

VILLAGE OF BARRINGTON HILLS

Plan Commission NOTICE OF MEETING



Monday, July 14, 2014 ~ 7:30 P.M.
MacArthur Room - 112 Algonquin Road

AGENDA

1. Organizational
 - 1.1 Call to Order
 - 1.2 Roll Call
2. Approval of Minutes
 - 2.1 Approval of the June 9, 2014 Minutes
3. [Recommend] 223 Westfield Way - Heritage Tree Appeal
4. Barrington Hills Roadway Report
5. Public Comments
6. Trustee's Report
7. Adjournment

Chairman: Kenneth Bosworth

Next Regular Meeting Monday, August 11, 2014.

NOTICE AS POSTED

Note: The following is a DRAFT of the Minutes of the June 9, 2014 Plan Commission meeting. It has to be reviewed by the Plan commission, has not been adopted by the Board as an official record, may be revised in whole or in part, and hence should be viewed only as a tentative and possible inaccurate recitation of the Commission's action. It is not an official document of the Village of Barrington Hills and should not be relied upon as such.

These minutes are merely a summary and an attempt to reference comments that took place on the Board. The accurate official record is the recordings.

VILLAGE OF BARRINGTON HILLS
PLAN COMMISSION MEETING
June 9, 2014

The regular meeting of the Village of Barrington Hills Plan Commission was called to order by Chairman Bosworth at 7:32 p.m.

Plan Commission Members Present: Kenneth Bosworth-Chairman
Daniel Wolfgram
Kelly Mazeski
Pamela Cools
Arnold Cernik
Daryl Adams
Lou Anne Majewski
Julie Joyce

Absent: Patrick Hennelly

PREVIOUS MINUTES:

Chairman Bosworth asked for a motion for approval of the April 14, 2014, 2014 minutes. Commissioner Cools motioned approve the minutes of April 14, 2014 with corrections. Trustee Cernik seconded. All present said Aye.

Chairman Bosworth asked for a motion for approval of the May 12, 2014, 2014 minutes. Commissioner Cools motioned approve the minutes of May 12, 2014 with corrections. Trustee Wolfgram seconded. All present said Aye with the exception of Chairman Bosworth and Commissioner Joyce who abstained.

Chairman Bosworth asked for a motion for adjournment for Sine Die. Commissioner Majewski motioned to adjourn for Sine Die. Commissioner Cernik seconded. All present said Aye.

CALL TO ORDER THE NEW COMMISSION

Commissioner Cools motioned to nominate Patrick Hennelly to Vice-Chairman. Commissioner Wolfgram seconded the motion. All present said Aye.

Commissioner Cernik motioned to nominate Pamela Cools to Secretary/Recording Secretary. Commissioner Wolfgram seconded. All present said Aye.

Commissioner Mazeski motioned to accept the time and place of the regular meeting as the second Monday of the month at 7:30 p.m. Commissioner Adams seconded. All present said Aye.

Commissioner Majewski motioned to accept the Plan Commission Policies from June, 2013. Commissioner Cools seconded. All present said Aye.

Commissioner Cools motioned to adjourn the Sine Die and reconvene to the regular meeting of the Plan Commission. Commissioner Majewski seconded. All present said Aye.

223 Westfield Way – Heritage Tree Appeal – Village Administrator, Robert Kosin, reported that this matter is being brought back to the Plan Commission with the presentation of the applicant's own proposal for an evaluation of existing trees of a Heritage species, as well as an evaluation of the Village's Arborist, Chuck Stewart. The material has been received by the Village and it will be circulated as a public hearing, to which then a recommendation would be made to the Village Board, if a finding was accorded by the Plan Commission.

Chairman Bosworth stated that first, we need a formal request by the petitioner for a hearing as to what it is he is appealing and we have not received that yet. Then the Tree Preservation Ordinance states we need to go over the Site Development Ordinance and follow that procedure, which includes notification of contiguous neighbors of the hearing. The petitioner needs to do those formal things. They need to make a formal request for a hearing, cite what it is they have a problem with, present the materials and notify the adjoining landowners more than fifteen days before the next hearing. Then the hearing will take place, and we will be required to make findings as to what we believe is true and then make a recommendation to the Village Board who will make the final decision. We need to get back on track as to what our Ordinance tells us we can or can't do. He would caution the petitioner to make sure that he presents with his petition, all of the materials that he would like the public to see so they can view them in preparation of the meeting.

Building Department Code Enforcement Report – Village Administrator, Robert Kosin with the provisions of the Building Code, described the inspection process for construction, including swimming pools. Don Schuman was present as the Building Code enforcement officer. He advised the Commissioners that additional steps adopted where drainage or conservation easement exists on a lot and construction is proposed. Such measures according to Mr. Schuman include the use of snow or silt fencing the boundaries of an easement prior to the start of construction.

Bicycle Paths Planning Report – Chairman Bosworth addressed the audience stating that this is the Planning Commission and not the Village Board or the ZBA. There are two things under their purview-- the Comprehensive Plan and approving Plats of Subdivisions. They also have some Appeal Process, such as the Tree Preservation Ordinance or other items similar to this. They do not have the authority to tell anyone what to do, only recommend. They have not been asked by anyone to do anything with respect to bicycles. The Village staff has been only trying to educate them on what is going on with the bicyclists. This item on the Agenda is in response to what the Commissioners asked at the last meeting.

Robert Kosin stated that the members were provided with the Illinois Vehicle Code as it pertains to bicyclists and the standards that the Illinois Department of Transportation adopted in terms of designing and evaluating bicycle routes. They also provided a link as well as the information on the new, recently adopted State Bicycle Plan of 2014 including the reference chapter to McHenry County Bicycle Plan as well as the Regional Bicycle Plan issued by the Northwest Municipal Conference and the locations. They also shared the information that was received from CMAP as to their planning initiative providing some connectivity between the County Bicycle Plans and those locations were identified on the Northwest Municipal Conference Map. They also addressed the issue of the connector road definition as defined by the Illinois Department of Transportation, and provided roadway traffic volumes collected since 1982. Additionally, there was an illustration of the Single File Signage and where they are posted and what roads they apply to, including the distinction between Village maintained roads and roads maintained by the County or State.

PUBLIC COMMENTS: Public Comments were given by the following:

Patrick Stanton, 71 Spring Creek Road
Bonnie Duresa, 1001 Plum Tree Road
Margaret Stanton, 71 Spring Creek Road
Gregory Swiercz, 11870 Haegers Bend Road
Pauline Boyle, 315 Ridge Road
Laura Abboud, 20 Surrey Lane
Ann Malinski 3205 Spring Creek Road
Linda Cools, 32 Little Bend Road

Audio on these comments can be located at the Village Web Site – www.vbhil.gov. [Any written comments handed in will be posted as an attachment to the Agenda.]

The Commissioners proceeded to discuss their concerns about a number of issues aired in Public Comment. First was the reclassification of village roads which has occurred recently. Different classifications of road, such as a “collector” road, are designated by IDOT, in terms of traffic volume, accident reports, etc. The designation of a road, such as Spring Creek Road, as a collector, makes it eligible for federal funding. Commissioner Wolfgram asked for clarification of the letter referenced by one of the residents in public comment regarding Mr. Kosin’s April 2013 request to McHenry County Council of Mayors to reclassify Spring Creek Road as a FAU collector road. Mr. Kosin stated that the letter needed to be put into context in order to be

understood properly. Wolfgram expressed a concern about misinformation circulating in the community and the need to clarify issues and to set the record straight as quickly as possible. Mr. Kosin said he would need to show the Commission what the letter was in response to and how it was part of an application process. Chairman Bosworth requested that Mr. Kosin send a copy of the letter to all the commissioners for review and would prepare a response for the Commission.

Chairman Bosworth said that he would speak with Bob Kosin, Dan Strahan, the Plan Commission's counsel, the Village President and Trustee Konicek about a number of items which were brought up tonight, and would determine which ones should be discussed at future meetings. He will seek a better idea of how to address residents' concerns and possible amendments to the Comprehensive Plan with regard to bicycle planning, should they be deemed necessary.

Commissioner Cools asked about the process for applying for grants for road funding. The Village Engineer, along with the Trustee responsible for Roads & Bridges (Patty Meroni) makes the application, without Village Board approval.

TRUSTEE'S REPORT: Trustee Konicek stated that the possibility of utilizing Haeger's Bend as for bike planning was brought about due to the Village putting in a request in 2012 to the McHenry Council of Mayors for road improvements. Her understanding was that that one of the reasons that funding was turned down was that the Village did not have bike plans in place. Due to the fact that the road repair is going to be extensive and expensive, it had become a consideration of Roads and Bridges to put in a subsequent request in 2014, which would include a bike path, to see if the Village can get some of that funding. Trustee Konicek's province as Plan Commission Liaison is have the Plan Commission discuss bike planning, and to allow the residents the opportunity to stand before a Board and get information on it, say whether they are for or against it. Nothing is a done deal, as the Chair has stated. The Commission will hear from the Village Engineer, listen to the reasons why there is a request to look for planning these pathways, and get input from the residents. Roads and Bridges is planning on having a meeting regarding Haeger's Bend which will be posted.

The CMAP Grant has nothing to do with Haeger's Bend Road. CMAP was an application for a local, technical assistance grant related to Kane County and Cook County connecting Crab Tree Nature Center to the Fox River Bike Path.

Trustee Konicek was asked by President McLaughlin to relate that Horizon Farms and the Forest Preserve, is having a meeting on June 18th for input from Barrington Hills residents for planning and land use suggestions.

Commissioner Mazeski asked Robert Kosin, if there was a way to post these items sent in the Commission's packet on our website so that residents could have easy access to this information and could he give an indication tonight where he would put this information. Mr. Kosin replied that he is not quite sure because of the size of the records. What he has done on some of these, is

pulled the records and created a library so you don't have to document search. Commissioner Mazeski asked when could he do this. Mr. Kosin replied hopefully by the end of this week. . Trustee Konicek stated she presumed the agenda would have the same links as the Board of Trustees so that it would be open to the public. The Planning Commission does not have that kind of similar structure webpage set up, but he can do that going forward.

ADJOURNMENT: Commissioner Majewski motioned to adjourn at 9:47 p.m. Commissioner Wolfgram seconded. All present said Aye.

Meeting Adjourned

Respectfully submitted,

Pamela Cools,
Recording Secretary

DRAFT



Dolores Trandel <clerk@barringtonhills-il.gov>

Barrington Hills Heritage Tree Appeal

Robert Kosin <rkosin@barringtonhills-il.gov>

Mon, May 5, 2014 at 10:39 AM

To: Naj Hasan <nhasan1488@aol.com>

Cc: Dolores Trandel <clerk@barringtonhills-il.gov>, Don Schuman <building-dept@barringtonhills-il.gov>, "Chuck A. Stewart" <Ufm1@aol.com>

This is to advise you that your request for review of the requirements of the Heritage Tree Ordinance 4-6-1 will be presented to the Plan Commission at its meeting of Monday May 12, 2014 at 7:30PM in the MacArthur Room of the Village Hall.

Your request of April 25th will be distributed to the Plan Commission. Likewise the Village will have in attendance its arborist, Charles Stewart. If you have additional records that you wish to have the Plan Commission consider, please forward before Friday May 9, 2014 such to the Village Clerk who was copied on this response to distribute to the Commission.

--

Robert Kosin
Village of Barrington Hills
112 Algonquin Rd, Barrington Hills, IL 60010-5199
847.551.3000 | BarringtonHills-il.gov

To ensure compliance with the Open Meetings Act, elected or appointed members of the public body may reply to this message, but they should not forward it or send a copy of the reply to other members of the public body.

**Kosin_223_Westfield_Email.pdf**

170K



Robert Kosin <rkosin@barringtonhills-il.gov>

Fwd: 223 Westfield Way

NHasan1488@aol.com <NHasan1488@aol.com>

Fri, Apr 25, 2014 at 11:44 AM

To: mmclaughlin@barringtonhills-il.gov, rkosin@barringtonhills-il.gov

Cc: NHasan1488@aol.com

Mr. Mayor,
Mr. Kosin,
Village of Barrington Hills:

Reference: 223 Westfield Way heritage trees replacement

I am writing this letter to promulgate the hardship I am going through with the "HERITAGE TREES REPLACEMENT ORDINANCE".

Recently the Village Forester visited our lot and said he was thankful and grateful and give credit to MR. T for introducing the heritage trees ordinance in state of IL and every year he sends greetings to MR. T for his efforts that are being well rewarded for the trees industry.

Everybody is not Mr. T, nor as rich as Mr. T and does not like to wear a T shape hairstyle. To me this heritage trees ordinance looks outrageous and tortures.

Imagine if a home owner of Village of Barrington Hills have to cut down a tree which is 60 feet tall and for cutting down one 60' tree to build a home on a wooded lot the home owner will have to replace TWENTY TREES at 3" DBH or higher. It does not matter what would be the consequence of planting 25 trees in place of one tree and whether there is room to plant 25 trees for knocking down one tree, **the village heritage trees ordinance has to implemented.**

Now imagine if a home owner of Village of Barrington Hills who owns a heavily 5 acre wooded lot and according to the village forester have cut down 25 TREES (438 inches) AND THEN LATER 11 MORE TREES (253 inches) and weather the trees company took advantage of the home owner and tried to cut down the so called "walnut trees" without the consent and or knowledge of the home owner the home owner has to pay the penalty. According to the Heritage trees ordinance the home owner will have to plant OVER 235 TREES whether there is room or not to plant these heritage trees and regardless of how the soil can handle planting of 235 trees, or how many hundreds of thousands of dollars it takes, whether there is any room left on the lot for the family (including kids to play) to enjoy the 5 acre lot which will become a throttle for the family to live in a house with so many trees, **but the village ordinance has to be implemented.**

It does not make sense to replace inch to inch and replace $453 + 253 = 706$ inches of trees which comes to 235 trees or so. This is just insane.

The trees that were knocked down for construction or hazardous purposes took dozens of years to attain the height of 60 feet or so, but now we have to replace over 235 trees which will eventually grow in several years and when they attain the height of 60 feet it will be 235 trees, each of 60 feet height.

So each tree when it grows to 60 feet it will be 720 inches of each tree. So 235 trees (when 60' converted to inches it will be 720 inches) times 720 = 169,200 total inches that the Village ordinance is requiring to be replaced eventually.

Will the Village give credit to the home owner for 168,494 inches when all the 235 trees will grow to a height of 60 feet.

(169,200" - 706" (currently the actual inches of trees that are being knocked down) = 168,494"), so in reality 168,494 inches is in excess when the 235 trees will grow to 60' height in several years. Currently, the Village ordinance is requiring the home owner to replace 706 inches or 235 trees which will eventually grow into 169,200 inches in the future. Does this make sense? Is it fair and feasible? Is this not outrageous and tortures.

The village forester wants the home owner to show a site plan with locations showing the planting of 235 trees, this is just outrageous and will be a total disaster for anybody to live in a house on a lot where only 36 trees were knocked down but now needs to be replaced by planting 235 trees (eventually 169,200 inches of replacement) .

It will make sense for the ordinance to require the home owner to replace 36 trees as 36 trees are being knocked down and not to replace inch to inch at the moment as the 36 trees when planted will eventually grow in inches to whatever inches is being knocked down. This 36 trees itself will cost the homeowner 36 trees X \$800 = \$30,000.00 roughly.

I hope the village will look into the home owners plight of being asked to replace 110 + 125 = 235 trees and give a relief to the home owner; so that the outdoor projects are not put on hold; so that the outdoor projects put on hold by the village can be allowed to continue; so that the construction of the home can be completed in a timely manner; so that the home owner can move into the house before the kids school year starts and enjoy the house.

Thanks,

Naj Hasan
847 293 8003
Nhasan1488@aol.com

From: building-dept@barringtonhills-il.gov
To: John@avalonbuild.com, NHasan1488@aol.com
Sent: 4/24/2014 4:34:11 P.M. Central Daylight Time
Subj: Fwd: 223 Westfield Way

Gentlemen, Below is the report from the Village Forester regarding your meeting on Thursday, April 18, 2014.

Wendi Frisen
Building Department
Village of Barrington Hills

----- Forwarded message -----
From: <Ufm1@aol.com>
Date: Sun, Apr 20, 2014 at 9:42 AM
Subject: 223 Westfield Way

Wendi, As requested, I met with Mr. Hasan and his builder Mr. Elias on Thursday, April 18, 2014 to review the current status of the mitigation requirements for the property. The following comments summarize this review.

1. I told them that they must submit a revised tree planting plan that shows the location, species, and size of each tree to be planted. This is necessary because Mr. Hasan had planted a large number of spruce trees in the locations where his original mitigation plan showed planting the mitigation trees and that there were additional trees to be mitigated. He said that I told him to plant the spruce trees there. He had previously mentioned that he wanted to plant spruce trees and I recommended that he could plant them along the street.

2. At previous meetings I had suggested that he could remove some trees that were not heritage trees to create some openings where he could plant his mitigation trees. He also indicated that there were some storm damaged trees and some trees that he was afraid of so I recommended that he hire a certified arborist to review all of the trees to be removed and prepare a list that I could review.

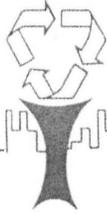
3. His arborist reviewed the trees and provided a list that I reviewed and approved. As the trees were removed I went to the property to review the work. I filed my report on December 11, 2013 and noted that there were more trees removed than were on the list. On a follow-up visit I did a detailed review of the trees that were removed and filed my report on December 16, 2013. My report included a list of the Heritage Trees that were removed and that were not on the list that Mr. Hasan's arborist provided. A total of 11 Heritage Trees (253 inches) were removed. Eight of these trees were black walnut and the logs from these trees were in one pile north of the garage. This suggested to me that the walnut trees were cut because they were sold or that they were being stolen. I mentioned this to Mr. Hasan and Mr. Elias. Mr. Hasan replied that he did not sell any trees.

4. Mr. Hasan expressed a continuing concern that the mitigation requirements were too high. I told him that my job was to follow the ordinances of the Village and that his concerns should be addressed to the elected officials of the Village.

Please call if you have any questions.

Sincerely,
Charles A. Stewart
Vice President
Urban Forest Management, Inc.
960 State Route 22, Suite 207
Fox River Grove, IL 60021
(847) 516-9708

To ensure compliance with the Open Meetings Act, elected or appointed members of the public body may reply to this message, but they should not forward it or send a copy of the reply to other members of the public body.



July 8, 2014

Mr. Robert Kosin
Director of Administration
Village of Barrington Hills
112 Algonquin Road
Barrington Hills, IL 60010-5199

**RE: 223 Westfield Way
Heritage Tree Removal Mitigation**

Dear Mr. Kosin:

I met with Mr. Hasan and his new arborist, Ms. Muriel Pick of Apex Landscaping, Inc. of Hawthorn Woods, Illinois, on July 2, 2014, to review Ms. Pick's report and recommendations regarding the planting of mitigation trees on Mr. Hasan's property. The following comments summarize the history of the Heritage Tree removal and mitigation problems on this property and Ms. Pick's report.

Plan Review and Submittal History

1. When the original plans for the construction of the house were submitted to the Village, the plans included the following information provided by Mr. Charlie Keppel of The Care of Trees:
 - a tree inventory,
 - a tree preservation plan,
 - an action plan,
 - the Heritage trees to be removed, and the total number of inches that were to be removed and mitigated (438")

My review comments of the submittal included the requirement that "A replacement plan must be prepared and attached to the Tree Replacement Agreement and the agreement must be signed before the Tree Removal Permit is issued". I recommended the approval of the plan subject to this requirement, and Mr. Hasan proceeded with the tree removals.

2. A Heritage Tree Replacement Plan, dated 7/18/2012, was subsequently prepared by Doering Landscape Company. The plan provided for planting (110) 4" caliper trees, for a total of 440" of mitigation trees. The plan was submitted to the Village and I recommended the approval of the plan.

Additional Tree Removal Request

During the course of construction, some trees were damaged during storms and Mr. Hasan was concerned about the safety of some trees. I recommended that he hire an arborist to review the trees of concern and submit a list of the trees that the arborist determined should be removed.

Mr. Hasan hired Mr. Phil Moore of Balanced Environments, Inc., who submitted a report, undated, that listed 62 trees for removal (26 Heritage Trees plus 36 other trees). All 26 of the Heritage Trees were previously tagged and listed in the original tree inventory report prepared by The Care of Trees. The 36 additional trees to be removed were identified in the field with a paint mark, and included black cherry, box elder, mulberry, and buckthorn. Six (6) of the black cherry tree to be removed were less than 8" D.B.H. and twelve (12) were larger than 8" D.B.H. These 12 trees were either dead, dying, damaged, or dangerous.

I reviewed the listed trees and approved their removal without mitigation as none of the 62 trees met the Heritage Tree requirement threshold due to their species, size or condition/health issues. The trees were removed by a contractor hired by Mr. Hasan.

As these trees were being removed, I went to the property to review the work and noted that it appeared more trees were removed than were on the approved list, as stated in my site visit report on December 11, 2013.

On a follow-up visit I did a detailed review of the trees that were removed and submitted my report on December 16, 2013, which included a listing of the Heritage Trees that were removed that were not on the list of 62 trees that Mr. Moore had provided. A total of eleven (11) additional Heritage Trees (253") were removed by a contractor hired by Mr. Hasan. Eight (8) of these trees were black walnut, and were cut by the contractor in order to sell the logs.

The removal of these 11 trees raised the mitigation requirement from 438" to 691".

Current Mitigation Status

I met with Mr. Hasan and his building contractor on April 17, 2014 to review the current status of the mitigation requirements for the property. I told them that they must submit a revised tree planting plan that shows the location, species, and size of each tree to be planted. This was necessary because of the 11 additional Heritage Trees that were removed and the fact that, in the interim, Mr. Hasan knowingly planted 140 spruce trees in locations that conflicted with many of the proposed tree planting locations on the approved Heritage Tree Replacement Plan prepared by Doering Landscape Company (7/18/2012).

At the Plan Commission meeting of May 12, 2014, the Plan Commission suggested that emerging or new growth of species of Heritage Trees on the property be identified and that the number of inches of these trees identified may be considered for reducing the total number of

inches of required mitigation. Mr. Hasan hired Eric Bode of Bode Tree Care to identify these trees and prepare a new Heritage Tree Replacement Plan.

I met with Mr. Hasan and Mr. Bode on May 29, 2014 to identify the emerging and new growth of species of Heritage Trees on the property. A total of 270" of emerging and new growth Heritage Tree species were identified. Mr. Bode submitted his report to the Village in time for the posting of the agenda for the Plan Commission meeting of June 9, 2014. Due to a procedural error, the presentation of Mr. Bode's report was re-scheduled to the July 14, 2014 meeting of the Plan Commission.

Mr. Hasan has since dismissed Mr. Bode and hired Ms. Muriel Pick of Apex Landscaping, Inc. as his new arborist. I met with Mr. Hasan and Ms. Pick on July 2, 2014 to review Ms. Pick's report. Ms. Pick's report includes:

- a noted copy of the Doering Landscape Company Heritage Tree Replacement Plan (7/18/2012),
- a copy of the identified emerging and new Heritage Tree species prepared by Mr. Bode,
- a comment on the 140 newly planted 6' tall Colorado Spruce,
- some comments on the maintenance of the existing woodlands.

The noted copy of the Doering Landscape Company Heritage Tree Replacement Plan includes Ms. Pick's suggested planting locations for 10 additional 3" DBH trees to be planted as her proposal to satisfy the mitigation requirements.

Summary/Proposed Mitigation Plan Comparison

1. The Village ordinance requires that replacement trees must be a minimum of 3" D.B.H. The D.B.H. (tree diameter at breast height) of a tree is a standard forestry measure that is taken at 54" above ground line. Nursery stock is measured by caliper inches. Tree caliper up to and including 4" is measured 6" above ground line. Tree caliper larger than 4" is measured 12" above ground line. The nursery measure for a minimum 3" D.B.H. tree should be a minimum 4" caliper tree. This is an important distinction because the various proposals provide for replacement trees using both standards of measurement.
2. The Doering Landscape Company Heritage Tree Replacement Plan provided for planting (110) 4" caliper trees which would mitigate the initial 438" of Heritage Trees removed.

If the Plan Commission chose to reduce the 691" of required mitigation currently required by the 270" of emerging and new Heritage Tree species identified in the Bode plan, then the total mitigation requirement would be 421", and this "credit" would reduce the approved Doering Landscape Company plan by 5 or 6 trees depending on how the number is rounded. The fact that Mr. Hasan chose to plant spruce trees in many locations where the Doering Landscape Company plan shown planting mitigation trees complicates the implementation of the plan.

3. The Bode plan for planting mitigation trees determined that there is currently 25,200 square feet available for tree planting. Based on providing 364 square feet for tree development, available planting space could accommodate 210" of mitigation or 70 trees.

If the Plan Commission chose to reduce the 691" of required mitigation by the 270" of emerging and new Heritage Tree species, then the total mitigation would be 421" and the Bode plan would be 211" short of the required mitigation.

4. Ms. Pick's report states that there are only 10 locations on the property where additional trees can be planted. Planting the 10 additional 3" D.B.H. trees would reduce the number of inches to be mitigated from 691" to 661".

If the Plan Commission chose to reduce the 691" of required mitigation by the 270" of emerging and new Heritage Tree species, then the total mitigation would be 421" and the Pick plan would be 391" short of the required mitigation.

If Mr. Hasan had not planted the 140 spruce trees, then the implementation of the approved Doering Landscape Company plan would be simplified, the Bode plan could be modified to accommodate the remaining 211" of mitigation, and the Pick plan could find the space to plant significantly more than 10 trees.

Sincerely,
URBAN FOREST MANAGEMENT, INC.



Charles A. Stewart
Vice President



June 24, 2014

Mr. Naj Hasan
1595 McCormack Drive
Hoffman Estates, Illinois 60169

Re: 223 Westfield Way, Barrington Hills, Illinois 60010 Tree Population

Dear Mr. Hasan,

After inspecting your property on June 12th, 2014, it is my observation and opinion of the following, regarding your current tree population as to how many additional trees would be prudent for installation at this time and the subsequent maintenance of the current forest.

I am attaching a notated copy of an existing plan given to me by you, drawn up by Doering Landscape Company. At this time I cannot find more than 10 locations where additional trees would be warranted or practical. These trees can be at 3" DBH and should be from the recommended list of approved trees from the Village.

I observed that there are currently over 140 6' Colorado Spruce newly planted throughout the property in addition to the native "Heritage Trees" that exist. These are not shown on the existing Doering plan but were installed last year by another company, as informed to me by you.

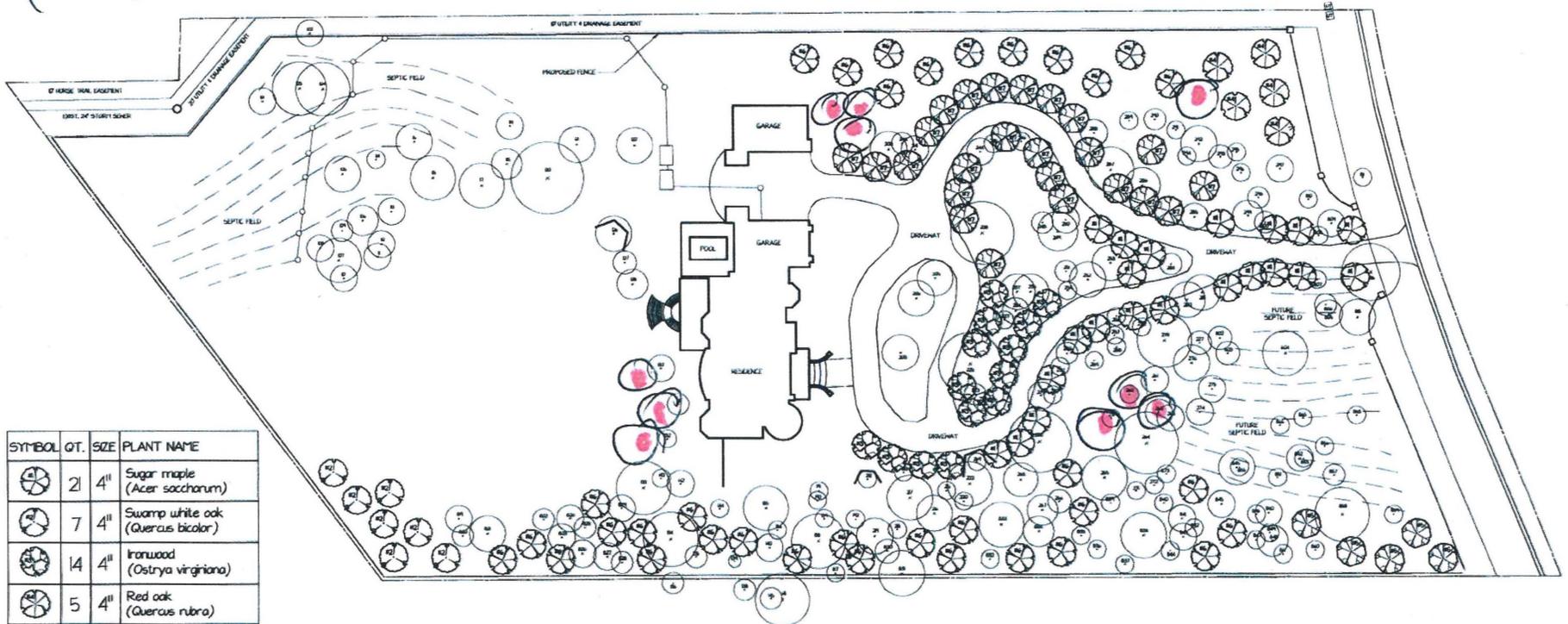
The attached list and communication provided to me by you, shows an inventory being done by the Village Forester, Charles Stewart and the previous consulting arborist of the smaller growth heritage trees that were not originally counted. The inventory (attachment#2) shows a total count of 57 trees with the potential of maturing with existing sizes as shown from 2-7". That shows a total of 270 DBH inches.

The existing woodland areas should be maintained by an annual application of a 1 to 2 inch layer of organic natural ground mulch to prevent weeds and retain moisture. The spruce trees should be bedded and mulched to improve their chance for survival. Any spruce that do not survive in the next year or two, it is my recommendation, they be replaced with more shade tolerant understory trees, such as approved by the Village. It is my opinion that the number of shade trees currently on the property is not conducive to the survival of any additional large shade trees. The existing "Heritage Trees", should be inspected on a yearly basis for pruning of dead wood by a licensed Certified Arborist.

Muriel I Pick-Certified Arborist – IL -4442A
Apex Landscaping Inc. See attachments

PLAN: LOCATIONS - NOTED IN 10

Munif Fick - 6/17/2014



SYMBOL	QT.	SIZE	PLANT NAME
	2	4"	Sugar maple (Acer saccharum)
	7	4"	Swamp white oak (Quercus bicolor)
	14	4"	Ironwood (Ostrya virginiana)
	5	4"	Red oak (Quercus rubra)
	5	4"	Black oak (Quercus macrocarpa)
	34	4"	Basswood/Linden (Tilia americana)
	24	4"	Hackberry (Celtis occidentalis)
TOTALS	10	440'	

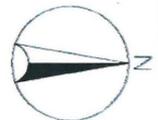
***HERITAGE TREE REPLACEMENT PLAN**

DOERING LANDSCAPE COMPANY
 22345 Kelsey Rd., Barrington, IL
 847. 381. 5115
 www.doeringlandscape.com

Hasan Residence

223 Westfield Way, Barrington Hills, IL

DATE:
7 / 18 / 2012
 SCALE:
1:300



DD/TR

June 26, 2014

Piraino Trust NA
225 Westfield Way
Barrington Hills, IL 60010

Dear Neighbor,

I am sending this letter to the neighbors of 223 Westfield Way ("Subject Property"). According to applicable real estate tax records, you own the property within 250' of the Subject Property.

In the course of the construction of my residence, the existing landscape on my property was inventoried in accordance with the Tree Preservation Ordinance and Heritage Trees were identified. Due the construction of the house, driveway and septic field, specific trees were identified to be removed and a quantity identified to be replanted. Due to the remaining Heritage Trees and the necessity to locate planting areas on the property a suitable alternative in consultation with an arborist, is proposed to the Plan Commission.

As part of its determination regarding whether to approve my Appeal of the Standards of the Tree Preservation Ordinance, the Barrington Hills Plan Commission will conduct a public hearing on my Appeal on July 14, 2014 at 7:30 p.m. in the Alexander MacArthur Room of the Village Hall at 112 Algonquin road in Barrington Hills, Illinois.

You are invited to attend that hearing and will be given an opportunity to speak. You may also submit written comments regarding my Appeal. Please address them to the Plan Commission and provide me with a copy before July 14, 2014. If you have any questions about my request, you may contact myself .

Thank you for your consideration in this matter.

Sincerely

Naj Hasan
847 293 8003
Nhasan1488@aol.com
1595 McCoramck Dr.
Hoffman Estates, IL 60169

7014 0150 0002 2326 8351

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Sent To
 DUVAL TRUST NA
 Street, Apt. No.; or PO Box No. 108 REMINGTON DR
 City, State, ZIP+4 BARRINGTON HILLS IL 60010
 PS Form 3800, August 2006 See Reverse for Instructions

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 ALIUMAL TRUST NA
 Street, Apt. No.; or PO Box No. 220 WESTFIELD WAY
 City, State, ZIP+4 BARRINGTON HILLS IL 60010
 PS Form 3800, August 2006 See Reverse for Instructions

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 BENJAMIN KLINE
 Street, Apt. No.; or PO Box No. LONG MEADOW CT
 City, State, ZIP+4 BARRINGTON HILLS IL 60010
 PS Form 3800, August 2006 See Reverse for Instructions

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 BADAL SHAH
 Street, Apt. No.; or PO Box No. 222 WESTFIELD WAY
 City, State, ZIP+4 BARRINGTON HILLS IL 60010
 PS Form 3800, August 2006 See Reverse for Instructions

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Return Receipt Fee (Endorsement Required)		
Restricted Delivery Fee (Endorsement Required)		
Total Postage & Fees	\$	

Sent To
 ERLINDA CONWAY
 Street, Apt. No.; or PO Box No. 4 LONG MEADOW CT
 City, State, ZIP+4 BARRINGTON HILLS IL 60010
 PS Form 3800, August 2006 See Reverse for Instructions

7014 0150 0002 2326 8320

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Certified Fee		
Return Receipt Fee (Endorsement Required)		
Restricted Delivery Fee (Endorsement Required)		
Total Postage & Fees	\$	

Sent To
 PIRAINO TRUST NA
 Street, Apt. No.; or PO Box No. 225 WESTFIELD WAY
 City, State, ZIP+4 BARRINGTON HILLS IL 60010
 PS Form 3800, August 2006 See Reverse for Instructions

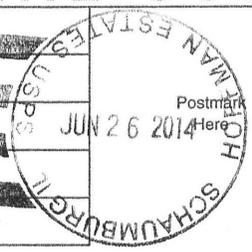
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Certified Fee		
Return Receipt Fee (Endorsement Required)		
Restricted Delivery Fee (Endorsement Required)		
Total Postage & Fees	\$	



Sent To RICHARD F. JUDD

Street, Apt. No.,
or PO Box No. 221 WESTFIELD WAY

City, State, ZIP+4 BARRINGTON HILLS IL 60010

=====

HOFFMAN ESTATES
 HOFFMAN ESTATES, Illinois
 601697057
 1615400195-0095
 06/26/2014 (800)275-8777 05:49:09 PM

=====

===== Sales Receipt =====

Product Description	Sale Unit Qty Price	Final Price
BARRINGTON IL 60010 Zone-1 First-Class Mail Letter 0.40 oz. Expected Delivery: Mon 06/30/14 Return Rcpt (Green Card) @@ Certified USPS Certified Mail #: 70140150000223268368		\$0.49 \$2.70 \$3.30
Issue PVI:		\$6.49
BARRINGTON IL 60010 Zone-1 First-Class Mail Letter 0.40 oz. Expected Delivery: Mon 06/30/14 Return Rcpt (Green Card) @@ Certified USPS Certified Mail #: 70140150000223268351		\$0.49 \$2.70 \$3.30
Issue PVI:		\$6.49
BARRINGTON IL 60010-5317 Zone-1 First-Class Mail Letter 0.40 oz. Expected Delivery: Mon 06/30/14 Return Rcpt (Green Card) @@ Certified USPS Certified Mail #: 70140150000223268344		\$0.49 \$2.70 \$3.30
Issue PVI:		\$6.49
BARRINGTON IL 60010-9363 Zone-1 First-Class Mail Letter 0.40 oz. Expected Delivery: Mon 06/30/14 Return Rcpt (Green Card) @@ Certified USPS Certified Mail #: 70140150000223268337		\$0.49 \$2.70 \$3.30
Issue PVI:		\$6.49

BARRINGTON IL 60010-9335 \$0.49
 Zone-1
 First-Class Mail Letter
 0.40 oz.
 Expected Delivery: Mon 06/30/14
 Return Rcpt (Green Card) \$2.70
 @@ Certified \$3.30
 USPS Certified Mail #:
 70140150000223268320

Issue PVI: \$6.49

BARRINGTON IL 60010-9335 \$0.49
 Zone-1
 First-Class Mail Letter
 0.40 oz.
 Expected Delivery: Mon 06/30/14
 Return Rcpt (Green Card) \$2.70
 @@ Certified \$3.30
 USPS Certified Mail #:
 70140150000223268313

Issue PVI: \$6.49

BARRINGTON IL 60010-9335 \$0.49
 Zone-1
 First-Class Mail Letter
 0.40 oz.
 Expected Delivery: Mon 06/30/14
 Return Rcpt (Green Card) \$2.70
 @@ Certified \$3.30
 USPS Certified Mail #:
 70140150000223268306

Issue PVI: \$6.49

Total: \$45.43

Paid by:
 Discover \$45.43
 Account #: XXXXXXXXXXXX9924
 Approval #: 02640B
 Transaction #: 485
 239033308841602870576

Bill#:1000503201302
 Clerk:08

Customer Copy

SITE PLAN & SEPTIC SYSTEM DESIGN

LEGEND

- Ⓐ = .47 L.F. - 4" # P.V.C. SCHED. #80 W/SEALED JTS. AT 2.0% MIN.
- Ⓑ = 2-1500 GALLON SEPTIC TANKS
- Ⓒ = GAL. CLASS 1 AEROBIC UNIT (CLEARSTREAM, MULTI-FLO, OR EQUAL)
- Ⓓ = 230 L.F. - 4" # PVC (ASTM 3034) AT 1.0% MIN. SLOPE
- Ⓔ = LIFT STATION (SEE DETAIL)
- Ⓕ = L.F. - 2" # SOLID PLASTIC DISCHARGE PIPE, RUN INSIDE HEADER LINE WHERE POSSIBLE. PREVENT SIPHON IN FIRST DROP BOX.
- Ⓖ = 1034 L.F. SEPTIC FIELD 4" PERFORATED PLASTIC PIPE LAID LEVEL IN 36" WIDE TRENCHES, 20" DEEP. USE APPROVED DROP BOXES.
- Ⓗ = L.F. CURTAIN DRAIN AND L.F. OF 4" SOLID PLASTIC PIPE, PITCH DOWNHILL AT 0.5% MIN. SLOPE AND DISCHARGE TO SURFACE. CONNECT ALL GUTTER DOWNSPOUTS AND FOOTING TILE SUMP PUMP TO CURTAIN DRAIN.
- = PROPOSED PIPE INVERT ELEVATION
- = PROPOSED TRENCH BOTTOMS
- ⊙ = PERCOLATION TEST HOLE (PERC. RATE 40.0 MPI) DATED 4-20-2007
- ⊗ = SOIL PROFILE BORING
- = PROPOSED FINISH CONTOUR
- - - = EXISTING CONTOUR
- X - X - = SILT FENCE
- - - X - - = TREE PROTECTION FENCE
- = EXISTING TREE TO REMAIN
- ⊗ = EXISTING TREE TO BE REMOVED
- ⊗ = EXISTING HERITAGE TREE TO BE REMOVED

SPECIAL NOTES

THIS DESIGN IS BASED UPON (1) THE FIELD CONDITIONS AS THEY WERE ON THE DAY THE PERCOLATION TEST OR TYPING, AND/OR TOPOGRAPHIC INFORMATION WERE OBTAINED, AND (2) DATA FURNISHED BY THE OWNER OR GENERAL CONTRACTOR OR THEIR REPRESENTATIVE - REGARDING BUILDING SIZE, NUMBER OF BEDROOMS, AND/OR PEOPLE WITHIN THE UNIT TO BE SERVED.

ANY DEVIATIONS FROM THESE DESIGN CONDITIONS SUCH AS (1) CHANGING THE NUMBER OF BEDROOMS AND/OR PEOPLE TO BE SERVED, (2) REDUCING THE PERCOLATION CAPACITY OF THE SOILS - BY RUNNING HEAVY EQUIPMENT OVER, OR STOCK PILING BUILDING MATERIAL OR EXCAVATED SOIL ON THE SEEPAGE FIELD AREA, (3) REDUCING THE EFFECTIVE SEEPAGE FIELD BY - SIGNIFICANTLY CHANGING, ACTUALLY REDUCING, OR COVERING THE SEEPAGE FIELD WITH PAVEMENT, (4) OVERTING GROUND WATER INTO OR OVER THE SEEPAGE FIELD, OR (5) INTRODUCING OILS AND/OR GREASES INTO THE SEEPAGE FIELD - WILL VOID THIS DESIGN.

GENERAL NOTES

1. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES, AND HAVE ALL EXISTING UTILITY INSTALLATIONS LOCATED AND STAKED PRIOR TO CONSTRUCTION.
2. ALL BACKFILL USED FOR THE SEEPAGE FIELD TRENCHES SHALL BE POROUS TOPSOIL CONTAINING LITTLE OR NO CLAY.
3. THE CONTRACTOR SHALL VERIFY ALL EXISTING FIELD CONDITIONS SUCH AS WELL LOCATIONS, HOUSE AND ANY EXISTING SEPTIC FIELD LOCATIONS, ALL ELEVATIONS PRIOR TO INITIATING ANY CONSTRUCTION.
4. ALL DOWNSPOUTS AND SUMP PUMP SHALL DISCHARGE AWAY FROM THE SEEPAGE FIELD, OR INTO A CURTAIN DRAIN.
5. ALL INSTALLATIONS SHALL CONFORM TO THE APPROPRIATE REGULATORY AGENCY REQUIREMENTS.
6. PRIOR TO THE START OF ANY BUILDING CONSTRUCTION ACTIVITY A TEMPORARY FENCE SHALL BE CONSTRUCTED AROUND THE PROPOSED SEEPAGE FIELD AREA.
7. NO SEEPAGE FIELD CONSTRUCTION, OR PLACING OF TOPSOIL IS PERMITTED UPON WET OR FROZEN GROUND.
8. NO LAWN IRRIGATION SYSTEMS MAY BE INSTALLED WITHIN 25' OF THE SEPTIC SEEPAGE FIELD AREA.
9. SEPTIC CONTRACTOR IS TO NOTIFY DESIGN ENGINEER AND VILLAGE REPRESENTATIVE 48-HOURS IN ADVANCE OF CONSTRUCTION TO REVIEW AND INSPECT INSTALLATION PRIOR TO COMMENCEMENT OF ANY BACKFILLING.
10. EXISTING TOPOGRAPHY PROVIDED BY CLIENT. PLAT OF SURVEY WITH TOPO DATED 12-21-2000 PREPARED BY HANGENSEE SURVEYING, LLC.

VILLAGE OF BARRINGTON HILLS NOTES

1. THE DESIGN ENGINEER SHALL APPROVE THE LAYOUT OF THE SEPTIC SYSTEM INSTALLATION PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION.
2. THE DESIGN ENGINEER AND VILLAGE REPRESENTATIVE SHALL REVIEW THE SEPTIC SYSTEM INSTALLATION PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION.
3. THE INSTALLER SHALL NOTIFY THE DESIGN ENGINEER OF THE PRECISE SCHEDULE FOR THIS PROJECT 2 DAYS IN ADVANCE OF INITIATING ANY CONSTRUCTION, AND SHALL UPDATE THE ENGINEER OF ANY DELAYS DUE TO WEATHER.

2-9-12 APPROVED
[Signature]

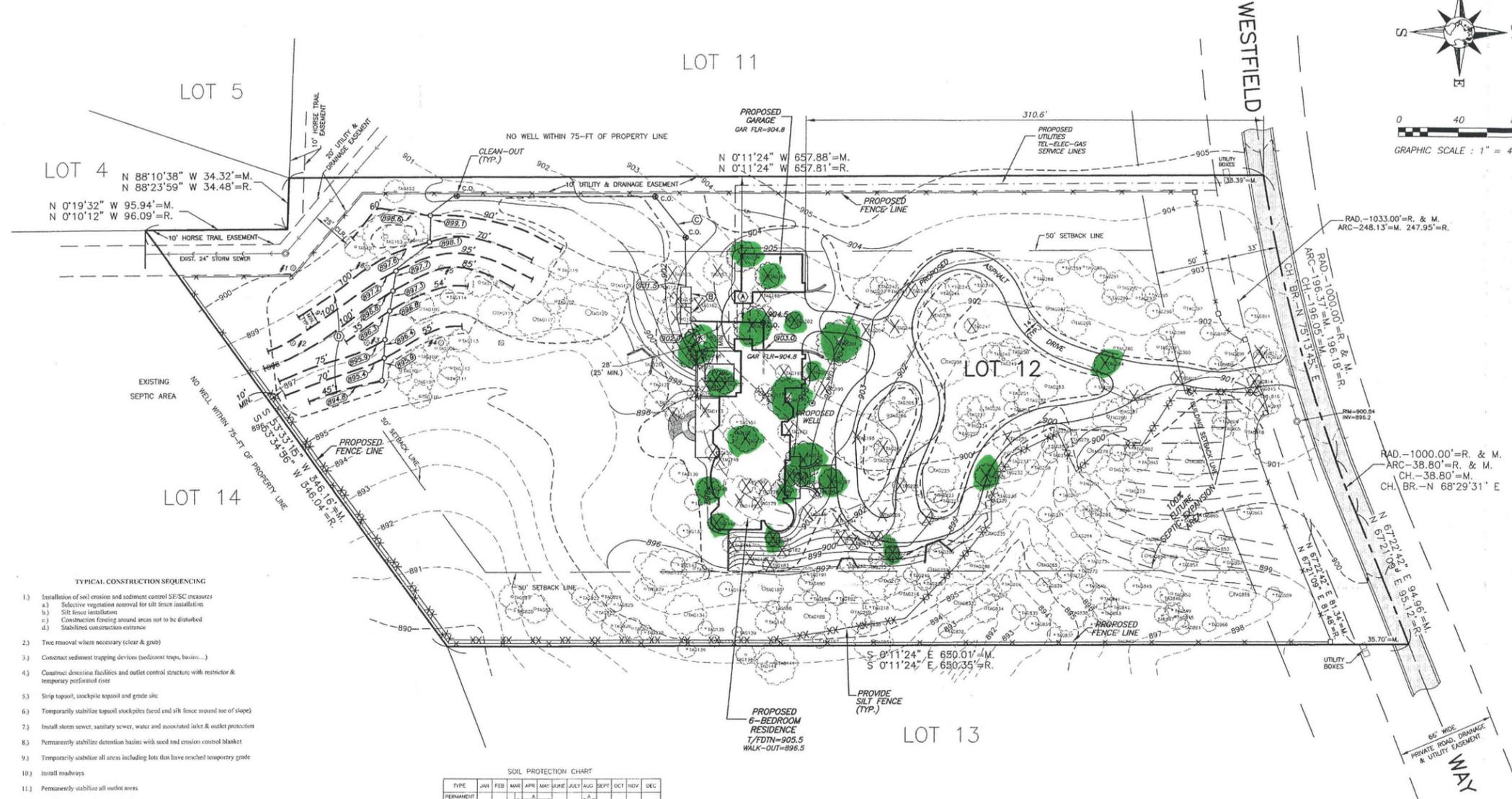
PREPARED BY AND/OR UNDER THE DIRECT SUPERVISION OF:



PEDER A. FINBERG
 LICENSED PROFESSIONAL ENGINEER
 ILLINOIS NO. 62-28834
 EXPIRES: 11-30-13

REVISION #3 11-31-2012	PER ARBORIST REVIEW	PAF
REVISION #2 12-20-2011	PER VILLAGE REVIEW	PAF
REVISION #1 12-15-2011	PER VILLAGE REVIEW AND TREE SURVEY	PAF

SITE PLAN & SEPTIC SYSTEM DESIGN		S.E. 1/4 SEC. 7-42-9 COOK COUNTY	
LOT 12 PRAIRIE HILL		SCALE: 1" = 40'	
PAF SEPTIC DESIGN		DATE: 10-10-2011	
CLIENT: NAJ HASAN	ADDRESS: 223 WESTFIELD WAY, BARRINGTON HILLS, IL	DRAWN BY: MWR	CHECKED BY: PAF
DISK: 120131 FILE NO. 071205EP FILE NO. NA PAC. NO. NA		JOB NUMBER: 07120-SEP	



TYPICAL CONSTRUCTION SEQUENCING

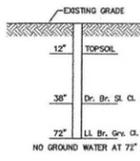
- 1.) Installation of soil erosion and sediment control SE/SC measures
 - a.) Selective vegetation removal for silt fence installation
 - b.) Silt fence installation
 - c.) Construction fencing around areas not to be disturbed
 - d.) Stabilized construction entrance
 - 2.) Tree removal where necessary (clear & grub)
 - 3.) Construct sediment trapping devices (sediment traps, basins...)
 - 4.) Construct detention facilities and outlet control structure with restrictor & temporary perforated riser
 - 5.) Strip topsoil, stockpile topsoil and grade site
 - 6.) Temporarily stabilize topsoil stockpiles (seed and silt fence around toe of slope)
 - 7.) Install storm sewer, sanitary sewer, water and associated inlet & outlet protection
 - 8.) Permanently stabilize detention basins with seed and erosion control blanket
 - 9.) Temporarily stabilize all areas including lots that have reached temporary grade
 - 10.) Install roadways
 - 11.) Permanently stabilize all outlet areas
 - 12.) Install structures and grade individual lots
 - 13.) Permanently stabilize lots
 - 14.) Remove all temporary SE/SC measures after the site is stabilized with vegetation
- * Soil erosion and sediment control maintenance must occur every two weeks and after every 1/2" or greater rainfall event.

SOIL PROTECTION CHART

TYPE	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
PERMANENT SEEDING												
EROSION SEEDING												
TEMPORARY SEEDING												
SODDING												
MULCHING												

A = TALL RESOLVE 240 LBS./ACRE
 B = SPRING OATS 100 LBS./ACRE
 C = TALL RESOLVE 480 LBS./ACRE + 21 STRAW MULCH
 D = WHEAT OR CEREAL RYE 200 LBS./ACRE
 E = 500
 F = SPRING RESOLVE 27/ACRE
 * IRRIGATION NEEDED DURING JUNE AND JULY

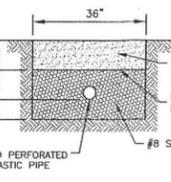
SOIL PROFILE



DESIGN CRITERIA:

1. PERCOLATION RATE OF 40.0 MPI REQUIRES 3100 S.F. FOR A 6 BEDROOM RESIDENCE
2. 3100 S.F. / 3 = 1034 L.F.
3. 1034 L.F. OF TRENCH FURNISHED

TRENCH DETAIL



SILT FENCE DETAIL

Quantity	Material	Quantity	Material
150.00	6" Dia. PVC Pipe	150.00	6" Dia. PVC Pipe
150.00	6" Dia. PVC Pipe	150.00	6" Dia. PVC Pipe
150.00	6" Dia. PVC Pipe	150.00	6" Dia. PVC Pipe

- ## SEDIMENTATION AND EROSION CONTROL NOTES
- A. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
 - B. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
 - C. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 14 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE.
 - D. AREAS OR EMBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 3:1V, AND APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN CONFORMANCE WITH SEEDING.
 - E. EROSION CONTROL BLANKET SHALL BE REQUIRED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN NORMAL WATER LEVEL AND HIGH WATER LEVEL.
 - F. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
 - G. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
 - H. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
 - I. A STABILIZED MAT OF AGGREGATE UNDERLAIN WITH FILTER CLOTH OR OTHER APPROPRIATE MEASURE SHALL BE LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA. ANY SEDIMENT OR SOIL BEING ON AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
 - J. SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES OR SOLICITATED WATERS OF LAKE COUNTY.
 - K. IF DEFLEWING SERVICES ARE USED, ADDITIONAL PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (e.g. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
 - L. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.
 - M. ALL AREAS OF DISTURBANCE MUST BE STABILIZED WITHIN 10-DAYS OF FINAL GRADING.
 - N. SLOPES GREATER THAN 5:1 MUST BE STABILIZED WITH SEED AND EROSION CONTROL BLANKET.



HLC SEPTIC DESIGN IS A SERIES OF HERITAGE LAND CONSULTANTS, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY.
 ILLINOIS PROFESSIONAL LAND SURVEYOR AND PROFESSIONAL ENGINEERING DESIGN FIRM CORPORATION LICENSE NO. 184.004956 EXPIRES: 04-30-2013

Chapter 6

TREE PRESERVATION

4-6-1: INTENT AND PURPOSE:

4-6-2: DEFINITIONS:

4-6-3: ADMINISTRATION AND ENFORCEMENT:

4-6-4: APPEALS:

4-6-5: REPLACEMENT:

4-6-6: TABLES:

4-6-1: INTENT AND PURPOSE:

The intent of this chapter is to ensure the presence and continuation of heritage trees, a special resource throughout the village of Barrington Hills by requiring sound forestry practices and preventing storm water runoff and topsoil erosion. It is also the intent of this chapter to promote and educate our residents as to the importance, protection and existence of heritage trees. Residents of the village will then continue to enjoy all the benefits of living in the unique environment of Barrington Hills, because the village strives to protect the health, safety and welfare of its residents from situations which may substantially alter the environment. This will be accomplished by regulating how such trees may be removed and replaced, whether as a result of building construction or as a result of landscaping activity only. (Ord. 07-24, 12-17-2007)

4-6-2: DEFINITIONS:

For the purpose of the regulations contained in this chapter, the definitions contained in this section shall be observed and applied, except when the context clearly indicates otherwise. Words used in the present tense shall include the future, and words used in the singular shall include the plural, and the plural the singular; the word "shall" is mandatory and not discretionary; the word "may" is permissive; the masculine gender includes the feminine and neuter. Whenever a word or term defined herein appears in the text of this chapter, its meaning shall be construed as set forth in the definition thereof and any word appearing in parenthesis directly thereafter shall be construed in the same manner.

AMERICAN NURSERY AND LANDSCAPE ASSOCIATION (ANLA): The national trade association of the nursery and landscape industry. ANLA provides education, research, public relations and representation services to ANLA members.

ARBORIST: A person who, based on training and experience, diagnoses the condition of shade or ornamental trees and shrubs and recommends or supervises the treatment of any such trees, or in any manner treats any such trees, by feeding or fertilizing, or by pruning, trimming, bracing, treating cavities or other methods and is a member in good standing in a reputable nationally recognized professional arborist association such as the American Nursery and Landscape Association or is so licensed.

BUILDING OFFICER: The building and zoning enforcement officer as defined in section 1-6-9 of this code.

CONDITION RATING: The condition of a heritage tree based on a six (6) point scale set forth in table B of this chapter with 1 being the best and 6 being the worst, for purposes of determining the

health of a heritage tree and whether the tree is subject to regulations contained in this chapter.

DIAMETER BREAST HEIGHT (dbh): The diameter of the trunk of the tree measured in inches at a point of four and one-half feet (4¹/₂') above grade.

GOOD CONDITION: A tree having a condition rating of 1, 2, or 3 as set forth in table B of this chapter. Only trees of those ratings will be considered heritage trees.

HERITAGE TREES: Trees, as set forth in table A of this chapter, that are of a genus and species indigenous to this region and determined to be of significant historical value to the village of Barrington Hills. Such trees shall be above the minimum specified dbh and of good condition.

MINIMUM ROOT ZONE: The area beneath a tree having as its center point the center of the trunk of the tree and a radius equal to one foot (1') for every inch of dbh.

SITE: A lot, or contiguous lots, under the control of a common owner, for which a tree removal permit was sought and obtained.

SURROUNDING AREA: Shall not include any area which is not on the same site as that for which the tree removal permit was sought and obtained.

TREE: Any self-supporting, woody plant together with its root system, growing upon the earth usually with one trunk, or a multistemmed trunk system, supporting definitely formed crown.

TREE REMOVAL PERMIT (TRP): The permit required by this chapter in order to remove any heritage tree within a protected woodland.

WOODLAND: Eight (8) or more heritage trees on a site within circular area having a radius not to exceed 117.8 feet and shall include all such trees within the woodland regardless of the number of such trees. A site may encompass more than one woodland. (Ord. 07-24, 12-17-2007)

4-6-3: ADMINISTRATION AND ENFORCEMENT:

(A) Tree Removal Permit Required: A tree removal permit ("TRP") shall be required for the destruction or removal of any heritage tree in any woodland. No person shall, directly or indirectly, remove, damage or destroy a woodland without having secured a TRP.

(B) Exemption:

1. This chapter shall not apply to the removal of woodlands pursuant to a forestry management or nursery stock plan that is approved and administered by a proper governmental agency with jurisdiction over such matters.
2. This chapter shall not apply to the removal of woodlands on property owned by a common owner, either singularly, collectively or institutionally, which exceeds one hundred (100) acres of contiguous land in the village so long as the property is subject to a tree preservation plan acceptable to the village. Such a plan, which shall have been written under the oversight of an arborist or endorsed by such, may be accepted by either or both of the village's zoning board of appeals or board of trustees

and shall, at a minimum, include the intent through sound forest management to preserve and protect heritage trees.

(C) Application And Fee: A TRP application on the prescribed form shall be submitted to the village building officer with the permit fee established by the village.

(D) Application Procedure:

1. New Construction Permit: The applicant shall submit a tree preservation plan ("TPP") to the village building officer with his application for a TRP in conjunction with new construction (when a building permit is required), which shall consist of at least two (2) legible reproducible site plans, drawn to scale, which in addition to the general submittal requirements of this chapter shall include a tree survey overlaid directly upon the site plan indicating the location, species, condition rating and dbh of all heritage trees. The survey shall distinguish among trees to be preserved, transplanted, and/or destroyed. Groups of trees which are less than three feet (3') apart may be designed by clumps, provided that all heritage trees and all other trees with a dbh of twelve inches (12") or greater must be individually depicted. The building officer may permit the application to exclude areas of the site from the tree survey if he determines that the proposed construction or other activity will not impact those areas. The survey shall include a maintenance plan for all heritage trees, consistent with sound forestry practices, to ensure the protection of the trees for a period of at least three (3) years from the conclusion of construction or activity and the issuance of an occupancy permit, if one is required.
2. Nonconstruction Permit: The applicant shall submit the following with his application for tree removal permit with existing structure and use (when no building permit is required):
 - a. Site plan that depicts the area of the tree removal, the heritage trees to be removed, and all other heritage trees in proximity to the removal. All heritage trees shall be identified by location, species, condition rating and dbh.
 - b. Reasons for removing the trees.
 - c. Reports or studies, if any, indicating that the trees should be removed.
3. Application Review: Upon receipt of a completed application with the required fee, the building officer shall review the application, which, if deemed necessary, may include a site inspection by village staff and professional review by an arborist or other professional.

(E) Granting A TRP:

1. The building officer shall grant a TRP only if:
 - a. All reasonable efforts have been undertaken in the architectural layout and design of the proposed construction or other activity to preserve woodlands and to otherwise enhance the aesthetic appearance of the site by the incorporation of trees in the design process and the transplanting of

the woodlands is not feasible.

b. The removal of the heritage trees is consistent with sound forestry practice or will result in the woodland enhancement.

2. As a condition to granting a TRP, the applicant may be required to replace the heritage trees that will be destroyed and other trees of the species identified in table A of this chapter. Replacement trees shall conform to the minimum standards of the American Nursery and Landscape Association. In determining the necessity of transplanting or replacement of trees, the building officer shall consider the following:

a. Existing tree coverage on the site and in the immediate surrounding area.

b. Number of trees to be preserved on the entire site.

c. The species, dbh, and condition rating of the tree(s) to be removed.

d. The feasibility of transplanting the particular tree or trees.

e. Topography and drainage of the site.

f. The extent to which the protected tree(s) contributes to the historic, economic and environmental integrity of the surrounding area.

g. The nature of the existing and intended use of the property, including adjoining rights of way, scenic easements, conservancy district or conservancy areas or other open spaces on the site or within a distance of two hundred fifty feet (250') of the site.

3. A TRP shall expire and become null and void if work authorized by the TRP is not commenced within one year from the date of issuance of the TRP or if such work, when commenced, is suspended or abandoned at any time for a period of ninety (90) days. Upon good cause shown, the TRP may be extended six (6) months by the building officer.

4. No occupancy certificate shall be issued until any required replacement of heritage trees, as required by the TRP or TPP, has been completed and the final tree inspection approval has been given by the building officer.

(F) Tree Protection:

1. During construction, the TPP must be followed to prevent the destruction or damaging of heritage trees. Heritage trees that are destroyed or receive major damage must be replaced by heritage trees of equal dbh in the aggregate, as determined by the building officer and/or a professional arborist retained by the village, except when clearly impractical.

2. During construction, unless otherwise authorized by the TPP, a fence shall be erected and maintained so that no excess soil, additional fill, equipment, liquids, or construction debris shall be placed within the minimum root zone of any protected tree, unless the addition of excess soil or fill is required in order to comply with either the flood criteria requirements and/or federal flood regulations in high flood hazard location.

3. No attachments or wires other than those of a protective or nondamaging nature shall be attached to any heritage tree(s) during construction.
4. Unless otherwise authorized by a TPP, no soil is to be removed from within the minimum root zone of any protected tree.
5. All woodlands which are planted or transplanted pursuant to this chapter shall be maintained alive and healthy on the site. Any of such tree(s) which die within three (3) planting seasons, shall be promptly replaced by the applicant. (Ord. 07-24, 12-17-2007)

4-6-4: APPEALS:  

Any person aggrieved by any action taken, order issued, or determination made pursuant to this chapter, other than a stop work order issued pursuant to subsection 4-1-7(C) of this title, may appeal to the Barrington Hills plan commission in accordance with the provisions of subsection 4-3-4(D) of this title, upon payment of a filing fee of one hundred dollars (\$100.00). (Ord. 07-24, 12-17-2007)

4-6-5: REPLACEMENT:  

In the event that a person shall remove, damage or destroy a woodland without having secured a TRP, in addition to the general penalty provided in this code, he shall plant a replacement tree or trees on the site within ninety (90) days of written notice from the village. Such replacement tree(s) shall be a species listed in table A of this chapter and shall be minimum three inch (3") dbh trees with the aggregate plantings equaling the dbh of the damaged or destroyed protected tree. The failure to plant the replacement trees shall constitute a violation of this chapter and each day that the replacement tree is not planted shall constitute a separate offense. These replacement trees shall conform to the minimum standards of the American Nursery and Landscape Association. Any of such trees which die within three (3) planting seasons shall be promptly replaced upon written notice from the village. (Ord. 07-24, 12-17-2007)

4-6-6: TABLES:  

(A) Table A:

TABLE A
HERITAGE TREES

<u>Species</u>	<u>Diameter At Breast Height</u>	
Oak	10	inches or greater
White oak (Quercus alba)		
Swamp white oak (Quercus bicolor)		
Hill's oak (Quercus ellipsoidalis)		
Bur oak (Quercus macrocarpa)		
Red oak (Quercus rubra)		

Black oak (<i>Quercus veluntina</i>)		
Hickory	8	inches or greater
Shagbark hickory (<i>Carya ovata</i>)		
Bitternut hickory (<i>Carya cordiformis</i>)		
Pignut hickory (<i>Carya glabra</i>)		
Ironwood (<i>Ostrya virginiana</i>)	6	inches or greater
Wild black cherry (<i>Prunus serotina</i>)	8	inches or greater
Hackberry (<i>Celtis occidentalis</i>)	8	inches or greater
Black walnut (<i>Juglans nigra</i>)	8	inches or greater
Basswood/linden (<i>Tilia americana</i>)	10	inches or greater
Sugar maple (<i>Acer saccharum</i>)	10	inches or greater

(B) Table B:

TABLE B
CONDITION RATING

<u>Rating</u>	<u>Description</u>	<u>General Criteria</u>
1	Excellent	The tree is typical of the species, has less than 10 percent deadwood in the crown that is attributable to normal causes, has no other observed problems, and requires no remedial action.
2	Good	The tree is typical of the species and/or has less than 20 percent deadwood in the crown, only 1 or 2 minor problems that are easily corrected with normal care.
3	Fair	The tree is typical of the species and/or has less than 30 percent deadwood in the crown, 1 or 2 minor problems that

		are not imminently lethal to the tree and no significant decay or structural problems, but the tree must have remedial care above normal care in order to minimize the impact of future stress and to ensure continued health.
4	Fair to poor	The tree is not typical of the species and/or has significant problems such as 30 to 50 percent deadwood in the crown, serious decay or structural defect, insects, disease or other problems that can be imminently lethal to the tree or create a hazardous tree if not corrected in a short period of time or if the tree is subjected to additional stress.
5	Poor	The tree is not typical of the species and/or has over 50 percent deadwood in the crown, major decay or structural problems, is hazardous or is severely involved with insects, disease, or other problems that even if aggressively corrected would not result in the long term survival of the tree.
6	Dead	Less than 10 percent of the tree shows signs of life.

(C) Table C:

TABLE C
PICTURES AND ILLUSTRATIONS

(Documents on file in the building department)

(Ord. 07-24, 12-17-2007)

TREE PRESERVATION

GIS: CONSERVATION + RESTORATION
VILLAGE OF BARRINGTON HILLS

Species (Click For More Information)	Diameter At Breast Height
Oak White Oak (<i>Quercus alba</i>) Swamp White Oak (<i>Quercus bicolor</i>) Hill's Oak (<i>Quercus ellipsoidalis</i>) Bur Oak (<i>Quercus macrocarpa</i>) Red Oak (<i>Quercus ruba</i>) Black Oak (<i>Quercus veluntina</i>)	10 inches or greater
Hickory Shagbark Hickory (<i>Carya ovata</i>) Bitternut Hickory (<i>Carya cordiformis</i>) Pignut Hickory (<i>Carya glabra</i>)	8 inches or greater
Ironwood (<i>Ostrya virginiana</i>)	6 inches or greater
Wild Black Cherry (<i>Prunus serotina</i>)	8 inches or greater
Hackberry (<i>Celtis occidentalis</i>)	8 inches or greater
Black Walnut (<i>Juglans nigra</i>)	8 inches or greater
Basswood/Linden (<i>Tilia americana</i>)	10 inches or greater
Sugar Maple (<i>Acer saccharum</i>)	10 inches or greater

GIS Mapping Service by:

GEWALT HAMILTON
ASSOCIATES, INC.
850 Forest Edge Drive
Vernon Hills, Illinois
tel 847.478.9700
<http://www.gha-engineers.com/>



Then, Now and Tomorrow
Trees Preservation VBH 4-6-3 et sec



Presented by
112 Algonquin Rd
Barrington Hills, Illinois
tel 847.551.3000

<http://www.barringtonhills-il.gov/>

**Village of Barrington Hills
Roadway List by Jurisdiction**

<u>Name</u>	<u>Length</u>	<u>From</u>	<u>To</u>	<u>Jurisdiction</u>	<u>County</u>
Bateman Road	3.7	Penny Road North	Lake Cook Road	County	Cook
Brinker Road	3	Lake Cook Road South	Algonquin Road	County	Cook
Donlea Road	1.4	Lake Cook Road South	Sutton Road	County	Cook
Old Sutton Road	4.25	Lake Cook Road South	N. of Penny Road	County	Cook
Otis Road	2.7	Old Sutton Road East	Dundee Avenue	County	Cook
Palatine Road	1.4	Stover Road East	Village Limits	County	Cook
Penny Road	2.4	Old Sutton Road West	Village Limits	County	Cook
TOTAL:		18.9			

<u>Name</u>	<u>Length</u>	<u>From</u>	<u>To</u>	<u>Jurisdiction</u>	<u>County</u>
Algonquin Road (62)	5.2	Village Limits West	Elgin Road (25)	State	Cook, Kane
Barrington Road	0.25	Village Limits South	Palatine Road	State	Kane
Dundee Road	5.5	Barrington Road West	Village Limits	State	Cook
Elgin Road (25)*	0.8	Algonquin Road (62) South	Bolz Road	State	Cook
Hawthorne/New Sutton Ro.	2.5	Dundee Lane South	Village Limits	State	Cook
Lake Cook Road*	5.6	Haeger's Bend Road East	Village Limits	State	Cook, Lake
TOTAL:		19.9			

*Note: Jurisdiction of County Line Road west of power lines and Elgin Road North of IL Rte 62 is McHenry County DOT

<u>Name</u>	<u>Length</u>	<u>From</u>	<u>To</u>	<u>Jurisdiction</u>	<u>County</u>
Aberdeen Drive	0.2	Crabapple Road	East & West	Village	Cook
Barrington Hills Road	0.5	Donlea Road North	End	Village	Cook
Braeburn Road	1.3	Spring Creek Road South	Plum Tree Road	Village	McHenry
Buckley Road	0.8	Cuba Road South	Oak Knoll Road	Village	Lake
Butternut Road	0.4	Donlea Road South	End	Village	Cook
Caesar Drive	0.8	Lake Cook Road South	End	Village	Cook
Chapel Road	1	Haeger's Bend Road East	Church Road	Village	McHenry
Church Road	0.7	Chapel Road North	River Road	Village	McHenry
Country Oaks Drive	0.6	Lake Road Road North	End	Village	McHenry
County Oaks Lane	0.3	Country Oaks Drive West	End	Village	McHenry
Crabapple Road	0.3	Donlea Road South	End	Village	Cook
Creekside Lane	1.2	Old Sutton Road East	in Cricle	Village	Cook
Cross Timbers Road	0.3	Braeburn Road East	End	Village	McHenry
Cuba Road	0.7	Merri Oaks	Plum Tree Road	Village	Lake
Dana Lane	0.2	Caesar Drive West	End	Village	Cook
Dundee Lane	1	Dundee Road (68) North	Route 59	Village	Cook
Haeger's Bend Road	2	Lake Cook Road North	Village Limits	Village	McHenry
Hawley Woods Road	1.1	Otis Road South	Old Dundee Road	Village	Cook
Hawthorne Lane	0.4	Route 59 North	Otis Road	Village	Cook
Healy Road	0.7	Penny Road	Village Limits	Village	Cook
Healy Road	0.8	Dundee (48) Road	Penny Road	Village	Cook
Helm Road	0.8	Algonquin Road (62) West	Village Limits	Village	Cook, Kane
Hickory Lane	0.2	Merri Oaks Road North	End	Village	Lake
Hills & Dales Road	0.8	Brinker Road East	Otis Road	Village	Cook
Honeycut Road	0.2	Hills & Dales Road South	End	Village	Cook
Lake View Lane	0.4	Dundee Road (68) North	End	Village	Cook
Leeds Drive	0.2	Crabapple Road West	End	Village	Cook
Little Bend Road	0.7	Spring Lane	End	Village	McHenry
Longmeadow Court	0.1	Longmeadow Drive North	End	Village	Cook
Longmeadow Drive	0.4	Bateman Road West	Rolling Hills Drive	Village	Cook
Meadow Hill Road	1	Lake Cook Road North	Spring Creek Road	Village	McHenry
Merri-Oaks Road	0.7	Ridge Road East	Cuba Road	Village	Lake
Oak Knoll Road	2.4	Old Hart Road West	Ridge Road	Village	Lake
Old Bartlett Road	0.2	Bartlett Road	Cul-de-Sac	Village	Cook
Old Dundee Road	1.4	Routes 58 & 68 South	Cul-de-Sac	Village	Cook
Old Hart Road	0.6	Lake Cook Road North	End	Village	Lake
Plum Tree Road	1.7	C & NW Railroad West	Village Limits	Village	Lake, McHer

Rebecca Drive	0.3	Old Sutton Road West	End	Village	Cook
Ridge Road	2	Lake Cook Road North	Plum Tree Road	Village	Lake, McHer
River Road	0.5	Haeger's Bend Road South	Village Limits	Village	McHenry
Rock Ridge Road	0.5	Plum Tree Road South	End	Village	McHenry
Rolling Hills Drive	0.6	Bateman Road West	Longmeadow Drive	Village	Cook
Round Barn Road	0.2	Hawley Woods Road East	End	Village	Cook
Spring Creek Road	3.3	Ridge Road West	Village Limits	Village	McHenry
Spring Lane	1	Spring Creek Road	End	Village	McHenry
Springwood Lane	0.2	Algonquin Road (62) North	End	Village	Cook
Steeplechase Road	1.1	Lake Cook Road North	in Cricle	Village	Lake
Surrey Court	0.1	Surrey Lane West	End	Village	McHenry
Surrey Lane East	0.1	Surrey Lane West	Wagon Wheel	Village	McHenry
Surrey Lane West	0.7	Plum Tree Road North	End	Village	McHenry
Tamarack Lane	0.2	Old Sutton Road West	End	Village	Cook
Three Lakes Road	0.2	Lake Cook Road South	End	Village	Cook
Tricia Lane	0.2	Old Sutton Road East	End	Village	Cook
Wagon Wheel Lane	0.2	Surrey Lane East	Surrey Lane West	Village	McHenry
Woodcreek Road	0.5	Dundee Road (68) South	End	Village	Cook
TOTAL:		39.0			

<u>Name</u>	<u>Length</u>	<u>From</u>	<u>To</u>	<u>Jurisdiction</u>	<u>County</u>
Abbey Woods Lane	0.1	Barrington Road	End	Private	Cook
Abbey Woods Drive	0.2	Abbey Woods Lane	End	Private	Cook
Acorn Lane	0.2	Merri Oaks Road South	End	Private	Lake
Alderberry Lane	0.1	Church Road East	End	Private	McHenry
Ascot Lane	0.3	Spring Creek Road North	End	Private	McHenry
Ashbury Lane	0.5	Lake Cook Road North	in Circle	Private	McHenry
Auburn Lane	0.2	Spring Creek Road South	End	Private	McHenry
Autumn Trail	0.7	Algonquin Road (62) South	in Circle	Private	Kane
Barrington Bourne	0.5	Lake Cook Road North	in Circle	Private	McHenry
Bateman Circle	0.9	Bateman Road West	in Circle	Private	Cook
Bellwood	0.5	Lake Cook Road North	in Circle	Private	Lake
Berron Lane	0.4	Bateman Road	End	Private	Cook
Bisque Drive	0.1	Paganica Drive West	End	Private	Lake
Bow Lane	0.8	Spring Creek Road South	Meadow Hill Road	Private	McHenry
Braeburn Lane	0.6	Spring Creek Road South	End	Private	McHenry
Burning Oak Trail	0.4	Braeburn Road West	in Circle	Private	McHenry
Crawling Stone Road	0.3	Deepwood Road North	End	Private	Cook
Deepwood Court	0.1	Deepwood Road West	End	Private	Cook
Deepwood Road	2	Bateman Road North	Lake Cook Road	Private	Cook
Dormy Lake	0.2	Paganica Drive East	End	Private	Lake
Dunrovin Drive	0.35	Steeplechase Road North	End	Private	Lake
Eagle Pointe Drive	0.25	Bateman Road West	End	Private	Cook
East Lane	0.1	Hawley Woods Road East	End	Private	Cook
Far Hills Road	0.5	Deepwoods Road North	in Circle	Private	Cook
Fernwood Drive	0.25	Bateman Road West	End	Private	Cook
Fox Hunt Road	0.25	Meadow Hill Road East	End	Private	Lake
Goose Lake Drive	0.6	Brinker Road West	End	Private	Cook
Hart Hills Road	0.15	Oakdene Road West	End	Private	Cook
Heron Lane	0.1	Otis Road South	End	Private	Cook
Hubbell Court	0.1	Marbury Lane East	End	Private	Cook
Jacqueline Drive	0.25	Asbury Avenue South	End	Private	McHenry
Jane Lane	0.3	Plum Tree Road North	End	Private	McHenry
Jennifer Court	0.4	Old Dundee North	End	Private	Cook
Juliano Court	0.1	Thornhill Drive	End	Private	Cook
King Road	0.3	Penny Road South	End	Private	Cook
Kresmery Lane	0.15	Plum Tree Road North	End	Private	McHenry
Magnuson Court	0.15	Pondgate Drive	End	Private	Cook
Marbury Lane	0.2	Dundee Lane East	Hubbell Court	Private	Cook
Marmon Lane	0.2	Oakdene Road West	End	Private	Cook

Mid Oaks Lane	0.1	Oak Knoll Road South	End	Private	Lake
Middlebury Road	0.2	Crawling Stone Road East	End	Private	Cook
Moate Lane	0.35	Spring Creek Road North	End	Private	McHenry
Oak Lake Drive	0.15	Merri Oaks Road South	End	Private	Lake
Oak Wood Drive	0.2	New Hart Road South	End	Private	Lake
Oakdene Drive	0.2	Oakdene Road West	End	Private	Cook
Oakdene East	0.15	Oakdene Road	End	Private	Cook
Oakdene Road	0.7	Lake Cook Road North	Windrush Lane	Private	Cook
Oakdene West	0.6	Oakdene Road	End	Private	Cook
Overlook Road	0.1	Far Hills Road East	End	Private	Cook
Paganica Drive	0.35	Oak Knoll Road North	End	Private	Lake
Peraino Circle	0.9	Peraino Drive North	In Circle	Private	Lake
Peraino Drive	0.1	Ridge Road East	Periano Circle	Private	Lake
Pheasant Drive	0.3	Ridge Road East	End	Private	Lake
Pondgate Drive	0.8	Penny Road	End	Private	Cook
Porter School Road	0.2	Buckley Road West	End	Private	Lake
Potter Lane	0.1	Dundee Road South	End	Private	Cook
Raintree Place	0.2	Church Road East	End	Private	McHenry
Regan Boulevard	0.2	Algonquin Road (62) South	End	Private	Kane
Remington Drive	0.45	Bateman Road	End	Private	Cook
Ridgecroft Lane	0.7	Meadow Hill Road East	Spring Creek Road	Private	McHenry
Roundstone Lane	0.5	Helm	End	Private	Cook
Royal Way	0.3	Algonquin Road (62) South	in Circle	Private	Kane
Rub-of-Green Lane	0.1	Bisque Drive	North & South	Private	Lake
Sandalwood Drive	0.3	Oakdene Road East	End	Private	Cook
Sara Lane	0.1	Dundee Lane East	End	Private	Cook
Saville Row	0.3	Braeburn Road East	End	Private	McHenry
Sieberts Ridge Road	0.2	Cuba Road South	End	Private	Lake
Valley Drive	0.3	Otis Road North	End	Private	Cook
Wesley Court	0.1	Pondgate Drive	End	Private	Cook
West Lane	0.1	Hawley Woods Road	End	Private	Cook
Westfield Way	0.4	Remington	End	Private	Cook
Windrush Lane	0.3	Otis Road North	End	Private	Cook
Woodhaven Lane	0.5	Meadow Hill Road West	End	Private	McHenry
Woodrock Road	0.15	Far Hills Road West	End	Private	Cook, Kane
TOTAL:	24.5				

Chapter Forty-three
HIGHWAY SYSTEMS

BUREAU OF DESIGN AND ENVIRONMENT MANUAL

Chapter Forty-three
HIGHWAY SYSTEMS

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Chapter Forty-three

HIGHWAY SYSTEMS

The proper application of road design criteria depends in part on the various highway system classifications that have been developed, especially the functional classification system. Chapter 43 discusses these highway systems, which include the:

- functional classification system,
- urban subcategories,
- Federal-aid funding categories,
- highway jurisdictions, and
- the National Truck Network.

43-1 FUNCTIONAL CLASSIFICATION SYSTEM

43-1.01 General

43-1.01(a) Definitions

Functional classification is the process by which highways and streets are grouped into classes or systems based on the character of service they are intended to provide.

Urban areas are those places identified by the US Bureau of Census as having a population of 50,000 or more (urbanized areas) or 5,000 or more but less than 50,000 (small urban areas); all places outside of urbanized and small urban areas are rural areas. The urban area boundaries are established by the State, in cooperation with the Metropolitan Planning Organizations (MPOs) and other appropriate local officials. The boundaries must be approved by FHWA.

43-1.01(b) Background

The *Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991* required that every State functionally reclassify its public roads and streets. The database is also used to identify routes for the National Highway System (NHS), for administering the Federal-aid programs, and for assessing the extent, conditions, and performance of the highway system. Figure 43-1.A presents the Department's functional classification terminology.

43-1.01(c) Relationship to Roadway Design

The functional classification concept is one of the most important determining factors in roadway design. The concept recognizes that the public highway network in Illinois serves two basic and often conflicting functions — access to property and travel mobility. Each road or street will

Rural	Urban
Principal Arterial System <ul style="list-style-type: none"> • Interstates • Other Principal Arterials (OPA) Minor Arterials* Collector Roads <ul style="list-style-type: none"> • Major Collectors* • Minor Collectors Local Roads	Principal Arterial System <ul style="list-style-type: none"> • Interstates • (Non-Interstate) Freeways and Expressways • Other Principal Arterials (OPA) Minor Arterials Collector Streets Local Streets

* Upgrade rural Minor Arterial to Urban OPA and upgrade rural Major Collector to urban Minor Arterial when these routes enter an urbanized area.

IDOT FUNCTIONAL CLASSIFICATION TERMINOLOGY

Figure 43-1.A

provide varying levels of access and mobility, depending upon its intended service. The overall objective of the functional classification system, when viewed in its entirety, is to yield an optimum balance between its access and mobility functions. When achieved, the benefits to the traveling public will be maximized.

The functional classification system provides the foundation for highway planning functions and the framework for determining the geometric design of individual roadways and streets. Once the function of the highway facility is defined, the designer can select an appropriate design speed, roadway width, roadside safety elements, amenities, and other design values. All of Part V and much of Part IV of this *Manual* are based upon this systematic concept to determining roadway design.

Before initiating project work, the designer should review the most recent highway functional classification maps for the proposed project in the district or in the Central Office.

43-1.02 General Functional Classification Categories

The following identifies the basic characteristics of the three general categories within the functional classification system:

1. Arterial. Arterial highways are generally characterized by their ability to quickly move relatively large volumes of traffic, but often with restricted capacity to serve abutting properties. The arterial system typically provides for high travel speeds and the longest trip movements. The rural and urban arterial systems are connected to provide continuous through movements at approximately the same level of service.
2. Collector. Collector routes are characterized by a relatively even distribution of access and mobility functions. Traffic volumes and speeds are typically lower than those of arterials.
3. Local. All public roads and streets not classified as arterials or collectors are classified as local roads and streets. Local roads and streets are characterized by the many points of direct access to adjacent properties and the relatively minor value in accommodating mobility. Speeds and volumes are usually low and trip distances short.

The following sections more explicitly describe the characteristics of these three general categories for rural and urban areas.

43-1.03 Rural Functional Classification Categories

43-1.03(a) Principal Arterial System

The rural principal arterial system provides connections between the major urban areas and OPAs and provides a level of service suitable for statewide or interstate travel. The system provides integrated, continuous movements without the need for stub connections. The rural principal arterial system is divided into the following subcategories:

1. Interstates. The Interstate system consists of a connected rural network of continuous routes designated as part of the National System of Interstate and Defense Highways. They are fully access controlled and constructed for higher design speeds. All Interstates are required components of the National Highway System (NHS) (see Section 43-3).
2. Other Principal Arterials (OPAs). These facilities consist of a connected rural network of continuous routes having the following designations and characteristics:
 - serve to interconnect various regions of the State not served by the Interstate system with either a non-Interstate freeway, expressway (partial access control), or high-type two-lane highway;
 - should connect with routes of the same functional classification in adjacent States;
 - should provide a design with high overall travel speeds and with minimum interference to through movements; and

- could be part of the National Highway System (NHS); however, note that not all OPAs are on the NHS (see Section 43-3).

43-1.03(b) Minor Arterials

Rural minor arterials should form a network having the following characteristics:

- should form an integrated network of routes connecting to the OPAs and should provide interregional or intercounty service. Stub sections are seldom justified;
- should interconnect and serve areas of the State not served by the principal arterial system;
- should connect with routes of the same function in adjacent states;
- are located at such intervals to provide an average spacing of approximately 12 miles to 15 miles (20 km to 25 km) between all arterial routes;
- should serve virtually all county seats and small towns with populations of 1,000 or more or equivalent type traffic generators; and
- should provide a design with relatively high overall travel speeds with minimum interference to through movements. Partial access control should be considered and investigated on these routes as they approach urbanized areas.

43-1.03(c) Collector Roads

The rural collector road system generally includes those routes where the predominant travel distances are shorter than trips on arterial routes, but greater than the short trips characteristic of the local road system. To more clearly define the characteristics of rural collector roads, these facilities have been subdivided into two separate functional classifications:

1. Major Collectors. These are characterized as follows:
 - provide service to any county seats not on an arterial route;
 - serve the more important intracounty or intraregional travel corridors not served by higher route classifications;
 - serve larger towns not directly served by higher route classifications nor other traffic generators of equivalent intracounty importance. Such routes link nearby larger cities or other routes of higher classification;
 - serve most small towns with populations of 500 or more. Such small towns are either served by a major collector or higher classified route;

- form an integrated network; however, stub sections are not uncommon. Consolidated school districts, shipping points, recreational areas, or other equivalent traffic generators can be used to justify the inclusion of such stubs in this classification;
- are located at intervals with an average spacing between collectors and other routes with higher classifications of approximately 6 miles to 10 miles (10 km to 15 km); and
- provide all-weather service for reliable and safe travel, considering both access and mobility.

2. Minor Collectors. These are characterized as follows:

- provide service to any remaining small communities with populations of 100 or more and which are not served by a higher classified route;
- are located at intervals, consistent with population density, to collect traffic from local roads and to connect all developed areas within a reasonable distance from a collector route. The average spacing between minor collectors and other routes with higher classifications should be approximately 3 miles to 6 miles (5 km to 10 km);
- include more stub sections than the major collector classification; and
- are designed for relatively reliable and year-around safe travel, with more emphasis on property access than mobility.

Projects for improvements on roads with a rural minor collector functional classification are not eligible for Surface Transportation Program (STP) funds.

43-1.03(d) Local Roads

The roads functionally classified as rural local roads generally have the following characteristics:

- constitute the rural mileage not designated as part of higher classifications;
- serve primarily to provide access to abutting property and connections to higher classified routes;
- provide service to motorists who travel relatively short distances as compared to collectors or other higher classified routes;
- commonly include stub sections; and
- reflect minimal design criteria with primary consideration to access needs.

Projects for improvements on roads with a rural local road functional classification are not eligible for Surface Transportation Program (STP) funds.

43-1.04 Urban Functional Classification Categories

43-1.04(a) Principal Arterial System

In general, the urban principal arterial system carries the highest traffic volumes and accommodates the greatest trip lengths. Because of the nature of the travel served by this system, almost all fully and partially access-controlled facilities will be part of the principal arterial system. However, this system is not restricted to access-controlled routes. To preserve the identification of access-controlled facilities, the principal arterial system is segregated as follows:

1. Interstates. The Interstate system consists of a connected urban network of continuous routes designated as part of the National System of Interstate and Defense Highways. They are fully access controlled and constructed for higher design speeds. All Interstates are required components of the National Highway System (NHS); see Section 43-3.
2. Non-Interstate Freeways and Expressways. Non-Interstate freeways and expressways may be connecting links in the urban area, and they may be extensions of rural OPAs. These routes may traverse the urban area from one boundary to another or may simply connect to another connecting link. Also, non-Interstate freeways and expressways may provide access to circumferential routes around the city or provide links to the central city. Additional links may be necessary to provide system continuity in urbanized areas with a population greater than 50,000.

Non-Interstate freeways and expressways consist of facilities that have the following general characteristics:

- should serve traffic coming from rural other principal arterials or other traffic with interregional demand;
 - should provide continuity within the urban area and for all rural freeways and expressways that intercept the urban boundary;
 - serve the major economic activity centers of an urban area, the highest traffic volume corridors, or the longest regional and intraurban trips; and
 - should carry a high proportion of the total urban area travel on a minimum of mileage (kilometers) and should serve the major portion of trips entering and leaving the urban area and the majority of through movements desiring to bypass the central city.
3. Other Principal Arterials. These routes consist of a connected urban network of continuous routes having the following designations and characteristics:

- provide service to, through, or around urban areas from rural minor arterial routes and may be connecting links;
- serve generally as an extension of a rural minor arterial highway and could be an expressway design, a major two-way city street, or a one-way couple system;
- may warrant management of access to the highway;
- serve long distance traffic within a city by connecting major regional activity centers not served by connecting links;
- in urbanized areas (50,000 population or greater), should provide for significant urban and suburban travel demands. Such trips would be between central business districts and outlying residential areas, between major inner city communities, or between major suburban centers;
- in urbanized areas, are located at spacings which are closely related to the trip-end density characteristics of specific portions of the urban area. The spacing may vary from 1 mile (1.5 km) between routes in the densely developed central business district areas to 6 miles (10 km) or more in the sparsely developed urban fringes;
- in smaller urban areas (under 50,000 but greater than 5,000 population), may be limited in the number and extent of routes. The importance of such routes is primarily to serve the central business district and to accommodate through travel at an appropriate level of service;
- could be part of the National Highway System (NHS) (see Section 43-3) and/or a Strategic Regional Arterial (SRA) route in District 1 (see Chapter 46); however, it should be noted that not all OPAs are on the NHS; and
- provide for an integrated network serving the entire urban area.

43-1.04(b) Minor Arterials

When compared to the principal arterial system, urban minor arterials may provide lower travel speeds and accommodate shorter trip lengths and lower traffic volumes, but they provide more access to property. These routes have the following general characteristics:

- interconnect and supplement the urban principal arterial system;
- provide service for trips of moderate length and at a somewhat lower level of mobility than urban principal arterial routes;
- may carry local bus routes and provide intracommunity continuity (but will not, for example, penetrate neighborhoods);

- may be urban extensions of rural major collector routes; and
- considered together with all urban arterial routes, are located from 2 miles to 3 miles (3 km to 5 km) between routes in suburban fringes and as close as 1 mile (1.5 km) in fully developed areas. Within the central business district, a spacing of 650 ft to ½ mile (200 m to 800 m) is typical.

43-1.04(c) Collector Streets

In urban areas, collector streets serve as intermediate links between the arterial system and points of origin and destination. These facilities typically have the following characteristics:

- provide both access and traffic circulation within residential neighborhoods and commercial and industrial areas;
- may penetrate residential neighborhoods or commercial/industrial areas to collect and distribute trips to and from the arterial system;
- in the central business district, may include the streets which are not classified as arterials;
- have spacing of routes dependent on the density of development. In fully developed areas, spacing together with higher classifications should provide approximately ½ mile (800 m) between routes and, within the central business district, a spacing of 650 ft to ½ mile (200 m to 800 m); and
- may be urban extensions of rural minor collector routes.

43-1.04(d) Local Streets

The streets functionally classified as urban local streets generally have the following characteristics:

- constitute the urban mileage (kilometers) not designated as part of a higher classification,
- serve primarily to provide direct access to abutting land and higher order systems,
- offer the lowest level of mobility and usually contain no bus routes, and
- discourage through traffic movements.

Projects for improvements on streets with an urban local street functional classification are not eligible for Surface Transportation Program (STP) funds.

43-1.05 Illinois System

The percent of miles (kilometers) traveled nationally in each category is documented in the US DOT/Federal Highway Administration manual *Highway Functional Classification — Concepts, Criteria and Procedures*. Current Illinois statistics are published annually in *Illinois Travel Statistics*. In addition, roadway information is collected on all public highways and is stored on computer files as documented in the *Roadway Information and Procedure Manual*. The Illinois Roadway Information System (IRIS) is used to compile information for two principal reasons:

- to determine if a specific project is eligible for a certain type of funding, and
- to assist in prioritizing highway improvement needs.

43-2 URBAN SUBCATEGORIES

43-2.01 General

The functional classification system described in Section 43-1 is divided into urban and rural categories. However, the “urban” designation is not sufficiently specific to determine the appropriate roadway design. The urban design classification is divided into “suburban” and “urban” based on the extent of roadside development. These categories are further subdivided as discussed in the following sections. This refinement to the highway design process allows the project to be tailored to the constraints of the surrounding environment. The following briefly discusses these urban subcategories.

43-2.02 Urban

Urban areas are those places identified by the US Bureau of Census having a population of 5,000 or more. For design purposes, urban areas are further subdivided as follows:

1. Central Business Districts (CBD). On streets in the CBD or downtown area, abutting building development often prohibits space for off-street parking and entrances for individual businesses. Right-of-way is usually very limited. The streets may include high-density commercial or residential development (e.g., apartment complexes, row houses). Access to property is the primary function of the street network in CBDs. The designer often must select the cross-sectional criteria that will fit into the existing right-of-way. Pedestrian and bicycle considerations may be as important as vehicular considerations, especially at intersections.

Because of the high density of development in CBD areas, the distinction between the functional classes (local, collector, arterial) becomes less significant in design. The primary distinction among the three functional classes is often the relative traffic volumes and, therefore, the number of lanes needed. As many as half of the intersections may be signalized; posted speed limits typically range between 25 mph and 30 mph.

2. Fringe Area/Outlying Business District (FRNG/OBD). These areas generally have off-street parking and driveway entrances that usually are quite numerous. Right-of-way may be restricted and will typically limit the practical options for roadway improvements. The extent of roadside development will have a significant impact on the selected speeds of drivers. Pedestrian and bicycle activity is common and warrants significant consideration in design.

Local and collector streets in FRNG/OBD areas typically have posted speed limits between 30 mph and 45 mph. The frequency of signalized intersections is substantially higher than in suburban areas. An arterial in FRNG/OBD areas will often have strip commercial development along its roadside, and posted speed limits will range between 40 mph and 45 mph.

43-2.03 Suburban

These areas connote a degree of development greater than that of a rural area, but less than that of an urban area. The predominant character of the surrounding environment is usually residential, but it may also include a considerable number of commercial establishments and a few industrial parks. On suburban roads and streets, drivers usually have considerable freedom of maneuverability; nonetheless, they must devote some of their attention to entering and exiting vehicles. Roadside development is characterized by low to moderate density. Pedestrian and bicycle activity is usually not a design factor. Right-of-way may be available for roadway improvements.

Local and collector streets in suburban areas are typically located in residential areas, but may also serve a commercial area. Posted speed limits typically range between 30 mph and 45 mph. The majority of intersections will have stop or yield control, but there will be an occasional traffic signal. A typical suburban arterial will have strip commercial development and perhaps a few residential properties. Posted speed limits usually range between 35 mph and 50 mph, and there will be a few signalized intersections along the arterial.

Suburban areas are further divided into two subclassifications (closed and open). For definition, the area adjacent to urban conditions is noted as “closed suburban” and the area adjacent to rural conditions as “open suburban.” Some judgment is necessary to define the boundaries between these two suburban subclassifications, as described below.

43-2.03(a) Closed Suburban

Closed suburban areas will generally follow urban policies for capacity and lane requirements and will generally have the following characteristics:

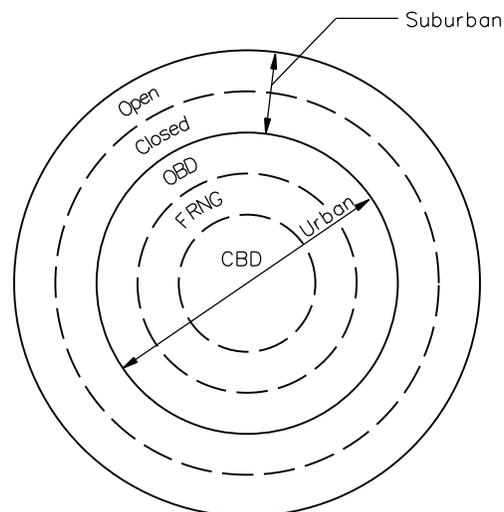
- combination of intermittent strip development, intermittent street network, and open-space segments;
- some high-volume traffic generators;
- isolated signalized intersections;
- some two-way and four-way stop-controlled intersections;
- outside curb and gutter cross sections with a closed drainage system;
- average posted speeds of 35 mph to 45 mph;
- high potential for considerable land development within approximately five years following the highway improvement; and
- adherence to restricted spacing for route access.

43-2.03(b) Open Suburban

Open suburban designs will generally follow the rural policies for capacity purposes and lane requirements and will generally have the following characteristics:

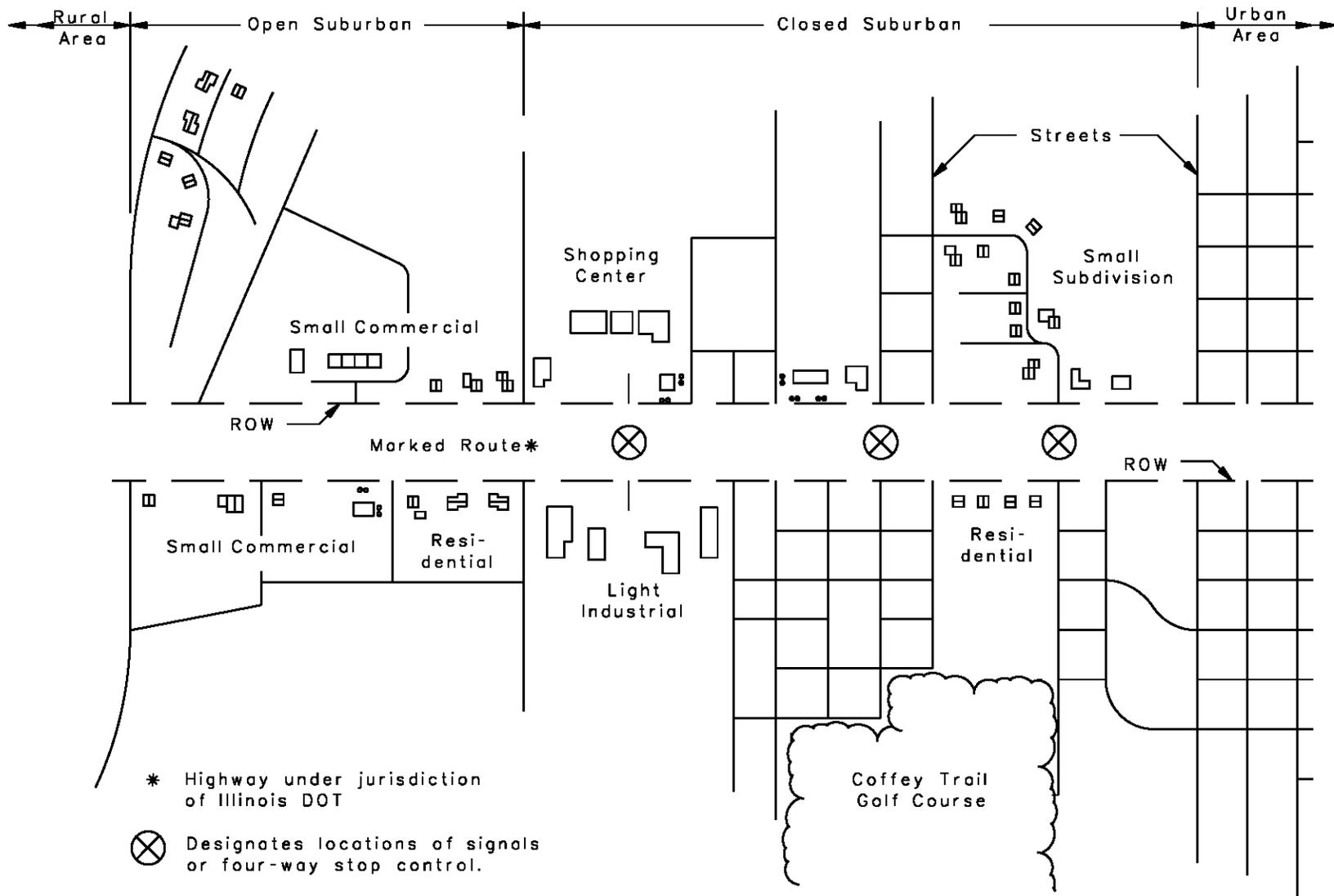
- no established street network;
- local road intersections spaced at approximately 1320 ft – 1600 ft (400 m – 500 m) apart;
- some residential and small commercial properties;
- generally free-flowing traffic on mainline roadways;
- average posted speeds of 45 mph to 50 mph;
- with depressed medians, the cross section usually includes outside shoulders and outside ditch drainage;
- good potential for considerable land development within about 10 to 15 years following the highway improvement; and
- adherence to ¼ mile (400 m) spacing for route access.

Figure 43-2.A presents the relationship between urban and suburban subcategories for design. Figure 43-2.B schematically illustrates the general type of cultural development and roadway networks within suburban areas.



**URBAN AND SUBURBAN CATEGORIES
(For Design)**

Figure 43-2.A



INTERSECTION SIGHT DISTANCE CONTROLS

Figure 43-2.B

43-3 FEDERAL-AID FUNDING CATEGORIES

There are three basic Federal-aid funding categories:

- the National Highway System (NHS),
- the Interstate System, and
- the Surface Transportation Program (STP).

Funding options for projects or improvements should be identified because some roadway functional classification categories are not eligible to receive STP funding (e.g., all rural and urban local roads and streets).

43-3.01 National Highway System

The National Highway System (NHS) is a network of principal arterial routes identified as essential for international, interstate, and regional commerce and travel, national defense, and the transfer of people and goods to and from major intermodal facilities. It consists of selected Other Principal Arterials, the Strategic Highway Network (STRAHNET), major STRAHNET connectors, and selected major intermodal connectors. The NHS represents approximately 4% to 5% of the total public road mileage in the United States. Specifically, the NHS includes the following subsystems (note that in a few cases a specific highway route may be on more than one subsystem):

1. Interstate. The current Interstate system of highways retains its separate identity within the NHS. There are also provisions to add mileage to the existing Interstate subsystem.
2. (Selected) Other Principal Arterials (OPA). These are selected highways in rural and urban areas that provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
3. Strategic Highway Network (STRAHNET). This is a network of highways that are important to the United States' strategic defense policy and which provide defense access, continuity, and emergency capabilities for defense purposes. In Illinois, the STRAHNET is the entire marked Interstate system (including toll facilities marked as Interstate routes).
4. Major Strategic Highway Network (STRAHNET) Connectors. These are roads and highways that provide access between major military installations and highways that are part of the Strategic Highway Network (Interstate system).
5. Major Intermodal Connectors. These are selected streets and highways (primarily in urban areas) that provide access between another NHS designated route (Interstate or OPA) and a designated major port, airport, public transportation facility, freight facility, or other intermodal transportation facility.

The NHS (with the exception of the major intermodal connectors) was approved by the *National Highway System Designation Act* in 1995. As of January 1, 1997, the major intermodal connectors are pending formal approval.

To properly manage the NHS, ISTEA initially mandated that each State highway agency develop and implement several management systems and one monitoring system for those facilities on the NHS. These include management systems for pavements, bridges, traffic congestion, safety, public transportation facilities/equipment, traffic monitoring, and intermodal transportation facilities/systems. However, the *NHS Act* of 1995 has relaxed the requirements for these management systems.

43-3.02 Surface Transportation Program

The Surface Transportation Program (STP) is a block-grant program that provides Federal funds for any public road not functionally classified as a rural minor collector or a rural or urban local road/street. The basic objective of the STP is to provide Federal-aid for improvements to facilities not considered to have significant national importance and to minimize the Federal requirements for funding eligibility. The Federal funds allocated to the STP are comparable to those funds previously designated for use on the former Federal-aid primary, Federal-aid urban, and Federal-aid secondary systems. The functional classification of a route is a major factor in determining eligibility for Federal-aid. In addition, bridge projects are eligible for STP funds on any public road. Transit capital projects are also eligible under the STP program.

43-3.03 Highway Bridge Program

The Highway Bridge Program (HBP), formerly known as the Highway Bridge Rehabilitation and Replacement Program, provides funds for eligible bridges located on any public road. The HBP is the cornerstone of FHWA's efforts to correct, on a priority basis, deficient bridges throughout the nation.

HBP funds can be used for total replacement or for rehabilitation. HBP funds can also be used for a nominal amount of roadway approach work to tie the new bridge in with the existing alignment or to tie in with a new gradeline. HBP funds cannot be used for long approach fills, causeways, connecting roadways, interchanges, ramps and other extensive earth structures..

43-4 HIGHWAY JURISDICTIONS

The network of public highway and streets in Illinois has been divided into several jurisdictional systems — the State, County, Municipal, and Township/Road District highway systems. Jurisdiction is defined as the authority and obligation to administer, control, construct, maintain, and operate a highway subject to the provisions of the *Illinois Highway Code*.

Jurisdictional transfers are usually initiated by an agency that identifies a need for an improvement of a specific roadway or structure; however, certain transfers of jurisdiction can occur without an improvement. Negotiations for a jurisdictional transfer of State unmarked routes should begin when an improvement is being formulated and should be documented with a letter of intent (accepting or refusing the jurisdictional transfer) and signed by the local agency. Subsequently, a Joint Agreement with all affected agencies (State, county, and/or municipality) must be executed before the jurisdictional transfer occurs. For more information, refer to Section 14 of the Office of Planning and Programming's "Multi-Year Guidelines" (updated annually), the Division of Highways' publication *Jurisdictional Transfer Guidelines for Highways and Street Systems*, and Chapter 5 of the *BDE Manual*.

43-4.01 State Highway System

The State highway system consists of all highways under the jurisdiction of the Illinois Department of Transportation. This system contains all Interstate highways, all other marked State and US routes, and some unmarked routes. In general, the marked routes are the most important highways in the State, carry the greatest traffic volumes, and operate at the highest speeds. The Department uses either a combination of Federal funds and State funds or State-only funds for improvements on the State highway system.

43-4.02 County Road System

The county governments are responsible for all roads within their boundaries that are not on the State or township/road district highway systems and are not the responsibility of the incorporated municipalities within the county. IDOT is responsible for administering Federal funds that are available for highway improvements on eligible county routes and the rehabilitation of bridges carrying county roads over the State system. The maintenance responsibilities for these structures can vary and depends on the terms of the structure maintenance agreement.

43-4.03 Municipal Street System

The municipal system includes public roads and streets within the corporate limits of municipalities, except those on the Federal, State, county and toll highway systems. The extension of these routes outside the corporate limits, but still within an urbanized or small urban area, is the responsibility of the county. IDOT is responsible for administering Federal funds that are available for improvements on eligible municipal streets.

43-4.04 Township/Road District System

The township/road district system consists of all remaining rural (outside corporate limits and outside urban area boundaries) routes, excluding other jurisdictions described in Section 43-4.05.

43-4.05 Other Systems

These include other private routes under the jurisdiction of other State agencies (e.g., Illinois Department of Natural Resources), Federal agencies, and the toll authorities or toll commissions. A route may also have joint jurisdictional responsibility (e.g., county and State).

43-5 NATIONAL TRUCK NETWORK

43-5.01 National Legislation

The *Surface Transportation Assistance Act* (STAA) of 1982 required the US Secretary of Transportation, in cooperation with the State highway agencies, to designate a national network of highways to allow the passage of trucks of specified minimum dimensions and weight. The objective of the STAA was to promote uniformity throughout the nation for legal truck sizes and weights on a National Truck Network. The Network includes all Interstate highways and significant portions of the former Federal-aid primary system (before the 1991 ISTEA) built to accommodate large-truck travel. In addition, the STAA required that “reasonable access” be provided along other designated routes for STAA vehicles to travel from the National Truck Network to terminals and to facilities for food, fuel, repair, and rest and, for household goods carriers, to points of loading and unloading.

43-5.02 State Legislation

As a result of STAA, the Illinois legislature passed Public Act 83-12, which permits larger and heavier trucks on Illinois highways. As a result, a “Designated State Truck Route System for Large Vehicles and Combinations” was developed and implemented. This system governs the mobility and accessibility of these vehicles and is illustrated on a State map issued annually by the Central Bureau of Operations.

In 1995, additional State legislation was passed governing the length of tractor/semitrailer units. This legislation allows even longer trucks on most State highways. See Section 36-1 for the critical design vehicles corresponding to the appropriate truck route classes within the Designated State Truck Route System.

