, or responded to the activities of the Committee. This additional correspondence is also included in the Appendix. Finally, it is important to note that a representative from the Illinois Department of Transportation Bureau of Programming, Mr. Wally Kos, met with the committee on March 26, 1991, to discuss IDOT policy in general and as it related to Route 83.

Issues and Opportunities

Through the review and discussion of this material, the Steering Committee arrived at a number of conclusions and needs which the study must address. These include the issues and opportunities summarized below.

- o Through testing of alternatives, are the comprehensive plan statements for frontage roads, signalized intersections, new street improvements, sidewalks, bike paths still valid today?
- o Proposed land use as articulated in the current Comprehensive Plan as amended is appropriate. Future trip generation to and from vacant and underutilized sites will not pose any capacity problems. However, access control should be asserted for many of these parcels.
- o Widening has occurred within the existing median for Route 83 north of Willowbrook. Must widening occur within the median, or could it occur outside the median?
- o A variety of concerns were raised regarding noise and aesthetics. What options are there for noise and visual abatement; what should be the policy regarding street lighting; what are IDOT's policies regarding locations for landscaping; and what costs might IDOT cover in any project improvement?
- o There is a desire to maintain east-west vehicle access across Route 83. Can this be achieved? If not, what options exist?
- o Route 83 functions as a physical barrier between east and west Willowbrook for pedestrian and bicycle access. Can access across Route 83 be improved and how?
- o Existing business and other property owners desire to maintain direct access to Route 83. Can this be accommodated? If not, why? What are the alternatives?

- o Traffic progression on Route 83 is important and should be improved where possible.
- o Speed limits should be maintained or decreased.
- o Property access during construction is important.
- o Drainage conditions should not be negatively impacted, and to the greatest extent possible, improved.

These basic issues and needs formed the general basis from which plan alternatives were prepared.

Alternative Concepts

This section discusses potential improvement solutions to the issues and opportunities found in the first part of the study. From these alternatives, the community arrived at a preferred plan for the Route 83 corridor.

3. ALTERNATIVE CONCEPTS

In order to arrive at a planning and transportation solution for the Route 83 corridor, principles and standards are developed which indicate general parameters for the assessment of options. The principles and standards serve as a measuring stick to assure that alternatives can reasonably be secured and implemented in the future. Based upon general principles and standards, alternatives for future improvement were developed. These alternatives conceptually illustrate possible solutions to needs, issues, and opportunities. The concepts were developed focusing on key functional planning issues related to the Route 83 corridor: 1) transportation; 2) noise and aesthetics; 3) pedestrian and bicycle access; and 4) related policy considerations.

The alternatives are summarized in the section below and the preferred plan is discussed in the following section.

Alternatives

Overall Considerations

A few overall considerations should be kept in mind as a frame of reference in which to evaluate policy alternatives.

1. Location of Corridor Widening.

A major issue of the proposed improvements is whether widening should occur within the existing median or outside the median of the existing street. The solution has important implications which are noted below.

Widening Outside the Median

- o Widening outside the median of the existing street would permit use of U-turns. These U-turns are not the turns typically permitted at signalized intersections. Rather, they are characterized as "mid-block" turns where the median is penetrated specifically to allow the movement. U-turns can be effective where median closures are proposed. Emphasizing Route 83 as a Strategic Regional Arterial means that except for signalized intersections, existing median crossings will be under significant pressure for closure. Widening outside the median will allow sufficient median width to permit U-turn improvements to compensate for the loss of left turns at existing median openings.
- o Widening outside the median, however, may impact utilities, signs and existing driveway access points. It will also move the traveled lanes closer to existing land-uses along the roadway.

- o This approach could permit tree planting within the median, if desired.

Widening Within the Median

- o This alternative would eliminate the option for U-turns within the median causing circuitous cross-street access. It is assumed that an inadequate turning radius will result where the widening improvement makes the width of the median less than approximately 40 feet. It will force stronger consideration of "off-route" access solutions for vehicular circulation.
- o Widening within the median will have the least impact to existing land-use access and utility conditions along the corridor.

2. Location of New Signalized Intersections

Again, bearing in mind that Route 83 is a Strategic Regional Arterial, the Illinois Department of Transportation's (IDOT) design objectives will be to increase roadway capacity where possible and enhance the movement of traffic. Ultimately, this means the reduction of median openings along the corridor and some combination or elimination of curb cuts serving individual land-uses.

The placement of new signalized intersections can be very important in influencing other access alternatives. Frequently, frontage roads can be used in blocks surrounding a signalized intersection to further coordinate access. The need for a signalized intersection will basically be determined by the anticipated volume of traffic to and from the major route; whether the intersection is for public or private access; and potential for solving other access and traffic progression problems in the vicinity.

Transportation Alternatives

This section discusses principles and standards and alternative traffic improvements for the Route 83 corridor.

Principles and Standards

- o For Strategic Regional Arterial streets, IDOT desires a minimum spacing between signalized intersections of 1,300 feet, although when unique circumstances exist, the spacing distance may be reduced.
- o Proposed signalized intersections must meet IDOT warrants for traffic volumes. Generally, volumes along Route 83 meet warrants and the need for a signal is a question of the cross street or access it is intended to serve with relation to other traffic control systems in the area.
- o Mid-block U-turns are presumed to require a minimum median width of 40 to 44 feet, although no clear standards are set.

- o As a Strategic Regional Arterial street, median breaks at unsignalized intersections will be pressured for closure.
- o Existing points of access typically are maintained except that IDOT strongly encourages combined access points and the use of frontage roads.

Alternative Considerations

The proposed alternatives are depicted in Figures 10 through 12. Figure 10 depicts *Existing and Alternative Signalized Intersections*; Figure 11 depicts *Improvement Alternative -- Widening Outside the Median*; and Figure 12 shows *Improvement Alternative -- Widening Within the Median*. These alternatives are discussed below in terms of: 1) signalized intersections; 2) median breaks and U-turns; 3) frontage roads and access control; and 4) other related improvements.

Signalized Intersections

Existing signalized intersections at Route 83 include:

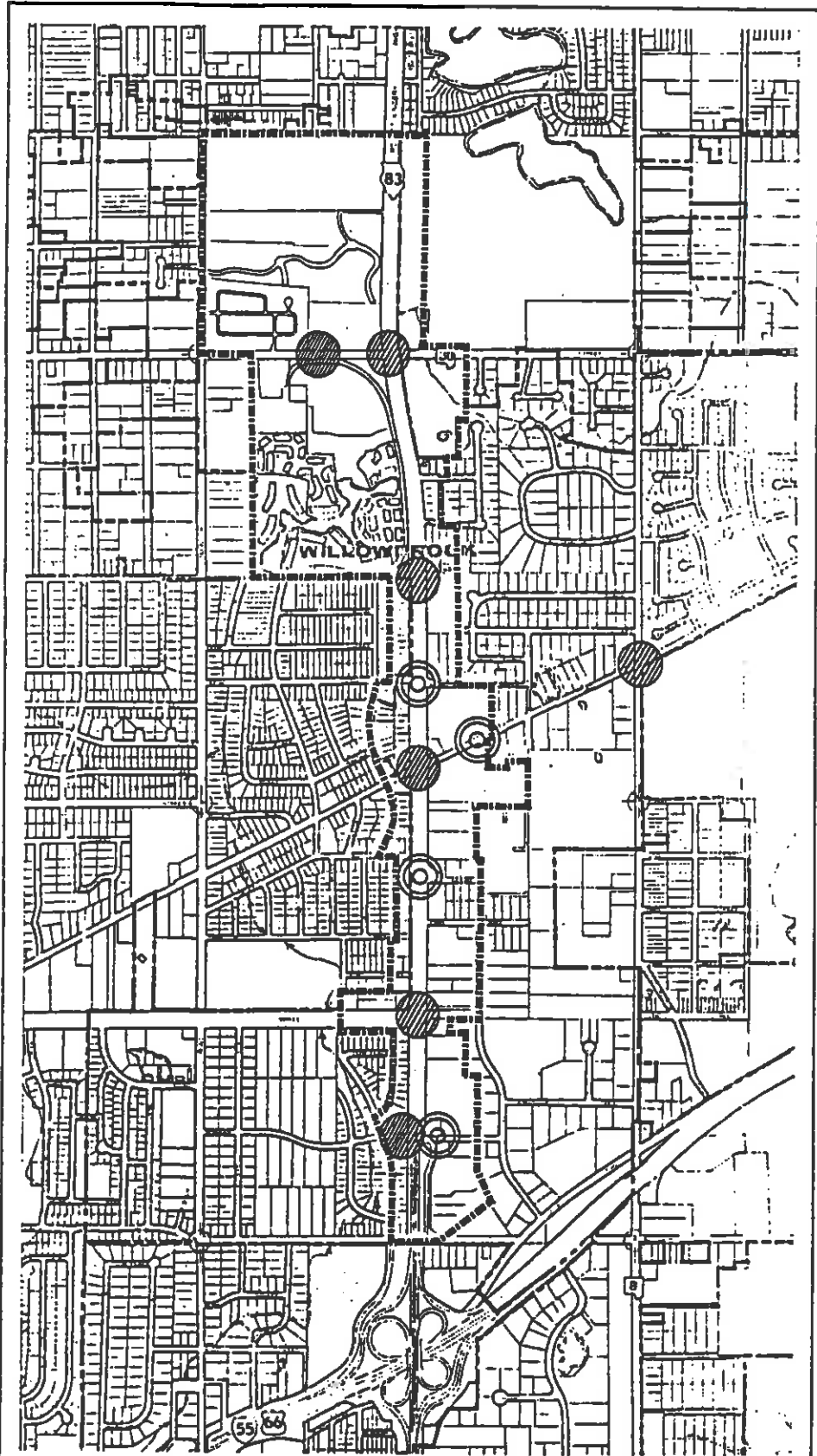
63rd Street
67th Street
Plainfield Road
75th Street
Midway Drive

Additional potential signalized intersections on Route 83 include:

69th Street
72nd Court
Midway Drive at the Route 83 frontage road
Plainfield between Route 83 and Adams Street

69th Street is viewed as having potential for a signalization since it could interconnect with frontage roads considered along both the east and west sides of Route 83. However, it is doubtful that a signal would be approved without the opening of the west leg of 69th Street in the City of Darien. Currently, 69th Street is blocked approximately 400 feet west of Route 83 within the City of Darien.

72nd Court is seen as having strong potential for a signalized intersection. The street adjoins the southern boundary of the planned Town Center for the Village. The Town Center is intended to be commercial/retail in nature and will generate significant volumes of traffic. The signal location would also serve residential areas to the east and existing commercial development south of 72nd Court.



- LEGEND**
- EXISTING SIGNALIZED INTERSECTIONS
 - ⊙ ALTERNATIVE SIGNALIZED INTERSECTIONS

Figure 10
**EXISTING AND ALTERNATIVE
 SIGNALIZED INTERSECTIONS**
ROUTE 83 CORRIDOR STUDY
WILLOWBROOK, ILLINOIS

The proposed signal at Midway Drive would be located at Midway's intersection with the frontage road to the south. The signal would control and feed traffic to the Midway Drive intersection with Route 83. The lack of signalized traffic control at the Midway Drive and frontage road intersection causes significant peak hour congestion.

A signal is possible between Route 83 and Adams Street on Plainfield Road. The signal would serve both the existing K-Mart north of Plainfield Road and the proposed Town Center south of Plainfield Road. The signal may be required due to high traffic volumes generated from existing and proposed development.

Median Breaks and U-Turns

Alternatives include:

- o Maintain all existing median breaks along Route 83.
- o Close all existing median breaks except where new or existing signalized intersections are to be located.
- o Provide U-turns within the median (exclusive of intersections) in combination with median break closures.

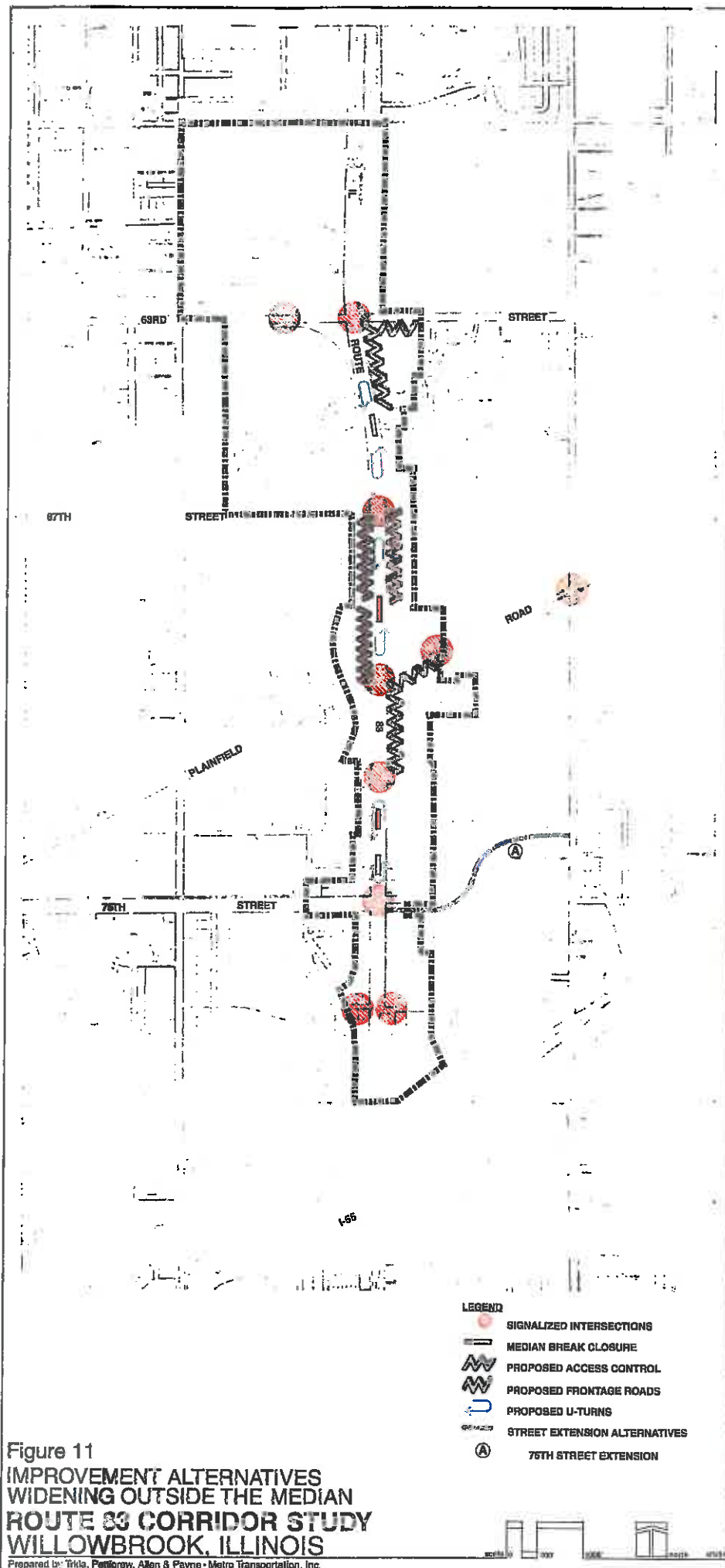
Given six lanes of through traffic movement along Route 83, uncontrolled median breaks present dangerous situations. Alternatives should be sought which provide reasonable access without creation of a significant safety issue. Closure of uncontrolled median breaks utilizing U-turn "pairs" within the median will allow northbound and southbound access along Route 83, without maintaining a 90 degree lane crossing conflict.

Frontage Roads and Access Control

Alternatives include:

- o Allow current access patterns to remain as they exist today.
- o Encourage only vacant land areas to develop with frontage roads.
- o Encourage the use of frontage roads in existing developed areas where multiple curb cuts for individual land-uses create potential safety hazards.
- o Provide access control for vacant parcels of land which can be assembled and provided with coordinated access.

The current Comprehensive Plan, *Transportation Plan*, indicates the need for frontage roads along the west side of Route 83 between Plainfield Road and 69th Street and along the east side of Route 83 between 67th and 69th Streets. The section along the west side from Plainfield to 69th includes a variety of freestanding uses such as a restaurant and gas station as well as a few small shopping centers. Individual access is not coordinated and could be improved through use of a frontage road. A substitute for a traditional frontage road could include coordinated parking with a continuous main aisle and limited access to Route 83: a condition which already exists to a limited degree within this area.



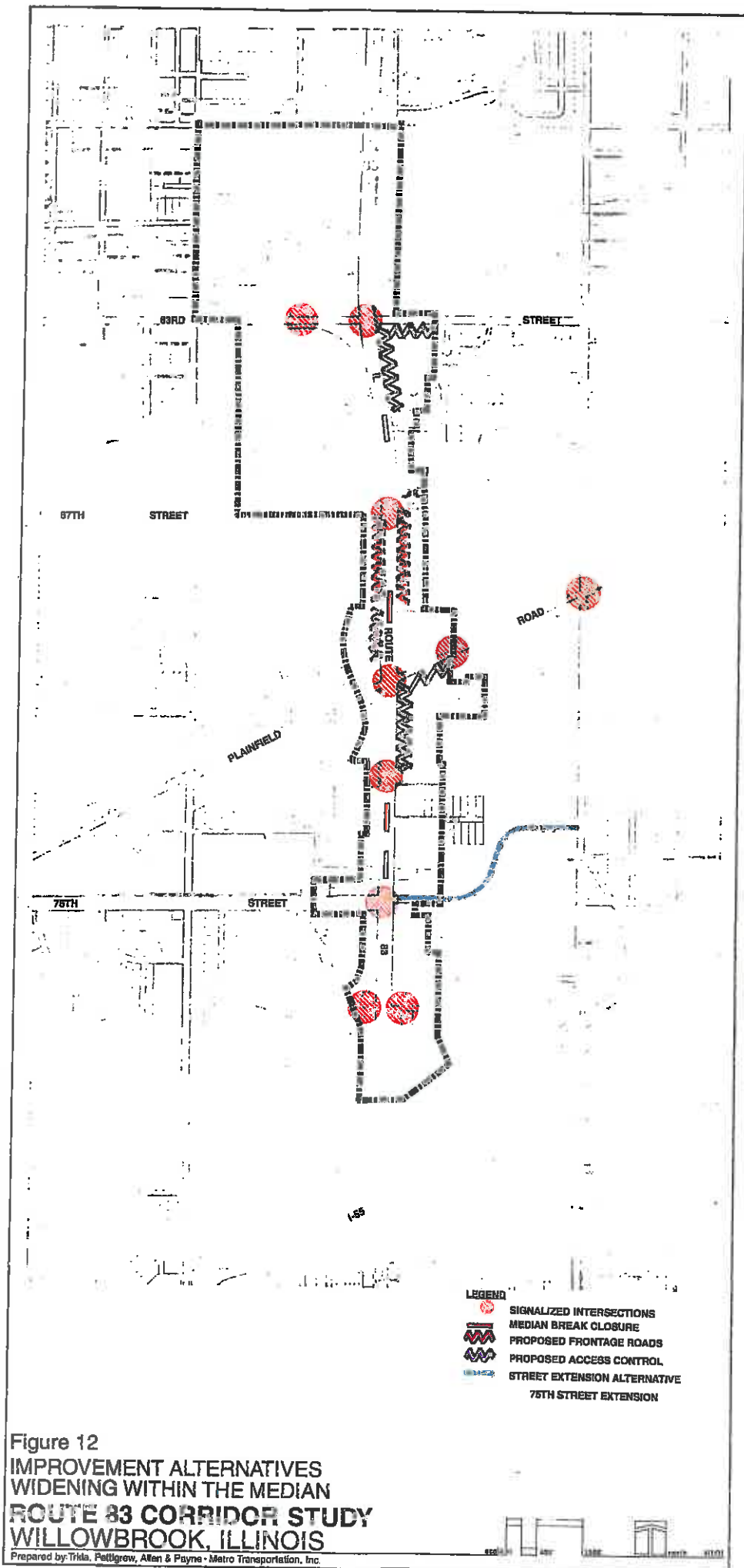


Figure 12
 IMPROVEMENT ALTERNATIVES
 WIDENING WITHIN THE MEDIAN
ROUTE 83 CORRIDOR STUDY
WILLOWBROOK, ILLINOIS

Prepared by: Trike, Pettigrow, Allen & Payne • Metro Transportation, Inc.

The concepts also recommend a new frontage road between 69th and 67th Street along the west side of Route 83. This area, although it is located within the City of Darien, exhibits the same characteristics as the segment south to Plainfield Road. It has the added advantage of a traffic signal at the intersection of 67th Street which would serve to facilitate frontage road access to 67th Street and Route 83.

Finally, the frontage road recommended along the east side of Route 83 between 69th Street and 67th Street should remain. The current Comprehensive Plan calls for the closure of 68th Street at Quincy Street. It is possible that coordinated development of all parcels between 67th Street and 69th Street would not require a traditional frontage road. So long as reasonably direct access through a coordinated parking/access aisle is maintained between the two intersections, the intent of the Plan would be met.

Access control, as called for in the current Comprehensive Plan, should be maintained for areas around the 63rd Street and Plainfield Road intersections, permitting right-in/right-out movement only. For the southeast corners of both the intersections of Plainfield Road and 63rd Street, this assumes the coordinated development of all parcels. Frontage Road or access easement provisions should be considered if parcels at each intersection are developed independently.

Other Improvements

The need for other street improvements in proximity to Route 83 is generally driven by whether Route 83 is widened within or outside of the median. Assuming the widening occurs within the median and closure of median breaks occur except at new proposed and existing signalized intersections, then alternative means of access to the secondary street system becomes important.

Alternatives should be considered for:

- o Ridgemoor West Subdivision
- o Area between 72nd Court and 73rd Court

Ridgemoor West Subdivision. Ridgemoor Drive would not have any reasonable access to southbound Route 83 should widening occur within the median. It is possible to improve access to the surrounding street system by making street corrections to streets external to Ridgemoor subdivision, such as connecting Quincy Street to Lane Court through Ridgemoor Park. There are a number of other streets surrounding Ridgemoor West Subdivision to which a street connection could be made.

Connection between 72nd Court and 73rd Court. 73rd Court would have no southbound access should widening within the median be preferred. Equally important, in the current Comprehensive Plan, the *Transportation Plan* calls for the closure of Quincy Street at 73rd Court to eliminate truck traffic on 73rd Court east of the automobile dealership access. Alternatives to connect 73rd Court to 72nd Court to take advantage of the proposed traffic signal should be explored. One alternative is to simply rely on access in front of the existing shopping center between 72nd Court and 73rd Court. Another alternative is to consider making a connection east of the shopping center, although this would likely impact existing residential uses.

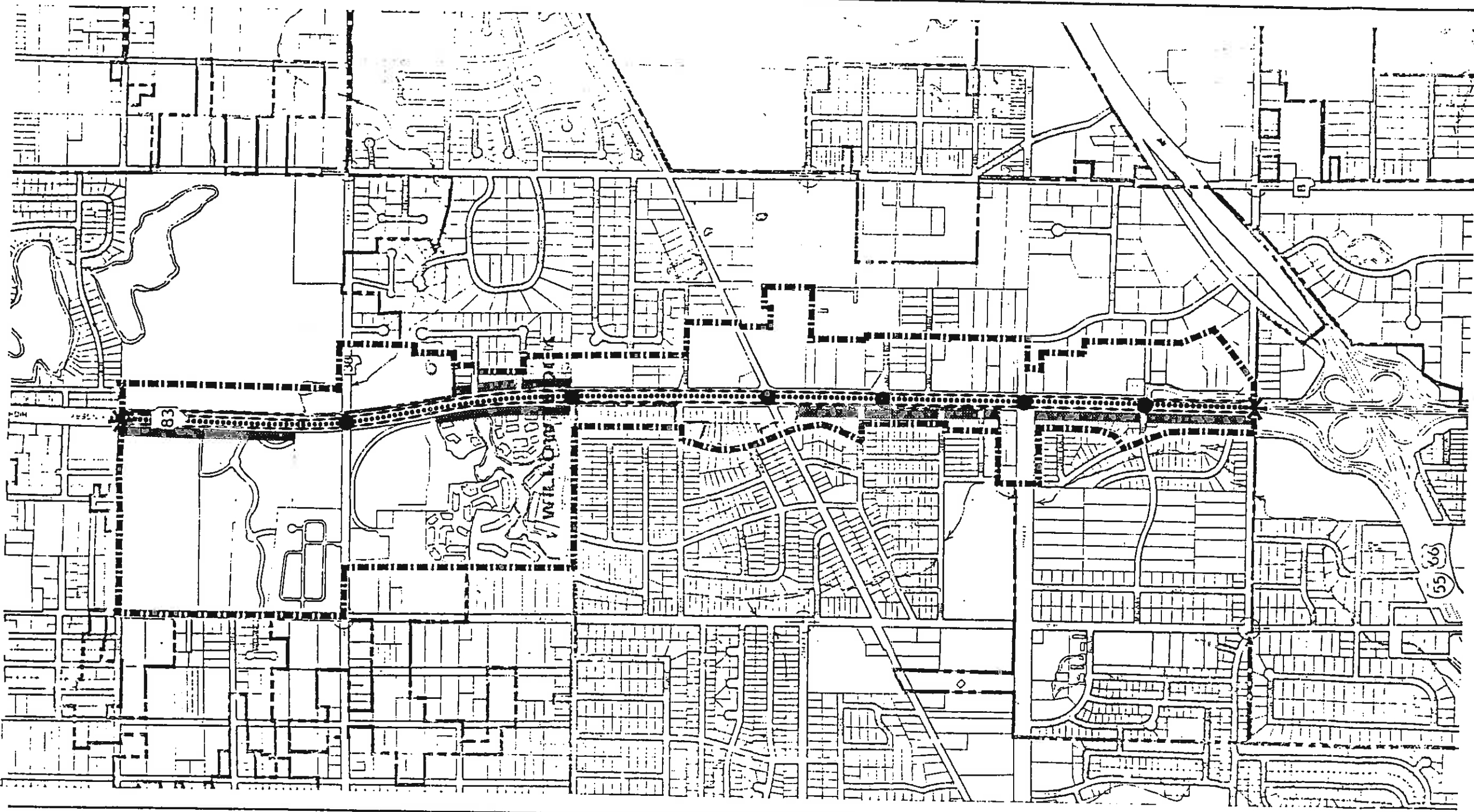
Finally, it should be noted that the Village of Willowbrook has initiated acquisition of right-of-way for the extension of 75th Street to Madison Street. It is particularly important that 75th Street be improved between Route 83 and Quincy Street as a priority improvement. Further, the Village has received a petition for the closure of 68th Street and 69th Street at Route 83 on the east. An expressed concern of residents within the area is the potential for cut-through traffic around the Route 83 and Plainfield Road traffic signal via Adams Street to 69th Street. As an alternative, and in combination with the anticipated median closure at 69th Street, potential cut-through traffic can be avoided by changing 69th Street from a two-way street to a one-way street east-bound between 69th and Adams.

Noise and Aesthetics

Figure 13 presents a concept for landscaping, lighting and noise alternatives.

Principles and Standards

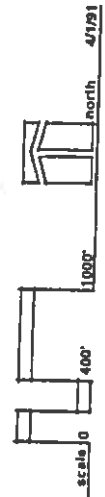
- o Proposed noise abatement measures must meet IDOT warrants for improvements to be funded by IDOT. Major considerations, beyond levels of noise, include:
 - Consistency in materials used in barrier construction
 - Adequate right-of-way for placement of barriers
 - Continuity of barriers (*i.e.*, number of "breaks" influencing overall effectiveness)
- o The Village can install, but must pay for and maintain, its own noise abatement improvements.
- o Parkway and median planting for noise mitigation must also meet minimum IDOT standards.
 - Planting might otherwise be permitted where warrants are not met; however, the installations are not at IDOT expense in this case.
 - Where warrants are not met and plant material or other improvements are installed, the Village has maintenance responsibility.
 - Planting and structural barrier placement must meet sight visibility requirements which are to be determined during the design phase for the Route 83 improvement.
 - Berming can be installed, but must not interfere with other right-of-way requirements (utilities, pavements, drainage, etc.).



- LEGEND**
- * MAJOR COMMUNITY ENTRYWAY FEATURE
 - POTENTIAL LOCATIONS FOR STREET LIGHTING
 - LANDSCAPE SCREEN- DENSE DECIDUOUS/ CONIFERS MATERIAL
 - LANDSCAPED MEDIAN- LARGE/SMALL TREES & SHRUBS
 - LANDSCAPED PARKWAY EMPHASIS ON MAINTAINING EXISTING VEGETATION
 - *ALTERNATIVES
 - STRUCTURAL NOISE BARRIERS
 - MASONRY
 - CONCRETE
 - WOOD
 - STONE

FIGURE 13
AESTHETICS AND
ABATEMENT ALTERNATIVES
ROUTE 83 CORRIDOR STUDY
WILLOWBROOK, ILLINOIS

Prepared by Trkla, Pelligrew, Allen & Payne - Metro Transportation, Inc.



- o Lighting can be installed and largely designed by the community provided, however, that it meets IDOT approval.
- To meet state warrants, the proposed lighting should be at signalized intersections or at high accident locations.
- Typically, IDOT does not pay for any portion of lighting improvements. However, given the importance of Route 83 as an SRA, it is possible IDOT may pay for a significant share of the costs.

Alternative Considerations

Noise

Alternatives include:

- o Seek structural barriers to relieve noise throughout the corridor for all residential areas.
- o Seek the installation of visual landscaped barriers throughout the corridor for all residential areas.
- o Seek a combination of landscaping and structural barriers where structural barriers meet IDOT warrants.

The need for noise abatement structures under IDOT warrants cannot be determined at this time and would be subject to future study. Although the Village could seek structural improvements throughout the adjacent corridor residential areas, it does not appear warrants would be met throughout the corridor. Therefore, primary emphasis could focus on landscaping and secondary emphasis on structural barriers, with the type and location of barriers subject to Village approval. Natural landscaping would tend to augment the existing character of Route 83 and would be most consistent with overall public comments to date.

Lighting

Alternatives include:

- o Uniform lighting to a consistent candle power to fully light the Route 83 corridor.
- o Lighting which is located at all street intersections. Lights are placed approximately every 170' from the beginning of the pavement transition along any leg of an intersection.
- o Light only signalized intersections and high accident locations.

Like noise, this element is subject to further study in the future. Current plans for the Route 83 widening show no additional lights other than those which already exist, principally around the I-55 interchange. Given overall accident experience on Route 83 in Willowbrook, lighting is not likely to meet IDOT warrants.

Key elements to consider are the aesthetics of lighting, impact to land-uses along the corridor and the street character which results from intensive lighting. To maintain the "existing character" of Route 83, lighting should not be installed unless warrants indicate a need for lighting at signalized intersections.

Another option for lighting is to focus on a greater number of lights along Route 83 south of Plainfield Road. This area, primarily along the east side, consists of intensive non-residential development. Since IDOT requires any leg of a signalized intersection to be lit within a distance of lane transition to the intersection, most of Route 83 south of Plainfield would be lit were the Village to illuminate all new and existing signalized intersections.

Due to the spacing of intersections to the north of Plainfield Road and a reduction in intensity of land use, lighting could focus around signalized intersections. Finally, there are basically three ways in which light standards (or posts) are placed along the route:

- All on one side with uniform mast lengths
- Alternate the locations of standards on each side of Route 83 for every other light
- Place lighting in a uniform pattern within the median of Route 83 (only where widening occurs within the median)

It is important to point out, however, that where an unprotected median exists (as in the case of widening outside the median) IDOT typically will require light standards along the outside of both sides of the right-of-way.

Landscaping

In addition to visual mitigation, landscaping should be considered within the parkways and median of Route 83. Landscaping within median areas softens the perceived "width" of the roadway and can provide visual relief. On the other hand, landscaping within the median could impact upon business and signage visibility. Consistent with previous comments from the public, protection of existing vegetation should be considered as well.

Alternatives include:

- o Parkway tree planting (between edge of pavement and outside of right-of-way)
- o Tree and shrubbery planting within the median
- o Protect existing vegetation within the right-of-way
- o Establish special community entry ways which include a unique signage and landscaping treatment signifying arrival to the Village of Willowbrook. Ideally, the treatment would be located within the Route 83 median at both the north and south ends of the community.

All four alternatives would enhance the character and image of Route 83. Parkway and median tree planting in particular would help soften the perceived "size" of the street through the community. Entryway features would provide attractive landscaped focal points indicating the boundaries of the community.

Parkway and median planting, however, may be perceived as blocking visibility of businesses and business signage along the route. If this should become a concern, the type and placement of plant material can be modified and considered at the design stage of the improvement. For example, ornamental trees can be used in place of large deciduous or conifer trees. Further, it may be difficult to achieve planting within the median where the inside median widening alternative is to be selected.

It should be noted that the Village of Willowbrook would likely be responsible for the installation and maintenance costs for all landscaping not required under IDOT warrants.

Pedestrian and Bicycle Access and Circulation

Figure 14 presents concepts for pedestrian and bicycle access.

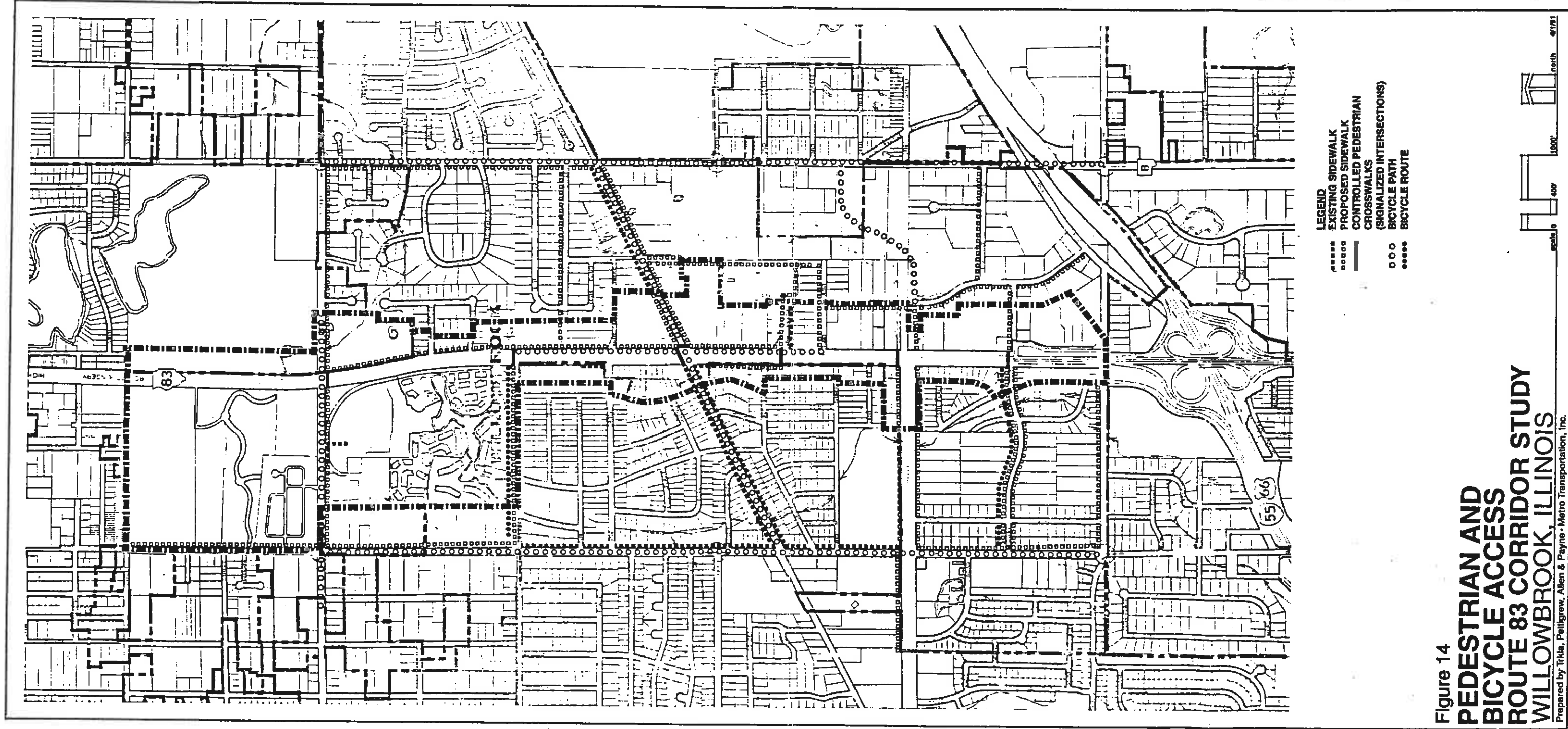
Principles and Standards

Pedestrian routes should be designed based upon common criteria. Criteria for bike and pedestrian routes as contained in the current *Comprehensive Plan* are as follows:

- o Connect educational, residential, commercial, industrial, and recreational developments.
- o Connect isolated developments (within one-fourth mile).
- o Avoid sidewalks along heavily traveled, high speed roadways such as regional arterials.
- o Sidewalks along major arterials are acceptable if a minimum of ten feet of parkway is provided.
- o Sidewalks should be constructed along collector and local roadways where feasible, and minor arterials if a minimum of five feet of parkway is provided and speeds are not in excess of 40 mph.
- o Plan should be compatible with existing and future sidewalks planned by surrounding communities.
- o Certain minimum vehicular and pedestrian volumes are met.

Design Criteria

Specific standards for the design of sidewalks within Willowbrook are contained in the "Village of Willowbrook Standard Specifications for the Design and Construction of Public Improvements." In general, sidewalks should be constructed at a width of five feet, but in no case should they be less than four feet wide.



Bikeway Need Criteria

There are different types of bicycle facilities that can be constructed depending on type of area, vehicular and bicycle volumes and vehicular speeds. These include (listed in order of decreasing separation between motorists and cyclists): bicycle trail; bicycle path; bicycle lane, protected; bicycle lane, unprotected; and bikeway route. The plan recommends the following types of bicycle facilities:

- o Bicycle paths with completely separate right-of-way for the exclusive use of bicycles. The path parallels a roadway.
- o Unprotected bicycle lane with restricted right-of-way for exclusive or semi-exclusive use of bicycles. The lane is marked by striping, stenciling and signing to provide a visual separation between the bicycle and auto lanes.
- o Bicycle routes where bicycle right-of-way is designated by signage only and is shared with motor vehicles.

Alternative Considerations

Alternatives include:

- o Pursue the current Comprehensive Plan policies for bicycle and pedestrian access.
- o Add signalized pedestrian crosswalks at all signalized intersections along Route 83.
- o Add sidewalks and bicycle facilities along both sides of Route 83 in areas where the current Comprehensive Plan does not require these facilities.

Clearly, public participation indicates a need to establish stronger east-west pedestrian links in the community. The alternative illustration in Figure 14 reflects the current Comprehensive Plan for pedestrian and bicycle access except for the following changes:

- o A protected bicycle path is recommended along the east side of Route 83 as opposed to an unprotected bicycle lane.
- o Signalized pedestrian and bicycle crosswalks are recommended at all signalized intersections.

The concept calls for more extensive improvements than would be required within the immediate Route 83 right-of-way, but are indicated to show the system-wide relationships. Sidewalks have not been included within the concept along both sides of Route 83, due to the function of the street as a regional arterial street. For pedestrian and cyclist safety as well as environmental conditions (fumes and noise), it is preferred to redirect routes to other areas of the community. The exception is the east side of Route 83 between 63rd Street and 72nd Court where vacant land permits opportunity to provide full pedestrian and bicycle separation from the road.

Please note that signalized pedestrian crosswalks will influence the progression of traffic since they interfere with signal synchronization. Further, the greater the number of crosswalks, the greater the disruption to traffic control.

Related Policy Items

A number of related policy issues have been raised which require consideration by the Steering Committee for possible incorporation into the Route 83 plan.

Grade Separations

Concern was raised that existing grade separations between street and site development elevations may be subject to change. Individuals participating in public meetings sought assurance that field conditions would not be exacerbated due to the widening.

Alternative policy positions include:

- o No change in grade of the roadway
- o Establish a maximum grade, possibly a 5% slope, that would be tolerated.
- o Identify the issue as a concern and indicate that judgment will be made at the design stage of the program.

Perhaps establishing a design standard (*i.e.*, not more than 5% maximum slope) as well as indicating the need to review plan specifics at the design stage would be the most beneficial policy to the Village. It will give a statement of the agreed-upon expectation that some change is possible or likely to occur, but that the specifics should be reviewed when plans are prepared.

Storm Water Drainage.

In a number of meetings storm water management issues have arisen. Combined observations between Village staff, the Village Engineer, the Steering Committee and the public include:

- o Plainfield Road Intersection. This intersection serves as the overflow point on Route 83 for both Lake Willoway and the K-Mart shopping center. Additionally, the ditch on the east side of Route 83 would convey flow to Plainfield Road if the box culvert north of 72nd Court were to become blocked or its capacity exceeded. It is important that Route 83 be able to convey flood flows at the same elevation.
- o Lake Hinsdale Outlet. A low point in Route 83 should be maintained at the outfall of Lake Hinsdale. The current overflow is located just south of Ridgemoor Drive West.
- o Marion Hills Ditch/63rd Street. Provision should also be made to allow for an emergency overland path near the intersection with 63rd Street. This intersection is just south of the Marion Hills Ditch. Located in the southwest corner of the intersection is a shopping center which has a detention pond that outlets under Route 83.

- o Plainfield Road to 69th Street. This area does not have any drainage structures under Route 83. Furthermore, this stretch of road occasionally requires lane closures because of flooding.

IDOT officials have indicated that storm water release rates for the widening will not be permitted to increase the existing run-off release rates. Therefore, it is suggested these points become policy statements of the Village.

Property Access During Roadway Construction.

A variety of statements have been made concerning the need to maintain access to individual properties during the construction phase of the widening project. The plan could include a statement indicating that temporary access be made available to property owners currently having direct access to Route 83 throughout the construction project.

Signalized Intersection Synchronization.

Automatic signal synchronization interconnect hardware has been installed for the existing traffic signals on Route 83 in Willowbrook. It is desirable to consider continued installation of this improvement for any new signalized intersections and to seek installation and programming of the computer software necessary to activate the system. It will permit automatic adjustments in response to varying traffic loads to facilitate the progression of traffic from signal to signal.

Policies can be prepared which encourage continued improvement by IDOT as part of the Route 83 widening.

Evaluation of Alternatives

There are essentially two alternatives which have surfaced that require evaluation and comparison. Since widening Route 83 is assumed to occur, the issue is how will it occur. The foregoing analysis indicates the two basic alternatives are: 1) widening from four to six lanes within the median; and 2) widening from four to six lanes outside of the existing median. Variations to these basic scenarios could be offered, but would include topics which can be varied or changed irrespective of which alternative is selected, such as landscaping, signalization, frontage roads and median breaks. Key criteria have been developed based upon meaningful differences between the options and the expressed desires of the community for the Route 83 improvement. These criteria, together with the committee's consensus evaluation, are listed below in Table 4.

Table 4

Transportation Evaluation Matrix - Route 83 Corridor, Willowbrook

<u>Positive Factors</u>	<u>Widening Within the Median</u>	<u>Widening Outside the Median</u>
Reduces total number of curb cuts	o	o
Reduces potential for vehicle conflicts	o	o
Meets standards and policies of IDOT	o	o
Provides for maximum pedestrian safety	o	o
Permits reasonable access to cross streets		o
Maintains both northbound and southbound access		o
Minimizes impacts of noise	o	
Requires least amount of local capital investment for:		
Potential acquisition		o
Potential street improvements		o
<u>Negative Factors</u>		
Increases Village capital investment	o	
Creates potentially incompatible land use relationships	o	
Requires significant modification to surrounding street system	o	
May require removal of existing land uses	o	
Does not reduce potential vehicle conflicts	o	

The interpretation of the evaluation indicates that where widening within the median is concerned, the Village must look outside the Route 83 right-of-way to deal with access and circulation issues. Where widening is to occur outside the median, most access issues can be resolved through the use of mid-block U-turns. Further, the fiscal burden is greater to the Village where widening is to occur within the median, particularly with respect to street improvements. Likewise, widening outside the median may mean a considerable cost increase to the State of Illinois due to potential utility relocations, grading, intersection work and changes in driveway and access geometry.

Further, the Steering Committee found that the following new signalized intersections with Route 83 are appropriate:

- o 72nd Court This intersection is intended to provide additional capacity for the Planned Town Center development between Plainfield Road and 72nd Court along the east side of Route 83.
- o Midway Drive at the Interstate 55 Frontage Road This signalized intersection is critical to feed peak hour traffic to the primary signalized intersection at Route 83 and Midway Drive.

- o Plainfield Road between Route 83 and Adams Street This intersection would also serve the anticipated Town Center development area. It also has the added function of coordinated traffic control and access for the K-Mart development which lies north of Plainfield Road.

Noise and Aesthetics

Through the evaluation of alternatives, the following preferences have emerged.

Landscaping

Parkway and median landscaping is desired throughout the corridor to improve the overall visual appearance of the corridor as well as reduce the perceived "size" of the street.

Visual and Noise Mitigation

Based upon the lack of evidence under previous studies, structural noise barriers are not likely to meet IDOT warrants and therefore could become a financial burden to the Village. Further, concerns were expressed that structural barriers will negatively impact the general character of Route 83. Therefore, the preference is for expanded landscaping, particularly for visual mitigation. Emphasis is also placed on preserving, to the greatest degree practical, existing vegetation along the corridor.

An exception is made for the Lake Hinsdale Village frontage along the west side of Route 83 between 67th Street and approximately 1,000 feet south of 63rd Street. Due to the significant length of this frontage (600 feet) and the desires of the Lake Hinsdale Village Homeowners Association, a combination structural barrier and landscaping improvement is sought.

Lighting

It was determined that lighting the corridor would significantly alter the general character of the street. While safety concerns are recognized, the existence of residential land uses generally along Route 83 presents an overriding local concern. However, because the 63rd Street intersection is predominantly non-residential and represents a high volume intersection, lighting is considered appropriate. Likewise, lighting mid-block U-turns is found to be appropriate for reasons of safety.

Pedestrian and Bicycle Access and Circulation

It is agreed that the current *Comprehensive Land Use Plan* for the Village for bicycle and pedestrian access is valid and applies for purposes of this study and includes the modifications described under the alternative for pedestrian crosswalks and bike paths.

Route 83 Corridor Policy and Plan

This section presents the community's plan and policy for the future improvement of the Route 83 Corridor. It includes recommendations for: 1) transportation; 2) landscaping and lighting; 3) pedestrian and bicycle access; and 4) related improvements.

4. ROUTE 83 CORRIDOR POLICY AND PLAN

This section presents the policy and plan for Route 83 within the Village of Willowbrook. It is divided into four parts which include: 1) Transportation; 2) Landscaping and Lighting; 3) Pedestrian and Bicycle Improvements; and 4) Related Design Improvements.

Transportation

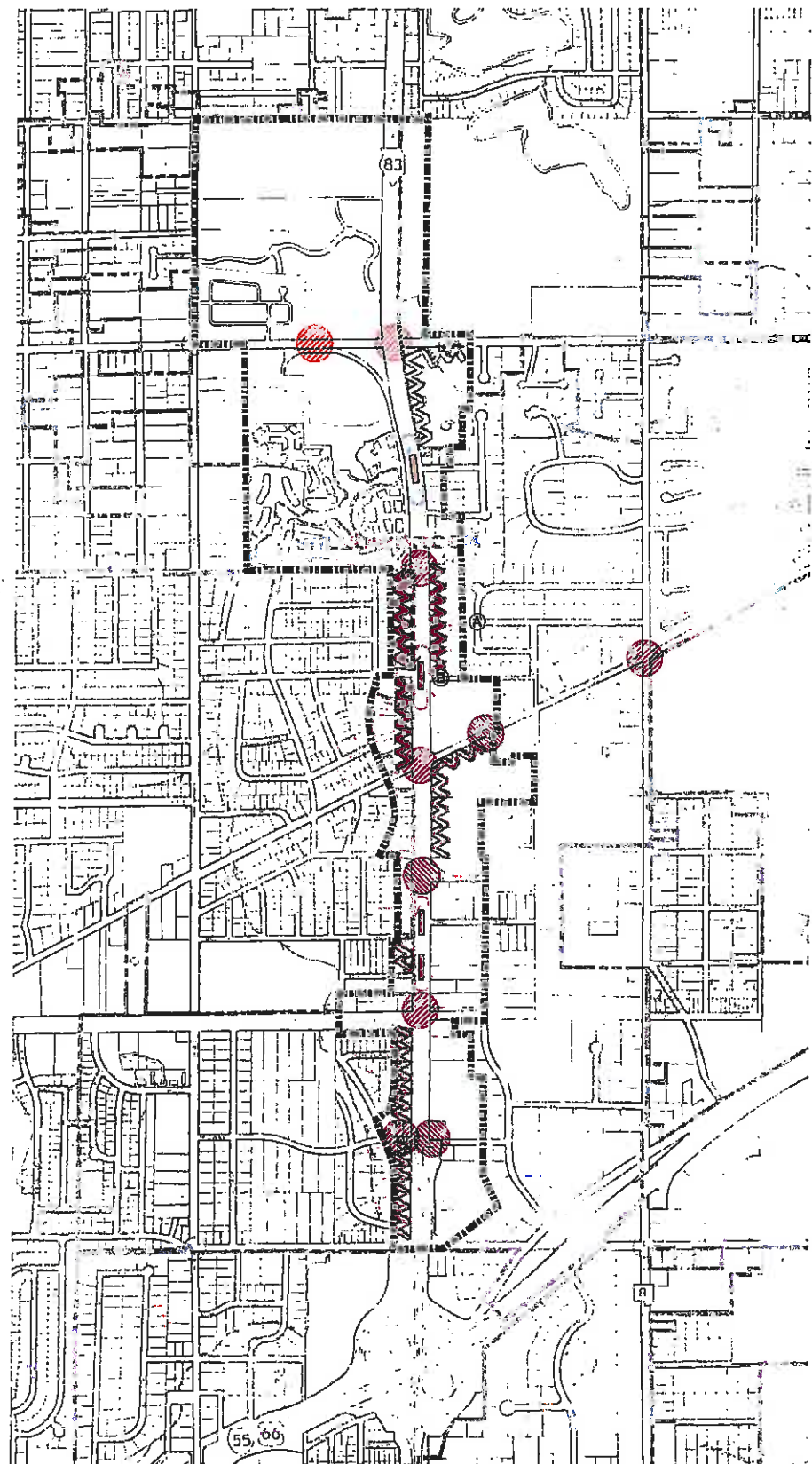
The recommended *Transportation Plan*, Figure 15, indicates a six-lane cross-section for Route 83, with three lanes northbound and three lanes southbound for through traffic. The existing 6 lane cross section on Route 83 south of Midway Drive to I-55 must be widened to eight lanes to accommodate projected traffic volumes. The plan asserts that roadway widening will occur outside the median, leaving a minimum median of ± 40 feet at locations planned for mid-block U-turns and several existing full access uncontrolled intersections will be closed and limited to right-in/right-out access. Those intersections with Route 83 where median openings will be closed are itemized below:

- o Ridgemoor Drive
- o 69th Street
- o 73rd Court
- o 74th Street

Although rather unique in Illinois, mid-block U-turns are proposed in order to provide a greater level of access to both north and southbound lanes of Route 83 while realizing the State of Illinois objectives for increasing roadway capacity and safety along the route. Mid-block U-turns will provide an alternative means for vehicles to complete a turning maneuver to the opposite flow of traffic once existing median breaks are closed. Further, in order to improve access and traffic movement, the following signalized intersections are also recommended:

- o Plainfield Road between Route 83 and Adams Street
- o Route 83 and 72nd Court
- o Midway Drive between the frontage road and Route 83

All signalized intersections should be synchronized to improve traffic progression along the entire length of the corridor. IDOT has already installed the appropriate hardware to accomplish this at existing signalized intersections. These improvements should be integrated with the future recommended signalized intersections. Additionally, in order to facilitate safety at high volume intersections, it may be necessary to restrict U-turn movements at a number of signalized intersections on Route 83. This policy directs U-turn movements to the safer mid-block locations, and maximizes the operational capacity of high volume signalized intersections.



- LEGEND**
- EXISTING SIGNALIZED INTERSECTIONS
 - PROPOSED SIGNALIZED INTERSECTIONS
 - MEDIAN BREAK CLOSURE
 - FRONTAGE ROADS
 - W ACCESS CONTROL
 - U U-TURN (APPROXIMATE LOCATION)
 - A 80TH STREET CLOSURE AT QUINCY STREET
 - B 80TH STREET CLOSURE AND CUL-DE-SAC AT ROUTE 83

NOTE: widening improvement assumes a total of 8 through lanes north of Midway Drive and 8 lanes south of Midway Drive.

Figure 15
TRANSPORTATION PLAN
ROUTE 83 CORRIDOR STUDY
WILLOWBROOK, ILLINOIS

Prepared by: Tidds, Pattigrew, Allen & Payne • Metro Transportation, Inc.



The future traffic conditions resulting from these improvements and additional anticipated development along the corridor are important to understand. These projected operational characteristics demonstrate the importance of the proposed improvements and are discussed in more detail in the following paragraphs.

Use of U-Turns

Improvements to Route 83, such as widening to six through lanes and the elimination of uncontrolled full access intersections, will promote through trips of long distances. In order to accomplish this, it is necessary to limit the number of full access locations along the highway in order to reduce delay. However, limiting access along Route 83 will not provide convenient local access, which is necessary to promote commercial activity.

A potential solution that will accommodate commercial access while limiting full access locations is to allow U-turns in the median at selected locations. U-turns have certain advantages and disadvantages as well as some minimum design criteria.

Generally, the U-turns would be located in advance of signalized intersections.¹ These locations will provide access to commercial areas not served by conventional full access intersections. Travel distances would be slightly longer if U-turns were provided, but the longer travel distances are outweighed by the benefit to through traffic with the elimination of unsignalized full access locations. It is probable that most existing and future signalized intersections will prohibit U-turns, which enhances the importance of permitting mid-block U-turns in advance of signalized intersections.

Locating the U-turns near signalized intersections would provide a better opportunity to complete the maneuver. Opposing through traffic will be stopped at the traffic signal during each cycle. When through traffic is stopped, there will be turning traffic from the cross street that would conflict with the U-turn movement, but turning traffic volumes will be substantially less than through traffic volumes.

The exact locations of the U-turns are of concern such that they provide maximum accessibility while promoting safety. For example, locating a U-turn opposite an existing driveway would encourage improper use of the U-turn.

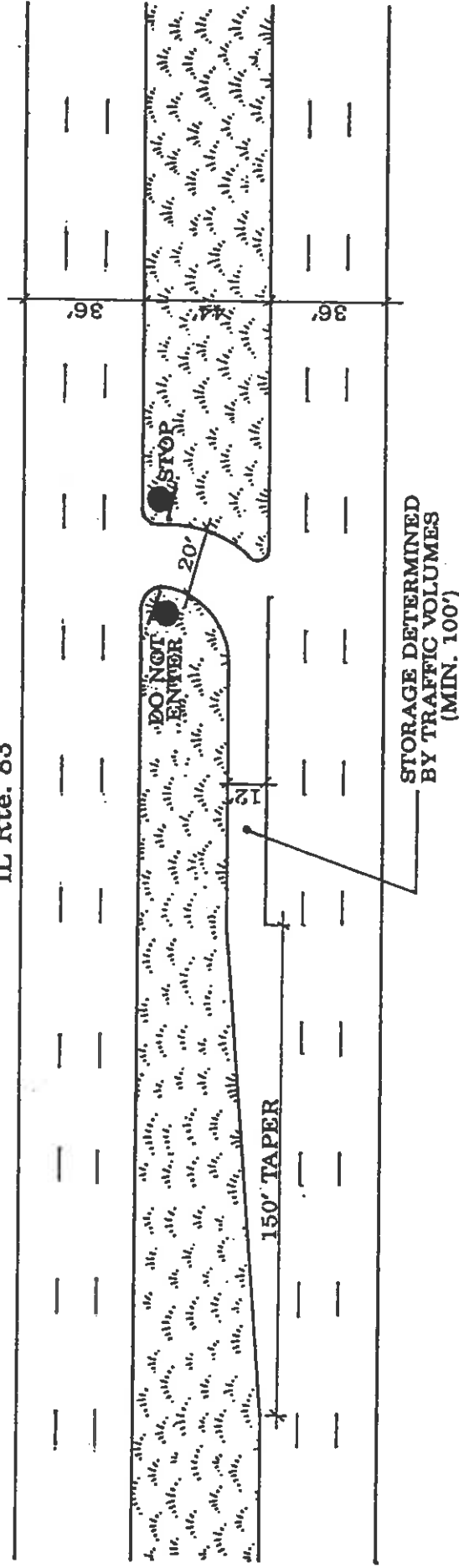
U-turns are not commonly used in the Chicago area and it is anticipated that drivers will experience an adjustment period to accept their function and realize the advantages. Proper design, signage, as well as informing the general motoring public, will reduce acceptance time.

Generally, accepted design criteria used for intersection design are applied to the design of the U-turns. It can be anticipated that trucks will use the crossovers to deliver to commercial areas. Therefore, U-turns should be designed to accommodate a WB-50 tractor-trailer combination. Similarly, the deceleration lane in advance of the U-turns should be of sufficient length to accommodate the projected volume of traffic. A typical U-turn is illustrated in Figure 16.

¹ The exact locations should be field verified and are dependent on the length of the turn bays at the signalized intersections and the location of existing access drives on Route 83.



IL Rte. 83



TITLE:

TYPICAL U-TURN

FIGURE 16

Traffic Generation

The estimates of traffic to be generated by the adjacent developments were obtained from various sources. For parcels planned for development, previously prepared traffic studies were used. For undeveloped properties, the estimates of traffic to be generated were calculated based upon the proposed land use and size. These calculations, based on the Village of Willowbrook Land Use Plan, were presented in the *Background Studies*.

Trip generation rates published by the Institute of Transportation Engineers (ITE) in their report titled *Trip Generation*, 4th Edition, 1987, were also utilized. Based upon these parameters, the estimated number of trips generated by each of the developments during the morning and evening peak hour have been calculated and are shown in Table 5. As can be seen, over 4,000 new trips will be generated during the peak hours with the development of all properties along the Route 83 corridor.

Traffic Assignment

An assignment of the new development traffic to the roadways was conducted for the morning and evening peak hour of the day. The generated volumes for each development and the directional distribution were considered.

As shown in the recommended Transportation Plan, access restrictions are proposed to be placed on several roadways which intersect Route 83 as part of the Route 83 widening. Access to these roadways will still be provided through the implementation of median U-turn lanes. These modifications will lead to the redistribution of existing traffic. Therefore, a reassignment of existing traffic volumes was also conducted for the morning and evening peak hour of the day.

Based on these roadway parameters and assignments, a total traffic assignment was determined. The *Future Traffic Assignment*, as illustrated in Figure 17, includes the existing traffic and new development generated volumes, as well as a shift in existing traffic volumes due to implementation of limited access restrictions along Route 83.

It should also be noted that the existing traffic volumes were increased by two percent per year to the year 2010 to account for a general increase in area traffic. These estimated future through volumes on Route 83 are also consistent with the Chicago Area Transportation Study (CATS) projections for this area. The CATS volumes were based upon the year 2010 Transportation System Development Plan and include the North-South Tollway, FAP 240 in Will County and additional lanes on the Tri-State Tollway.

Level-of-Service Analyses

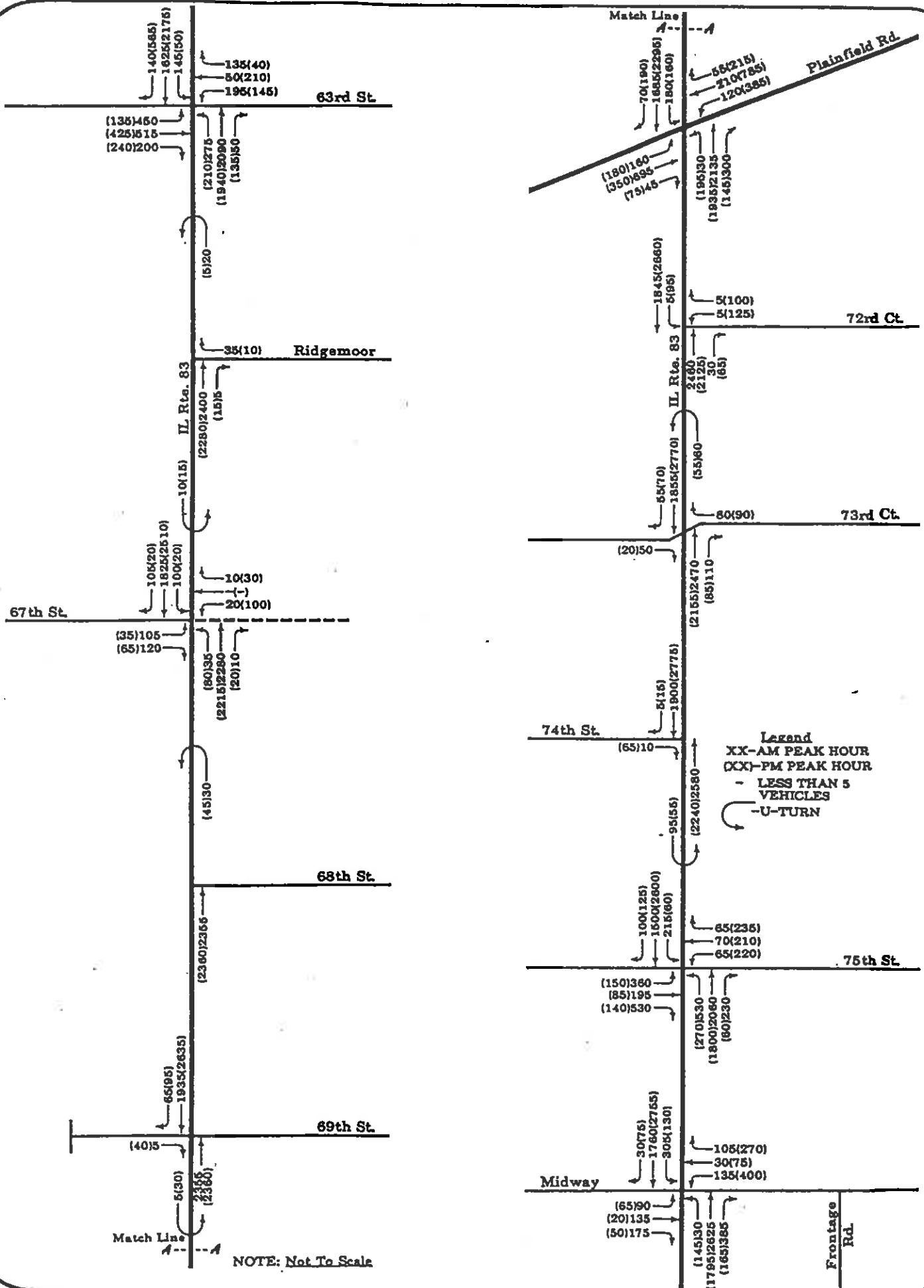
Based on the total traffic assignment, the operations of critical intersections were evaluated using level of service analyses.

Level of service analyses have been conducted for the weekday morning and evening peak hours, as this is the time period when total traffic volumes reach their peak. The results consider a six lane cross section along Route 83 as well as various other improvements, which are illustrated in Figure 18 and are discussed further on in this section.

Table 5: Estimated Site Generated Volumes

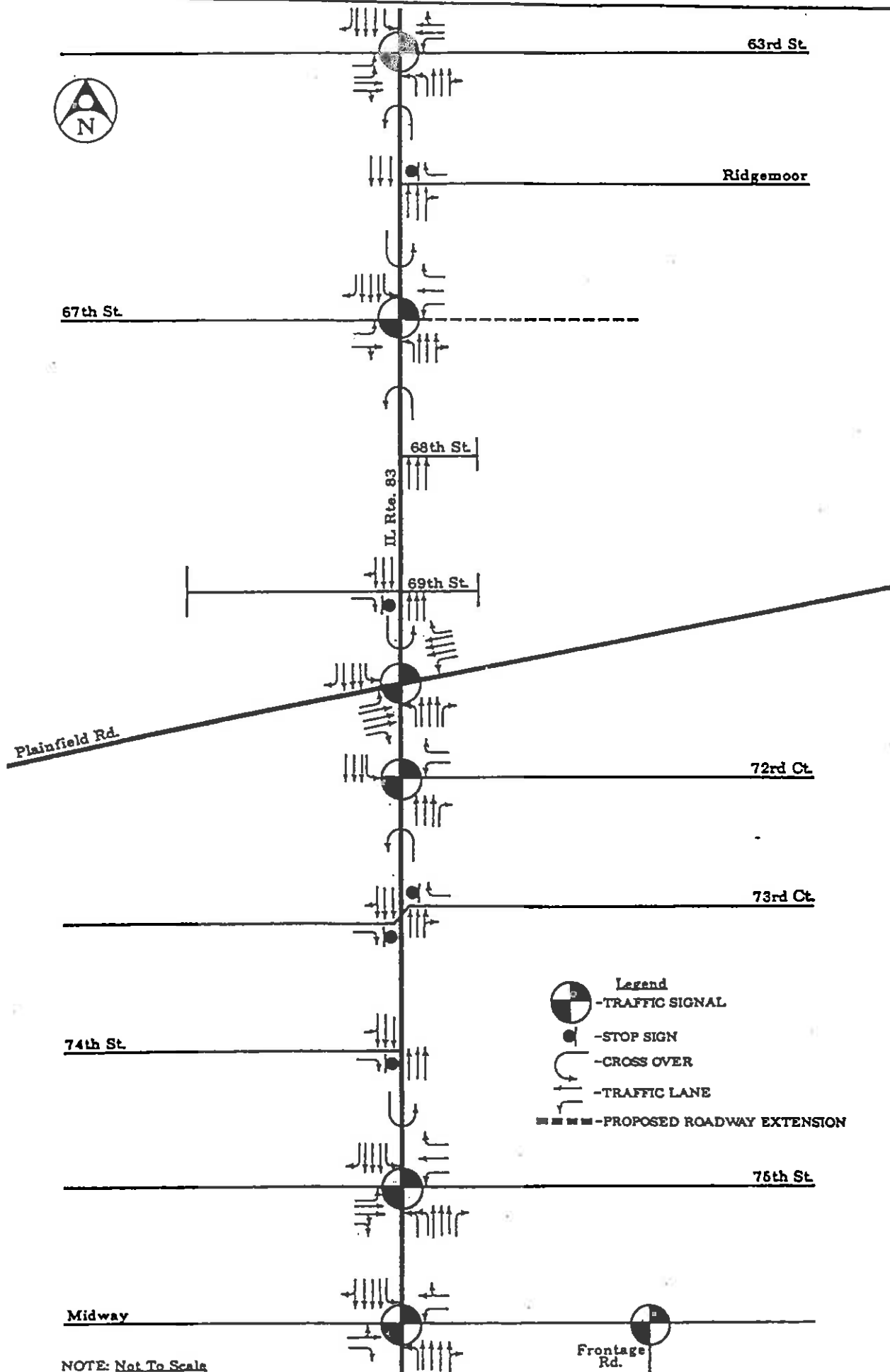
Site Number	Location	Development	AM Peak Hour		PM Peak Hour	
			IN	OUT	IN	OUT
1	Site north of Lake Hinsdale Tower	70,000 gsf office	125	20	25	120
2	Southeast corner of 63rd Street and Route 83	242,000 gsf office	370	95	65	345
3	Parcels between 69th Street and 67th Street - east side of Route 83	124,000 gsf office	205	35	40	195
4.	West side of Route 83 at the intersection of 68th Street	10,000 gsf commercial	30	10	90	95
5.	Parcels fronting on Crest Road	23 du's residential	5	15	15	10
6.	Southeast corner of Plainfield Road and Route 83	220,000 gsf commercial	195	15	445	540
7.	Northwest corner of Route 83 and 75th Street	33,000 gsf office	65	10	10	65
8.	West side of Route 83 between 73rd Court and 74th Street	21,000 gsf commercial	45	20	135	140
9.	West side of Route 83 between 75th Street and Midway Drive	23 du's residential	5	15	15	10

gsf - gross square feet
du - dwelling unit



TITLE: FUTURE TRAFFIC ASSIGNMENT

FIGURE 17



The *Levels of Service* are shown below in Table 6 along with the existing levels of service for comparison. Also illustrated in Table 6 is the existing and proposed type of control for each critical intersection.

Based on the results of the analyses and the volume of traffic estimated at the critical intersections, the critical intersections will operate at an acceptable level of service with the recommended improvements.

Roadway/Intersection Requirements

In addition to the future widening of Route 83 to six lanes, other roadway improvements at individual intersections will be necessary to accommodate traffic growth along Route 83 in the study area. The proposed roadway improvements were illustrated previously in Figure 18 and are discussed below in more detail.

63rd Street/Route 83

The geometrics of this intersection were previously evaluated in a study² prepared for the Village. The results of this study indicated that with the widening of Route 83 to six through lanes, dual northbound left turn lanes and dual eastbound left turn lanes should be provided. Based on the analyses presented in this study and with the widening of Route 83 to six through lanes, the future estimated traffic volumes at this intersection can be adequately accommodated with the recommended geometrics.

It should be noted that these recommended improvements are currently under construction in connection with the widening of Route 83 in the vicinity of the 63rd Street intersection.

67th Street/Route 83

Based on the analysis, the existing geometry provided at this intersection can adequately accommodate the future total traffic estimated at this intersection with the widening of Route 83 to six lanes.

Plainfield Road/Route 83

Based on the analysis at the estimated future volumes, three through lanes on Plainfield Road in each direction are recommended at this location with the widening of Route 83 to six lanes. This geometry will increase the capacity of the existing signalized intersection and thus enable the intersection to work more efficiently and safely.

















72nd Court/Route 83

The geometrics of this intersection were previously evaluated in a study³ prepared for the Village. The results of this study indicated that with the development of the southeast corner of the Plainfield Road/Route 83 intersection, signalization of the 72nd Court/Route 83 intersection should be considered. This would provide the subject site with a full access lo-

² Intersection Analysis of Route 83 at 63rd Street, Willowbrook, Illinois, Metro Transportation Group, Inc., May 1988

³ Memorandum from Metro Transportation Group, Inc., Bradford Site Evaluation, January 11, 1991

TABLE 6
LEVEL-OF-SERVICE RESULTS³
IL ROUTE 83 CORRIDOR

Future Type of Control	Existing Type of Control ⁴	Intersection	Existing Traffic A.M. Peak	P.M. Peak	Future Traffic A.M. Peak	P.M. Peak
		63rd St./IL 83	D	C	D	D
right-in/ right-out		Ridgemoor/IL 83: southbound to eastbound westbound to southbound westbound to northbound	D E B	D E A	- - -	- - -
		67th St./IL 83	A	B	A	B
right-in/ right-out		69th St./IL 83: northbound to westbound southbound to eastbound eastbound to northbound eastbound to southbound westbound to southbound westbound to northbound	C D E A E B	D D E C E B	- - - - - -	- - - - - -
		Plainfield Rd./IL 83	C	C	D	D
		72nd Ct./IL 83	-	-	A	B
right-in/ right out		73rd St./IL 83: northbound to westbound southbound to eastbound eastbound to northbound eastbound to southbound westbound to southbound westbound to northbound	C E F A F C	E D E A F B	- - - - - -	- - - - - -
right-in/ right-out		74th St./IL 83: westbound to northbound westbound to southbound northbound to westbound	E A C	E C E	- - -	- - -
		75th St./IL 83	B	B	D	D
		Midway Dr./IL 83	C	D	D	D

³ Level-of-service is measure of how well the intersection works. The levels-of-service range from LOS "A" (best) to LOS "F" (worst). LOS "D" is considered an acceptable level-of-service by IDOT in urban areas.

⁴ Legend:  - signalized:  - stop controlled

cation to Route 83 as well as allow the existing commercial site south of 72nd Court to take advantage of this signalized access location. A southbound left turn lane and a separate northbound right turn lane should be provided on Route 83 with the development of this subject site. A separate right turn lane and separate left turn lane for westbound traffic were also recommended.

Based on the analyses presented in this study and with the widening of Route 83 to six through lanes, these additional lanes should adequately accommodate the future estimated traffic volumes at this intersection.

75th Street/Route 83

The geometrics of this intersection were evaluated in a previous study⁴. The results of this study indicated that with the extension of 75th Street to the west, a southbound left turn lane and a separate northbound right turn lane should be provided on Route 83. An eastbound through lane and separate left turn lane and right turn lane for westbound traffic were also recommended.

Based on the analyses presented in this study and with the widening of Route 83 to six through lanes, these additional lanes should adequately accommodate the future estimated traffic volumes at this intersection.

Midway Drive/Route 83

Based on the results of the analyses and the estimated future volumes, it is recommended that four through lanes from south of 75th Street through the Midway Drive intersection be provided with the widening of Route 83. This additional through lane is necessary due to the location of this intersection with respect to Interstate 55. The future total estimated traffic volumes at this location are substantially more than intersections located further from the Interstate due to the compilation of traffic volumes from the various sources which converge/diverge from this location. It should be noted that this section of Route 83 currently has six through lanes, so the additional through lane will provide an eight lane cross section at this location.

It should also be noted that the existing operation at the Route 83/Midway Drive intersection is complicated due to the proximity of the frontage road to Route 83. A possible solution to promote safer and less confusing operations would be to place the Frontage Road/Midway Drive intersection under signal control.

The two intersections are located approximately 150 feet apart. This distance would not allow efficient independent signal operation. Both intersections could operate as a single signal. In order to accomplish this, the signal phasing would require modification to accommodate traffic to and from the frontage road.

Midway Drive Signal Phasing

Shown in Figure 19, *Possible Signal Phasing, Midway Drive*, is the basic signal phasing for interactive operation. Operations on Route 83 would not be modified. An additional signal phase would be provided on Midway Drive specifically for northbound approach traffic on the frontage road.

4

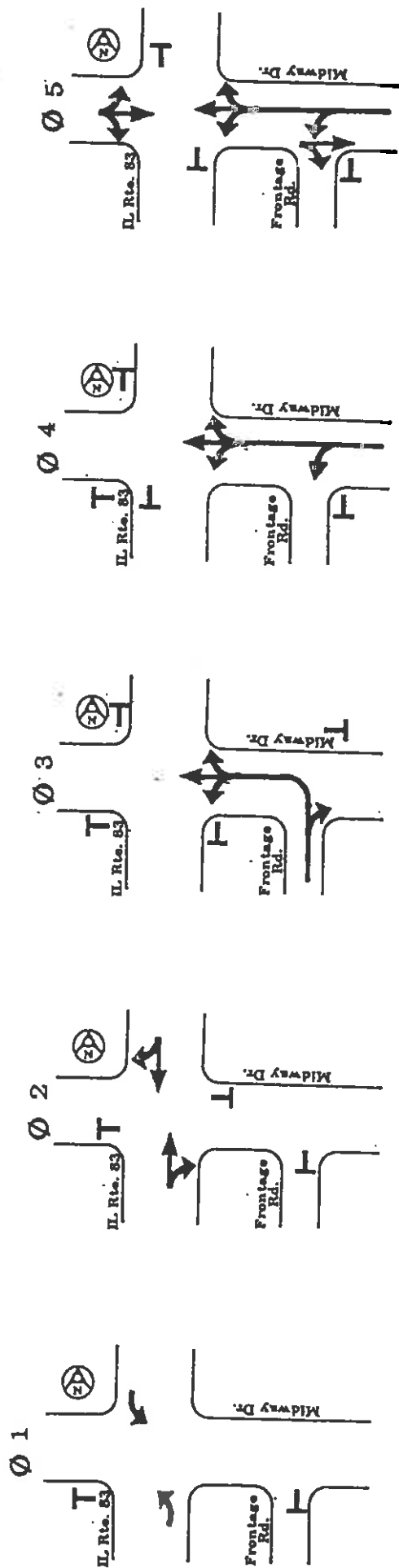
Intersection Study, Route 83 and 75th Street, Willowbrook, Illinois, Metro Transportation Group, Inc., March 1989



TITLE:

POSSIBLE SIGNAL PHASING

FIGURE 19



The additional phase will require more "green time" for Midway Drive which could adversely affect the delay experienced at the intersection. This could be mitigated by increasing the capacity of the intersection. In essence, this would enable the intersection to accommodate the additional phase without requiring increased "green time."

Providing signalization at both intersections and operating them as a single signal system will minimize driver confusion and increase safety at the Midway Drive/Frontage Road intersection.

Signal Coordination

Observed throughout this evaluation was the lack of signal coordination along Route 83, specifically at the 67th Street/Route 83 intersection. IDOT is continually monitoring this situation. However, it is recommended that with the widening of Route 83, improvements to the signal progression system be made. The hardware necessary to coordinate signals in the study area is in place and an attempt to correct the signal timings, and thus provide progression, should be made once construction in the vicinity of the intersection with 63rd Street is complete.

In summary, based on review and analyses of the future conditions, the majority of the signalized intersections in the study area will continue to operate at an acceptable level of service. It is also noted, however, that due to the substantial through volumes on Route 83 at the Midway Drive/Route 83 and the Route 83/Plainfield Road intersections, specifically, that consideration should be given to geometric improvements in conjunction with the widening of Route 83.

Frontage Roads and Access Control

Finally, a number of locations for frontage roads, areas appropriate for access control, street closures and improvements are recommended to augment traffic safety, protect existing neighborhoods and improve overall traffic circulation.

Frontage roads are recommended along the west side of Route 83 between 67th Street and Plainfield Road and the east side of Route 83 between 67th and 69th Streets. These frontage road locations are intended to reduce existing and future property access directly to Route 83. Traffic circulation and safety will be improved by orienting vehicle access to and from signalized intersections. The form of the frontage road improvement does not necessarily require the improvement of a roadway entirely separate of individual on-site circulation, although this represents one option. Another option is to interconnect individual developments through a common access aisle with limited access to Route 83. It is possible this aisle could serve off-street parking areas for each individual development. This principle is particularly applicable in the City of Darien along the west side of Route 83 between 67th Street and 69th Street due to existing developmental conditions.

Access control is emphasized at the following locations, as depicted in Figure 15, *Route 83 Corridor Transportation Plan*:

- o The southeast corner of the intersection of Route 83 and 63rd Street
- o The southeast corner of the intersection of Route 83 and Plainfield Road

- o The frontage property along the west side of Route 83 between 75th Street and Midway Drive
- o The frontage property along the west side of Route 83 between 73rd Court and 74th Street

The access control policy requires that individual property owners' access be coordinated and consolidated into one or two points for any frontage along Route 83 where the only option for access is Route 83. Or, in the case where access can be gained from a street other than Route 83, that preference be given to the secondary street. Whenever possible, access to private property from Route 83 should be limited, and when feasible, existing driveways accessing Route 83 should be combined.

With regard to street closures, the plan recommends the closure of both 68th Street and 69th Street to the east of Route 83. The 68th Street closure should occur at the west right-of-way line of Quincy Street, eliminating the need to maintain a street stub which provides no vehicle access to abutting properties. 69th Street east of Route 83 should be closed and provided with a standard cul-de-sac improvement to terminate the street no further than 300 feet east of Route 83.

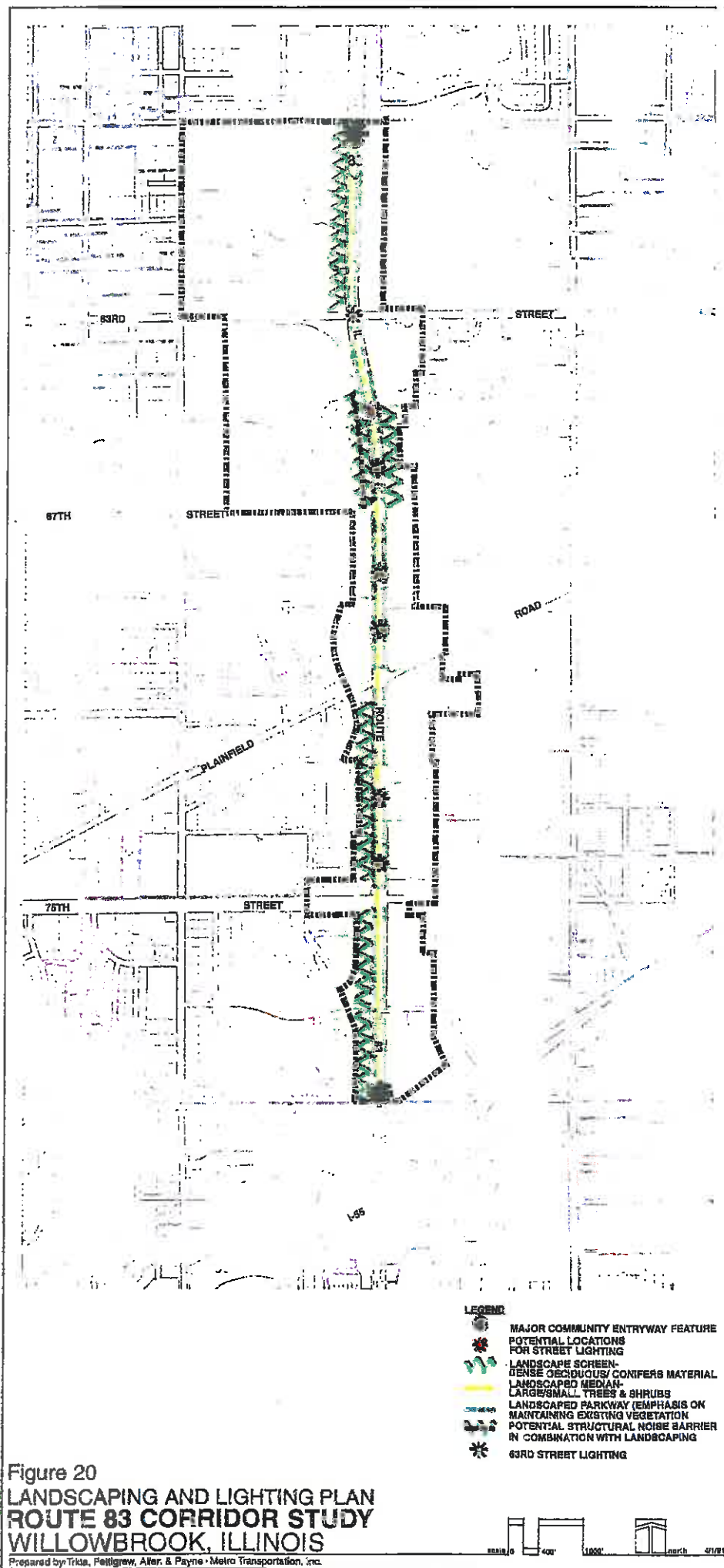
Finally, the 75th Street improvement east of Route 83 to Madison Street provides an important alternative connection to the surrounding street system. The connection will help relieve volumes of traffic along Quincy Street and Midway Drive.

Landscaping and Lighting

The overall widening improvements to Route 83 should attempt to maintain the present landscaped character along the corridor. Although the roadway widening will undoubtedly impact the amount of open space within the right-of-way, the Village's basic policy is to seek significant landscaping within the parkway and median of Route 83 and special landscaping for existing and planned residential areas along the street. Street lighting is not advocated due to proximity to existing residential developments and the dramatic change in character to the community resulting from intensive street lighting. The *Landscaping and Lighting* policy of the Village is depicted in Figure 20, and further discussed below.

Route 83 Median Planting. Widening outside the median will permit an opportunity to landscape within the median. In order to provide for positive drainage, areas most suitable for planting, and a parkway of the desired aesthetic image requires a crown median with barrier curbing and underground storm sewers. Figure 21, *Proposed Route 83 Concept Profile*, presents an illustration of how Route 83 could be designed. Plant material could include deciduous and evergreen trees and shrubbery, as well as planting beds for a variety of annual and perennial plants.

Parkway Planting. Parkway planting will serve one of two purposes: 1) to create a dense visual screen for residential land uses; or 2) to create a common parkway planting scheme to beautify remaining frontage locations along the Route 83 corridor.



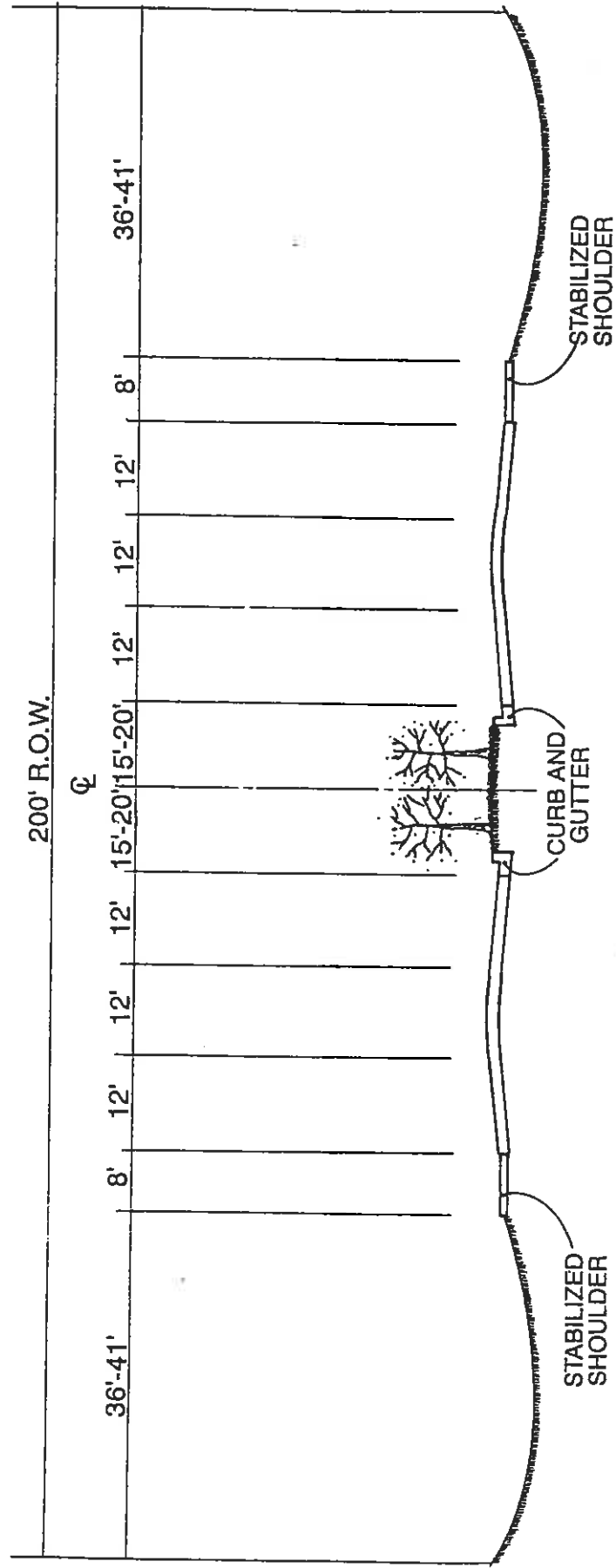


Figure 21
 ILLINOIS ROUTE 83
 PROPOSED ROUTE 83 CONCEPT PLAN
 BARRIER MEDIAN-ELEVATED CROWN
 UNDERGROUND DRAINAGE (STORM SEWER)
 WILLOWBROOK ROUTE 83
 CORRIDOR STUDY

Prepared by: Tkla, Pettigrew, Allen & Payne

Combination Landscaping and Structural Barriers. A section of frontage along the Route 83 corridor fronting the Lake Hinsdale Village residential area appears to hold potential for structural noise barrier walls. Unlike most frontage sections along Route 83, this is a continuous section approximately 1600 feet long. In combination with the proximity of dwellings to the right-of-way with the frontage length, it is seen as having greatest potential for meeting noise mitigation warrants of any section along the Willowbrook Route 83 cross-section. A combination of berming, noise attenuation barriers and landscaping is desired along this section. Additionally, the City of Darien has expressed a strong desire for structural noise barriers for the residential area along the west side of Route 83 between 74th Street and Plainfield Road. If warrants for noise attenuation devices cannot be met, landscaping, and possibly berming in some locations, consistent with the remainder of Route 83, is desired.

To the extent possible, parkway improvements should be coordinated with individual property owners and homeowners' associations and should reflect local preferences. Where landscaping is to serve as a mitigative visual barrier along residential properties, a minimum of one tree for each 15-20 feet of frontage should be planted utilizing a combination of deciduous and coniferous overstory trees.

Parkway and median planting should include a minimum of one overstory tree for approximately each 60 feet of street length. The planting standard applies to each parkway and median individually. Shrubbery of ornamental varieties can be substituted in areas where sight visibility is an issue. This includes the visibility of businesses as well as intersections, access points and official traffic control devices. From the standpoint of maintenance, it should be noted that the Village of Willowbrook has a long-standing agreement with the Illinois Department of Transportation to mow and maintain the landscaping within the Route 83 right-of-way throughout the Village limits.

The improvements, in combination with unique and distinctive community entryway features, will serve to enhance the character of Route 83. The entryway features at the north and south limits of the community should serve as landscaped focal points with attractive signage signifying arrival to the community. Ideally, the improvements would be placed within the Route 83 median for greatest visibility.

Lighting

Although the community acknowledges the presence of ambient lighting along existing business areas fronting Route 83 and the potential operational safety benefits from lighting, concerns for the protection of the existing character of the route and protection of residential areas weighed against implementing an overall lighting program. However, the possible need for lighting for mid-block U-turn locations is recognized due to the unique nature of this traffic movement which is uncommon to the Chicago area. Further, lighting of the intersection of 63rd Street and Route 83 is recommended due to the fact that this intersection has been identified as a high-accident location and residential development does not exist within close proximity to the intersection.

Beyond these exceptions, it is the desire of the Village to not provide for any additional lighting along the Route 83 corridor.

Pedestrian and Bicycle Improvements

Improvements for *Pedestrian and Bicycle Access* are shown in Figure 22. These improvements essentially reaffirm the current Comprehensive Plan for the Village except for the addition of signalized crosswalks and the inclusion of a bicycle path in favor of an unprotected bicycle lane along the east side of Route 83. Improvements shown outside the Route 83 corridor and any other state routes are the responsibility of the Village of Willowbrook or Du Page County.

It is important to point out, however, that for the Village to meet IDOT warrants, and possibly secure state funding for improvements within the Route 83 right-of-way, sidewalk and bicycle improvements must be provided to the locations which will "bridge" the state right-of-way. Therefore, the Village must consider and provide for the connecting sidewalk and bicycle improvements in advance of IDOT's widening plans to be considered for IDOT warrants and funding.

Bicycle and pedestrian access improvements ranked fairly high among the community's desired improvements. As Route 83 is perceived by many individuals as a physical barrier to pedestrian access between the east and west portions of the community, the recommended improvements will eliminate the barrier presented by the current improvements.

Related Design Improvements

Throughout the planning process, a number of related design improvement considerations were raised. These include: 1) grade separation between existing drives and streets and the proposed Route 83 improvements; 2) issues regarding storm water drainage and 3) property access during roadway reconstruction.

Grade separations between existing drives and streets and the proposed Route 83 improvements.

While the community recognizes there may well be a need to alter existing slopes of driveways resulting from minor grade adjustments to Route 83, extensive changes from existing conditions are not acceptable. Therefore, the Village has established a policy that no driveway grade shall have a maximum slope exceeding five percent.

Storm Water Drainage

Throughout the study, storm water issues have been a topic of great interest. It is extremely important to both the Village of Willowbrook and the City of Darien that existing run-off release rates for storm water not be increased for property within the Route 83 right-of-way, that generally no adverse impacts related to flooding be created, and the following conditions and issues be addressed as part of the IDOT design plans for Route 83:

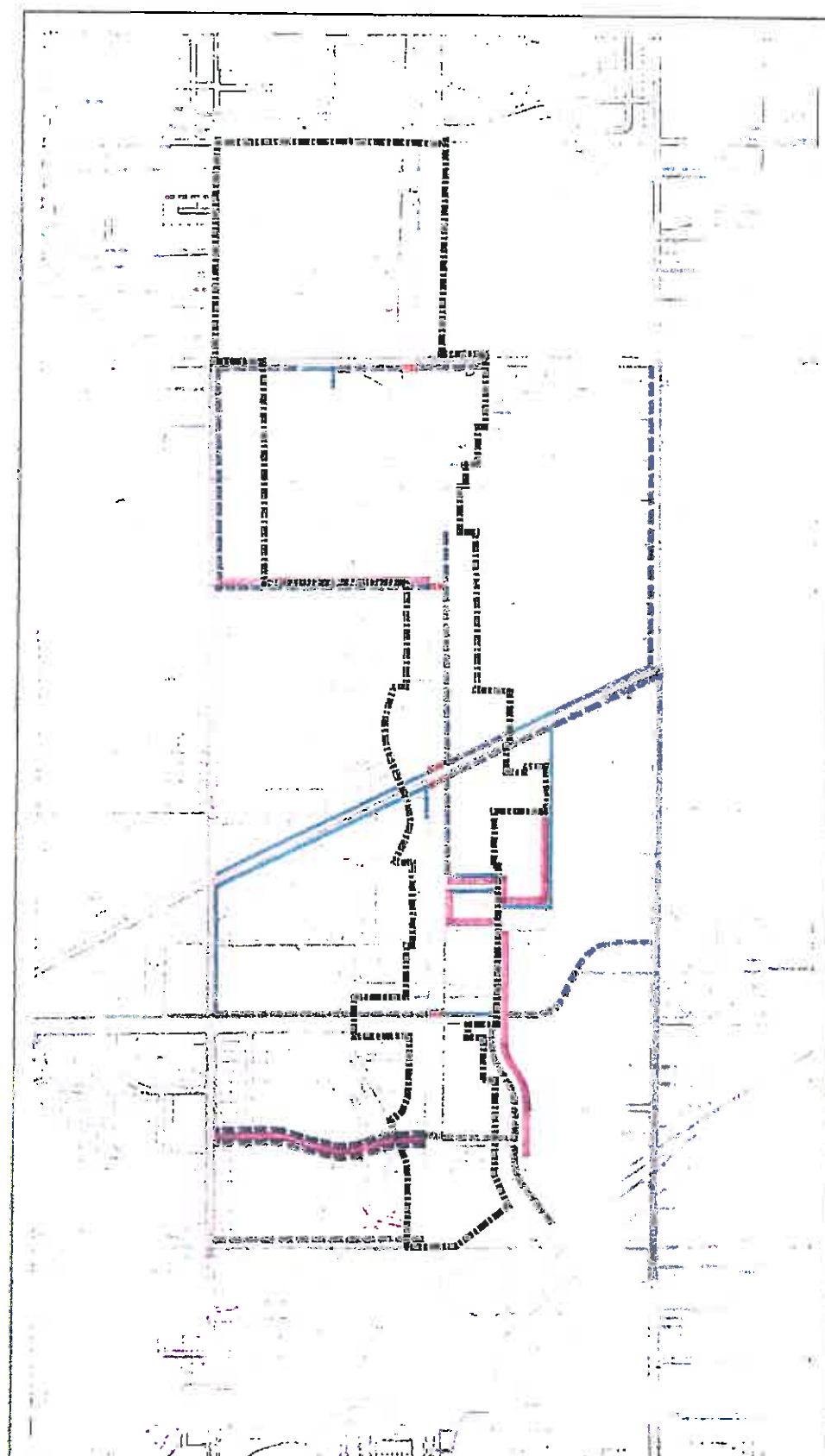


Figure 22
 PEDESTRIAN AND BICYCLE
 IMPROVEMENTS
 ROUTE 83 CORRIDOR STUDY
 WILLOWBROOK, ILLINOIS

Prepared by Tkla, Pottigraw, Allen & Payne - Metro Transportation, Inc.

Marion Hills Ditch/63rd Street

The confluence of the North Branch and South Branch of the Marion Hills Ditch is in a reservoir just west of Route 83 and north of 63rd Street. If the culverts under Route 83 become blocked or their capacity is exceeded, the road will overtop at or near the intersection with 63rd Street. The western quadrants of this intersection contain commercial developments which may be subject to flooding if the overland flow route across Route 83 is not maintained. While the roads are not in the floodplain, much of the area in the north-east quadrant and southeast quadrant of the intersection of Route 83 and 63rd Street is classified as Zone A (Areas of 100-year flood, base flood elevations and flood hazard factors not determined).

Lake Hinsdale Outfall

Lake Hinsdale has a total watershed area of approximately 450 acres consisting largely of single family and multi-family residential areas. This lake is at the upstream end of the 63rd Street Ditch, which is tributary to Flagg Creek. Currently, Route 83 at the Lake Hinsdale outfall is classified as Zone A2 floodplain with a BFE of 724 NGVD. The existing overtop point of Route 83 is immediately south of Ridgemoor Drive West. If this overflow point is not maintained, there is an increased potential for damage upstream in the Village of Willowbrook and the City of Darien.

Plainfield Road Intersection

The intersection of Route 83 and Plainfield Road serves as the overland flow path for a substantial amount of land east of Route 83 which is tributary to the East Branch of Sawmill Creek. This area contains retail, office/research, and residential developments, including the K-Mart shopping center and the Lake Willoway Condominium development. Another retail mall is proposed for the southeast corner of this intersection. The Village is of the opinion that it is very important to maintain this overland flow route so as to minimize the structural and economic losses suffered during the extreme rainfall events or under the circumstances that a drainage structure should become non-functional.

Plainfield Road to 69th Street

Route 83, between Plainfield Road and 69th Street, does not have any drainage structures to carry stormwater from east to west. As stated earlier, there is an overland flow path at Plainfield Road. The Village requests that drainage improvements be considered in this area because lane closures on Route 83 are occasionally required. To the knowledge of Village officials, no other stretch of Route 83 within the Village of Willowbrook has ever required closures because of flooding.

Property Access During Roadway Reconstruction

Great concern was expressed by local businesses and residents that temporary individual property access be maintained throughout the construction phase of the Route 83 widening. It is the position of the Village that access be maintained during construction to all properties that rely upon Route 83 as their sole means of ingress and/or egress.

Implementation

This planning process, in many ways, has just begun. A number of critical steps are required for the Village to carry out the Plan in a timely manner and meet its objectives for the Route 83 widening. This section describes the actions, their sequences and responsibilities for implementation.

5. IMPLEMENTATION

Although adoption of this plan is an important first step in meeting the Village's objectives for improvement of Route 83, a number of other actions must be undertaken to implement the plan. This section discusses key aspects of implementation required to successfully carry out the plan.

Illinois Department of Transportation and Du Page County Highway Department

A priority action toward meeting Village objectives is to seek plan concurrence with the Illinois Department of Transportation and DuPage County Highway officials.

Meetings should be held between representatives of the Village and State and County highway officials to gain concurrence on the plan and program. This should occur within the next few months. Although construction may not start until as late as 1997, the target year for IDOT roadway design approval is 1993. Therefore, the Village should meet with officials within the next six months to gain IDOT and DuPage County Highway Department concurrence on the plan. The Village's goal at this time is to secure agreement on the general design and policy elements of the plan.

Implementation Work Sequencing

Upon concurrence with this plan by all agencies involved in the Route 83 improvement program, a range of other actions must be undertaken by the Village. This subsection describes those actions and their relative sequence.

1. Local review of plans and specifications prepared by IDOT during the design phase of the project.
2. Determine project improvement costs and responsibility for completion of improvements.
3. Review local ordinances.
4. Amend the Comprehensive Plan to include the Corridor Plan.
5. Review the construction program and monitor improvement progress.

These steps are described in detail below.

1. Local Review of Plans and Specifications Prepared by IDOT.

This step may run parallel with discussions of project improvement costs and responsibilities discussed under Item No. 2, below. However, it is important for the Village to first determine specific improvement plans during the design phase for the following:

- Lighting
- Landscaping
- Noise attenuation devices, if any
- Community entryway features
- Storm water drainage
- Frontage roads
- Sidewalks and pedestrian crosswalks
- Street improvements
 - o 69th Street closure
 - o 68th Street closure

Plans should be reviewed to assure that Village policies are met for these improvements. Further, the following basic considerations should apply in order to successfully achieve implementation of the plans.

- A. Sidewalk and bike path connections to intersections recommended for pedestrian signalization on Route 83 must be in place or anticipated improvements secured in a manner acceptable to IDOT.
- B. Village of Willowbrook officials should assist State and County officials in arriving at specific solutions for frontage road connections along the west side of Route 83 between 67th Street and Plainfield Road. This would also include officials of the City of Darien for that portion of the frontage road between 67th Street and 69th Street. The objective is to facilitate concurrence on a frontage road system, constructed either independently of existing off-street parking areas or through a coordinated cross access easement approach.

2. Project Improvement Responsibility and Costs

This element may very well become a consideration at the time of the review of IDOT design plans. The ability to secure improvements as planned will be the financial responsibility of the Village of Willowbrook, IDOT and DuPage County as primary agencies. It is assumed that street widening improvements, signalized intersections, grading, utility work and similar improvements will be the primary responsibility of IDOT and, to a limited extent, DuPage County. However, for a variety of improvements, it is unclear what agencies will share costs. For example, street lighting may not meet IDOT

warrants, but it is possible IDOT may pay for at least a portion of the costs. The following table summarizes the improvement elements, agencies potentially responsible for funding, an estimate of cost, and possible Village of Willowbrook shares of improvement costs. The Village share of costs represents one possible financial obligation to the entire project, but may change as a result of future discussions with IDOT, DuPage County or other officials and agencies.

Table 7: Route 83 Improvement Cost Estimates

<u>Improvement</u>	<u>Agencies Potentially Responsible for Improvement</u>	<u>Estimated Cost (total)</u>	<u>Estimated Village of Willowbrook Share</u>	
			<u>\$</u>	<u>%</u>
Lighting	IDOT, DuPage County, Village of Willowbrook	\$250,000	\$62,000	(25%)
Sidewalks & bike paths within R.O.W.	IDOT, Village of Willowbrook	\$50,000	\$25,000	(50%)
Signalized pedestrian crosswalks	IDOT, DuPage County, Village of Willowbrook	\$12,000	\$3,500	(30%)
Median and parkway landscaping	IDOT, DuPage County, Village of Willowbrook	\$60,000	\$30,000	(50%)
Noise attenuation barriers	IDOT, Village of Willowbrook	\$250,000	\$125,000	(50%)
Entryway signage	Village of Willowbrook	\$10,000	\$10,000	(100%)
Frontage roads	IDOT, Village of Willowbrook	\$500,000	\$50,000	(10%)
Visual/mitigation landscaping	IDOT, Village of Willowbrook	\$200,000	\$40,000	(20%)
68th Street and 69th Street closures	IDOT, Village of Willowbrook	\$200,000	\$100,000	(50%)
75th Street extension (to Quincy Street)	IDOT, DuPage County, IDOT Economic Development Grant Developer Contributions	\$725,000	0	(0%)
		<hr/>	<hr/>	<hr/>
		\$2,257,000	\$445,500	(20%)

Source: TPAP estimates

Note: Costs will vary depending upon extent of improvement and actual contract prices.

3. Review of Local Ordinances

There are a few improvements the Village can make to its development control ordinances to assist in plan implementation. These include improving the Village's landscaping standards for front yards; establishing access control standards for Route 83; and re-evaluating the adequacy of the current 15 foot front yard setback for off-street parking along Route 83.

The Village's current zoning regulations are not specific in terms of front yard landscape planting requirements. The inclusion of definitive standards for planting, particularly trees and shrubbery, can help augment other right-of-way improvements.

Further, the Village's Zoning Regulations can be supplemented with additional requirements for access control including requirements for numbers of driveways, separation distances, geometric requirements, driveway storage lengths and other requirements. These standards will complement the function of other public improvements planned within the corridor.

Finally, the Village's 15 foot front yard parking setback might either be increased or augmented with a requirement for berming within the existing front yard to avoid continued placement of off-street parking areas in highly visible locations from the right-of-way. While building and signage visibility is desirable, landscaped berming and possibly an increased front yard setback will block parking surfaces and vehicle visibility and thereby enhance and maintain the landscaped setting which exists along the route today.

4. Incorporate the Route 83 Corridor Study as Part of the Village's Official Comprehensive Plan 1985, as amended.

Although the Route 83 corridor study is seen as an extension of the current Comprehensive Plan, it should be integrated into the plan at some point in the future. Given that the Route 83 corridor study deals with many typical comprehensive planning issues such as transportation and land use, it should be included as a sub-area plan as part of the larger community-wide plan to lend it the policy status it requires for strengthening its basis for implementation. Ideally, this Route 83 corridor study would best be integrated with a Comprehensive Plan update so that plan relationships can be clearly expressed.

5. Review Construction Plans and Continue to Monitor the Route 83 Corridor Program

The Village should also review IDOT construction plans following the design stage of the program to insure all improvements have been designed properly. The intent is to ensure that policies of the Village, as contained in this plan, are properly translated at the construction phase of the project.

It is important that construction plans include temporary access to existing property owners who maintain access to Route 83. Opportunities should be made available for property owners to review construction plans to make certain individual needs are met.

The Village should continue to monitor the construction and improvement process to ensure that plan policy is carried out.

Willowbrook Route 83 Corridor Study

APPENDIX

Prepared by:

Trkla, Pettigrew, Allen & Payne, Inc.
Metro Transportation, Inc.

FORWARD

The documents contained in this Appendix were considered and evaluated as part of the Route 83 Corridor plan and process. The separation of these documents from the body of the main report was necessitated only by reason of organization of the Final Plan report. The materials included in this Appendix provide further demonstration of matters considered and relied upon by the Village of Willowbrook in arriving at a policy and plan for future improvements to Route 83 within Willowbrook.

APPENDIX
TABLE OF CONTENTS

Section

1. Resolution 83-R-14, a resolution recommending a Design Alternative For Illinois Route 83 from I-55 to I-290
2. Excerpts, Appendix A, Geometrics, from Environmental Assessment and Combined Report, IDOT, March 1983
3. Knollwood Road and Route 83, an Intersection Analysis, Metro Transportation, January 1991
4. Route 83 Community Workshop Response Summary, January 21, 1991
5. Residents' Petition for Closure of 68th and 69th Streets (east legs) at the Intersection of Route 83
6. Correspondence - Letters Directed to or Related to Route 83 Steering Committee Business

WILLOWBROOK RESOLUTION NO. 83-R-14



Village of Willowbrook
7760 Quincy Street Willowbrook, Illinois 60521-5594
708-323-8215
Fax 708-323-0787

EUGENE NOOSE
PRESIDENT
BERNARD A. OGLIETTI
VILLAGE ADMINISTRATOR
PATRICK T. SPATAFORE
VILLAGE CLERK

March 14, 1991

Mr. Phil Hanegraaf
Trkla, Pettigrew, Allen & Payne
123 West Madison Street, Suite 300
Chicago, Illinois 60602

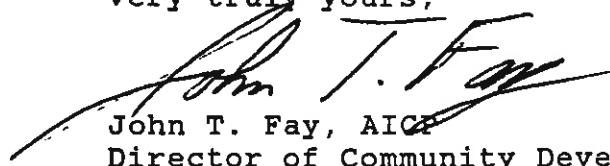
Re: Resolution No. 83-R-14

Dear Phil:

Enclosed please find an executed copy of Resolution No. 83-R-14, entitled "A RESOLUTION RECOMMENDING A DESIGN ALTERNATIVE FOR ILLINOIS ROUTE 83 FROM I-55 TO I-290," which was adopted and approved by the President and Board of Trustees on May 9, 1983. This executed copy will replace the copy I had previously forwarded to you for your office files that was not executed.

Should you have any questions regarding this matter, please do not hesitate to contact the undersigned.

Very truly yours,


John T. Fay, AICP
Director of Community Development

JTF:mp

Enclosure

cc: Bernard Oglietti, Village Administrator

4. That the Design Report be amended to provide a five-lane cross section on the eastern leg of 75th Street at Illinois Route 83
5. That the Design Report be amended to provide a protected left turn bay for southbound Illinois Route 83 traffic turning easterly onto 75th Street
6. That the Design Report be amended to provide a dual left turn bay for eastbound 63rd Street traffic turning northerly onto Illinois Route 83
7. That the Design Report be amended to provide a system of interconnecting the traffic control devices on Illinois Route 83 at the intersections of Midway Drive, 75th Street, Plainfield Road and 63rd Street as recommended by the DuPage County Regional Planning Commission in their report entitled "Traffic Signal Improvement and Timing Optimization Study for DuPage County Phase I" dated October, 1982
8. That the Design Report, "Environmental Assessment" and the "Noise Analysis and Study Report" be amended to provide the expansion of natural noise abatement techniques (landscaping and berms) at the following additional locations:
 - a) The west side of Illinois Route 83 from 59th Street to 67th Street
 - b) The east side of Illinois Route 83 from approximately 6400 to 67th Street
 - c) The west side of Illinois Route 83 from Midway Drive to 79th Street
9. That the Design Report be amended to provide the need for additional flood abatement measures on Illinois Route 83 from Plainfield Road to 69th Street; and,

BE IT FURTHER RESOLVED by the President and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois, that the Village Clerk be and the same is hereby directed to file a certified copy of this Resolution with the following:

Hon. James R. Thompson, Governor, State Capitol,
Springfield, Il. 62706

Senator Wm. F. Mahar, 17950 S. Halsted St.
Homewood, Il. 60430

Senator Beverly Fawell, 2 So. 630 Arboretum Rd.
Glen Ellyn, Il. 60137

Senator Leonard F. Becker, 5001 Cermak Rd.
Cicero, Il. 60550

Senator James "Pate" Philip, 116 S. Main St.
Lombard, Il. 60148

Senator George Hudson, 6301 S. Cass Avenue,
Westmont, Il. 60559

Senator Forest D. Etheridge, 52 West Downer Place
Aurora, Il. 60506

Senator John E. Grothberg, 100 W. Main St.
St. Charles, Il. 60174

Rep. Jane M. Barnes, 11759 S. Southwest Hwy.
Palos Heights, Il. 60463

Rep. Gene L. Hoffman, 105 S. York Road, Suite 500
Elmhurst, Il. 60126

Rep. Diana Nelson, 901 W. Hillgrove Ave.
LaGrange, Il. 60525

Rep. Lee A. Daniels, 180 W. Park Avenue
Elmhurst, Il. 60126

Rep. Thomas J. McCracken, Jr. 7120 Blackburn Ave.
Downers Grove, Il. 60516

Rep. Ralph H. Barger, 411 E. Roosevelt Road
Wheaton, Il. 60187

Rep. Mary Lou Cowlshaw, 1537 Chat Ct.
Naperville, Il. 60565

Rep. Kathleen L. Wojcik, 514 Wise Road
Schaumburg, Il. 60193

Rep. Doris C. Karpiel, 127 W. Lake Street
Bloomington, Il. 60108

Rep. Donald N. Hensel, P.O. Box 70
West Chicago, Il. 60185

Mr. John Kramer, Secretary, Illinois Dept. of Transportation
300 N. State Street, Chicago, Il. 60610

Mr. Sigmund C. Ziejewski, Chief Engineer, District 1
Illinois Dept. of Transportation, 1000 Plaza Drive
Schaumburg, Il. 60172

Mr. Kenneth F. Macander. Location Studies Section Chief,
Illinois Dept. of Transportation, District 1, 1000 Plaza Drive
Schaumburg, Il. 60196

Mr. Jack T. Knuepfer, Chairman, DuPage County Board
421 North County Farm Road, Wheaton, Il. 60187

Members of the DuPage County Board, 421 North County Farm Road,
Wheaton, Il. 60187 as follows:

Ruth Kretschmer
Don G. Prindle
Barbara Broderick
Ray Soden
Jane Spirgel
Lenore Davenport
Lester Swailes
Paul W. Weber
William Bates
J. Russell Swanson
Norbert R. Fencil
Patricia Trowbridge
Barbara Purcell
Herbert C. "Bud" Kirchoff
Frank Urban, Jr.
Richard A. Carlson
Frank H. Bellinger
Mrs. Robert Mahnke
R. Lloyd Renfro
Charles R. Vaughn
Robert Raymond
Mary Price
Harold J. Bollweg
Julius T. Hankinson
Charles G. Kaelin

Presidents and Mayors, Route 83 Corridor as follows:

Hon. Angelo Chrysogelos, President, Village of Addison,
130 W. Army Trail Road, Addison, Il. 60101

Hon. Lawrence C. Bieneman, President, Village of
Bensenville, P.O. Box 330, Bensenville. Il. 60106

Hon. Alan I. Hurd, President, Village of Clarendon Hills,
One N. Prospect St., Clarendon Hills, Il. 60514

Hon. Erwin H. Sirovy, Mayor, City of Darien, 1702
Plainfield Road, Darien, Il. 60559

Hon. Abner S. Ganet, Mayor, City of Elmhurst, 119
Schiller Street, Elmhurst, Il. 60126

Hon. William L. Moore, President, Village of Hinsdale,
19 E. Chicago Ave., Hinsdale, Il. 60521

Hon. Wence F. Cerne, President, Village of Oak Brook,
1200 Oakbrook Road, Oak Brook, Il. 60521

Hon. Richard Sarallo, Mayor, City of Oakbrook Terrace,
17 W. 275 Butterfield Road, Oakbrook Terrace, Il. 60181

Hon. Victor Lesch, President, Village of Villa Park,
20 S. Ardmore Avenue, Villa Park, Il. 60101

Hon. Gregorv S. Szvmski, President, Village of Westmont,
31 W. Quincy Street, Westmont, Il. 60559

Mr. Aristide Biciunas, Executive Director, Chicago Area
Transportation Study, 300 W. Adams St., Chicago, Il. 60606

Mr. Lawrence Christmas, Executive Director, Northeastern
Illinois Planning Commission, 400 W. Madison St., Chicago,
Il. 60606

Hon. Janice Gerzevske, President, DuPage Mayors and Managers
Conference, 500 N. Gary Avenue, Carol Stream, Il. 60187

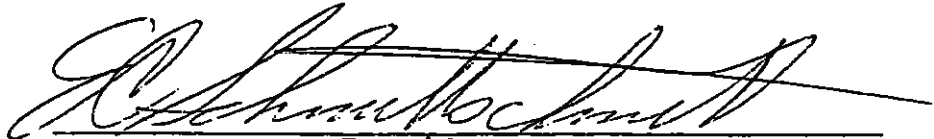
Mr. Steven Aavang, Executive Director, DuPage Mayors and
Managers Conference, 500 No. Gary Avenue, Carol Stream,
Il. 60187

Mr. Joseph H. Abel, Director, DuPage County Regional Planning
Commission, 421 North County Farm Road, Wheaton, Il. 60187

BE IT FURTHER RESOLVED by the President and Board of Trustees
of the Village of Willowbrook, DuPage County, Illinois, that a
certified copy of this Resolution be forwarded to Mr. Ken Macander as
Hearing Officer for the public hearings on the proposed improvements
to Illinois Route 83 from Interstate 55 to Interstate 290 to become
part of the permanent record of said public hearing.

ADOPTED and APPROVED this 9th day of May, 1983.

APPROVED:


President

ATTEST:

Roberta Krause
Village Clerk

ROLL CALL VOTE:

AYES:

7

Conklin, DeLorenzo, Lynch
McCauley, Mosse, Schmitt
Schmittschmitt

NAYS:

0

ABSENT:

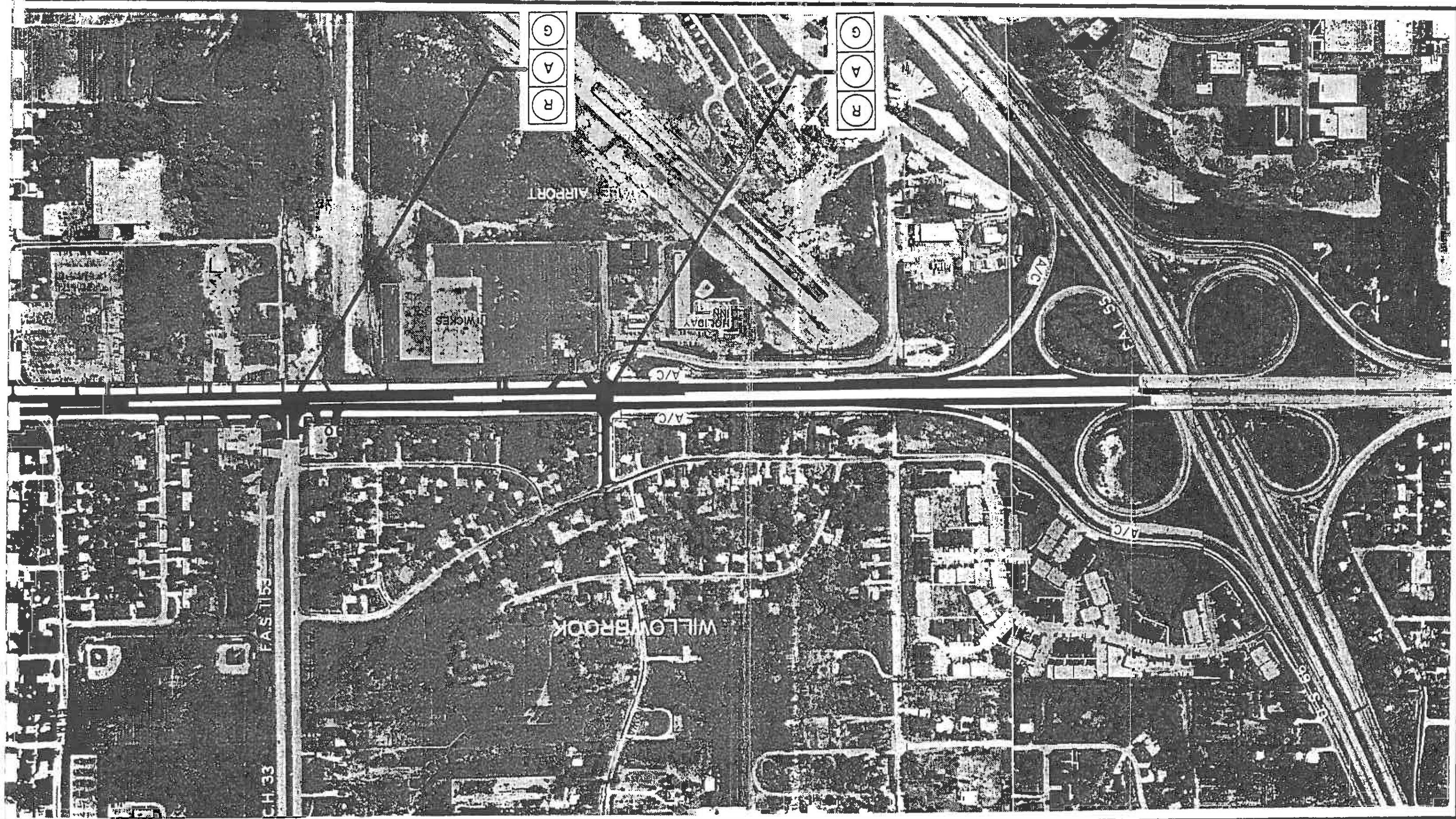
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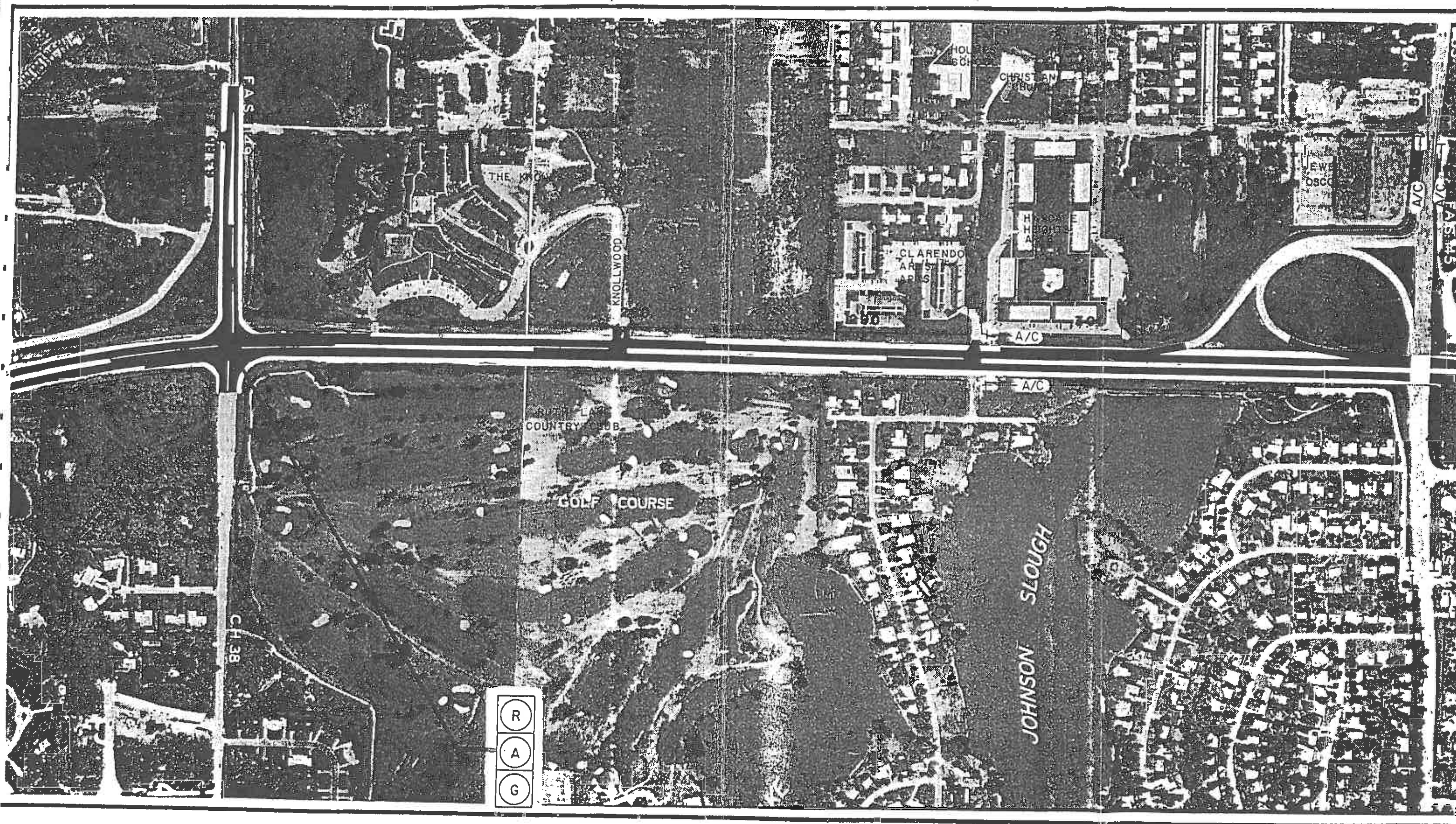
ABSTENTIONS:

0



ROUTE 83 IMPROVEMENTS, PROPOSED GEOMETRICS





KNOLLWOOD DRIVE/ROUTE 83 INTERSECTION STUDY
-- JANUARY, 1991



113 Fairfield Way
Bloomington, Illinois 60108-1577
Telephone 708 351-8100
Fax 708 351-8164

MEMORANDUM

TO: John T. Fay
Director of Community Development
Willowbrook, Illinois

FROM: Elizabeth H. Weesner
Transportation Consultant

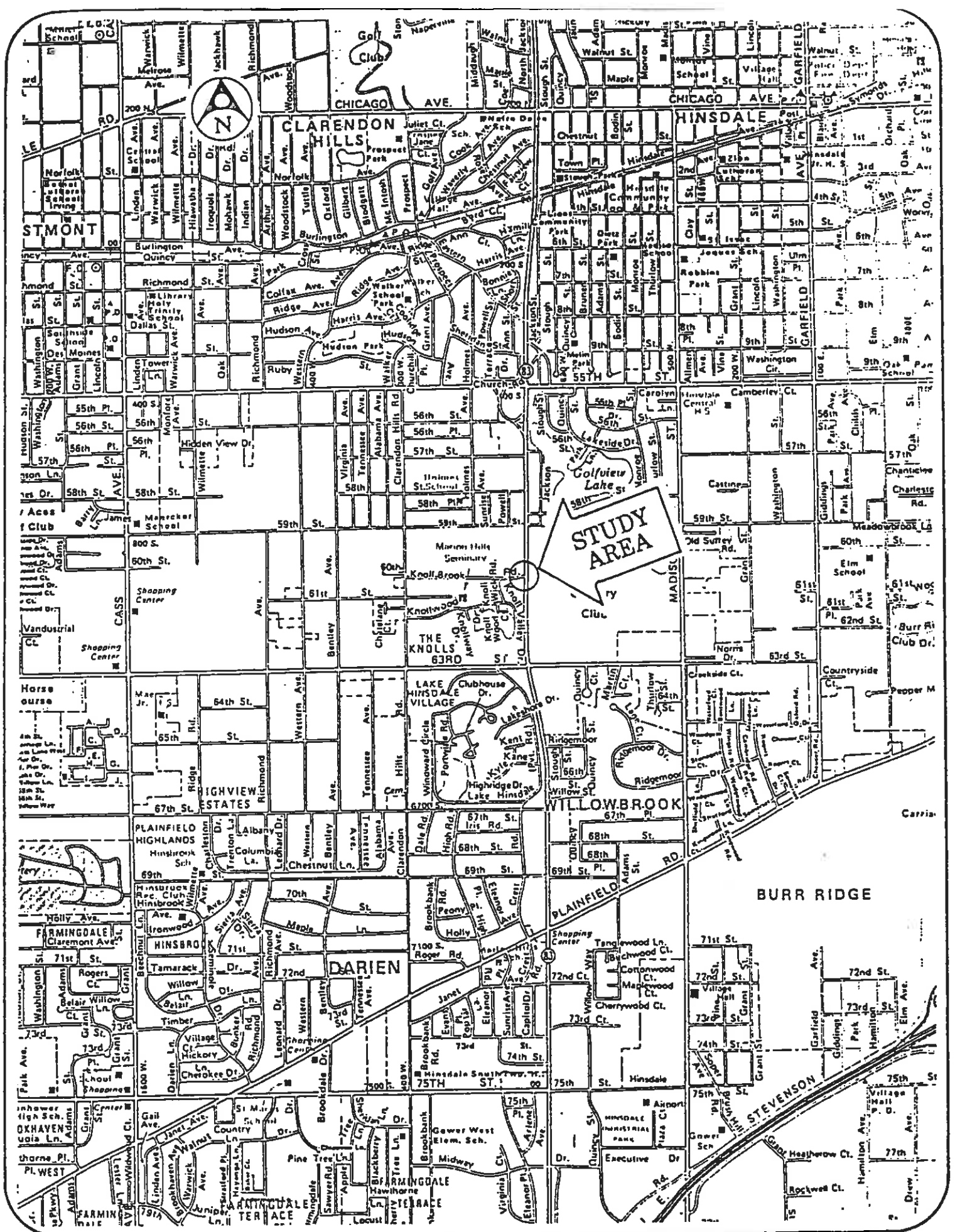
David B. Miller
President

DATE: January 3, 1991

SUBJECT: Access Review
Knollwood Road and IL Rt. 83
Willowbrook, Illinois

Pursuant to your request, Metro Transportation Group, Inc. (Metro) has performed a review of the Knollwood Road/IL 83 intersection in regards to alternative access arrangements.

The Illinois Department of Transportation (IDOT) is currently planning to widen IL 83 from four to six lanes in the vicinity of Knollwood Road, in Willowbrook, Illinois (see Figure 1). In connection with this widening, it has been proposed by IDOT that the Knollwood Road "T" intersection with IL 83 be limited to a right-in/right-out intersection. Alternately, the numerous multi-family developments along Knollwood Road have requested a traffic signal be installed at the subject intersection. The following presents our analyses of the access alternatives, as well as provides recommendations for your consideration.



TITLE:

STUDY AREA

FIGURE:1



BACKGROUND INFORMATION

Metro's field surveys and observations yielded the following relevant information.

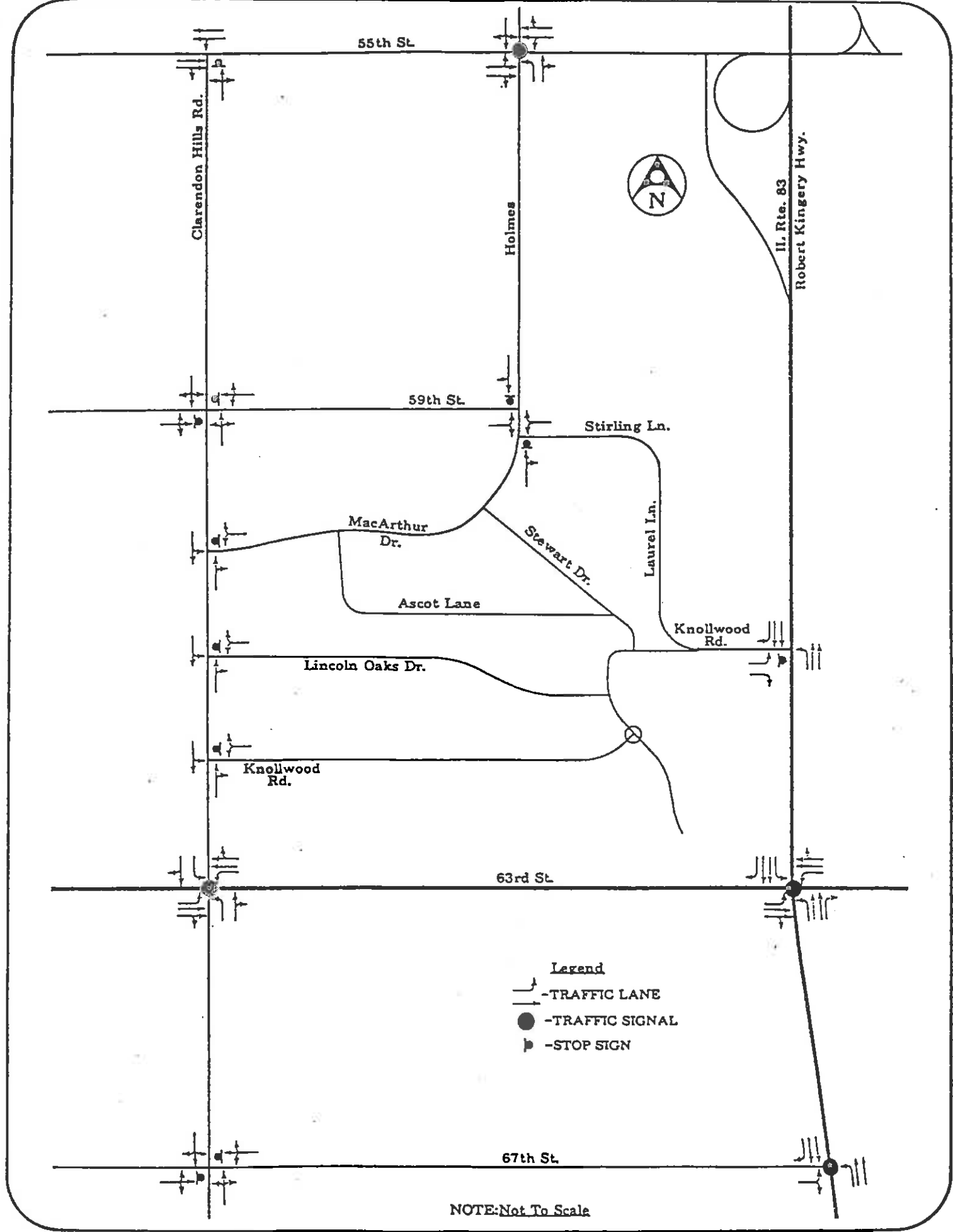
Roadway Inventory

A discussion of the area existing roadways is provided below while Figure 2 illustrates the existing traffic operations in the site vicinity.

IL Rt. 83 is currently a north-south four lane divided arterial roadway that connects to IL Rt. 7 in Palos Heights, Illinois at its southern terminus and continues northerly through the state. The widening of IL 83 to six through lanes, from 55th Street to 63th Street, in Willowbrook, Illinois, is planned to start in 1991. In addition to currently providing exclusive turn lanes at its signalized intersections with 67th Street and 63rd Street, IL 83 provides an exclusive southbound right turn lane and northbound left turn lane at its intersection with Knollwood Road. A 55 mile per hour speed limit is posted on IL 83 at this location. It should also be noted that IL 83 is on the list of Strategic Regional Arterial (SRA) routes planned to be reviewed in detail by IDOT.

Knollwood Road, is a two-lane private roadway. Knollwood Road "tees" into IL 83 at its easternmost terminus and proceeds westerly through multi-family developments to its western terminus at Clarendon Hills Road. Separate left and right turn lanes are provided on Knollwood Road at its intersection with IL 83. Knollwood Road is under STOP control at its intersections with IL 83 and Clarendon Hills Road.

Most other roadways in the subject area are two lane, undivided roadways that provide more localized access. These roadways include Clarendon Hills Road, Lincoln Oaks Drive, MacArthur Drive, 59th Street and 67th Street. Sixty-third Street and 55th Street are four lane east-west arterial roadways, which are located south and north of the study area respectively. The 63rd/IL 83 intersection is signalized while a full interchange is provided at the IL 83/55th Street intersection.





Existing Traffic Volumes

Metro conducted traffic counts during the morning and evening peak periods (6:00 - 9:00 A.M. and 4:00 - 7:00 P.M., respectively) on October 31, 1990 at the following intersections:

- IL 83/Knollwood Road
- IL 83/63rd Street
- IL 83/67th Street
- Clarendon Hills Road/59th Street
- Clarendon Hills Road/MacArthur Drive
- Clarendon Hills Road/Lincoln Oaks Drive
- Clarendon Hills Road/Knollwood Road
- Clarendon Hills Road/63rd Street
- Clarendon Hills Road/67th Street
- Holmes Ave./59th Street

These counts were supplemented by counts taken in September 1990 by Metro at the 55th Street/Clarendon Hills and the 55th Street/Holmes Avenue intersections and are illustrated in Figure 3. The results indicate that the heaviest travelled hours occurred in the morning from 7:15 - 8:15 A.M. and in the evening from 5:00 - 6:00 P.M.

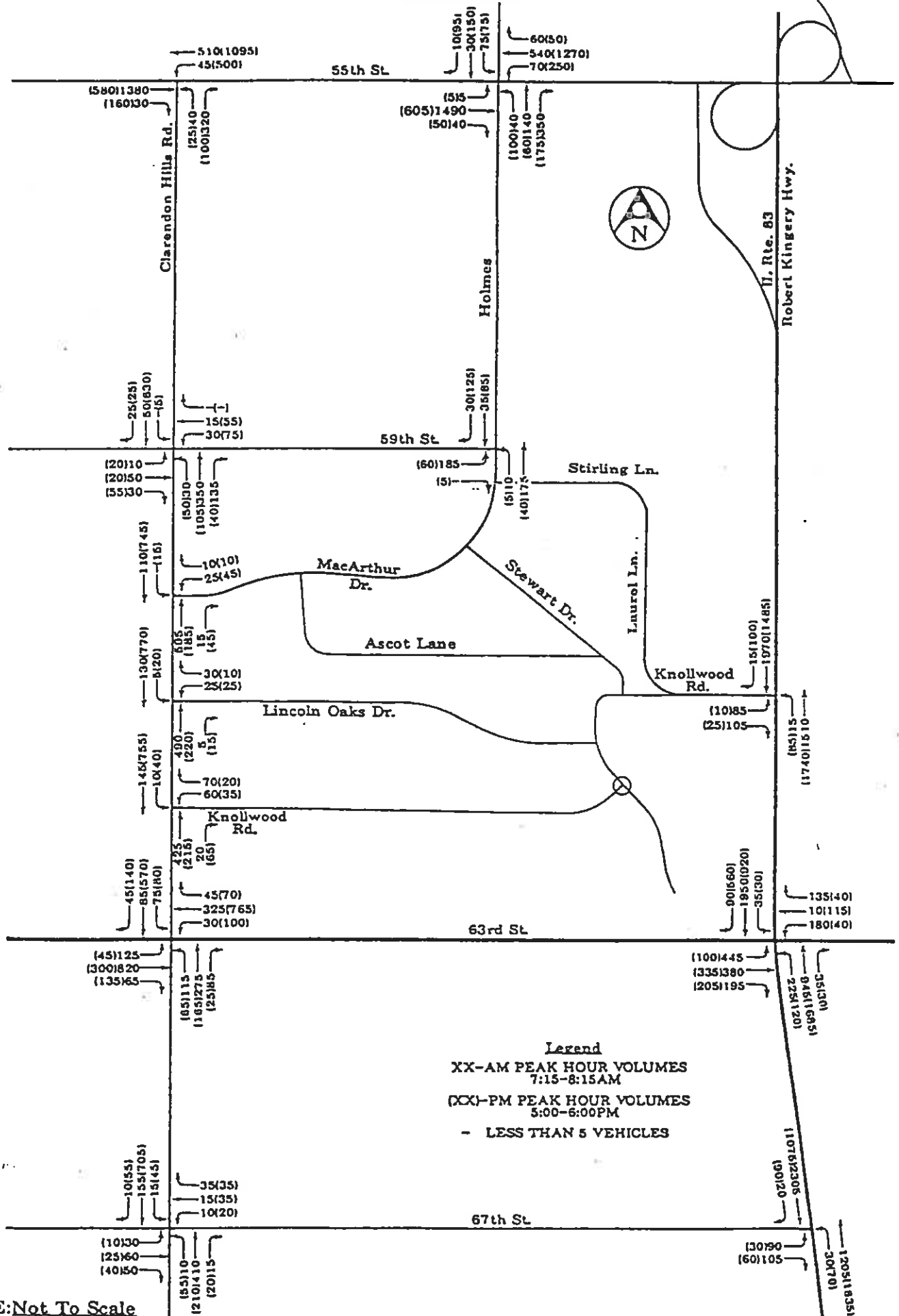
Area Land Use

Three multi-family developments are located west of the subject intersection. These include The Knolls, Lincoln Oaks and Stewards Glen. There are approximately 1,200 units located in these three complexes and each complex is a minimum of 90 percent leased. The other land uses surrounding the subject intersection also tend to focus on residential land uses.

ANALYSES

Access Scheme Alternatives

Utilizing the existing area roadway system and traffic volumes, Metro analyzed two different access schemes for the IL 83/Knollwood Road intersection. Alternative A considered limiting Knollwood Road to a right-in/right-out access intersection while Alternative B considered Knollwood Road as a full signalized intersection.



TITLE:

EXISTING TRAFFIC

FIGURE:3

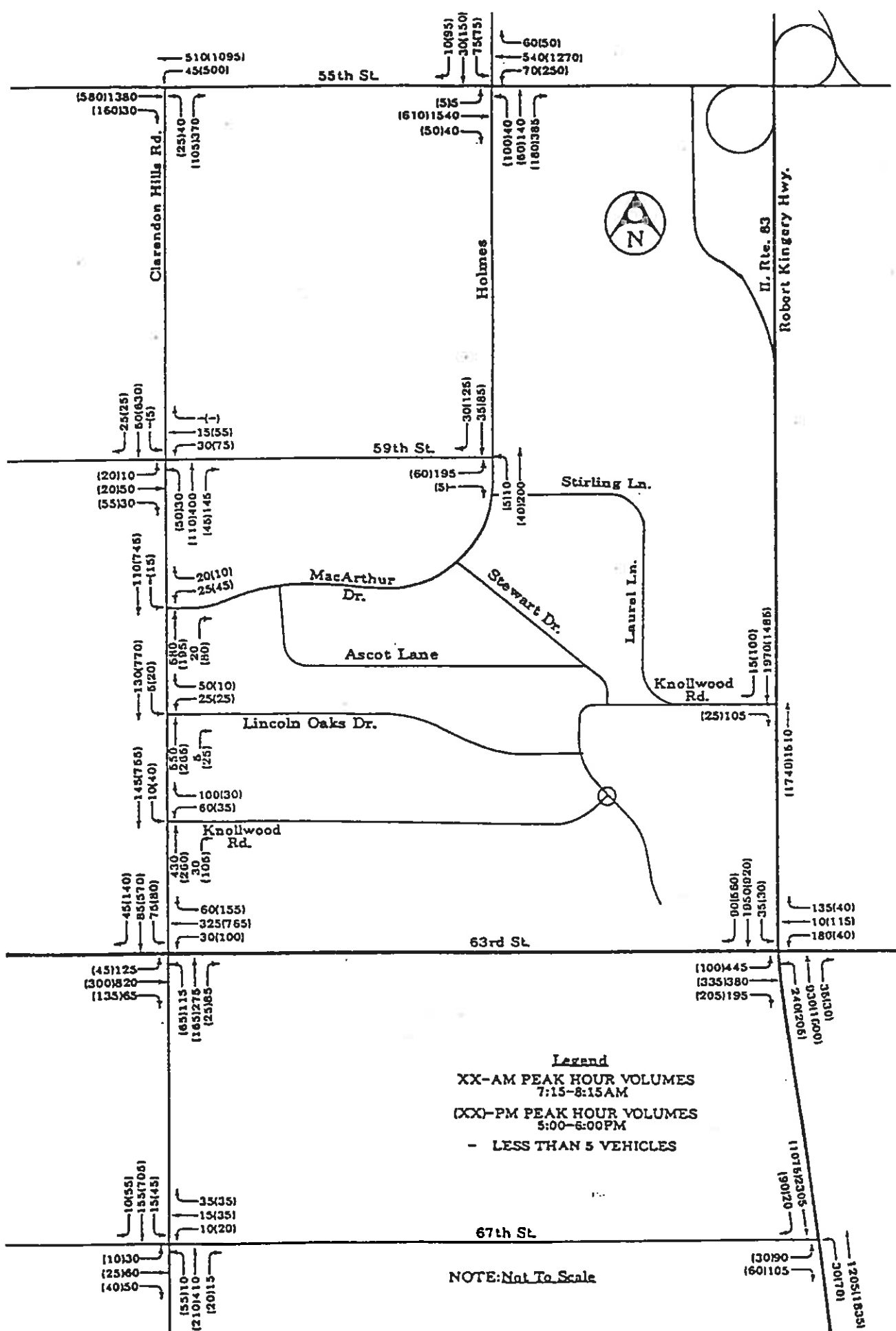


A third alternative could be considered which would leave Knollwood Road as it currently exists, an uncontrolled full access intersection. However, it is the opinion of Metro that this alternative could potentially create a hazardous situation at this intersection. Currently, vehicles wishing to turn left from Knollwood Road are required to cross a high speed arterial carrying substantial volumes at an uncontrolled intersection. The traffic volumes found along IL 83 are of such magnitude that left turning vehicles are excessively delayed during both the morning or evening peak period waiting for an adequate gap in which to make their maneuver. As noted by the traffic counts, vehicles on their own accord are currently choosing an alternative route.

Furthermore, a traffic signal currently exists at the IL 83/47th Street intersection which is providing some gaps in the through traffic on IL 83 for vehicles wanting to turn left to/from Knollwood Road. With the widening of IL 83 to six lanes, the volumes along IL 83 will increase. This will in turn lead to longer delays for turning vehicles at the Knollwood Road intersection due to a smaller number of gaps in through traffic. The signal at the IL 83/47th Street intersection is also planned for removal which will also reduce the number of gaps due to less platooning of vehicles. Based on this criteria, it is Metro's opinion that to allow this intersection to remain a full uncontrolled intersection would create an area for some potentially hazardous situations and therefore, was not considered a viable alternative in this review.

Traffic Assignments

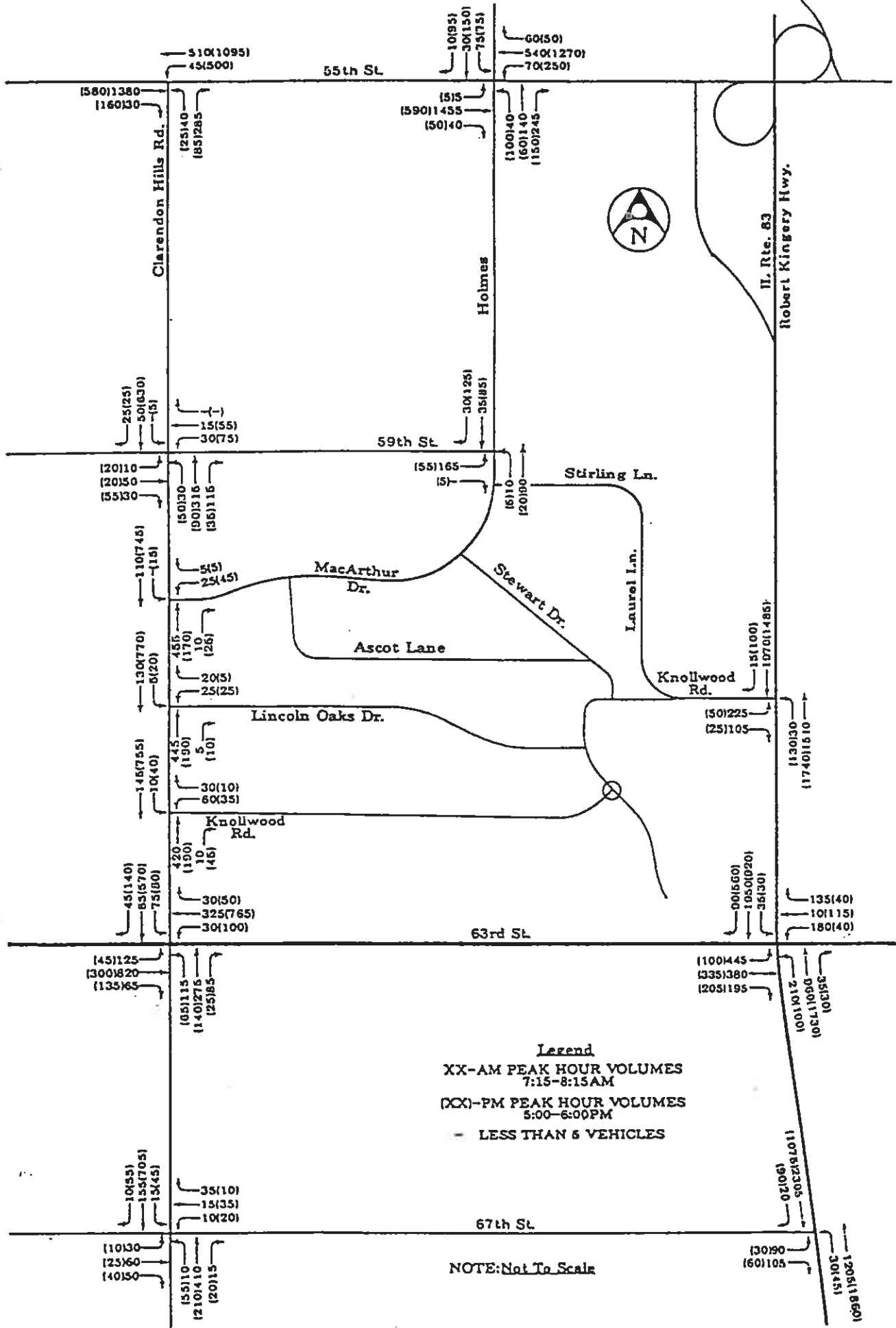
A re-distribution of the traffic to the roadways, due to the possible implementation of each alternative, was conducted for the morning and evening peak hour of the day. The existing traffic volumes, directional distribution of traffic, the proposed alternative access schemes for Knollwood Road and the area roadway system were considered. The two movements primarily affected by the redistribution include the eastbound-to-northbound and the northbound to westbound left turning movement. The eastbound to northbound left turns were redistributed to the north via Clarendon Hills Road or Holmes Avenue. Vehicles wanting to turn left into Knollwood Road from the south on IL 83 would turn at 63rd Street and enter the developments via Clarendon Hills Road. The traffic assignments, for both Alternative A (limited access scheme) and Alternative B (full signalized access) are shown on Figures 4 and 5, respectively. It should be noted that the multi-family developments along Knollwood Road are currently a minimum of 90 percent



TITLE:

TRAFFIC ASSIGNMENT
(Limited Access Arrangement)
Alternative A

FIGURE:4



TITLE:

TRAFFIC ASSIGNMENT
(SIGNALIZED ACCESS ARRANGEMENT)
Alternative R

FIGURE:5



occupied, which for purposes of this review was considered fully leased. Traffic volumes were not considered to increase to any appreciable degree.

Level-of-Service Analysis













Based on the traffic assignments for the alternative access schemes, the operations of the critical intersections were evaluated using level-of-service analyses. Existing roadway geometry was used in the analysis with the following exceptions: 1.) the planned IL 83 widening to six through lanes and 2.) the addition of dual eastbound-to-northbound and northbound-to-westbound left turn lanes at the 63rd Street/IL 83 intersection. These improvements were taken into account when analyzing each alternative. The levels-of-service are shown below in Table 1 along with the existing levels-of-service for comparison. As illustrated on Table 1, for the signalized intersections an overall intersection level-of-service is shown. For stop controlled intersections, the level-of-service for the critical movements are shown.



Based on the results of the analysis, the level-of-service at the intersections in the project vicinity would not depreciate to an unacceptable level-of-service considering either alternative. The Clarendon Hills/55th Street intersection currently has movements that operate at an unacceptable level-of-service as seen in Table 1. The minimal volume of traffic added or subtracted at this intersection will not have any significant effect on the capacity.

The Knollwood Road/IL 83 intersection also has movements that currently operate at an unacceptable level-of-service (i.e. the eastbound to northbound critical movement is currently operating at a L.O.S. of F). Due to the high traffic volumes along IL 83, there are excessive delays for vehicles entering/exiting Knollwood Road during the peak periods. Adequate gaps are not available and the potential for accidents is high. As discussed previously, with the widening of IL 83 to six lanes, the possibility of the left turning maneuver being made safely and efficiently at an uncontrolled intersection will only become more difficult.

As seen on Table 1, signalization of the Knollwood Road/IL 83 intersection would improve the overall level-of-service. Provision of a traffic signal would create adequate gaps for left turning vehicles entering/exiting Knollwood Road and thus the level-of-service would improve. The level-of-service would also improve with the implementation of a limited access scheme since there would be no conflicting maneuvers.

**TABLE 1
LEVELS-OF-SERVICE RESULTS**

Location/Movement	A.M. Peak Hour			P.M. Peak Hour		
	Existing	Alt. A (Limited)	Alt. B (Full)	Existing	Alt. A (Limited)	Alt. B (Full)
 IL 83/Knollwood: eastbound to northbound eastbound to southbound northbound to westbound	F D E	- - -	B	E B E	- - -	A
 IL 83/63rd St.	D	D	C	B	C	C
 IL 83/67th St.	A	B	B	A	A	A
 Clarendon Hills/67th St.: westbound to northbound westbound to southbound eastbound to northbound eastbound to southbound northbound to eastbound southbound to eastbound	A C B A A A	A C B A A A	A C B A A A	A D D A A A	A D D A A A	A D D A A A
 Clarendon Hills/63rd:	C	C	C	D	D	D
 Clarendon Hills/Knollwood westbound to southbound westbound to northbound southbound to eastbound	B A A	B A A	B A A	D A A	D A A	D A A
 Clarendon Hills/Lincoln Oaks westbound to southbound westbound to northbound southbound to eastbound	B A A	B A A	A A A	D A A	D A A	C A A
 Clarendon Hills/MacArthur: westbound to southbound westbound to northbound southbound to eastbound	B A A	B A A	A A A	D A A	D A A	D A A
 Clarendon Hills/59th St.: westbound to northbound westbound to southbound eastbound to northbound eastbound to southbound northbound to eastbound southbound to eastbound	A B B A A A	A C B A B A	A B A A A A	A D C A A A	A D D A A A	A D C A A A
 Clarendon Hills/55th St.: northbound to westbound northbound to eastbound westbound to southbound	E D D	E E D	E D D	F A F	F A F	F A F
 55th St./Holmes Ave	C	C	C	C	C	C
 Holmes Ave./59th St.: eastbound to northbound eastbound to southbound northbound to westbound	A A A	A A A	A A A	A A A	A A A	A A A

¹ Level-of-service is a measure of how well the intersection works. The levels-of-service range from LOS "A" (best) to LOS "F" (worst). Legend:  -Signalized;  -Stop Controlled

COMMUNITY WORKSHOP RESPONSES - 1/21/91

Question: List the five most important issues associated with Route 83 in Willowbrook.

<u>Access By Individual Businesses/Homes or Route 83</u>	<u># of Responses</u>
o Noise pollution impact.	6
o Continue to have access on both sides of Route 83 from cross streets.	4
o Sound barrier walls to give security/privacy and sound protection a RHV (64th Street - 67th Street).	4
o Traffic flow on 87.	4
o What will the impact of new commercial strip centers have on private homes?	4
o Access for ingress/egress onto Route 83 for existing and future residents and businesses; especially as relates to existing cuts which provide both north and south access to businesses and residential area. Keep cuts in place.	3
o Sufficient turn lanes so that traffic can turn safely at access point.	3
o How would regulatory relief on businesses that are affected by the widening of Route 83?	3
o Where will the land for Route 83's widening be taken from?	3
o Leave existing trees and vegetation where possible.	3
o Limiting truck traffic/size and volume.	3
o Beautification -- Signs, plantings, median designs.	3
o What would the new speed limit be?	3
o How much will the tax payers have to pay for the improvements?	3
o Will there be a frontage road?	3
o Widening of Route 83 is not necessary.	3
o Drainage.	2
o Condemnation by individual businesses/homes and community.	2
o Double left turn lanes at 63rd and Route 83.	2
o Flow of traffic and increasing local backup at Midway Drive.	2

Question: List the five most important issues associated with Route 83 in Willowbrook
(Continued).

<u>Access By Individual Businesses/Homes or Route 83</u>	<u># of Responses</u>
o Compensation to landowners if their business are adversely affected.	2
o Additional third lane (each direction) on Route 83 from 35th Street to I-55.	2
o Burms	2
o Sensitive lights for turning/programmed lights.	2
o Concerns with the turning lanes and accessibility that would result if Rote 83 is widened.	2
o Highway to allow access to and from tollways.	2
o Traffic light at Knollwood Drive and Route 83. Should access be allowed at Knollwood and Route 83.	2
o Questioning the effectiveness of the stop light on 67th Street.	2
o Safety of pedestrians when crossing Route 83 and access for school children.	1
o Turning and flow at Midway; business access.	1
o Danger of backup at key intersections.	1
o If access is allowed, what safety precautions will be taken (i.e., traffic lights).	1
o Traffic flow of cross streets.	1
o Grades -- present vs. proposed.	1
o Visibility of businesses/non-visibility of homes.	1
o Why must Route 83 be widened at 63rd Street?	1
o Residential buffers and easement shrinkage.	1
o Access to apartment communities (Stewart's Glen, Lincoln Oaks, The Knolls).	1
o If access is closed off at Route 83 from Knollwood, would traffic backup at Clarendon Hills and Homes?	1
o What would impact on existing businesses be by widening Route 83?	1
o What is the effect of loss of parking and access to businesses?	1

Question: List the five most important issues associated with Route 83 in Willowbrook
(Continued).

<u>Access By Individual Businesses/Homes on Route 83</u>	<u># of Responses</u>
o Curb cuts that might be eliminated for businesses.	1
o What steps will be taken to insure access to businesses during the construction phase?	1
o Will faster traffic speed hamper access/safety to businesses?	1
o Sacrifice median?	1
o Concern that there is not enough resident participation from 73rd Court.	1
o What would the impact of safety of auto traffic at increased speed?	1
o Restriction of commercial development for West Ogden and Roosevelt Road.	1
o Access to and from residential areas and shopping centers.	1
o Adequate traffic signals.	1
o Safety in regards to utility (gas and oil) pipelines during construction.	1
o Safety for pedestrians and bicycle traffic.	1
o Parking concerns.	1
o Storm drainage.	1
o Concern about ingress/egress from 73rd Court to Route 83 because of the current difficulty for residents to go southbound on Route 83.	1
o Once Quincy Street closed school children will have to board buses on Route 83.	1
o Signage for intersections.	1
o What is the possibility of flooding?	1
o What will be the pollution impact?	1
o 63rd Street solution to traffic problems.	1
o How will the decision to close certain medians be made?	1

Question: List the five most important issues associated with Route 83 in Willowbrook
(Continued).

Access By Individual Businesses/Homes or Route 83

of Responses

- | | | |
|---|--|---|
| o | Will traffic speed be reduced to lessen chance of injury to pedestrians? | 1 |
| o | Will U-turns be permitted at intersections? | 1 |
| o | Use median for mass transit. | 1 |
| o | Increase the time to make a left turn from northbound lanes at all times. | 1 |
| o | Do not restrict access by creating a frontage road. | 1 |
| o | Improving intersections without adding expensive traffic light. | 1 |
| o | Improve and develop the most efficient traffic conditions to allow for minimal traffic congestion. | 1 |
| o | Left turn lanes at 67th Street will help. | 1 |

Question: Rank the three most important issues discussed.

<u>Expand Route 83 By Removing Median</u>	<u># of Responses</u>
o Access maintained for all existing businesses.	9
o Concerns increase noise pollution abatement.	7
o There is no need to widen Route 83.	6
o Access to Road 83.	5
o Traffic safety measures for Route 83.	5
o Impact on businesses during construction.	4
o Widening of Route 83 including the use of median.	4
o Increased traffic flow.	3
o Street grades on Route 83 and drainage.	3
o Keep and improve upon aesthetic look along Route 83.	3
o Use of traffic signals to control traffic flow.	3
o Preservation of greener/foilage.	3
o Use of traffic regulations to promote safety.	3
o General traffic safety.	3
o Increase air pollution abatement.	2
o Minimize condemnation of property.	2
o Maintain safe speed limits to ensure access to businesses.	2
o Use of a sound barrier at LHV (64th - 67th).	2
o Additional left hand turning lanes.	2
o Pedestrian and bicycle safety.	2
o Regulatory relief of businesses who are affected by construction.	2
o Maintain the traffic light on 63rd Street.	2
o Maintain cuts on median 69th Street and Route 83.	1
o Human factor.	1
o Storm drainage.	1
o Access from 73rd Court and Route 83 intersection.	1

Question: Rank the three most important issues discussed. (Continued)

<u>Expand Route 83 By Removing Median</u>		<u># of Responses</u>
<input type="radio"/>	Control to establish a safe speed limit.	1
<input type="radio"/>	Use of a frontage road is not needed.	1
<input type="radio"/>	Concern for existing and future land use after the widening of Route 83.	1
<input type="radio"/>	Impact of land at Route 83 and 63rd Street (SE corner).	1
<input type="radio"/>	Keeping existing median to business and residence.	1
<input type="radio"/>	Safety at Midway Drive and Route 83.	

Question: List two to four specific ways which you think the Route 83 corridor can be improved.

	<u># of Responses</u>
o Speed limits.	1
o Traffic light at the intersection of Route 83 and 73rd Court.	1
o Pedestrian traffic safety measures.	1
o General traffic safety precautions.	1
o Adding left turn lanes along Route 83.	1
o No frontage road is needed.	1
o Current left hand turn lanes at 63rd Street.	1
o Keep construction (inconveniences) kept to a minimum.	1
o Maintain two lanes north and south.	1
o Use median to improve left turn lanes.	1
o Enforcement of speed limits.	1
o Limiting truck traffic on Route 83.	1
o Using a frontage road.	1
o Re-zoning the corridor to conforming land use.	1
o Limiting access of Route 83.	1
o Do not use a frontage road.	1
o Repairing road surface.	1
o Remove access to 73rd Court from southbound lanes or add a traffic light.	1
o U-turn permitted signs at traffic signals.	1
o Widening is not an improvement.	1
o Improving informative signage.	1
o Decreasing speed limit to 35-40 mph.	1
o Remove light at 67th Street.	1
o Increase time to make left turns at 63rd Street at time other than rush hour.	1

Question: Please identify two to four assets or characteristics of the Route 83 corridor which you feel requires protection (Continued).

	<u># of Responses</u>
<input type="radio"/> Keep left turn lanes.	1
<input type="radio"/> Pedestrian crossing.	1
<input type="radio"/> Keep signage restrictions.	1
<input type="radio"/> Keep existing grade access at major intersections.	1

RESIDENT PETITION TO CLOSE 68TH AND 69TH STREETS

PETITION

The undersigned residents of Willowbrook, Shillers Addition, petition the Village Board to close 68th Street and 69th Street at Route 83.

Non-residents using these entrances to avoid the lights at Route 83 and Plainfield and Plainfield and Madison are normally in a hurry to get to work and travel through the subdivision at high speed.

In regards to the safety of our children and residents we petition the Village.

Name	Address	No. Children
E. R. Rainis	715 67 th Place	1
Linda Hansen	647 67 th place	3
Don T. Sigler	604 67 th place	3
B. J. Sigler	535 67 th Place	0
Harriet J. Jylka	722 W. 67 th PLACE	0
Betty K. Karday	723 W 67 th PLACE	10
LISA DAVIOS	619 67TH PLACE	2
Don Davios	619 67 th PLACE	2
W ^M L. MATE	611-67 th PLACE	2
RUTH L. MATE	611-67 th PL.	2
Steve Siefer	604 67 th Place	3
Bernal A. Hansen	647 67 th Pl.	3
Rebecca Power	603 67 th Place	0
Dolores Cornell	707 67 th Place	3
Eileen Cornell	707 67 th Place	3
Barry Klotz	646 67 th Pl	1
E. J. Klotz	312 W. 67 th Place.	0
Mildred Kamen	715 67 th Place, Willowbrook	1
Vanessa M. Jylka	722 W. 67 th Place, Willowbrook	2

PETITION

The undersigned residents of Willowbrook, Shillers Addition, petition the Village Board to close 68th Street and 69th Street at Route 83.

Non-residents using these entrances to avoid the lights at Route 83 and Plainfield and Plainfield and Madison are normally in a hurry to get to work and travel through the subdivision at high speed.

In regards to the safety of our children and residents we petition the Village.

Name	Address	No. Children
Rita O'Malley	732 W. 68 th Pl.	4
John E O'Malley	732 68 th Pl	4
Lucy Krunka	720 68 th Pl.	2
Robert G. Huber	721-68 th Place	3
Bill Huber	" " "	3
Marie Krunka	735-68 th Pl.	
Stephanie Chocy	743 68 th Pl.	1
William C. O'Malley	743 68 th Pl	1
Quint Krunka	720 W 68 th Pl.	2
William D. Dwyer	720 Adams	2
William D. Dwyer	7210 Adams #D	0
William D. Dwyer	7200 ADAMS #D	0
Robert A. Dwyer	7220 ADAMS #A	0
William D. Dwyer	7220 Adams #A	0
Virginia Regan	7220 Adams - D.	0
William D. Dwyer	7230 Adams #A	0
Frank Dwyer	7230 Adams #A	0
Frank Dwyer	7230 Adams #B	0
M. Dwyer	7230 Adams C	0

PETITION

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In regards to the safety of our children and residents we petition the Village.

<u>Name</u>	<u>Address</u>	<u>No. Children</u>
Robert Soukup	6744 S. Quincy St.	1 Grandchild
ROBERT SOUKUP	6744 S. Quincy ST.	1 GRANDCHILD
MICHAEL V. KOTTEL	740 68th ST.	NONE
CAROL VRTIS	733 W. 68th	NONE
DANIEL J. VRTIS	735 W. 68th ST.	NONE
PETER TORVORZ	732 W 68th ST	0
Debra Ambrose	732 W 68th ST	0
BETTY PENNY	714 68th ST.	2
MILES PENNY	714 68th ST	2 GRANDCHILDREN
Urb Picl	714 68th ST.	2 Children
LORETTA BULAT	6810 S. ADAMS	0
TOM KUPETIS	638 68th. ST.	2
NANCY J. EJMA	630 68th St	2
ROBERT J. EJMA	630 68th St.	2
Don Volkovsky	620 68th St	3
Lorrie Talbuck	630 2nd 68th St	
Nancy Fraser	549 68th St.	4
MARK FRASER	549 68th	4
Michael Soukup	6806 Quincy	0

PETITION

The undersigned residents of Willowbrook, Shillers Addition, petition the Village Board to close 68th Street and 69th Street at Route 83.

Non-residents using these entrances to avoid the lights at Route 83 and Plainfield and Plainfield and Madison are normally in a hurry to get to work and travel through the subdivision at high speed.

In regards to the safety of our children and residents we petition the Village.

Name	Address	No. Children
Patricia Soukup	6806 Quincy	6 Grandkids
Cornie Miller	6817 S. Quincy	2
Michael P. Hugan	801 68 th Pl.	4
Cheryl Cliff Hagarty	801 68 th Place	4
Robert Kasper	804 W 69 th St	3 grandchild
Jayne's Soukup	6806 Quincy ST	6 Grandchildren
Lalie Lynch	714 67 th Place	2
Bob Lynch	714 67 th place	2
Paul Kasper	804 W 69 th St -	
Linn Brown	812 W 69 th ST.	1
Nancy Brown	812 W. 69 th St.	0
Rudith E. Carlson	724 69 th St	0
Hat Carlson	724 69 th ST	0
Philip V. Voorhes	732 69 th ST.	6 GRANDCHILDRE
Barbara A. Voorhes	732 69 th St Willowbrook	
Charles R. Voorhes	716 69 th ST Willowbrook	1
CAROL ASCHGREENER	716 69 th St. 1.	1
Stanley Bukat	6810 S. Adams Street	2
STANLEY BUKAT		

PETITION

The undersigned residents of Willowbrook, Shillers Addition, petition the Village Board to close 68th Street and 69th Street at Route 83.

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[illegible]

PETITION

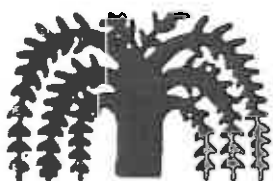
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In regards to the safety of our children and residents we petition the Village.

[illegible]

CORRESPONDENCE



Village of Willowbrook
7760 Quincy Street Willowbrook, Illinois 60521-5594
708-323-8215
Fax 708-323-0787

EUGENE NOOSE
PRESIDENT
BERNARD A. OGLIETTI
VILLAGE ADMINISTRATOR
PATRICK T. SPATAFORE
VILLAGE CLERK

April 16, 1991

TO: Illinois Route 83 Corridor Study Project Steering Committee

FROM: John T. Fay, AICP
Director of Community Development

RE: Illinois Route 83 Traffic Counts

Please find attached one copy of a letter from Wally Kos, Illinois Department of Transportation, to Village Administrator Bernard Oglietti dated April 10, 1991. Also attached is the traffic count information pertaining to Illinois Route 83 that was requested by the Illinois Route 83 Corridor Study Project Steering Committee.

Should you have any questions regarding the attached information, please let me know.

JTF:mp

Attachments

cc: Eugene Noose, Village President
Gary Pretzer, Village Trustee
Donald Conklin, Village Trustee
Bernard Oglietti, Village Administrator
Phil Hanegraaf, Trkla, Pettigrew, Allen & Payne
Dave Miller, Metro Transportation Group, Inc.



Illinois Department of Transportation

Division of Highways/District 1
201 West Center Court/Schaumburg, Illinois/60196-1096

April 10, 1991

Mr. Bernard A. Oglietti
Village Administrator
Village of Willowbrook
7760 Quincy Street
Willowbrook, Illinois 60521-5594

Dear Mr. Oglietti:

In response to your request for traffic information on Illinois Route 83, I have enclosed a copy of our 1989 DuPage County Traffic Flow Map and computer simulated projections from the Chicago Area Transportation Study.

It must be kept in mind that the simulated volumes are preliminary and will need adjustments when actual counts are performed during our future Phase I Study. These volumes are based upon the year 2010 Transportation System Development Plan and included the North-South Tollway, FAP 340 in Will County (which extends from I-55 to I-80), and also additional lanes on the Tri-State Tollway. These projects may account for the slight decrease from 1990 to 2010 in the computer-generated volumes.

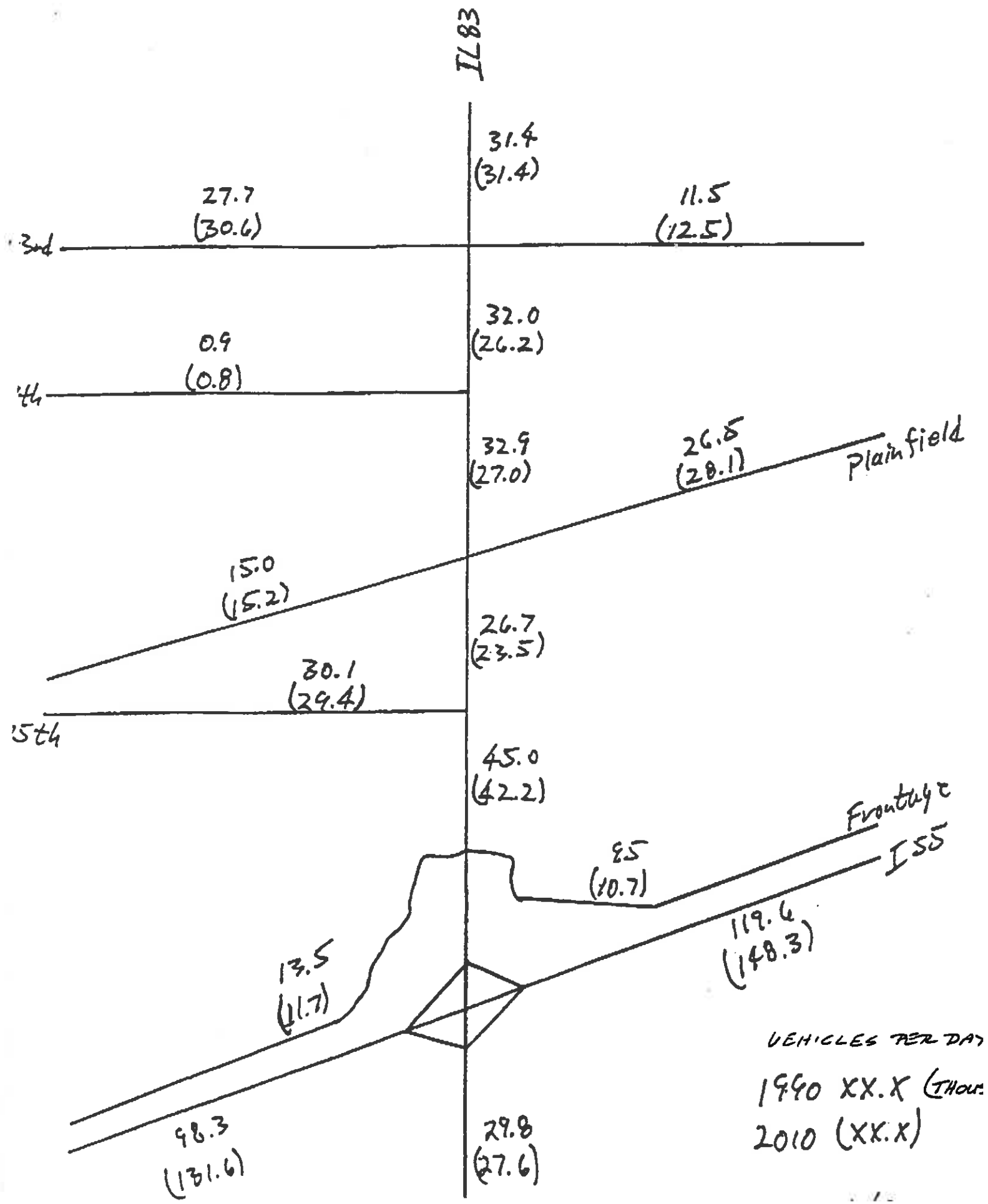
If you should have any questions pertaining to this matter, please feel free to call me.

Very truly yours,

James C. Slifer, P.E.
District Engineer

By Wally S. Kos
Wally S. Kos, P.E.
Bureau Chief of Programming

WSK/PM/1a



April 16, 1991

Philip L. Nuger
6607 Stough Street
Willowbrook, IL 60521
(708)-789-1219

Village of Willowbrook
Route 83 Study Committee
7760 Quincy Street
Willowbrook, Illinois, 60521

Gentlemen;

My family has a vested interest in the outcome of your Route 83 study and proposal to be made to IDOT. We have lived in the community for eight (8) years. Our home is approximately 300 feet from Route 83 on the corner of Willow Lane and Stough Street. We have three young children and plan on staying in the community for a long time to come. Our home is going to be directly affected by the widening of the road.

According to the Doings John Fay stated that the residents knew what they were buying when they selected residences near a state highway. That may be true of us, but certainly not true of the numerous 20 year residents in our village. We as conscientious members of our community need to remain cognizant of all our fellow citizens.

Keeping the above in mind, we feel that an appropriate solution to the problems of access, noise, safety, and pollution lies in closing access to the Ridgemoor II subdivision at both Willow and Ridgemoor, erecting berms or noise abatement fences and putting an access road through Ridgemoor Park. This would eliminate the need for two curb cuts onto a major state highway. It would provide a safer environment for the children of our subdivision. Finally, it would reduce the noise and pollution resulting from the increased traffic on Route 83.

In general, access to the entire Ridgemoor subdivision from Madison would enhance the desirability of a majority of the homes by creating a feeling of seclusion from the heavy traffic. In addition a properly landscaped berm or noise abatement fence will enhance the attractiveness of the community.

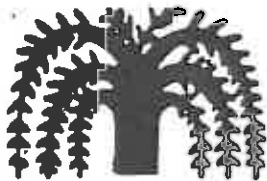
My wife and I, are sorry that previous commitments prevent us from attending the meeting on April 16th, but we would appreciate if our feeling as described herein could be entered into the discussion.

Thank you.

Sincerely,



Philip L. Nuger



Village of Willowbrook
7760 Quincy Street Willowbrook, Illinois 60521-5594
708-323-8215
Fax 708-323-0787

EUGENE NOOSE
PRESIDENT
BERNARD A. OGLIETTI
VILLAGE ADMINISTRATOR
PATRICK T. SPATAFORE
VILLAGE CLERK

April 2, 1991

Mr. and Mrs. Richard Sitt
117 67th Street
Darien, Illinois 60559

Re: Illinois Route 83 Corridor Study

Dear Mr. and Mrs. Sitt:

Thank you for forwarding to my attention your letter regarding the potential widening of Illinois Route 83. Please be assured that traffic issues related to 67th Street will be studied by the Illinois Route 83 Corridor Study Steering Committee, as will traffic issues associated with all of the various streets which intersect Illinois Route 83 within the study area.

I am taking the liberty of forwarding your letter to the Illinois Route 83 Corridor Study Steering Committee. Officials of the City of Darien have been advised of the nature and purpose of the Illinois Route 83 Corridor Study Steering Committee and have been invited to participate in this study. You may wish to express your viewpoints regarding 67th Street to the appropriate officials of the City of Darien.

Thank you for your interest in the Illinois Route 83 Corridor Study.

Very truly yours,

John T. Fay, AICP
Director of Community Development

JTF:mp

cc: Eugene Noose, Village President
Gary Pretzer, Village Trustee
Bernard Oglietti, Village Administrator
Illinois Route 83 Steering Committee
Tim Gagen, City of Darien
Joanne Kalchbrenner, City of Darien

117 67th St.
Darien, IL 60559

Mr. John Fay, Director Community Development &
The Rt. 83 Project Steering Committee
7760 S. Quincy St.
Willowbrook, IL 60521

RE: IDOT Rt. 83 Construction


Dear Sirs;

When addressing the IDOT plans for the proposed widening of Rt. 83, please do not forget the families that live on 67th St. between Rt. 83 and Clarendon Hills Road. The reference to 67th St. as a "major" street in the Suburban Life Graphic article of 3/16/91 (copy enclosed) concerns us. Many people use 67th St. for jogging, walking, and bicycling. Many of our children play in the front yards on 67th St. They are told to stay in the back yards and off the street, but as many of you with children know, as soon as you turn your back, they are out in the street. Many of our children catch the school bus on 67th St.

We do not believe it is feasible or in the best interests of the whole to close off 67th St. but we are certainly in favor of some type of limited access or anything that would help deter thru traffic and semi-truck traffic. We are opposed to any language that would designate 67th St. as a "major" street. With 63rd St. and Plainfield Rd. just blocks away, we feel that it is unnecessary and inappropriate to designate 67th St. as a major throughfare. We have enough problems on 67th St. with speeding traffic and trucks (see copies of letters enclosed).

Please help us preserve our residential quality of life. If Mr. Fay or any of the committee would like myself or any of my neighbors to appear or speak to you personally or at a meeting, we would be happy to do so. Please feel free to contact me. Thank You for your time and consideration.

Sincerely,



Mr. & Mrs. Sitt &
Neighbors

RS

cc: IDOT

enclosures

Suburban LIFE Graphic, Saturday, March 16, 1991

Willowbrook continues looking at Rt. 83 plans

By Cheryl Sobun

Willowbrook will solicit the Illinois Department of Transportation to make a presentation concerning its plans for widening Route 83.

The date of the meeting is yet to be set, but officials are considering March 26 or April 3.

The Project Steering Committee, established to address the concerns of the village when construction on Route 83 begins, met for the first time, Tuesday night.

The committee is made up of 11 residents, merchants and village trustees.

The village's two planning consultant firms, Metro Transportation Group and Trkla, Pettigrew, Allen & Payne, presented Phase I of their study of the construction project at Tuesday night's meeting. The two firms are putting together a three-phase report to submit to IDOT using information gathered from residents, business people and village staff and board.

The committee was formed and the study is being done in order for the village to play a "proactive rather than a reactive" role in the Route 83 plans, according to John Fay, Willowbrook's director of community development.

Phase I of the consultant firms' study included data gathering, facts, figures and

policies, Village Administrator Bernard Oglietti said. Phase I took into consideration the village's Comprehensive Plan and past studies of Route 83.

After the IDOT meeting, the Steering Committee will meet again and hear Phase II of the study, which will include alternative designs and solutions to the problems that have been addressed. These will include such things as access in and out of businesses, landscaping and berming, Oglietti said.

Other concerns raised by residents at the first Route 83 meeting in January included wanting noise barriers put up along residential areas; not having major streets intersecting Route 83 closed off, including 63rd and 67th streets, Plainfield Road, 75th Street and Midway Drive; having certain median crossings kept open; having adequate storm water facilities provided; and keeping as much landscaping preserved as possible, Fay said.



Illinois Department of Transportation

Division of Highways/District 1
201 West Center Court/Schaumburg, Illinois/60196-1096

August 17, 1989

Mr. Richard Sitt
117 67th Street
Darien, IL 60559

Dear Mr. Sitt:

This is to follow up our letter of August 14, 1989 regarding your request for the prohibition of left turns on Route 83 (northbound) onto 67th Street (westbound).

As promised, we have discussed this with the Village officials. Mr. Bernard Oglietti expressed this opinion and stated that they would prefer having the left turn operation at the intersection. This is how we designed it also since the left turners meet the warrant for this movement particularly during the peak hours at this intersection.

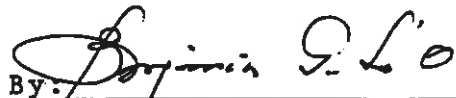
We understand your problem and hope the selective enforcement on the posted speed limits helps.

At the present time, it is so unfortunate that we can not grant your request. Restly be assured, we will put this location under surveillance and conduct an evaluation in the future at anytime the problem occurs.

We appreciate your concern and please feel free to call on us for any further information needed.

Very truly yours,

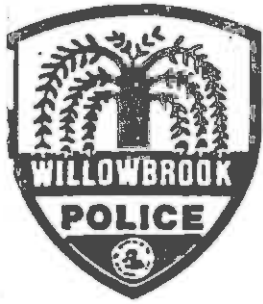
James C. Slifer, P.E.
District Engineer

By: 

Benjamin G. La'O, P.E.
District Traffic Programs Engineer

BGL/bw

cc: Mr. Bernard Oglietti
7760 Quincy Street
Willowbrook, IL 60521



WILLOWBROOK POLICE DEPARTMENT

7760 QUINCY STREET WILLOWBROOK, ILLINOIS 60521

EMERGENCY (312) 325-2121 ADMINISTRATIVE (312) 325-2808

STEVEN W. LIST
Chief of Police

November 9, 1987

Mr. Richard Sitt
117 67th Street
Darien, Illinois 60559

Dear Mr. Sitt:

In response to your letter dated October 24, 1987, I would like to thank you for the use of your driveway so our officers can monitor speeding autos in the 100 block of 67th Street. I have notified our shift commanders of your offer and you may see Willowbrook squad cars in your driveway from time to time.

I also appreciate you noting that we have increased our patrol activity in the area. We will continue to do so as our manpower allows.

For your information, I have been in contact with the Chief of Police for Darien, David Kohnke. I have advised him of the situation and asked if his officers could increase their patrol activity on 67th Street. I also advised him of your offer to allow officers to use your driveway for stationary radar.

I believe that the joint efforts of both police departments will help eliminate your concerns. If you have any future concerns regarding traffic safety on 67th Street, please do not hesitate to contact the Darien Police Department or this department.

Sincerely yours,

Steven W. List
Chief of Police

cc: Willowbrook President Noose
Willowbrook Administrator Oglietti
Darien Mayor Von Zuckerstein
Darien Administrator Marquart
Director Van Vooren
Director Fay

October 24, 1987

John Fay, Director of Community Development
Village of Willowbrook
7760 S. Quincy
Willowbrook, IL 60521

Dear Mr. Fay,

Thank you for the prompt response to my letter of August 5, 1987. My neighbors and I are very pleased to know that the Village of Willowbrook (VWB) is taking steps to improve the traffic safety situation on 67th St. If there is anything I can do to help (eg. assist in a traffic study etc.), please feel free to contact me. In the meantime, I would like to know if there are planning commission meetings or other meetings during which issues that affect the future of 67th St. will be discussed. I am specifically interested in the exact nature of the pavement markings mentioned in item 2. of your letter of August 18, 1987. In regard to item 3. of the same letter, I have noticed an increased number of patrols by the Willowbrook Police Department (WBPD) on 67th St. However, the patrols have not been totally effective because there is not an area on 67th St. where a police officer can position himself to monitor traffic effectively (see letter enclosed). Possibly the VWB could set aside an area along 67th St. during the planned resurfacing in 1988 from which a police officer could position himself to monitor traffic.

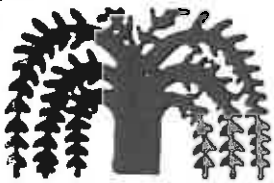
Again, my fellow residents on 67th St. and I would like to thank you for responding to our concerns regarding traffic safety on 67th St. Please let me know of any VWB meetings during which items concerning the future of 67th St. will be discussed or if I can be of assistance to you in any way.

Sincerely,

Richard Sitt
117 67th St.
Darien, IL 60559
325-6197

rs

enclosures



Village of Willowbrook
7760 Quincy Street Willowbrook, Illinois 60521
(312) 323-8215

EUGENE NOOSE
PRESIDENT
BERNARD A. OGLETTI
VILLAGE ADMINISTRATOR

August 18, 1987

Mr. Richard Sitt
117 67th Street
Darien, Illinois 60514

Re: 67th Street

Dear Mr. Sitt:

I am responding to your letters to Village President Eugene Noose, Chief of Police Steven List, Director of Public Services David Van Vooren and this writer. All of these letters, which appear to be identical, refer to various traffic problems on that portion of 67th Street between Illinois Route 83 and Clarendon Hills Road.

In response to your letter, the Village Staff has reviewed the traffic situation on 67th Street. Please be advised that the following measures have been proposed to improve traffic safety on this street:

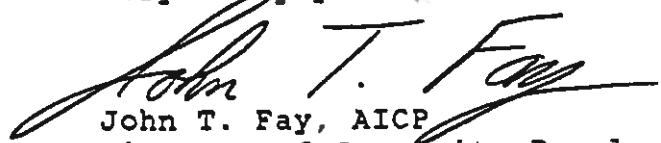
1. The Village's long range improvement plan calls for the repair and resurfacing of the existing pavement along the entire length of 67th Street from Illinois Route 83 to the Village limits during calendar year 1988.
2. The Village will consider budgeting monies during Fiscal Year 88/89 for the installation of pavement markings along the entire length of 67th Street between Illinois Route 83 and the Village limits. Said pavement markings will be installed upon completion of the resurfacing of this street. The installation of these pavement markings will be coordinated with the City of Darien.
3. The Village of Willowbrook Police Department has been asked to immediately increase the number of patrols along that portion of 67th Street west of Illinois Route 83 that is within the jurisdiction of the Village.

It is the opinion of the Village Staff that the above itemized improvements will enhance the traffic safety situation on 67th Street.

Page 2
Mr. Richard Sitt
August 18, 1987

Thank you for taking the time and initiative to contact the Village regarding the concerns raised in your letter of August 5th. Should you have any questions, or desire additional information, please do not hesitate to contact the undersigned.

Very truly yours,

A handwritten signature in dark ink, appearing to read "John T. Fay". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

John T. Fay, AICP
Director of Community Development

JTF/mp

cc: Eugene Noose, Village President
Robert McCabe, Village Trustee
Bernard Oglietti, Village Administrator
Steven List, Chief of Police
David Van Vooren, Director of Public Services
Tom Burn, Public Services Supervisor
John Marquart, City of Darien

August 5, 1987

Dear Sir;

There have been several recent traffic incidents on 67th Street between Rt. 83 and Clarendon Hills Rd. (CHR) that have prompted me to write this letter. The first incident involves a car (#1) westbound on 67th St. and turning left into a driveway. At the same time, another car (#2) decides to pass car #1. After initiating the turn towards the driveway, car #1 realizes that he will collide with car #2. Car #1 screeches to a stop, the driver of car #2 yells obscenities, makes a lewd gesture and then speeds off. I have been involved or witnessed this type of incident at least three times in the last 2 months. The second type of traffic phenomena occurring with increasing frequency is the passing of one vehicle by another. On July 24th between 9AM and 4PM, I was washing and waxing my car in my driveway. I witnessed one vehicle passing another at least 4 times. The vehicle doing the passing was traveling well in excess of the 25MPH speed limit. My wife and I have also been passed several times while driving on 67th St. The third type of traffic we are observing is large semi-truck traffic. Not the trucks involved in the construction at Lake Hinsdale Village (LHV), but the trucks that seem to be lost and have turned off of Rt. 83 and are using 67th St. as a short cut or turn around. Isn't there a load limit on 67th St? And last but not least, it seems that when traffic northbound on Rt. 83 backs up or to avoid the light at 63rd St., cars are turning westbound onto 67th St and cutting through. These cars seem to be in a hurry and are usually traveling at high speed. 67th St. is a wide and straight street and a car can travel all the way between Rt. 83 and CHR without stopping. This is very inviting to a driver in a hurry. Even on major thoroughfares like 63rd St. and Plainfield Rd., a driver must stop once between Rt. 83 and CHR.

The incidents outlined above represent potentially dangerous accident situations. Though it seems that it is human nature to wait until a situation reaches crisis proportions before any action is taken to correct the situation, I have decided to write this letter now and try to "nip the situation in the bud".

I believe that 67th St. between Rt. 83 and CHR is and will continue to be zoned residential. (Please correct me if I am wrong). I believe that my fellow residents on both sides of 67th St. would like to see it remain residential. I hope that measures can be instituted to eliminate the dangerous traffic situations that I have mentioned so that the safe residential atmosphere of the area can be maintained.

I am by no means a traffic control expert, but possibly stricter enforcement of the speed limit would help, or maybe a couple of strategically placed "STOP" signs, or maybe sidewalks on either side of the street, or maybe a double yellow line down the

middle of 67th St., or maybe a divided road with a curb or median strip, or maybe a narrowing of the road and/or adding some curves to the road, or maybe limiting access to 67th St. (eg. a no left turn sign between 7AM & 9AM on northbound Rt. 83), or maybe a sign that indicates that all traffic turn at west and eastbound 67th St. at CHR, or maybe a sign restricting semi-truck traffic entering from Pt. 83, or maybe and east entrance/exit for LHV (I have noticed that drivers coming from the east side of LHV have to drive all the way to the west side of the complex and then go all the way east again on 67th St. to access Pt. 83. This seems to be exasperating to some drivers and as a result they seem to be impatient to get to Pt. 83 once on 67th St.).

Possibly some of these traffic control measures could be implemented the next time 67th St. is scheduled for resurfacing. I don't know if any of these suggestions are feasible or that they would be effective or not. I am sure that there is someone in your administration or on your planning commission that is familiar with the best ways to solve traffic control problems. If you would like to discuss this further or if you require more information or if you would like me to discuss this with the planning commission, city council, or village board, I would be happy to. I would like to help in any way I can.

I am very pleased that you have taken the time to read this letter. Thank You.
I would appreciate a reply.

Sincerely,

Richard Sitt
117 67th St.
Darien 325-6197

rs

RESOLUTION NO. 17-R-_____

A RESOLUTION AUTHORIZING THE MAYOR AND VILLAGE CLERK TO
ACCEPT AND EXECUTE A PROPOSAL FOR PROFESSIONAL PLANNING
SERVICES TO PERFORM AN UPDATE OF THE VILLAGE'S ILLINOIS
ROUTE 83 CORRIDOR PLAN - WBK ENGINEERING, LLC

BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois, that the Mayor and Village Clerk be and the same are hereby authorized to accept and execute a proposal for professional planning services between the Village of Willowbrook and WBK Engineering, LLC, along with General Terms and Conditions for the engagement, a copy of which is attached hereto as "Exhibit A", which is by this reference expressly incorporated herein.

ADOPTED and APPROVED this 26th day of June 2017.

APPROVED:

Mayor

ATTEST:

Village Clerk

ROLL CALL VOTE:

AYES: _____

NAYS: _____

ABSTENTIONS: _____

ABSENT: _____

January 4, 2017

Tim Halik
 Village Administrator
 Village of Willowbrook
 835 Midway Drive
 Willowbrook, Illinois 60527



Proposal for the Illinois Route 83 Corridor Plan Update

Village of Willowbrook, Illinois

Dear Mr. Halik:

WBK Engineering, LLC (WBK) is pleased to provide this proposal to the Village of Willowbrook (Client) for professional planning and traffic engineering services for the Illinois Route 83 Corridor Plan Update. WBK looks forward to the opportunity to assist the Village of Willowbrook with the proposed Illinois Route 83 Corridor Plan Update process and study. Included below is our understanding of the assignment, scope of services, project assumptions, and estimate of fee.

Understanding of the Assignment

The Village of Willowbrook is a residential and commercial suburb of Chicago originally incorporated as one of the state's smallest new villages in 1960. Intersected by Interstate 55 and Illinois Route 83, the Village has grown into one of the Chicago Metro region's top destinations for residents, office and commercial companies, and nationally recognized industrial businesses. As the primary north/south corridor through the Village, Illinois Route 83 consists of numerous land uses ranging from highway-oriented/general businesses to the south, transitioning to community-oriented commercial and eventually residential uses towards the north.

Prior to 1990, plans by the State identified Illinois Route 83 as a target for widening to alleviate congestion generated by freight transportation in the region. The Village completed the Route 83 Corridor Study as a means for guiding the design of the eventual widening. Over the course of the last 26 years, plans for that widening were never implemented but concerns related to congestion, particularly on I-80 and I-55 were only compounded. At this time the Village desires to reevaluate the current state of the corridor and identify new land-use and transportation challenges and opportunities since the initial 1991 study was completed.

We recommend that a Steering Committee be utilized to provide feedback to the consultant team throughout the process. A steering Committee can be formed by selecting community leaders specific to this project, or the Steering Committee could be made up of Willowbrook key staff and and/or an established committee or commission such as the Plan Commission.

Based on our understanding from Village Officials and our consultant team's expertise with similar projects throughout the area, we have prepared the following detailed Scope of Services for the planning phases and tasks required to complete an update to the Route 83 Corridor Plan (Corridor Plan Update).

WBK Engineering, LLC
 WBKEngineering.com



Part of the McDonald-Brown Family

St. Charles Office
 116 West Main Street, Suite 201
 St. Charles, IL 60174
 630.443.7755

Aurora Office
 8 East Galena Boulevard, Suite 402
 Aurora, IL 60506
 630.701.2245

Phase 1: Discovery

During Phase 1 of the project, the consultant team will acquaint itself with specific issues, resources, trends and conditions within and affecting the Illinois Route 83 corridor. The consultant team will review the general land uses, market transportation/transit, and corridor growth and development trends and policies historically applied by the Village since the completion of the initial study. These efforts will provide the team with a clear understanding of how the Village implemented their past initiatives, reacted to changing market, land use, transportation/transit conditions, and provide a rationale for the vision desired for future growth and development activities within the area.

Task 1.1: Project Kick-Off Meeting

The project Kick-Off Meeting with the Steering Committee members Village Staff will be used to introduce all parties, and to set project goals, milestones and timelines. A draft project calendar will be generated at this meeting to set a project timeline and to anticipate events for stakeholder involvement.

This meeting will walk through the various steps in the three part planning process including:

- Phase 1: Discovery**
- Phase 2: Draft Corridor Plan Update**
- Phase 3: Corridor Plan Update & Approval**

Also to be discussed is a plan to maximize stakeholder participation. At the project kick-off, Village Staff and Steering Committee members should be prepared to identify additional stakeholders to target for participation in the process. Methods for advertising or calling attention to the effort, and techniques for optimizing desired stakeholder participation will also be reviewed.

Deliverable

A summary memorandum will be prepared that documents the results of the Project Kick-Off meeting including a contact list for additional stakeholders.

Task 1.2: Corridor Visual Assessment & Streetscape Conditions

The consultants, both WBK and GHA, will conduct a project site tour to develop a visual assessment of the Illinois Route 83 Corridor in its totality. The objective of this task is to identify defining characteristics, problem areas, limitations and opportunities as they appear within the study area. This task will involve a visual survey of development and aesthetics within the corridor concentrating on the variety of acceptable and unacceptable land use and site development standards, access and circulation nodes, building massing, open space, sustainability, and beautification treatments (e.g. traffic, pedestrian, and wayfinding signage, landscaping, street lighting, benches, planters, trash receptacles, sidewalk quality, etc.) and design standards within the private realm. The extents of the corridor study area are illustrated in **Exhibit "A"**.

The consultants will photograph and capture the diversity of existing conditions for the corridor parcels and their interaction with nearby neighborhoods and districts. The visual and existing conditions survey will provide visual references for typical land use and building typologies, transportation/transit facilities, utilities, infrastructure, and other development and aesthetic characteristics during preparation of the corridor plan.

The consultant team will review, verify, and where necessary update the Village's existing inventory maps, which shall be provided to Willowbrook as an exhibit to the corridor study update and as a resource for future planning efforts.

Deliverable

A visual assessment exhibit will be provided, documenting various land use and building typologies, transportation/transit facilities, utilities, infrastructure, and other development characteristics for the corridor.

Task 1.3: Background Data Review & Public Policy Analysis

The consultant team will review various documents, plans, codes, ordinances, regulations, and supporting materials which may influence the recommendations of the Corridor Plan Update. We will review all municipal ordinances impacting public and private development and design throughout the corridor. This shall include but not be limited to:

- CMAP GO TO 2040 Plan
- Willowbrook Comprehensive Plan
- Willowbrook Zoning Ordinance & Map
- Pace & Metra Commuter Transit Routes & Plans
- Other public policy documents relevant to the work associated in creating the Illinois Route 83 Corridor Study.

Deliverable

A summary memorandum will be developed of the past plans and reports including supporting map, graphic, and photographic representations of the documented existing conditions within the corridor.

Task 1.4: Traffic Data Collection – Gewalt Hamilton Associates (GHA)

The team will collect and review available traffic counts, crash data, traffic signal timings / phases and GIS right-of-way (ROW) and utility maps.

Task 1.5: Stakeholder Interviews

In conjunction with the review of background information, the consultant team, both WBK and GHA, will conduct interviews with key stakeholders as appropriate to solicit their input regarding land use, development/redevelopment, zoning and regulation, transportation/transit, and streetscape issues, desires, and opportunities. The consultant team will work with Village Staff to develop a list of primary stakeholders that will be invited to participate in an 30 minute face to face interviews or telephone conferences which will be conducted at the Village offices. The consultant team anticipates spending up to one (1) full day for these interviews. The total number of interviews will be dependent on stakeholder interest and participation as well as scheduling availability during the designated interview dates.

The data and input collected as part of the background data review, public policy analysis, and stakeholder interview engagement efforts will be used to document the base line conditions and desires for the Illinois Route 83 Corridor.

Deliverable

A summary memorandum of input collected during the stakeholder interviews will be developed.

Task 1.6: Land Use & Development Trends

The consultant team will collect, review, and evaluate the Illinois Route 83 corridor land uses and built environment conditions including those observed in Task 1.3, to identify and understand the needs and opportunities of the corridor and its key private, public, and institutional uses. Special consideration will be given to those areas that are experiencing recent development interest, stagnation/disinvestment, or present significant opportunities or conflicts

with surrounding uses. Additionally, the consultant team will identify those land use changes that have occurred since the adoption of the 1990 Corridor Study. Based on the information collected, the consultant team will prepare a series of existing land use and development trend maps as well as a summary table of changes that have occurred to the corridor since 1990. The maps will be used throughout the planning process to guide additional analyses and present a comprehensive picture of current conditions within the corridor.

Deliverable

A summary memorandum, a land use change summary table, and supporting maps will be developed, illustrating the existing land use and development trends occurring within the Illinois Route 83 corridor.

Task 1.7: Development Synchro Model (GHA)

The GHA team will develop a Synchro traffic model to test and analyze existing conditions along Illinois Route 83.

Task 1.8: Project Review Meeting

The consultant team will conduct a meeting with the Village Staff and Steering Committee to present the findings from each of the representative tasks undertaken during Phase 1: Discovery. Based on the input collected during the meeting, the team will prepare and incorporate any appropriate revisions to the findings. To ensure efficiency and accuracy of the existing conditions evaluations, the consultant team will not initiate Phase 2 of the planning process until the Village of Willowbrook and the Steering Committee are in consensus with the findings from Phase 1.

Deliverable

Preparation of any necessary and appropriate revisions to the assessments prepared as part of Phase 1: Discovery will be prepared for the Illinois Route 83 Corridor.

Phase 2: Draft Corridor Plan Update

Building upon the detailed evaluation of existing conditions undertaken as part of Phase 1, the consultant team will work with the Village of Willowbrook and Steering Committee stakeholders to prepare a draft Corridor Plan update as per their desired vision for future. Over the following months the consultant team will hold a visioning workshop, host project review meetings, and create draft recommendations. The consultant team will conduct the following tasks:

Task 2.1: Visioning Workshop

The consultant team will facilitate two (2) Visioning Workshops for the draft Corridor Plan Update to present for review and consensus of its findings from the various Phase 1 analyses as well as begin to define the vision and desires for the corridor. Three (3) WBK staff members and two (2) GHA staff members are budgeted to attend each of the meetings.

The Planning Workshop will consist of table breakout discussion sessions where participants are divided into tables according to their geographic residence or business location in the corridor study area, also known as geographic “zones”. The proposed geographic “zones” are illustrated on **Exhibit “B”** attached to this proposal and are open to review and revision by the project Steering Committee. The table breakout sessions will capture the vision, concerns, and constituent ideas for the corridor by working to identify issues, opportunities and potential changes along the corridor.

The Planning Workshop is an excellent mechanism to build enthusiasm and energy for the plan and, at the same time, capitalize on the inherent knowledge and creativity of the corridor stakeholder participants. This process guarantees that the final product represents what the corridor may become if a long term commitment to the shared vision is implemented.

Deliverable

A summary memorandum will be provided, detailing the input collected during the Planning Workshop. The stakeholder prepared conceptual planning and improvement alternatives shall be collected and used as the basis for preparation of the draft Corridor Plan update.

Task 2.2: Key Recommendation Summary

Utilizing the results of the Phase 1 evaluations and findings of the Planning Workshop the consultant team will prepare a summary of the key recommendations based on previous discoveries and constituent input. The key recommendations summary will be delivered in bullet point format for the corridor and supported with a corresponding recommendation designation map. The summary is intended to facilitate discussion among the Steering Committee members so as to identify and rectify any potential fatal flaws within the recommendations prior to completing the final draft plan.

The key recommendations summary will be provided to the Village Staff and Steering Committee with sufficient time to conduct a detailed review, question the recommendations (where appropriate), and provide commentary. The consultant team will proceed Task 2.3 once the Village and Steering Committee representatives are in consensus with the key draft recommendations provided.

Deliverable

The key recommendations summary will be prepared along with supporting maps for delivery, review, and comment by the Village of Willowbrook and Steering Committee members.

Task 2.3: Analyze of Existing Traffic Conditions & Recommendations (GHA)

The GHA team will use the Synchro traffic model of analyze existing conditions to analyze future development and redevelopment growth and the potential for roadway improvements along Illinois Route 83. 3.

Deliverable

The GHA team will prepare summary reports, including supporting exhibits, as appropriate, of existing conditions, future operations and corridor recommendations to accommodate vehicular travel, as well as promote pedestrian and bicycle mobility.

Task 2.4: Draft Corridor Plan Update

Building upon the approved key recommendations summaries, the consultant team will prepare a final draft of the Illinois Route 83 Corridor Plan update. The Plan will delineate potential land use redevelopment for parcels located along the Illinois Route 83 corridor. The recommendations will reinforce the desired Village of Willowbrook and stakeholder vision for the area. The recommendations will reinforce the desired Village of Willowbrook and stakeholder vision for the area. The draft Corridor Plan update will outline recommended potential bus route and bikeway opportunities along the corridor. Implementation priorities will also be identified if applicable

Deliverable

The draft Corridor Plan update will be prepared along with supporting maps to be used as a resource for future planning efforts.

Task 2.5: Project Review Meeting

The consultant team will meet with Village Staff to present for discussion the preliminary direction and anticipated recommendations of the draft Corridor Plan update. The input and direction received during the meeting will be used by the team in refinement of the draft recommendations.

Deliverable

The draft Corridor Plan update will be presented to the respective Steering Committee for review and comment.

Phase 3: Corridor Plan Update & Approval

Task 3.1: Corridor Plan Update

The consultant team will combine results from the Phase 1 and Phase 2 initiatives, as well as the input provided by the Steering Committee into a unified Illinois Route 83 Corridor Plan Update, along with all supporting maps, graphics, and illustrations.

Deliverable

A unified Corridor Plan update will be prepared and delivered the Village of Willowbrook, and Steering Committee members along with all maps, graphics, illustrations, and photography.

Task 3.2: Project Review Meeting

The consultant team will conduct a meeting with the Steering Committee to present for review the recommendations of the Illinois Route 83 Corridor Plan update. Based on the input collected during the meeting, our team will make any necessary revisions to the Plan.

Deliverable

Revisions to the Illinois Route 83 Corridor Plan update will be completed.

Task 3.3: Final Plan Report & Presentation

Upon completion of the final Illinois Route 83 Corridor Plan Update, the document will be submitted to the Village of Willowbrook for final Board approval. The team will facilitate a PowerPoint presentation of the Corridor Study Update before Village of Willowbrook, and Steering Committee for final approval.

Deliverable

A full-color Illinois Route 83 Corridor Plan Update and PowerPoint presentation (including all maps, graphics, illustrations, and photography) in electronic and hard copy formats will be presented to the Village of Willowbrook.

Task 3.4: Final Plan Report & Presentation

Upon completion of the final Illinois Route 83 Corridor Plan Update, the document will be submitted to the Village of Willowbrook for final Board approval. The team will facilitate a PowerPoint presentation of the Corridor Study Update before Village of Willowbrook, and Steering Committee for final approval.

Deliverable

A full-color Illinois Route 83 Corridor Plan Update and PowerPoint presentation (including all maps, graphics, illustrations, and photography) in electronic and hard copy formats will be presented to the Village of Willowbrook.

Timeline

The consultant team recognizes that the Village of Willowbrook would like to complete the project in an expeditious manner and will use all reasonable means to complete the assignment as detailed below. This timeline is not intended to be final, but should be viewed as a starting point for more meaningful discussions about the sequence of events and anticipated milestone dates.

We estimate that this assignment, as detailed, will take approximately five (5) to six (6) months to complete from the date of authorization.

Project Fees

In preparing our team's budget estimate for this assignment we have carefully reviewed the requested scope of services contained within the RFP and conducted the appropriate due diligence regarding the project approach described herein. As a result, we are confident in our ability to successfully deliver the Village of Willowbrook Illinois Route 83 Corridor Plan update for a lump sum (including reimbursable expenses), not to exceed an amount of **\$44,600**.

Upon selection the Village of Willowbrook's preferred consultant team, WBK Engineering, LLC. will work cooperatively with the Village to refine, where necessary, the proposed project budget and funding schedule.

Phase #	Phase Name	Consultant	Fee
Phase 1	Discovery	WBK	\$9,700
		GHA	\$5,400
Phase 2	Draft Corridor Plan Update	WBK	\$17,200
		GHA	\$6,900
Phase 3	Corridor Plan Update & Approval	WBK	\$3,300
		GHA	\$500
Reimbursable Costs (Including Printing for 20 Final Plan Documents)			\$1,600
TOTAL			\$44,600

Please note that preparing this proposal requires the exercise of professional knowledge and judgment, and as such, this proposal remains the proprietary instrument of service of the firm WBK Engineering, LLC. No portion of this proposal may be shared with another firm providing similar services without our permission.

We propose to bill you monthly based on the attached Schedule of Charges. We establish our contract in accordance with the attached General Terms and Conditions. These General Terms and Conditions are expressly incorporated into and are made an integral part of this contract for professional services.

If this proposal is acceptable, please return one (1) signed copy to us for our files to serve as a notice to proceed. Thank You for the opportunity to provide professional planning and engineering services to the Village of Willowbrook for the proposed IL Route 38 Corridor Plan Update. If you have any questions, please do not hesitate to call.

Sincerely,

Chuck Hanlon
Land Development Principal

Encl: 2016 Schedule of Charges
General Terms and Conditions (February 4, 2016)

THIS PROPOSAL, SCHEDULE OF CHARGES, AND GENERAL TERMS & CONDITIONS ACCEPTED FOR THE VILLAGE OF WILLOWBROOK:

BY: _____
TITLE: _____
DATE: _____

Exhibit "A": Proposed Study Area Boundary

The Village of Willowbrook's municipal boundaries. The proposed study area limits for Illinois Route 83 is the Village of Willowbrook's arterial roadway spine, as well as a significant regional corridor with approximately 44,000 to 47,000 vehicle trips per day within the Village of Willowbrook's municipal boundaries. The proposed study area limits for the proposed Illinois Route 83 Corridor Plan Update are identical to the study area limits as shown in the adopted 1991 plan. Since few or no annexations have occurred within proximity to the Illinois Route 83 right-of-way in the last twenty-six (26) years there is no reason to believe that the study area limits as shown below are not appropriate. The study area as shown below begins at the I-55 Expressway to 59th Street on the north (just two miles north of the I-55 Expressway) to 59th Street on the south (just two miles south of the I-55 Expressway) to 59th Street on the north. The total north-south length of corridor within the study area is approximately 13,300 feet. The study area is narrow in its east-west breadth, as it includes only adjacent commercial and pertinent residential properties along the Route 83 corridor. Major developments within the proposed study area include, Target, Willowbrook Plaza Shopping Center, the Kia and Ford automobile dealerships, Willowbrook Town Center, the proposed Pete's Fresh Market redevelopment, Lake Hinsdale Village, Hinsdale Lake Commons including Whole Foods, Willowbrook Square, TGM Willowbrook Apartments, among others. Major crossroads include Midway Drive, 67th Street, Plainfield Road, 67th Street, and 63rd Street.

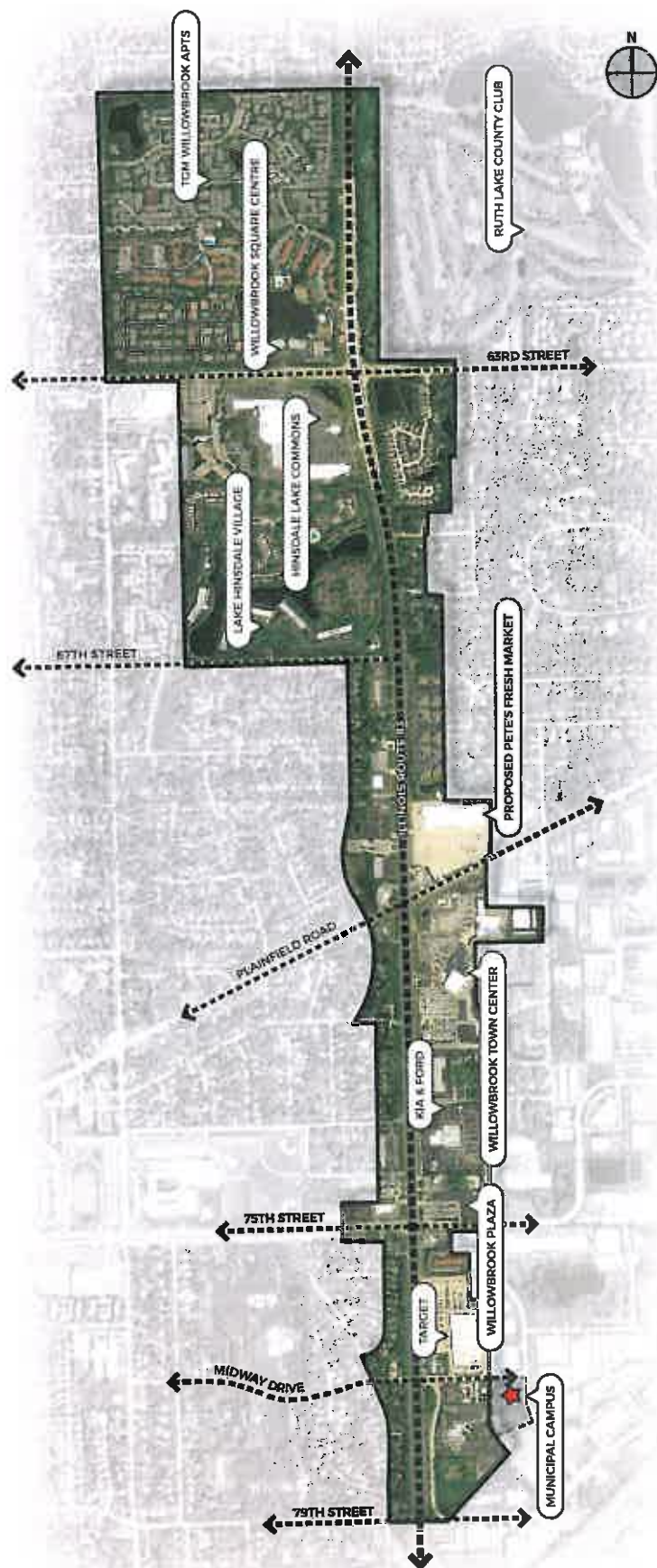
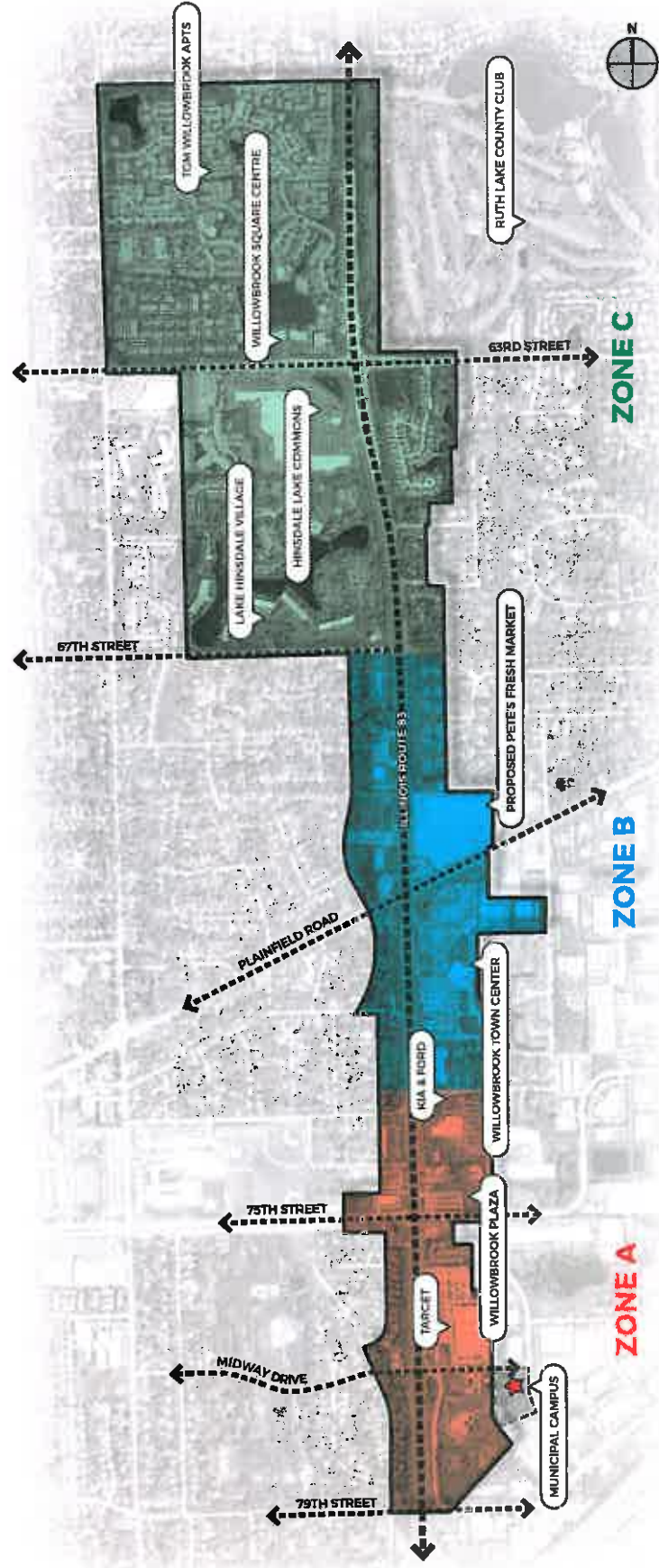


Exhibit "B": Visioning Workshop Table Breakout Outreach Zones

The Visioning Workshop will consist of table breakout discussion sessions where participants are divided into tables according to their residence or business location within the corridor study area based on geographic or outreach zones. The proposed zones are illustrated below and are open to review and revision by the project Steering Committee. The intent of separating participants into groups by geographic zone is allow them to focus on those issues and opportunities that more directly affect their locational interests within the IL Route 83 corridor.



WBK ENGINEERING, LLC
GENERAL TERMS AND CONDITIONS

1. Relationship Between Engineer and Client: WBK ENGINEERING, LLC (Engineer) shall serve as Client's professional engineer consultant in those phases of the Project to which this Agreement applies. This relationship is that of a buyer and seller of professional services and as such the Engineer is an independent contractor in the performance of this Agreement and it is understood that the parties have not entered into any joint venture or partnership with the other. The Engineer shall not be considered to be the agent of the Client. Nothing contained in this Agreement shall create a contractual relationship with a cause of action in favor of a third party against either the Client or Engineer.

Furthermore, causes of action between the parties to this Agreement pertaining to acts of failures to act shall be deemed to have accrued and the applicable statute of limitations shall commence to run not later than the date of substantial completion.

2. Responsibility of the Engineer: Engineer will strive to perform services under this Agreement in accordance with generally accepted and currently recognized engineering practices and principles, and in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions. No other representation, express or implied, and no warranty or guarantee is included or intended in this Agreement, or in any report, opinion, document, or otherwise.

Notwithstanding anything to the contrary which may be contained in this Agreement or any other material incorporated herein by reference, or in any Agreement between the Client and any other party concerning the Project, the Engineer shall not have control or be in charge of and shall not be responsible for the means, methods, techniques, sequences or procedures of construction, or the safety, safety precautions or programs of the Client, the construction contractor, other contractors or subcontractors performing any of the work or providing any of the services on the Project. Nor shall the Engineer be responsible for the acts or omissions of the Client, or for the failure of the Client, any architect, engineer, consultant, contractor or subcontractor to carry out their respective responsibilities in accordance with the Project documents, this Agreement or any other agreement concerning the Project. Any provision which purports to amend this provision shall be without effect unless it contains a reference that the content of this condition is expressly amended for the purposes described in such amendment and is signed by the Engineer.

3. Changes: Client reserves the right by written change order or amendment to make changes in requirements, amount of work, or engineering time schedule adjustments, and Engineer and Client shall negotiate appropriate adjustments acceptable to both parties to accommodate any changes, if commercially possible.
4. Suspension of Services: Client may, at any time, by written order to Engineer (Suspension of Services Order) require Engineer to stop all, or any part, of the services required by this Agreement. Upon receipt of such an order, Engineer shall immediately comply with its terms and take all reasonable steps to minimize the costs associated with the services affected by such order. Client, however, shall pay all costs incurred by the suspension, including all costs necessary to maintain continuity and for the resumption of the services upon expiration of the Suspension of Services Order. Engineer will not be obligated to provide the same personnel employed prior to suspension, when the services are resumed, in the event that the period
5. Termination: This Agreement may be terminated by either party upon thirty (30) days written notice in the event of substantial failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party. This Agreement may be terminated by Client, under the same terms, whenever Client shall determine that termination is in its best interests. Cost of termination, including salaries, overhead and fee, incurred by Engineer either before or after the termination date shall be reimbursed by Client.
6. Documents Delivered to Client: Drawings, specifications, reports, and any other Project Documents prepared by Engineer in connection with any or all of the services furnished hereunder shall be delivered to the Client for the use of the Client. Engineer shall have the right to retain originals of all

Project Documents and drawings for its files. Furthermore, it is understood and agreed that the Project Documents such as, but not limited to reports, calculations, drawings, and specifications prepared for the Project, whether in hard copy or machine readable form, are instruments of professional service intended for one-time use in the construction of this Project. These Project Documents are and shall remain the property of the Engineer. The Client may retain copies, including copies stored on magnetic tape or disk, for information and reference in connection with the occupancy and use of the Project.

When and if record drawings are to be provided by the Engineer, Client understands that information used in the preparation of record drawings is provided by others and Engineer is not responsible for accuracy, completeness, nor sufficiency of such information. Client also understands that the level of detail illustrated by record drawings will generally be the same as the level of detail illustrated by the design drawing used for project construction. If additional detail is requested by the Client to be included on the record drawings, then the Client understands and agrees that the Engineer will be due additional compensation for additional services.

It is also understood and agreed that because of the possibility that information and data delivered in machine readable form may be altered, whether inadvertently or otherwise, the Engineer reserves the right to retain the original tapes/disks and to remove from copies provided to the Client all identification reflecting the involvement of the Engineer in their preparation. The Engineer also reserves the right to retain hard copy originals of all Project Documentation delivered to the Client in machine readable form, which originals shall be referred to and shall govern in the event of any inconsistency between the two.

The Client understands that the automated conversion of information and data from the system and format used by the Engineer to an alternate system or format cannot be accomplished without the introduction of inexactitudes, anomalies, and errors. In the event Project Documentation provided to the Client in machine readable form is so converted, the Client agrees to assume all risks associated therewith and, to the fullest extent permitted by law, to hold harmless and indemnify the Engineer from and against all claims, liabilities, losses, damages, and costs, including but not limited to attorney's fees, arising therefrom or in connection therewith.

The Client recognizes that changes or modifications to the Engineer's instruments of professional service introduced by anyone other than the Engineer may result in adverse consequences which the Engineer can neither predict nor control. Therefore, and in consideration of the Engineer's agreement to deliver its instruments of professional service in machine readable form, the Client agrees, to the fullest extent permitted by law, to hold harmless and indemnify the Engineer from and against all claims, liabilities, losses, damages, and costs, including but not limited to attorney's fees, arising out of or in any way connected with the modification, misinterpretation, misuse, or reuse by others of the machine readable information and data provided by the Engineer under this Agreement. The foregoing indemnification applies, without limitation, to any use of the Project Documentation on other projects, for additions to this Project, or for completion of this Project by others, excepting only such use as may be authorized, in writing, by the Engineer.

7. Reuse of Documents: All Project Documents including but not limited to reports, opinions of probable costs, drawings and specifications furnished by Engineer pursuant to this Agreement are intended for use on the Project only. They cannot be used by Client or others on extensions of the Project or any other project. Any reuse, without specific written verification or adaptation by Engineer, shall be at Client's sole risk, and Client shall indemnify and hold harmless Engineer from all claims, damages, losses, and expenses including attorney's fees arising out of or resulting therefrom.

The Engineer shall have the right to include representations of the design of the Project, including photographs of the exterior and interior, among the Engineer's promotional and professional materials. The Engineer's materials shall not include the Client's confidential and proprietary information if the Client has previously advised the Engineer in writing of the specific

information considered by the Client to be confidential and proprietary.

8. Standard of Practice: The Engineer will strive to conduct services under this agreement in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions as of the date of this Agreement.
9. Compliance with Laws: The Engineer will strive to exercise usual and customary professional care in his/her efforts to comply with those laws, codes, ordinance and regulations which are in effect as of the date of this Agreement. With specific respect to prescribed requirements of the Americans with Disabilities Act of 1990 or certified state or local accessibility regulations (ADA), Client understands ADA is a civil rights legislation and that interpretation of ADA is a legal issue and not a design issue and, accordingly, retention of legal counsel (by Client) for purposes of interpretation is advisable. As such and with respect to ADA, Client agrees to waive any action against Engineer, and to indemnify and defend Engineer against any claim arising from Engineer's alleged failure to meet ADA requirements prescribed.

Further to the law and code compliance, the Client understands that the Engineer will strive to provide designs in accordance with the prevailing Standards of Practice as previously set forth, but that the Engineer does not warrant that any reviewing agency having jurisdiction will not for its own purposes comment, request changes and/or additions to such designs. In the event such design requests are made by a reviewing agency, but which do not exist in the form of a written regulation, ordinance or other similar document as published by the reviewing agency, then such design changes (at substantial variance from the intended design developed by the Engineer), if effected and incorporated into the project documents by the Engineer, shall be considered as Supplementary Task(s) to the Engineer's Scope of Service and compensated for accordingly.

10. Affirmative Action: The Engineer is committed to the principles of equal employment opportunity. Moreover, as a government contractor bound by Executive Order 11246, Engineer takes its affirmative action obligations very seriously. Engineer states as its Policy of Affirmative Action the following:

It will be the policy of the Engineer to recruit, hire, train and promote persons in all job titles without regard to race, color, religion, sex, age, disability, veteran status, national origin, or any other characteristic protected by applicable law.

All employment decisions shall be consistent with the principle of equal employment opportunity, and only job-related qualifications will be required.

All personnel actions, such as compensation, benefits, transfers, tuition assistance, social and recreational programs, etc. will be administered without regard to race, color, religion, sex, age, disability, veteran status, national origin, or any other characteristic protected by applicable law.

11. Indemnification: Engineer shall indemnify and hold harmless Client up to the amount of this contract fee (for services) from loss or expense, including reasonable attorney's fees for claims for personal injury (including death) or property damage to the extent caused by the sole negligent act, error or omission of Engineer.

Client shall indemnify and hold harmless Engineer under this Agreement, from loss or expense, including reasonable attorney's fees, for claims for personal injuries (including death) or property damage arising out of the sole negligent act, error or omission of Client.

In the event of joint or concurrent negligence of Engineer and Client, each shall bear that portion of the loss or expense that its share of the joint or concurrent negligence bears to the total negligence (including that of third parties), which caused the personal injury or property damage.

Engineer shall not be liable for special, incidental or consequential damages, including, but not limited to loss of profits, revenue, use of capital, claims of customers, cost of purchased or replacement power, or for any other loss of any nature, whether based on contract, tort, negligence, strict liability or otherwise, by reasons of the services rendered under this Agreement.

12. Opinions of Probable Cost: Since Engineer has no control over the cost of labor, materials or equipment, over the Contractor(s) method of determining process, or over competitive bidding or market conditions, his/her opinions of probable Project Construction Cost provided for herein are to be made on the basis of his/her experience and qualifications and represent his/her judgement as a design professional familiar with the construction industry, but Engineer cannot and does not guarantee that proposal, bids or the Construction Cost will not vary from opinions of probable construction cost prepared by him/her. If prior to the Bidding or Negotiating Phase, Client wishes greater accuracy as to the Construction Cost, the Client shall employ an independent cost estimator Consultant for the purpose of obtaining a second construction cost opinion independent from Engineer.

13. Governing Law & Dispute Resolutions: This Agreement shall be governed by and construed in accordance with Articles previously set forth by (Item 9 of) this Agreement, together with the laws of the State of Illinois.

Any claim, dispute or other matter in question arising out of or related to this Agreement, which cannot be mutually resolved by the parties of this Agreement, shall be subject to mediation as a condition precedent to arbitration (if arbitration is agreed upon by the parties of this Agreement) or the institution of legal or equitable proceedings by either party. If such matter relates to or is the subject of a lien arising out of the Engineer's services, the Engineer may proceed in accordance with applicable law to comply with the lien notice or filing deadlines prior to resolution of the matter by mediation or by arbitration.

The Client and Engineer shall endeavor to resolve claims, disputes and other matters in question between them by mediation which, unless the parties mutually agree otherwise, shall be in accordance with the Construction Industry Mediation Rules of the American Arbitration Association currently in effect. Requests for mediation shall be filed in writing with the other party to this Agreement and with the American Arbitration Association. The request may be made concurrently with the filing of a demand for arbitration but, in such event, mediation shall proceed in advance of arbitration or legal or equitable proceedings, which shall be stayed pending mediation for a period of 60 days from the date of filing, unless stayed for a longer period by agreement of the parties or court order.

The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in the place where the Project is located, unless another location is mutually agreed upon. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

14. Successors and Assigns: The terms of this Agreement shall be binding upon and inure to the benefit of the parties and their respective successors and assigns: provided, however, that neither party shall assign this Agreement in whole or in part without the prior written approval of the other.

15. Waiver of Contract Breach: The waiver of one party of any breach of this Agreement or the failure of one party to enforce at any time, or for any period of time, any of the provisions hereof, shall be limited to the particular instance, shall not operate or be deemed to waive any future breaches of this Agreement and shall not be construed to be a waiver of any provision, except for the particular instance.

16. Entire Understanding of Agreement: This Agreement represents and incorporates the entire understanding of the parties hereto, and each party acknowledges that there are no warranties, representations, covenants or understandings of any kind, matter or description whatsoever, made by either party to the other except as expressly set forth herein. Client and the Engineer hereby agree that any purchase orders, invoices, confirmations, acknowledgments or other similar documents executed or delivered with respect to the subject matter hereof that conflict with the terms of the Agreement shall be null, void and without effect to the extent they conflict with the terms of this Agreement.

17. Amendment: This Agreement shall not be subject to amendment unless another instrument is duly executed by duly authorized representatives of each of the parties and entitled "Amendment of

Agreement".

18. Severability of Invalid Provisions: If any provision of the Agreement shall be held to contravene or to be invalid under the laws of any particular state, county or jurisdiction where used, such contravention shall not invalidate the entire Agreement, but it shall be construed as if not containing the particular provisions held to be invalid in the particular state, country or jurisdiction and the rights or obligations of the parties hereto shall be construed and enforced accordingly.
19. Force Majeure: Neither Client nor Engineer shall be liable for any fault or delay caused by any contingency beyond their control including but not limited to acts of God, wars, strikes, walkouts, fires, natural calamities, or demands or requirements of governmental agencies.
20. Subcontracts: Engineer may subcontract portions of the work, but each subcontractor must be approved by Client in writing.
21. Access and Permits: Client shall arrange for Engineer to enter upon public and private property and obtain all necessary approvals and permits required from all governmental authorities having jurisdiction over the Project. Client shall pay costs (including Engineer's employee salaries, overhead and fee) incident to any effort by Engineer toward assisting Client in such access, permits or approvals, if Engineer performs such services.
22. Designation of Authorized Representative: Each party (to this Agreement) shall designate one or more persons to act with authority in its behalf in respect to appropriate aspects of the Project. The persons designated shall review and respond promptly to all communications received from the other party.
23. Notices: Any notice or designation required to be given to either party hereto shall be in writing, and unless receipt of such notice is expressly required by the terms hereof shall be deemed to be effectively served when deposited in the mail with sufficient first class postage affixed, and addressed to the party to whom such notice is directed at such party's place of business or such other address as either party shall hereafter furnish to the other party by written notice as herein provided.
24. Limit of Liability: The Client and the Engineer have discussed the risks, rewards, and benefits of the project and the Engineer's total fee for services. In recognition of the relative risks and benefits of the Project to both the Client and the Engineer, the risks have been allocated such that the Client agrees that to the fullest extent permitted by law, the Engineer's total aggregate liability to the Client for any and all injuries, claims, costs, losses, expenses, damages of any nature whatsoever or claim expenses arising out of this Agreement from any cause or causes, including attorney's fees and costs, and expert witness fees and costs, shall not exceed the total Engineer's fee for professional engineering services rendered on this project as made part of this Agreement. Such causes included but are not limited to the Engineer's negligence, errors, omissions, strict liability or breach of contract. It is intended that this limitation apply to any and all liability or cause of action however alleged or arising, unless otherwise prohibited by law.
25. Client's Responsibilities: The Client agrees to provide full information regarding requirements for and about the Project, including a program which shall set forth the Client's objectives, schedule, constraints, criteria, special equipment, systems and site requirements.

The Client agrees to furnish and pay for all legal, accounting and insurance counseling services as may be necessary at any time for the Project, including auditing services which the Client may require to verify the Contractor's Application for Payment or to ascertain how or for what purpose the Contractor has used the money paid by or on behalf of the Client.

The Client agrees to require the Contractor, to the fullest extent permitted by law, to indemnify, hold harmless, and defend the Engineer, its consultants, and the employees and agents of any of them from and against any and all claims, suits, demands, liabilities, losses, damages, and costs ("Losses"), including but not limited to costs of defense, arising in whole or in part out of the negligence of the Contractor, its subcontractors, the officers, employees, agents, and subcontractors of any of them, or anyone for whose acts any of them may be liable, regardless of whether or not such Losses are caused in part by a party

indemnified hereunder. Specifically excluded from the foregoing are Losses arising out of the preparation or approval of maps, drawings, opinions, reports, surveys, change orders, designs, or specifications, and the giving of or failure to give directions by the Engineer, its consultants, and the agents and employees of any of them, provided such giving or failure to give is the primary cause of Loss. The Client also agrees to require the Contractor to provide to the Engineer the required certificate of insurance.

The Client further agrees to require the Contractor to name the Engineer, its agents and consultants as additional insureds on the Contractor's policy or policies of comprehensive or commercial general liability insurance. Such insurance shall include products and completed operations and contractual liability coverages, shall be primary and noncontributing with any insurance maintained by the Engineer or its agents and consultants, and shall provide that the Engineer be given thirty days, unqualified written notice prior to any cancellation thereof.

In the event the foregoing requirements, or any of them, are not established by the Client and met by the Contractor, the Client agrees to indemnify and hold harmless the Engineer, its employees, agents, and consultants from and against any and all Losses which would have been indemnified and insured against by the Contractor, but were not.

When Contract Documents prepared under the Scope of Services of this contract require insurance(s) to be provided, obtained and/or otherwise maintained by the Contractor, the Client agrees to be wholly responsible for setting forth any and all such insurance requirements. Furthermore, any document provided for Client review by the Engineer under this Contract related to such insurance(s) shall be considered as sample insurance requirements and not the recommendation of the Engineer. Client agrees to have their own risk management department review any and all insurance requirements for adequacy and to determine specific types of insurance(s) required for the project. Client further agrees that decisions concerning types and amounts of insurance are specific to the project and shall be the product of the Client. As such, any and all insurance requirements made part of Contract Documents prepared by the Engineer are not to be considered the Engineer's recommendation, and the Client shall make the final decision regarding insurance requirements.

26. Information Provided by Others: The Engineer shall indicate to the Client the information needed for rendering of the services of this Agreement. The Client shall provide to the Engineer such information as is available to the Client and the Client's consultants and contractors, and the Engineer shall be entitled to rely upon the accuracy and completeness thereof. The Client recognizes that it is impossible for the Engineer to assure the accuracy, completeness and sufficiency of such information, either because it is impossible to verify, or because of errors or omissions which may have occurred in assembling the information the Client is providing. Accordingly, the Client agrees, to the fullest extent permitted by law, to indemnify and hold the Engineer and the Engineer's subconsultants harmless from any claim, liability or cost (including reasonable attorneys' fees and cost of defense) for injury or loss arising or allegedly arising from errors, omissions or inaccuracies in documents or other information provided by the Client to the Engineer.
27. Payment: Client shall be invoiced once each month for work performed during the preceding period. Client agrees to pay each invoice within thirty (30) days of its receipt. The client further agrees to pay interest on all amounts invoiced and not paid or objected to for valid cause within said thirty (30) day period at the rate of eighteen (18) percent per annum (or the maximum interest rate permitted under applicable law, whichever is the lesser) until paid. Client further agrees to pay Engineer's cost of collection of all amounts due and unpaid after sixty (60) days, including court costs and reasonable attorney's fees, as well as costs attributed to suspension of services accordingly and as follows:

Collection Costs: In the event legal action is necessary to enforce the payment provisions of this Agreement, the Engineer shall be entitled to collect from the Client any judgement or settlement sums due, reasonable attorneys' fees, court costs and expenses incurred by the Engineer in connection therewith and, in addition, the reasonable value of the Engineer's time and expenses

spent in connection with such collection action, computed at the Engineer's prevailing fee schedule and expense policies.

Suspension of Services: If the Client fails to make payments when due or otherwise is in breach of this Agreement, the Engineer may suspend performance of services upon five (5) calendar days' notice to the Client. The Engineer shall have no liability whatsoever to the Client for any costs or damages as a result of such suspension caused by any breach of this Agreement by the Client. Client will reimburse Engineer for all associated costs as previously set forth in (Item 4 of) this Agreement.

28. When construction observation tasks are part of the service to be performed by the Engineer under this Agreement, the Client will include the following clause in the construction contract documents and Client agrees not to modify or delete it:

Kotecki Waiver: Contractor (and any subcontractor into whose subcontract this clause is incorporated) agrees to assume the entire liability for all personal injury claims suffered by its own employees, including without limitation claims under the Illinois Structural Work Act, asserted by persons allegedly injured on the Project; waives any limitation of liability defense based upon the Worker's Compensation Act, court interpretations of said Act or otherwise; and to the fullest extent permitted by law, agrees to indemnify and hold harmless and defend Owner and Engineer and their agents, employees and consultants (the "Indemnitees") from and against all such loss, expense, damage or injury, including reasonable attorneys' fees, that the Indemnitees may sustain as a result of such claims, except to the extent that Illinois law prohibits indemnity for the Indemnitees' own negligence. The Owner and Engineer are designated and recognized as explicit third-party beneficiaries of the Kotecki Waiver within the general contract and all subcontracts entered into in furtherance of the general contract.

29. **Job Site Safety/Supervision & Construction Observation:** The Engineer shall neither have control over or charge of, nor be responsible for, the construction means, methods, techniques, sequences of procedures, or for safety precautions and programs in connection with the Work since they are solely the Contractor's rights and responsibilities. The Client agrees that the Contractor shall supervise and direct the work efficiently with his/her best skill and attention; and that the Contractor shall be solely responsible for the means, methods, techniques, sequences and procedures of construction and safety at the job site. The Client agrees and warrants that this intent shall be carried out in the Client's contract with the Contractor. The Client further agrees that the Contractor shall be responsible for initiating, maintaining and supervising all safety precautions and programs in connection with the work; and that the Contractor shall take all necessary precautions for the safety of, and shall provide the necessary protection to prevent damage, injury or loss to all employees on the subject site and all other persons who may be affected thereby. The Engineer shall have no authority to stop the work of the Contractor or the work of any subcontractor on the project.

When construction observation services are included in the Scope of Services, the Engineer shall visit the site at intervals appropriate to the stage of the Contractor's operation, or as otherwise agreed to by the Client and the Engineer to: 1) become generally familiar with and to keep the Client informed about the progress and quality of the Work; 2) to strive to bring to the Client's attention defects and deficiencies in the Work and; 3) to determine in general if the Work is being performed in a manner indicating that the Work, when fully completed, will be in accordance with the Contract Documents. However, the Engineer shall not be required to make exhaustive or continuous on-site inspections to check the quality or quantity of the Work. If the Client desires more extensive project observation, the Client shall request that such services be provided by the Engineer as Additional and Supplemental Construction Observation Services in accordance with the terms of this Agreement.

The Engineer shall not be responsible for any acts or omissions of the Contractor, subcontractor, any entity performing any portions of the Work, or any agents or employees of any of them. The Engineer does not guarantee the performance of the Contractor and shall not be

responsible for the Contractor's failure to perform its Work in accordance with the Contract Documents or any applicable laws, codes, rules or regulations.

When municipal review services are included in the Scope of Services, the Engineer (acting on behalf of the municipality), when acting in good faith in the discharge of its duties, shall not thereby render itself liable personally and is, to the maximum extent permitted by law, relieved from all liability for any damage that may accrue to persons or property by reason of any act or omission in the discharge of its duties. Any suit brought against the Engineer which involve the acts or omissions performed by it in the enforcement of any provisions of the Client's rules, regulation and/or ordinance shall be defended by the Client until final termination of the proceedings. The Engineer shall be entitled to all defenses and municipal immunities that are, or would be, available to the Client.

30. **Insurance and Indemnification:** The Engineer and the Client understand and agree that the Client will contractually require the Contractor to defend and indemnify the Engineer and/or any subconsultants from any claims arising from the Work. The Engineer and the Client further understand and agree that the Client will contractually require the Contractor to procure commercial general liability insurance naming the Engineer as an additional named insured with respect to the work. The Contractor shall provide to the Client certificates of insurance evidencing that the contractually required insurance coverage has been procured. However, the Contractor's failure to provide the Client with the requisite certificates of insurance shall not constitute a waiver of this provision by the Engineer.

The Client and Engineer waive all rights against each other and against the Contractor and consultants, agents and employees of each of them for damages to the extent covered by property insurance during construction. The Client and Engineer each shall require similar waivers from the Contractor, consultants, agents and persons or entities awarded separate contracts administered under the Client's own forces.


31. **Hazardous Materials/Pollutants:** Unless otherwise provided by this Agreement, the Engineer and Engineer's consultants shall have no responsibility for the discovery, presence, handling, removal or disposal of or exposure of persons to hazardous materials/pollutants in any form at the Project site, including but not limited to mold/mildew, asbestos, asbestos products, polychlorinated biphenyl (PCB) or other toxic/hazardous/pollutant type substances.

Furthermore, Client understands that the presence of mold/mildew and the like are results of prolonged or repeated exposure to moisture and the lack of corrective action. Client also understands that corrective action is a operation, maintenance and repair activity for which the Engineer is not responsible.


VILLAGE OF WILLOWBROOK

BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

<p style="text-align: center;">ITEM TITLE:</p> <p>A RESOLUTION AUTHORIZING THE VILLAGE ADMINISTRATOR'S ACCEPTANCE OF PROJECT CHANGE ORDER NUMBER 1 – GRADING AND CONCRETE PAVED WALK ADDITION, AND PROJECT CHANGE ORDER NUMBER 2 – REPLACEMENT OF EXISTING LIMESTONE PATHS WITH CONCRETE PAVED WALKS – WILLOW POND PARK RENOVATION PROJECT</p>	<p>AGENDA NO. 9</p> <p>AGENDA DATE: <u>6/26/17</u></p>
---	--

STAFF REVIEW: Tim Halik, Village Administrator **SIGNATURE:** 

LEGAL REVIEW: Thomas Bastian, Village Attorney **SIGNATURE:** THOMAS BASTIAN TH

RECOMMENDED BY: Tim Halik, Village Administrator **SIGNATURE:** 

REVIEWED BY PARKS COMMISSION AND/OR MUNI. SERVICES COMMITTEE: YES ☐ NO ☒ N/A ☐

ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, etc.)

At its regular meeting on March 27, 2017, the Village Board awarded a construction contract in the amount of \$686,131.00 to Clauss Brothers Construction to complete a renovation of Willow Pond Park. The total projected cost of this renovation project is \$822,069.47. \$400,000 of funding for this project will come from an OSLAD grant previously awarded to the Village and released on August 15, 2016. Renovation work began in May 2017 and since that time various work has occurred including demolition of existing playgrounds, excavation, installation of stone outcroppings near the pond, installation of playground pods, and ordering of materials and equipment.

ITEM COMMENTARY (BACKGROUND, DISCUSSION, RECOMMENDATIONS, ETC.)

The following proposals were requested from the contractor, and represent a total addition in the contract in the amount of \$39,825. The following is a summary of the nature of the required change orders:

C.O. #	TYPE	AMOUNT (+ OR -)	EXPLANATION
1	Addition	\$6,580.00	The existing accessible path leading to the current accessible fishing pier is a limestone screenings path. This path material has proved difficult to maintain and commonly settles and washes out after heavy rains. To maintain the required accessibility of the path, it must be routinely reprofiled. Although as part of this project there are no planned changes to the accessible fishing pier, staff requested a proposal to regrade this path and install concrete paving in its place.
2	Addition	\$33,245.00	When this project was bid, approximately 3,500 square feet of paths leading to new park amenities were to be limestone screenings paths as the base bid, and concrete paved walks as an alternate bid. In order to reduce project cost increases related to the OSLAD grant suspension, it was decided to proceed with the base bid in limestone screenings. However, for the some of the same reasons mentioned above, staff now recommends that for accessibility reasons the paths be installed as concrete. This will also reduce the amount of screenings material that would be introduced into the drains of the new park splashpad amenity.

The above proposals were reviewed by the Village Park Consultant, Design Perspectives, and the costs were determined to be reasonable based on the quantities required and unit prices offered, with labor. Given both of the above items are accessibility related, funds from the Village's Special Recreation Services Fund are eligible to be used. The FY 2017/18 budget includes the following available funding from the SR Fund:

<u>FUND</u>	<u>ACCOUNT</u>	<u>DESCRIPTION</u>	<u>AVAILABLE</u>
SR Services – Expenditure	01-20-590-521	ADA Park Improvements	\$113,785

ACTION PROPOSED: Adopt resolution

RESOLUTION NO. 17-R-_____

A RESOLUTION AUTHORIZING THE VILLAGE ADMINISTRATOR'S ACCEPTANCE OF
PROJECT CHANGE ORDER NUMBER 1 – GRADING AND CONCRETE PAVED WALK
ADDITION, AND PROJECT CHANGE ORDER NUMBER 2 – REPLACEMENT OF
EXISTING LIMESTONE PATHS WITH CONCRETE PAVED WALKS – WILLOW POND
PARK RENOVATION PROJECT

BE IT RESOLVED by the Mayor and Board of Trustees of the Village of
Willowbrook, DuPage County, Illinois, that the Village Administrator is hereby authorized to
execute project change order number 1, attached hereto as Exhibit "A" and made a part hereof,
in the additional amount of \$6,580.00 for grading and concrete paved walk installation, and
project change order number 2, also attached hereto as Exhibit "B" and made a part hereof, in
the additional amount of \$33,245.00 for a the replacement of existing limestone paths with
concrete paved walks, both change orders being part of the Willow Pond Park renovation
project.

ADOPTED and APPROVED this 26th day of June, 2017.

APPROVED:

Mayor

ATTEST:

Village Clerk

ROLL CALL VOTE:

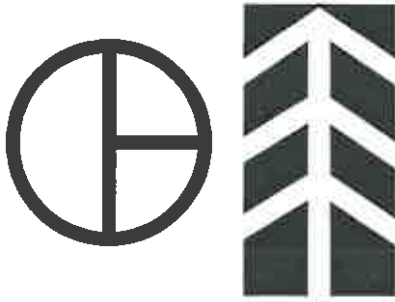
AYES: _____

NAYS: _____

ABSTENTIONS: _____

ABSENT: _____

Exhibit "A"



CLAUSS BROTHERS, Inc.
Landscape Architects & Contractors

360 West Schaumburg Road
Streamwood, Illinois 60107
TEL (630) 830-7405
FAX (630) 830-9652



Work Authorization Request # 1

To: Village of Willowbrook
7760 Quincy St.
Willowbrook, IL. 60527

Phone: 630-323-8215

Fax:

Attn: Tim Halik

Date: 6-19-2017

Willow Pond Site Improvements

Scope of Work:

- 1) To layout, excavate to profile, spread cut screenings and pour 630 S.F. of 4" Concrete Walk and 8' L.F. of 18" Thickened Edge Concrete along existing fishing deck.
1 L.S. **\$ 6,580.00**

Respectfully Submitted: _____
Peter A. Stevenson , Senior Construction Manager

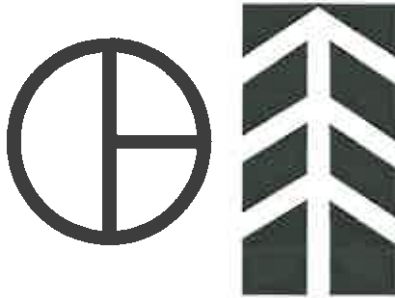
ACCEPTANCE OF THIS WORK ORDER

The above pricing is satisfactory and are hereby accepted. The proposed work has been authorized and shall be completed as specified. The amount accepted will be deducted from the allowance provided under this contract.

Signature: _____ **Date:** _____

Company / Organization: _____

Exhibit "B"



CLAUSS BROTHERS, Inc.
Landscape Architects & Contractors

12N330 Switzer Road
Elgin, Illinois 60124
TEL (847) 488-0711
FAX (847) 488-0551

RECEIVED

JUN 21 2017

VILLAGE OF
WILLOWBROOK

Work Authorization Request # 2

To: Village of Willowbrook
7760 Quincy St.
Willowbrook, IL. 60527

Phone: 630-323-8215

Fax:

Attn: Tim Halik

Date: 6-19-2017

Willow Pond Site Improvements

Scope of Work:

- 1) To layout, excavate to profile, redistribute excavated screenings and pour 695 S.F. of 4" concrete walk in area near existing shelter and restore.
695 S.F. of 4" Concrete Walk as specified above.
- 2) To layout, excavate to profile, redistribute excavated screenings, and frame & pour 2,805 S.F. of 5" concrete walk & restore.
2,805 S.F. of 5" Concrete Walk, as specified above.
1 L.S.

\$ 33,245.00

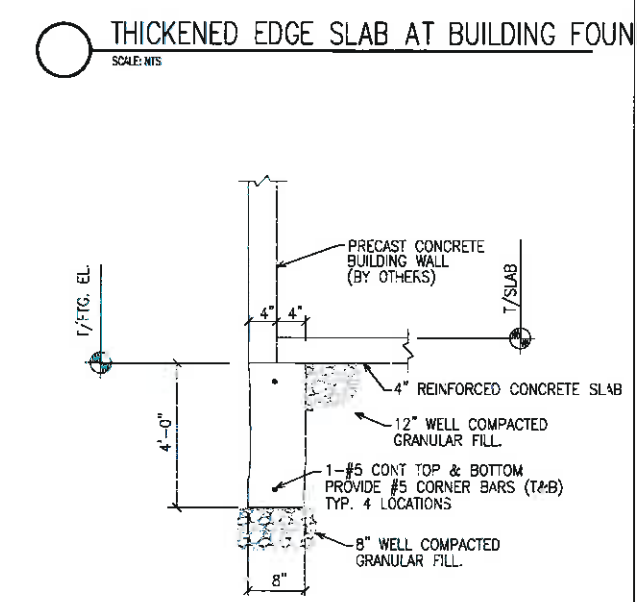
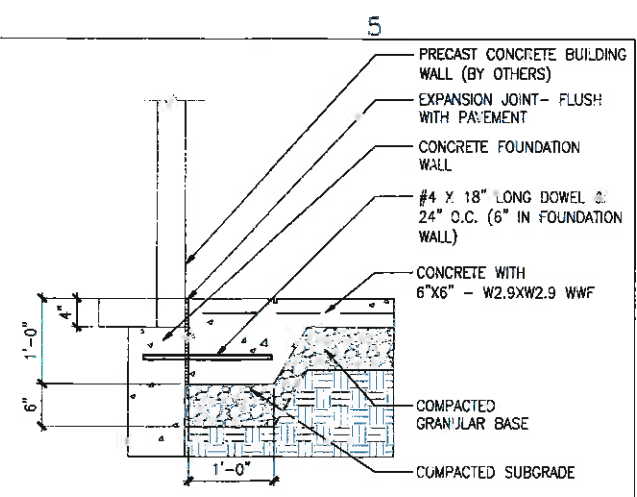
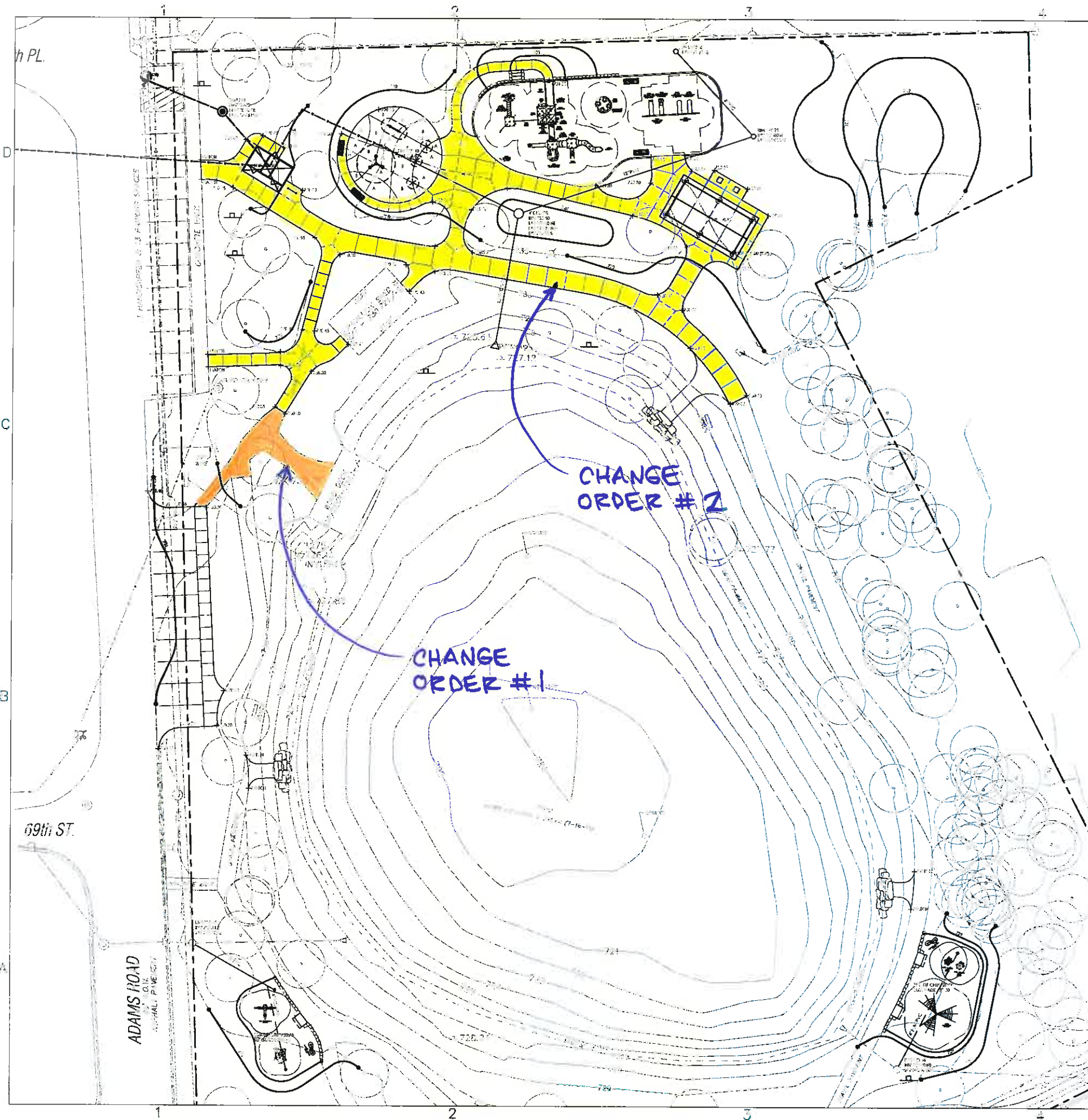
Respectfully Submitted: _____
Peter A. Stevenson , Senior Construction Manager

ACCEPTANCE OF THIS WORK ORDER

The above pricing is satisfactory and are hereby accepted. The proposed work has been authorized and shall be completed as specified. The amount accepted will be deducted from the allowance provided under this contract.

Signature: _____ **Date:** _____

Company / Organization: _____



2017 WILLOW POND PARK IMPROVEMENTS

Design Perspectives Inc.
Grounded in Creativity

1240 Iroquois Avenue
Suite 110
Naperville, Illinois 60563
Telephone: (630) 428-3134
Fax: (630) 428-3159
www.design-perspectives.net

In Association With

REV.	COMMENT	DATE

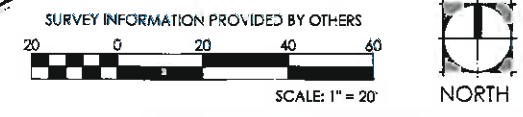
SEAL:

DATE: 2/10/2017
JOB NO.: -
DRAWN BY: CW
CHECKED BY: TS

DRAWING TITLE:
GRADING PLAN

SHEET NO.:
LG-100

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VILLAGE OF WILLOWBROOK

BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

ITEM TITLE:

REPORT –
VILLAGE OF WILLOWBROOK
POLICE OFFICER RESOURCE HANDBOOK

AGENDA NO. 10

AGENDA DATE: 6/26/17

STAFF REVIEW: Tim Halik, Village Administrator

SIGNATURE: Tim Halik

LEGAL REVIEW: N/A

SIGNATURE: N/A

RECOMMENDED BY: Tim Halik, Village Administrator

SIGNATURE: Tim Halik

REVIEWED & APPROVED BY MUNI. SERV. COMMITTEE: YES ☐ NO ☐ N/A ☒

ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, OTHER HISTORY)

In the recent past when unfortunate, and sometimes tragic, conflicts with police were occurring nationwide, Chairman of the Public Safety Committee, Terry Kelly, inquired about life insurance for Village police officers. Further discussion as to the reason behind his inquiry led staff to research the various police officer line of duty injury and death benefit programs available to sworn police officers. This, in-turn, led Mayor Trilla to authorize staff to compile a list of such programs available to Willowbrook police officers and put them in the form of a resource handbook.

While we sincerely hope that no officer or their family will ever have the need to use this document, the purpose of compiling this information is to ensure that these opportunities which are made available to our police and their families are known and can be applied for.

ITEM COMMENTARY (BACKGROUND, DISCUSSION, RECOMMENDATIONS, ETC.)

In the event of an officer "line of duty" injury or fatality, this Resource Handbook ("Handbook") serves as an informative source regarding the benefits available for that officer and/or that officer's beneficiaries. This Handbook is intended to provide guidance and assistance only and is not a guarantee of benefits. This Handbook may not specifically identify all benefits to which officers are entitled. In addition, certain benefits identified in this Handbook may not be available depending on the specific situation. This Handbook is a product of gathering information from publicly available sources and is not the result of any independent legal analysis. Anyone reviewing this Handbook should not rely on the accuracy of this information and is strongly encouraged to consult a legal and/or financial professional regarding any of the benefits identified herein.

ACTION PROPOSED: None – Report only. This Resource Handbook will be provided to each currently active and future Willowbrook sworn police officer.

Special thanks to the Village Staff members that worked on this project: Finance Director Carrie Dittman, Assistant to the Administrator Garrett Hummel, and former Village Intern Tiffany Kolodziej.

RESOURCE HANDBOOK:

POLICE OFFICER LINE OF DUTY INJURY/DEATH BENEFIT PROGRAMS



JUNE 2017

In the event of an officer "line of duty" injury or fatality, this Resource Handbook ("Handbook") serves as an informative source regarding the benefits available for that officer and/or that officer's beneficiaries. This Handbook is intended to provide guidance and assistance only and is not a guarantee of benefits. This Handbook may not specifically identify all benefits to which you are entitled. In addition, certain benefits identified in this Handbook may not be available to you depending on your specific situation. This Handbook is a product of gathering information from publicly available sources and is not the result of any independent legal analysis. Anyone reviewing this Handbook should not rely on the accuracy of this information and is strongly encouraged to consult a legal and/or financial professional regarding any of the benefits identified herein.



EST. 1960

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

Dear Willowbrook Police Officers and Their Families,

When an officer is killed or catastrophically injured, everyone involved is left heart broken. Everything changes for the families and the community involved. Sadly, there is a process that others have gone through before us. There are overwhelming administrative tasks to be handled in these circumstances and many benefits available to officers and their families.

This Resource Handbook was compiled to make sure these opportunities are made available to our police families and do not go unfulfilled.

The purpose of this Handbook is to help ease the trauma following the loss or injury of an officer by providing information on what is available in the event of such a tragedy. The Handbook includes details on entitled benefits, how to apply for these benefits as well as contact information for support services. If this manual can help mitigate the grief, provide some direction amid the chaos, and most importantly, help in honoring the fallen officer, then it will have served its purpose. It is our sincere wish that no officer will ever have the need to use this document. The Village of Willowbrook thanks you for your bravery and service.

If you should require any additional assistance or have questions related to this Handbook, please do not hesitate to reach out to us. We are here to support you.

With Sincere Appreciation,

Frank A. Trilla
Mayor

Terrence F. Kelly
Chairman, Public Safety Committee



Proud Member of the
Illinois Route 66 Scenic Byway

Table of Contents

Contact Directory	3
Village of Willowbrook Basic Life Insurance & Accidental Death & Dismemberment Insurance.....	4
Village of Willowbrook Police Pension	5
Village of Willowbrook - Public Employee Disability Act Benefits	6
Village of Willowbrook – Public Safety Employee Benefits Act - Health Insurance	7
Public Safety Employee Benefits Act – Education Benefit	8
Illinois Line of Duty Compensation Act - Death and Burial Benefit.....	9
U.S. Department of Justice – Public Safety Officers’ Benefits Program – Death and Disability Benefits	10
U.S. Department of Justice – Public Safety Officers’ Benefits Program – Educational Assistance	11
The Hundred Club of DuPage County - 1 st Response Program – Financial Assistance	12
The Hundred Club of DuPage County – Scholarships and Special Awards	13
National Rifle Association - Law Enforcement Officer Line of Duty Death Benefit Insurance	14
National Rifle Association - Jeanne E. Bray Memorial Scholarship Award	15
Illinois Police Association Line of Duty Death Benefit.....	16
Illinois Public Pension Fund Association - Remembrance and Survivor’s Fund	17
Appendix A: Where to Obtain Commonly Required Documents.....	18
Appendix B: Designation of Beneficiary Form – Illinois Line of Duty Compensation Act	19

CONTACT DIRECTORY

COUNSELING

Perspectives EAP
(Village sponsored employee assistance program)
800-456-6327
www.perspectivesltd.com

Northern IL Critical Incident Stress Management Team (NICISM)
800-225-2473
www.ni-cism.org

GOVERNMENT

Village of Willowbrook
835 Midway Drive
Willowbrook, IL 60527
630-323-8215
www.willowbrookil.org

Village of Willowbrook Police Dept.
7760 Quincy Street
Willowbrook, IL 60527
630-325-2808

Crime Victim Services Division
Office of the Attorney General
100 West Randolph Street, 13th Floor
Chicago, IL 60601
Hotline: 800-228-3368
www.illinoisattorneygeneral.gov

Court of Claims, IL Secretary of State
630 S. College Street
Springfield, IL 62756
Springfield: 217-782-1701
Chicago: 312-814-5010
www.cyberdriveillinois.com/departments/court_of_claims

GOVERNMENT CON'T

IL Student Assistance Commission
1755 Lake Cook Road
Deerfield, IL 60015
847-948-8500
www.isac.org

Bureau of Justice Assistance
US Department of Justice
810 Seventh Street, 4th Floor
Washington, DC 20531
888-744-6513
www.psob.gov

Office for Victims of Crime
US Department of Justice
810 Seventh Street NW, 2nd Floor
Washington, DC 20531
202-307-5983
www.ovc.gov

OTHER

The Standard (Insurance Company)
888-937-4783
www.standard.com/individual

PRIVATE/NON-PROFIT

IL Public Pension Fund Assn
2100 Sanders Road, Suite 110
Northbrook, IL 60062
847-666-5680
<http://ippfa.org>

PRIVATE/NON-PROFIT CON'T

The Hundred Club of DuPage County
P.O. Box 88538
Carol Stream, IL 60188-8538
630-375-7622
www.hundredclubofdupage.org

Concerns of Police Survivors/C.O.P.S.
P.O. Box 3199
846 Old South 5
Camdenton, MO 65020
573-346-4911
www.nationalcops.org

National Org. for Victim Assistance
510 King Street, Suite 424
Alexandria, VA 22314
703-535-6682
Hotline: 800-879-6682
www.trynova.org

NRA of America
11250 Waples Mill Road
Fairfax, VA 22030
800-672-3888
Law Enforcement Div.: 800-554-9498
<https://benefits.nra.org>

National Center for Victims of Crime
2000 M Street NW, Suite 480
Washington, DC 20036
202-467-8700
www.victimsofcrime.org

Illinois Police Association
7508 North Avenue
Elmwood Park, IL 60707
708-452-8332
www.ipacops.org

Village of Willowbrook Basic Life Insurance and Accidental Death & Dismemberment Insurance

Provider: Standard Insurance Company

Benefit: Basic Life Insurance is provided by the Village of Willowbrook through the Standard Insurance Company and helps provide financial protection in the event of an eligible member's covered death. Basic Accidental Death & Dismemberment (AD & D) insurance is also provided through Standard Insurance Company.

Amount: Class 1 includes the Deputy Chief, Police Sergeants and Union Members. Basic Life coverage is 1.75x annual salary, rounded to next higher \$1,000, to a maximum of \$200,000.

Class 3 includes the Chief of Police. Basic Life coverage is 1.75x annual salary, rounded to next higher \$1,000, to a maximum of \$150,000.

Coverage amounts are reduced by 35% at age 70, 55% at age 75, and 70% at age 80.

Contact:

Standard Insurance Company
1100 SW Sixth Avenue
Portland, OR 97204
(800) 628-8600

Village of Willowbrook Police Pension

Provider: Village of Willowbrook Police Pension Board

Benefit: Pension benefits paid upon the death of a police officer while in service for the Village of Willowbrook are governed by Illinois Compiled Statutes. The beneficiaries are surviving spouses (until remarriage), unmarried children under age 18 or who are mentally or physically dependent, or dependent parent(s).

Amount: Contact the Willowbrook Police Pension Board for specific benefit amounts.

Contact:

Willowbrook Police Pension Board
c/o Pension Board Treasurer
Village of Willowbrook
835 Midway Drive
Willowbrook, IL 60527
(630) 323-8215

Village of Willowbrook - Public Employee Disability Act Benefits

Provider: The Village of Willowbrook

Benefit: Injured police officers who qualify for benefits under the Public Employee Disability Act ("PEDA")(5 ILCS 345/.01 *et seq.*) are entitled to the continuation of their salary for the duration of their disability, but not longer than one year in relation to the disabling injury.

Amount: Varies

Contact:

Director of Finance
Village of Willowbrook
835 Midway Drive
Willowbrook, IL 60527
(630) 323-8215

Village of Willowbrook - Public Safety Employee Benefits Act – Health Insurance

Provider: The Village of Willowbrook

Benefit: The Public Safety Employee Benefits Act (“PSEBA”) (820 ILCS 320/1 *et seq.*) grants health insurance benefits to full-time police officers who are catastrophically injured or killed in the line of duty while responding to an emergency. In accordance with PSEBA, the Village of Willowbrook will pay the full cost of a police officer’s health insurance (including family coverage if previously elected), subject to certain limitations as defined in the Act.

Amount: Varies

Contact:

Director of Finance
Village of Willowbrook
835 Midway Drive
Willowbrook, IL 60527
(630) 323-8215

Public Safety Employee Benefits Act – Education Benefit

Provider: The State of Illinois

Benefit Summary: The Public Safety Employee Benefits Act (“PSEBA”) (820 ILCS 320/1 *et seq.*) requires that the State of Illinois waive certain undergraduate educational or vocational-technical training expenses incurred by children of police officers killed in the line of duty as specified in PSEBA. To qualify for PSEBA educational benefits, the child must attend a State sponsored institution such as a State vocational-technical school, a public community college, or a State university, and may attend such institutions on either a full-time or part-time basis. The benefits provided under this Section shall continue to the child until the child's 25th birthday. The normal enrollment procedures for the State sponsored institution are applicable.

Amount: The amount waived by the State shall be an amount equal to the cost of tuition and matriculation and registration fees for a total of 120 credit hours.

Contact:

Contact the State sponsored institution. Additionally, contact for assistance:

Illinois Student Assistance Commission
1755 Lake Cook Road
Deerfield, IL 60015
(847) 948-8500
www.isac.org

Illinois Line of Duty Compensation Act – Death and Burial Benefit

Provider: The State of Illinois

Benefit: Under the Illinois Line of Duty Compensation Act (820 ILCS 315/1 *et seq.*), the surviving beneficiary of any State or local governmental law enforcement or public safety officer who is killed in the line of duty may, within one year, make a claim for survivor compensation to the Illinois Court of Claims, a department of the Office of the Illinois Secretary of State. The benefit is calculated based upon the death rate for the previous year increased by a percentage equal to the Consumer Price Index. The death benefit is payable to a designated beneficiary or in accordance with a legally binding will. If no beneficiary has been designated or the officer did not leave a legally binding will, the compensation will be paid to survivors in the following order: (1) spouse, (2) if no spouse - children, (3) if no spouse or children - parents, (4) if no spouse, children or parents - dependent siblings or dependent children of siblings. If there are no such persons, no compensation is payable. (Please see Line of Duty Designation of Beneficiary form, attached hereto as Appendix B.)

Amount: The amount of the survivor benefit under the Illinois Line of Duty Compensation Act is approximately \$320,165. A burial benefit of up to a maximum of \$10,000 is payable to the surviving spouse or estate of a law enforcement officer who is killed in the line of duty. This benefit is only paid when the family pays for the funeral/burial expenses.

Contact:

Illinois Court of Claims

630 S. College Street

Springfield, IL 62756

Chicago office: (312) 814-5010

Springfield Office: (217) 782-7101

CourtofClaims@ilsos.net

Application for Death Benefits Pursuant to the Line of Duty Compensation Act can be found at:
http://www.cyberdriveillinois.com/publications/pdf_publications/cc92.pdf

U.S. Department of Justice – Public Safety Officers’ Benefits Program – Death and Disability Benefits

Provider: U.S. Department of Justice - Office of Justice Programs’ Bureau – Bureau of Justice Assistance

Benefit: The Public Safety Officers’ Benefit (“PSOB”) Act was designed to offer peace of mind to men and women seeking careers as public safety officers and to make a strong statement about the value America places on their commitment to serve their communities in potentially dangerous circumstances. The PSOB provides death benefits to survivors of a fallen law enforcement officers whose death was the direct and proximate result of an injury sustained in the line of duty. The PSOB Program also provides disability benefits to public safety officers who are permanently and totally disabled because of injuries sustained in the line of duty.

The Hometown Heroes Survivors’ Benefits Act of 2003 expanded the circumstances under which a public safety officer’s death qualifies for benefits and established a statutory presumption that a public safety officer who dies from a heart attack or stroke up to 24 hours following an on-duty, nonroutine stressful or strenuous physical activity or training has died in the line of duty for benefit purposes. Consult the U.S. Attorney General’s Guide to the Hometown Heroes Survivors’ Act for information and a step-by-step guide regarding filing a Hometown Heroes Survivors’ Act claim.

Amount: The amount of the PSOB benefit is \$343,589, for eligible deaths and disabilities occurring on or after October 1, 2016.

Contact:

Public Safety Officers’ Benefits Office
Bureau of Justice Assistance
Office of Justice Programs
810 Seventh Street NW, Fourth Floor
Washington, DC 20531
(888) 744-6513
www.psob.gov

U.S. Department of Justice – Public Safety Officers' Benefits Program – Educational Assistance

Provider: U.S. Department of Justice - Office of Justice Programs' Bureau – Bureau of Justice Assistance

Benefit: The Public Safety Officers' Educational Assistance (PSOEA) Program provides financial assistance to help pay higher education costs, including tuition, room and board, books, supplies and education-related fees, for the spouses and children of public safety officers for whom Public Safety Officers' Benefits death or disability benefits have been paid.

Amount: The amount of the PSOEA educational assistance benefit for one month of full-time attendance on or after October 1, 2016 is \$1,024.

Contact:

Public Safety Officers' Benefits Office
Bureau of Justice Assistance
Office of Justice Programs
810 Seventh Street NW, Fourth Floor
Washington, DC 20531
(888) 744-6513
www.psob.gov

The Hundred Club of DuPage County - 1st Response Program – Financial Assistance

Provider: The Hundred Club of DuPage County

Benefit: Once notified about a situation that warrants the response of the Hundred Club of DuPage County, a representative visits the family within twenty-four hours. A chief, or other delegate, of the department to which the police officer or firefighter belongs, accompanies the Hundred Club liaison. The first response visit is usually short, about ten minutes – just enough time for the Hundred Club liaison to express the sorrow of the Club, the Police or Fire Department, and the community, as well as present the anguished family with a \$5,000 check to assist with immediate cash needs.

Shortly after the initial visit, a Hundred Club liaison makes a second visit to the family. Jointly, they review the entirety of the family's financial needs. The Hundred Club, immediately, works to remove pending debt from the family – it pays some, makes better financing arrangements for others, and secures better rates for the rest – disbursing funds directly to the creditors. This involvement eliminates the family's concern for these debts, thereby promoting healing as well as management of crisis.

Amount: Varies

Contact:

The Hundred Club of DuPage County

PO Box 88538

Carol Stream, IL 60188-8538

(630) 375-7622

www.hundredclubofdupage.org

The Hundred Club of DuPage County – Scholarships and Special Awards

Benefit:

Scholarships

In addition to the funds applied toward debts, the Hundred Club of DuPage County provides educational assistance to families of stricken firefighters and police officers. The Scholarship Program is designed to enable the spouses and children of these families to obtain an excellent, continuing education, covering years of normal educational expenses, such as tuition, room and board, books and fees, whether for training or a higher education curriculum.

Special Awards

The Hundred Club of DuPage County may bestow a Compassion Award to families of public law enforcement officers and firefighters throughout Illinois who have lost their lives or been seriously injured, whether or not the incident was duty related.

The Hundred Club Award of Valor is a life-long honor of law enforcement officers and firefighters chosen by their peers for heroic actions above and beyond the normal expectations of their duties and their jobs.

Amount: Varies

Contact:

The Hundred Club of DuPage County
PO Box 88538
Carol Stream, IL 60188-8538
(630) 375-7622
www.hundredclubofdupage.org

National Rifle Association - Law Enforcement Officer Line of Duty Death Benefit Insurance

Provider: National Rifle Association

Benefit: The National Rifle Association offers a \$35,000 insurance benefit to the widow or survivors of any NRA-member law enforcement officer who is killed in the line of duty. Coverage is automatic for all law enforcement officers who are NRA members.

Amount: \$35,000

Contact:

National Rifle Association of America

11250 Waples Mill Road

Fairfax, VA 22030

(800) 672-3888

<https://benefits.nra.org>

National Rifle Association - Jeanne E. Bray Memorial Scholarship Award

Provider: National Rifle Association

Benefit: Named for the late Columbus, Ohio, police officer, shooting champion, and NRA Director, the Jeanne E. Bray Memorial Scholarship Awards Program offers college scholarships to dependent children of any public law enforcement officer killed in the line of duty who was an NRA member at the time of death, and to dependent children of any current or retired law enforcement officers who are living and have current NRA membership. The deadline for applications is November 15th annually.

Amount: Up to \$2,500 per semester (up to \$5,000 per year for a maximum of four years).

Contact:

National Rifle Association of America
Law Enforcement Division
11250 Waples Mill Road
Fairfax, VA 22030
(800) 554-9498
Email: jebrayscholarship@nrahq.org

Illinois Police Association Line of Duty Death Benefit

Provider: Illinois Police Association

Benefit: The IPA provides a \$5,000 death benefit for any officer who was an active IPA member and killed in the line of duty.

Amount: \$5,000

Contact:

Illinois Police Association, Inc.
7508 North Avenue
Elmwood Park, Illinois 60707
(708) 452-8332
www.ipacops.org

Illinois Public Pension Fund Association - Remembrance & Survivors Fund

Provider: Illinois Public Pension Fund Association ("IPPFA")

Benefit: The IPPFA Remembrance & Survivors Fund was established for the purpose of providing financial support to the families of Illinois police officers and firefighters killed in the line of duty.

Amount: Varies.

Contact:

Mrs. Laura Goodloe
IPPFA Deputy General Counsel
2100 Sanders Road, Suite 110
Northbrook, Illinois 60062
(847) 666-5680
ippfa.org

APPENDIX A

Where to Obtain Commonly Required Documents

Accident, Incident, and/or Investigation Report(s): contact the Village of Willowbrook Police Department.

Autopsy and Toxicology Report: contact the Village of Willowbrook Police Department.

Birth Certificate (for dependent): obtain a certified copy from the County in which the officer's dependent was born.

Certificate of the Attending Physician: document shall be produced by the attending physician or the chief health officer which confirms that the death was a result of violence or accident.

Certificate of the Clerk: per 40 ILCS 5/22-305, Sec. 22-305, a Certificate of Village Clerk or other officer shall be produced by the Village of Willowbrook which states the facts which caused the death of the officer.

Death Certificate: shall be provided to you from the proper medical authority/hospital.

Divorce Decree: may be obtained from the County Clerk in the county where the divorce was finalized.

Health Insurance Card: shall be provided by the health insurance provider (Blue Cross Blue Shield of Illinois).

Life Insurance Beneficiary Designation: for the Village of Willowbrook's life insurance benefit, this is in the officer's personnel file at the Village of Willowbrook.

Life Insurance Beneficiary Designation – IL Court of Claims: if the officer has elected to complete the designation during his/her life, this may be filed at his/her request in the officer's personnel file at the Village of Willowbrook.

Marriage Certificate: obtain a certified copy from the county in which the officer was married.

Payroll Records: obtain from the Village of Willowbrook's Finance Department.

APPENDIX B

Designation of Beneficiary Form Illinois Line of Duty Compensation Act

DESIGNATION OF BENEFICIARY

In accordance with the provisions of the "LINE OF DUTY COMPENSATION ACT" (820 ILCS 315/1, et seq.), I hereby designate the following as beneficiary, or beneficiaries, in the event that benefits are payable thereunder by reason of my death in the line of duty:

Complete name, address and social security number of each beneficiary	Relationship, if any	Cash amount or percentage shares

Print your name (first, middle, last) _____

Your address: _____

Your date of birth: _____ Your SSN: _____

Place of Employment under the Act _____

Address _____

Signature of Witness: _____

Address of witness: _____

Signature of Person Designating Benefits: _____

DATE: _____

The original of this document should be placed on file with your department or agency.

MINUTES OF THE REGULAR MEETING OF THE BOARD OF POLICE COMMISSIONERS
HELD ON MARCH 17, 2017 AT THE VILLAGE HALL, 835 MIDWAY DRIVE,
WILLOWBROOK, DUPAGE COUNTY, ILLINOIS

1. CALL TO ORDER

The meeting was called to order by Chairman Schuler at the hour of 8:00 a.m.

2. ROLL CALL

Those present at roll call were Chairman William Schuler, Secretary Stephen Landsman and Commissioner Joseph Heery.

ABSENT: None

Also present were Chief of Police Mark Shelton and Executive Secretary Cindy Stuchl.

A QUORUM WAS DECLARED

3. VISITORS' BUSINESS

None presented.

4. OMNIBUS VOTE AGENDA

- a. Review and Approve Minutes - Regular BOPC Meeting - February 17, 2017
- b. Review and Approve Minutes - Closed Session Meeting - February 17, 2017
- c. Review and Approve Minutes - Special BOPC Meeting - February 25, 2017
- d. Review and Approve Minutes - Closed Session Meeting - February 25, 2017

The Commission reviewed the Omnibus Vote Agenda.

MOTION: Made by Secretary Landsman, seconded by Commissioner Heery, to approve the Omnibus Vote Agenda as presented.

UNANIMOUS VOICE VOTE

MOTION DECLARED CARRIED

5. COMMUNICATIONS

None presented.

6. UNFINISHED BUSINESS

a. DISCUSSION AND APPROVAL - 2017 Final Eligibility Register

The commissioners reviewed the questions that were asked at the oral interviews. The consensus was that with few exceptions, the majority of the questions did not encourage or solicit sufficient response from the candidates, and that we may want to consider asking additional questions of future applicants.

Chairman Schuler noted that the top five (5) candidates on the Final Eligibility Register had military experience; and of the six (6) with military experience, three (3) qualified because of the military exception that accepted military experience in place of a four-year college degree.

Chairman Schuler reported that one of the candidates mentioned to Executive Secretary Cindy Stuchl, who greeted each candidate when they arrived for their scheduled interview, that the Village of Downers Grove held its written test on the same day as the Willowbrook Police Department, and that Downers Grove had more than two hundred (200) applicants take the written test. Candidates who chose to test for the Willowbrook Police Department felt that they had a better chance of being hired. Commissioner Schuler asked Chief Shelton to find out if I/O Solutions also conducted the Downers Grove written test, and if so, why they did not inform Chief Shelton of the conflict.

MOTION: Made by Commissioner Heery, seconded by Secretary Landsman, to approve Final Eligibility Register as presented.

UNANIMOUS VOICE VOTE

MOTION DECLARED CARRIED

7. NEW BUSINESS

None presented.

8. CLOSED SESSION

Chairman Schuler stated there was no need for Closed Session during today's meeting.

Chairman Schuler asked all present if there was any additional business or information to bring before the Board. None was offered.

9. ADJOURNMENT

MOTION: Made by Secretary Landsman, seconded by Commissioner Heery, to adjourn the meeting at the hour of 8:18 a.m.

UNANIMOUS VOICE VOTE

MOTION DECLARED CARRIED

PRESENTED, READ and APPROVED,

June 16, 2017

Chairman

Minutes transcribed by Executive Secretary Cindy Stuchl.

MINUTES OF THE REGULAR MEETING OF THE FINANCE AND ADMINISTRATION COMMITTEE OF THE VILLAGE OF WILLOWBROOK HELD ON MONDAY, MAY 8, 2017 AT 5:30 P.M. AT THE VILLAGE HALL, 835 MIDWAY DRIVE, WILLOWBROOK, ILLINOIS.

1. CALL TO ORDER

The meeting was called to order by Trustee Neal at 5:30 p.m.

2. ROLL CALL

Those present at roll call were Trustee Gayle Neal, Director of Finance Carrie Dittman and Assistant to the Village Administrator Garrett Hummel. Chairman Umberto Davi was participating by phone and arrived in person at 5:40 p.m.

3. APPROVAL OF MINUTES

Minutes of the Regular Finance/Administration Committee held on Monday, April 10, 2017 were reviewed.

Motion to approve made by Trustee Neal, seconded by Chairman Davi. Motion carried.

4. REPORT – Monthly Disbursement Reports – April 2017

The Committee reviewed and accepted the disbursement reports for the month of April and key items are highlighted below:

- Total cash outlay for all Village funds – \$1,171,733. Fiscal Year to Date is \$16,006,979.
- Payroll monthly total for active employees including all funds - \$277,793 (2 payrolls). The average payroll for the year was \$146,478, which is a 15.21% decrease from the prior fiscal year.
- Average daily outlay of cash for all Village funds – \$39,058. Fiscal year to date daily average is \$43,879.
- Average daily expenditures for the General Fund only - \$20,696. Fiscal year to date average is \$24,204.

5. REPORT – Sales Tax, Income Tax, Utility Tax, Places of Eating Tax, Fines, Red Light Fines, Building Permits, Water Revenues, Hotel/Motel Tax and Motor Fuel Tax

All revenues are fiscal year to date collections through April 30, 2017 (unaudited):

- Sales tax receipts - \$3,765,737 down 0.59% from the prior year. Trending 4.6% over budget.
- Income Tax receipts - \$807,241 down 11.30% compared to the prior year, 9.0% over budget. IDOR has communicated to DMMC that this is due to “an accounting change” and it affects all municipalities, but IDOR has not given further details about the accounting change or if it will be ongoing.
- Utility tax receipts - \$975,463 up 0.36% from the prior year, 2.5% under budget, consisting of:
 - Telecomm tax - \$394,283, down 7.31%.
 - Northern IL gas - \$138,626, up 19.04%
 - ComEd - \$446,258, up 2.95%
- Places of Eating Tax receipts - \$500,521 down 3.43% compared to the prior year, trending 5.4% over budget.

- Fines - \$164,037 up 23.34% compared with the prior year, 26.18% over budget. Fines come from County distributions and also local fine tickets written by Village police officers.
- Red Light Fines – \$719,794 up 87.85% from the prior year receipts (in the prior year the cameras were down due to road construction and camera maintenance), trending 37.1% above budget. The budget for the first 4 months of FY 2016/17 was reduced due to the Rt. 83/63rd St. intersection cameras being out of service due to the road construction project. Those cameras are still down with no anticipated “go live” date yet given by ATS or IDOT.
- Building Permit receipts - \$488,124 up 32.42% from the prior year, 116.94% above budget.
- Water sales receipts - \$3,541,901 up 7.35% from the prior year, 0.09% below budget.
- Hotel/Motel Tax receipts - \$242,370 up 14.15% compared with the prior year. May & June 2015 collections (from April & May 2015 tax receipts) were still taxed at 1%. The hotel/motel tax rate increased to **5%** effective June 1, 2015. Three of the four hotels are open and active. The revenue is trending at 0.3% lower than budget.
- Motor Fuel Tax receipts - \$217,196 down 0.77% compared with the prior year, 1.8% below budget.

The reports above were approved by Chairman Davi and Trustee Neal.

6. REPORT – Comparative Telecommunications Taxes

At the request of Trustee Neal at the last Finance and Administration Committee meeting, Director Dittman compiled a spreadsheet of telecommunication taxes collected by other area municipalities. Five (5) other municipalities are included: Burr Ridge, Clarendon Hills, Darien, Hinsdale and Westmont, and are contrasted to what the Village of Willowbrook has experienced in its telecommunication tax revenue collection from 2014-2016. The data was compiled from the Illinois Comptroller’s website repository of annual financial reports. The data indicates that, except for Hinsdale, all of the other communities have experienced declines in this revenue source, ranging from 8.85% - 14.30% reductions.

The Committee discussed the possible reasons for these declines, including rate changes (the Village of Willowbrook imposes a 6% tax rate which has remained the same for many years), customers dropping phone lines or land lines in favor of mobile phones only, and lower phone rates imposed by the carriers. Assistant Hummel described the trend of POTS (Plain Old Telephone Service) lines’ costs being drastically increased in the recent past which may have prompted customers to drop these expensive land lines.

7. VISITOR’S BUSINESS

There were no visitors present at the meeting.

8. COMMUNICATIONS

Chairman Davi raised the question of the Committee’s role in monitoring the revenues of the Village and inquired about what other municipalities reviewed/discussed in their respective finance meetings. He noted that perhaps we

should discuss trends in finance each meeting. Director Dittman noted that Willowbrook's committee typically reviews the major revenue sources such as sales and income taxes because Willowbrook does not have a conventional property tax we are non-home rule, and we cannot generally impose new taxes or raise rates without a successful referendum, thus the monitoring of these other revenues is crucial to the sustainability of the Village.

Director Dittman asked if we should add an agenda item each month to specifically discuss current events, political issues with financial ramifications, and other trends. The Committee asked that Director Dittman see what other Village Finance Committees are doing and to report back at the next meeting.

9. ADJOURNMENT

Motion to adjourn at 6:08 p.m. was made by Trustee Neal, seconded by Chairman Davi. Motion carried.

(Minutes transcribed by: Carrie Dittman, 5/18/2017)

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)

MINUTES OF THE REGULAR MEETING OF THE PARKS AND RECREATION COMMISSION
HELD ON TUESDAY, MAY 2, 2017, AT THE VILLAGE HALL, 835 MIDWAY DRIVE,
WILLOWBROOK, DUPAGE COUNTY, ILLINOIS

1. CALL TO ORDER

Chairman Cobb called the meeting to order at the hour of 7:02 p.m.

2. ROLL CALL

Those present at roll call were Chairman Richard Cobb, Commissioners Lorraine Grimsby, Catherine Kaczmarek, Ronald Kanaverskis, Laurie Landsman, and Doug Stetina.

ABSENT: Commissioners Carol Lazarski, Rene Schuurman, and at time of Roll Call, Robert Pionke.

Also present was Temporary Interim Superintendent of Parks and Recreation John Fenske.

A QUORUM WAS DECLARED

3. APPROVAL OF MINUTES – APRIL 4, 2017

The Commission reviewed the April 4, 2017 minutes.

MOTION: A Motion was made by Commissioner Stetina and seconded by Commissioner Landsman to approve the April 4, 2017 minutes as presented.

ROLL CALL VOTE: AYES: Chairman Cobb, Commissioners Grimsby, Kaczmarek, Kanaverskis, Landsman, and Stetina. NAYS: None. ABSENT: Commissioners Lazarski, Pionke, and Schuurman.

MOTION DECLARED CARRIED

4. REPORT – EASTER EGG HUNT, SATURDAY, APRIL 15, 2017

Interim Superintendent Fenske advised there were approximately 350 kids in attendance. There were 25 volunteers from the Hinsdale South Key Club and National Honor Society that helped to hide eggs. Chick-fil-A brought a game and their cow mascot.

Chairman Cobb asked how the PA system worked. Interim Superintendent Fenske related that the system that was borrowed had some loose wiring but worked fine.

5. DISCUSSION – SPECIAL EVENT UPDATES/PLANNING:

a. 2017 Spring Fling – May 7, 2017

Interim Superintendent Fenske stated that as of today, there are 91 participants that have signed up for the race, 68 adults and 27 children.

Interim Superintendent Fenske related that the gentleman that conducts the Movie Nights was willing to lend his old PA system for use at the race. However, he had another event on the same day. Interim Superintendent Fenske advised that he then bought a new system. The whole system cost approximately \$1,000.

NOTE: Commissioner Pionke arrived at 7:11 p.m.

Interim Superintendent Fenske advised that there are 26 sponsors for this year's event. To date, the event has received \$8,200 in sponsorship money.

Interim Superintendent Fenske related that arrows will be painted on the street along the course to help avoid the confusion from last year's race.

6. VISITORS' BUSINESS

None presented.

7. COMMUNICATIONS

Commissioner Stetina questioned what the status was for Willow Pond Park. Interim Superintendent Fenske advised that it has been too wet for the contractor to start work.

Interim Superintendent Fenske related that the Grand Opening ceremony for Lake Hinsdale Park will be held on May 20, 2017 at 11:00 a.m.

The Commissioners postponed the park tour until the June meeting.

Commissioner Kanaverskis distributed information about water bottle filling stations.

Interim Superintendent Fenske advised that he received a letter from Barbara Bozak from Lake Hinsdale Tower asking about the garden plots. She was advised that there will be no garden plots in the park.

Interim Superintendent Fenske stated that he received another request from an Eagle Scout to complete a project. The recommendation was to paint the pavilion at Willow Pond Park once the construction is finished or to paint pickle ball courts at Waterford Park.

Commissioner Pionke questioned if there are any Village supported block party activities. Commissioner Pionke also suggested that the Village sponsor a community camp out.

8. ADJOURNMENT

MOTION: Made by Commissioner Stetina, seconded by Commissioner Grimsby to adjourn the meeting at the hour of 7:45 p.m.

ROLL CALL VOTE: AYES: Chairman Cobb, Commissioners Grimsby, Kaczmarek, Kanaverskis, Landsman, Pionke, and Stetina. NAYS: None. ABSENT: Commissioners Lazarski and Schuurman.

MOTION DECLARED CARRIED

PRESENTED, READ and APPROVED,

June 6, 2017

Chairman

Minutes transcribed by Executive Secretary Cindy Stuchl.

A G E N D A

Minutes of the Public Safety Committee of the Village of Willowbrook that was held on May 8th, 2017 at 5:30 p.m. at the Willowbrook Village Hall, 835 Midway Drive, in the Village of Willowbrook, DuPage County, Illinois.

CALL TO ORDER

The meeting was called to order at 5:30 p.m.

ROLL CALL

Those present at roll call were Chief Mark Shelton, Chairman of the Public Safety Committee Terrence Kelly, and Trustee Sue Berglund.

1. Reviewed the April 10th, 2017 Public Safety Committee Meeting Minutes.
The Committee approved the April 10th, 2017 Public Safety Committee Meeting Minutes.
2. Reviewed the Weekly Press Releases – Information.
3. Reviewed the Overtime Report for 03/27/2017 – 04/23/2017 - Information.
4. Reviewed the Monthly Expenditure Report for April 2017 – Information.
5. Reviewed the Monthly Offense Summary Report for April 2017 - Information.
Trustee Kelly inquired about the high activity numbers on pages 40-54 of the report. Chief Shelton advised that these particular codes are for individual addresses that Officers log to show their patrol presence in that area.
6. Reviewed the Letter(s) of Recognition and Appreciation – Information.
 - Detective John Handzik
 - Detective Dan Polfliet
7. DISCUSSION ITEMS
 - Activity Report
Chief Shelton discussed Officers' arrests and activities within the Village.
 - Other
The Committee discussed and agreed with the purchase of the budgeted SUV squad car to replace the existing Dodge Charger Squad #53.
8. * VISITOR'S BUSINESS (Public comment is limited to three minutes per person).
None
9. ADJOURNMENT
The meeting was adjourned at 5:57 p.m.

Next Meeting Scheduled June 12th, 2017, at 5:30 P.M.