

# VILLAGE OF BARRINGTON HILLS

## Roads & Bridges Committee

### NOTICE OF MEETING



Tuesday, March 24, 2015 ~ 3:00 pm  
112 Algonquin Road

#### AGENDA

1. Organizational
  - 1.1 Call to Order
  - 1.2 Roll Call
2. [Approve] Minutes February 17, 2015
3. Public Comments
4. Discussion Items
  - 4.1 Various Agency Projects
    - a. Village of Algonquin- Highland Ave./Spring Creek Road Project
    - b. Lake County DOT- Hart Road/US 14 Status
    - c. Kane County DOT- Longmeadow Parkway
  - 4.2 IDOT Response - FAU Reclassification Request
  - 4.3 Barrington Hills 2015 Road Program - MFT Resolution
  - 4.4 Cuba Road Bridge
    - a. Land Acquisition Process
    - b. IDOT Coordination & Schedule
    - c. Project Website
    - d. Engineering Fees
  - 4.5 2015 Drainage Program Update
    - a. Merri Oaks Road – Construction Update
    - b. Paganica Drainage Study
  - 4.6 Seasonal Issues
    - a. Drainage
    - b. Road Posting
    - c. Signage
5. Adjournment

Chairman: Patty Meroni

#### NOTICE AS POSTED

112 Algonquin Road ~ Barrington Hills, IL 60010-5199 ~ 847.551.3000

# VILLAGE OF BARRINGTON HILLS

## Roads & Bridges Committee

### Meeting Minutes

February 17, 2015



Committee Members Present: Trustee Patty Meroni, Chair  
President Martin McLaughlin  
Robert Kosin, Director of Administration  
Dan Strahan, Village Engineer

Others Present: Mary Naumann, Resident  
Kim Van Fossen, Resident  
Richard Franzen, Resident  
Laurie Abboud, Resident  
Bonnie Duresa, Resident  
Brian Cecola, Resident

**1. ORGANIZATIONAL:** The meeting of the Village of Barrington Hills Roads & Bridges Committee was called to order at 3:00 p.m. by Chairman Meroni.

**2.1 APPROVAL OF MINUTES:** The minutes of the Roads & Bridges Committee Meeting of January 20, 2015 were approved as written.

**3. PUBLIC COMMENTS:** Ms. Van Fossen asked about the functional classification of the roadways; it was noted that the topic would be covered under the applicable agenda item.

Mr. Franzen (SP?) noted concerns regarding the condition of patches completed on Haegers Bend Road near County Line Road and asked if it was possible to provide a 10-year bond for the pavement condition.

Ms. Naumann thanked the Village for providing an updated functional classification maps.

Ms. Duresa expressed thanks to Patty for her efforts to update the roadway classifications in the Village. She noted her lack of trust in the Village Engineer and noted that there were more economical or conservative ways to address roadways.

**4.1 LOCAL FUNCTIONAL CLASSIFICATION SYSTEM MAP:** Mr. Strahan presented a map that was created to reflect the roadway classifications as delineated in the Comprehensive Plan and provided a history of the Village's efforts in requesting updates to the federal classifications of the roadways.

**4.2 2015-2019 ROAD PROGRAM RECOMMENDATION:** Mr. Strahan presented six different options for potential multi-year road programs. The options included plan durations of 5 years, 7

years, and 10 years. For each duration one option was presented targeting 3.2 miles of resurfacing per year as well as a second option with an accelerated approach to eliminate a backlog of deferred roadways that had developed over the past several years. Mr. Strahan requested input to determine what option or options would be presented to the Village Board.

Trustee Meroni noted that a shorter duration has been recommended due to the uncertainty in the final years of a 10-year road program. President McLaughlin noted each of the options delineated would represent an increase in the annual budget for road maintenance, which had typically averaged \$700,000 to \$800,000 per year for the last several years prior to 2015.

Trustee Meroni noted that many roads in the Village are maintained by other agencies, such as the county or state. Further discussion ensued regarding the schedule for approval of the appropriation, budget, and levy, and it was noted based on the schedule that a decision did not need to be made immediately. Trustee Meroni noted that all six options would be presented in summary form to the Village Board.

**4.3 2015 ROAD PROGRAM SCOPE & PRELIMINARY ESTIMATE:** Trustee Meroni noted that the IDOT asphalt price index had decreased recently. Mr. Strahan noted that a detailed patching analysis had been completed on Haegers Bend Road and based on the amount of patching required and past pricing on patching, it was anticipated that patching and resurfacing would be less expensive than full depth reclamation, and easements would not be required.

President McLaughlin requested that residents be notified further in advance of proposed projects, in particular when easements are needed. Discussion ensued regarding past practices for resident notification.

Mr. Strahan reviewed the patching methods the Village uses, noting that in the winter asphalt plants are closed so cold patch is used as a temporary measure and installed by Cuba Township.

**4.4 2015 DRAINAGE PROGRAM:** Trustee Meroni noted that the Merri Oaks Road project was in progress though had been slowed by cold weather and requested a schedule update. Mr. Strahan noted that the roadway crossings would not be done until the seasonal weight restrictions are lifted, likely in early May, so there would be a gap in the completion of the project which would allow for time to coordinate an easement with the resident at the northeast corner of Ridge and Merri Oaks. The form of the agreement was discussed and whether to utilize a formal easement agreement to define the limits of the affected property and the construction process, or a less formal right-of-entry permit.

There was discussion of a drainage issue along Steeplechase Road caused by the ditch filling in over time. Various options were discussed and it was determined that this would be revisited later in the season.

Mr. Strahan reviewed the status of a proposed drainage project within Pagancia Subdivision, noting concerns expressed by Lake County Stormwater Management Commission. Mr. Strahan noted that Flint Creek has not been formally studied. Mr. Strahan noted the next steps would be to meet with Lake County SMC and the developer to review what further study may be needed.

**4.5 SEASONAL POSTING OF ROADS – PREVIEW:** Trustee Meroni reviewed the chart of temperature readings taken at the Village Hall weather station, noting that the typical reduction in the load limit occurs in mid-March but is weather dependent.

**4.6 CUBA TOWNSHIP SNOW PLOWING – SALT USAGE:** Mr. Strahan noted that an analysis of January salt usage had been received from Cuba Township. Temperature reports taken at O’Hare Airport were compared to values reported by the Village weather station and found to be very close. Mr. Strahan noted that the report should be based on 39 miles of Village roads as opposed to 41 miles. It was also noted that pre-application of liquid was to be placed at specific locations but based on the invoice appears to have been placed throughout the Village. Trustee Meroni noted that the police department would be asked to review the invoice.

**4.7 SPRING CREEK ROAD – VILLAGE OF ALGONQUIN PDR REVIEW:** Mr. Strahan noted an updated Project Development Report had been received from the Village of Algonquin for this project. The total estimate of cost had been increased to \$2.7 million, which would reduce the percentage of the total cost that is federal funded. President McLaughlin asked if the project would require easements from any residents in Barrington Hills. Mr. Strahan clarified that within Barrington Hills, the scope of work includes only resurfacing while maintaining the existing width of the road, so no easements would be required. The portion of the work within Algonquin includes reconstruction and widening of the existing pavement.

Other discussion items: President McLaughlin addressed the Hart Road/US 14 intersection improvements project, noting that it had initially been designed by the Village of Barrington without a sidewalk but had recently been modified by the Lake County Division of Transportation to include a sidewalk or bike path which would result in additional impacts to the Barrington Hills residents. Trustee Meroni noted that Barrington High School was also pursuing a sidewalk project that would connect to the Hart Road improvements. President McLaughlin requested that the item be placed on the agenda at the next Roads & Bridges committee meeting.

President McLaughlin inquired about the status of resurfacing on IL Rte. 68. Mr. Strahan noted that there are two roadway projects that IDOT has initiated and are expected to begin soon. President McLaughlin requested that communications go out to the residents for both projects.

President McLaughlin also noted that the Longmeadow Parkway project was included in the McHenry County Council of Government’s legislative agenda.

Ms. Van Fossen asked about the timeline of past request for changes to the roadway classification. Trustee Meroni noted that Spring Creek Road is the only road for which the Village has requested reclassification, which was done in April of 2013. Mr. Strahan reviewed the process for requested revisions to the federal classification system.

**5. ADJOURNMENT:** The meeting was adjourned at 4:15.

## MEMORANDUM

To: Robert Kosin, VBH Director of Administration  
Patty Meroni, VBH Chairman Roads & Bridges

From: Daniel J. Strahan, P.E., CFM  
Gewalt Hamilton Associates

Date: March 4, 2015

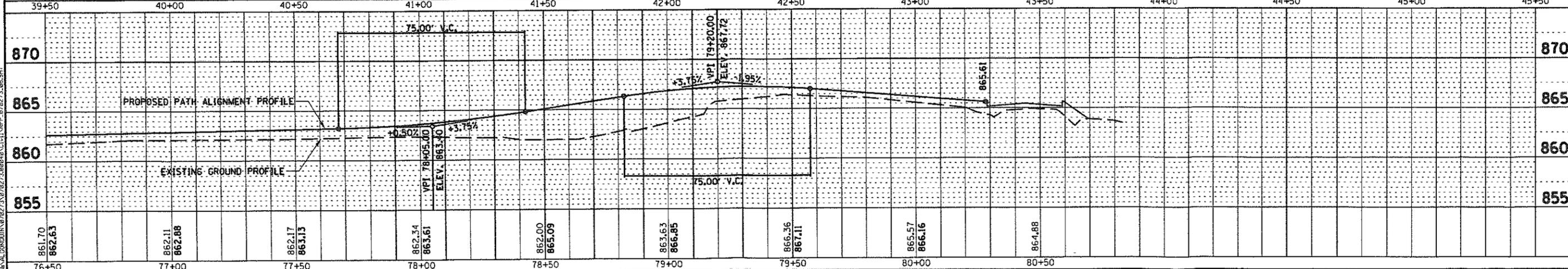
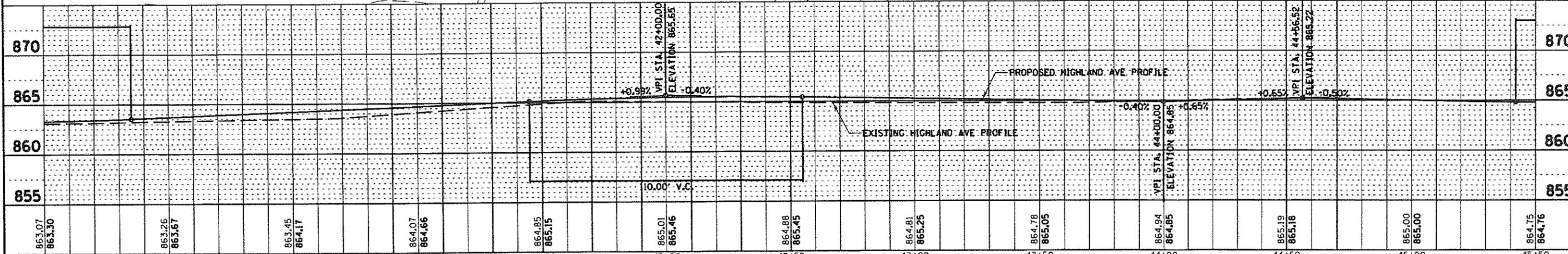
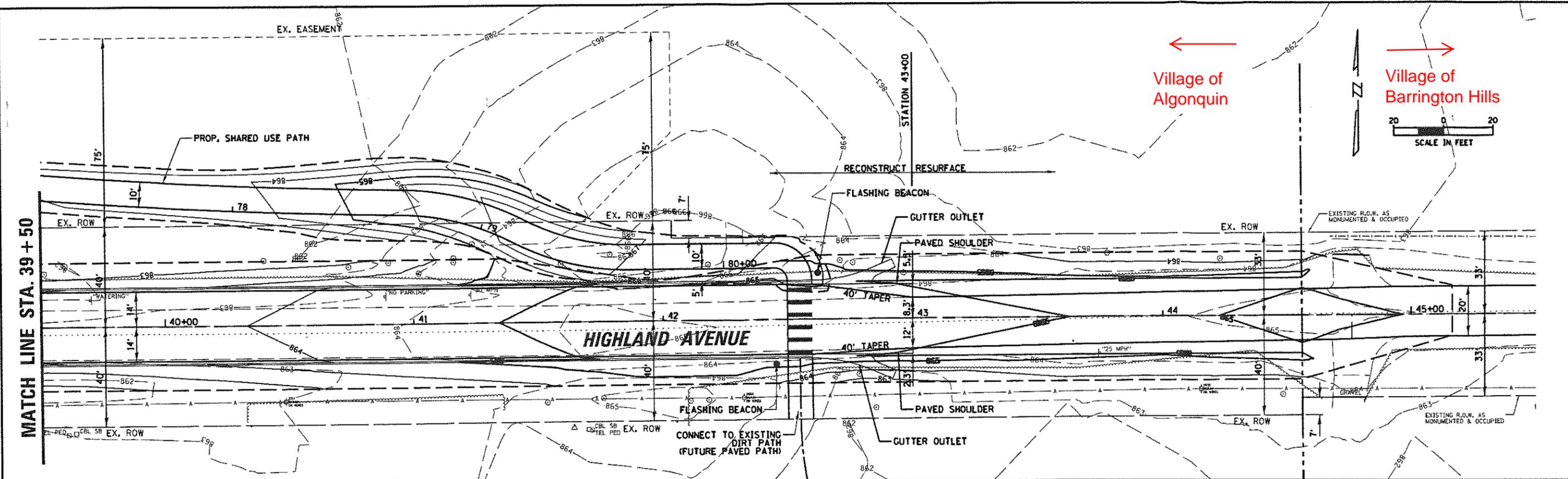
Re: Village of Algonquin  
Highland Avenue/Spring Creek Road Project

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Earlier this week I received a Northwest Herald article written regarding the Highland Avenue/Spring Creek Road project currently under design by the Village of Algonquin. The article did not accurately represent the parameters of the project as shown in the attached plan sheets provided by the Village of Algonquin. Specifically, the following items should be noted:

- The proposed bike path does not extend to Haegers Bend Road. In fact, it is entirely located within the Village of Algonquin (see Exhibit E-2.3f attached showing the path turning to the south near station 42+50; the dashed line at STA 44+50 represents the municipal boundary of Barrington Hills).
- The article notes that the scope of improvements includes widening from 22' to 28', new curbing and gutters, and a storm sewer system. While applicable to the portion of the project within Algonquin, this does not describe the scope of work proposed within Barrington Hills. As shown in the plans provided, within Barrington Hills Spring Creek Road will be resurfaced, maintaining the existing 20' width.

It is also noted that we have previously notified the Village of Algonquin regarding the lack of right-of-way along Spring Creek Road within Barrington Hills.



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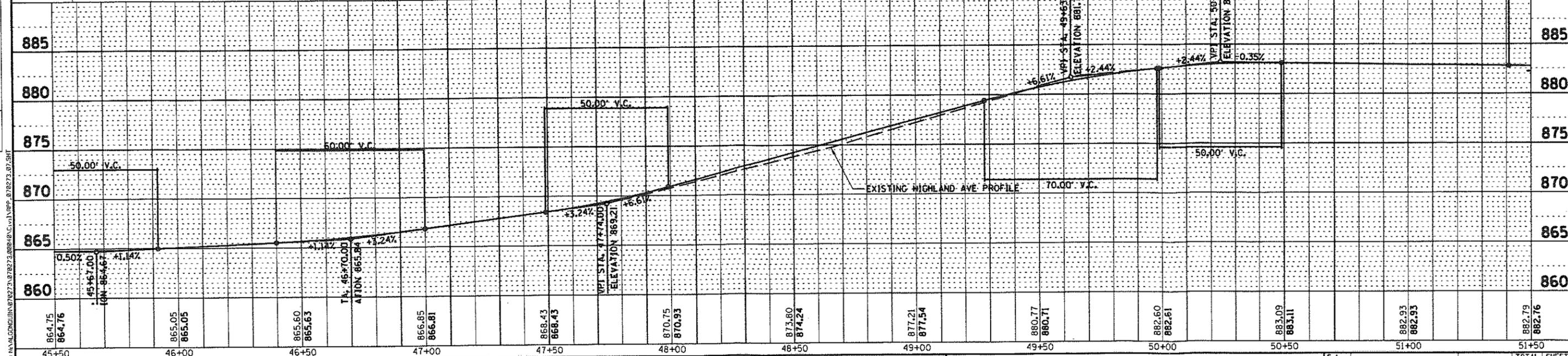
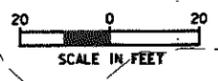
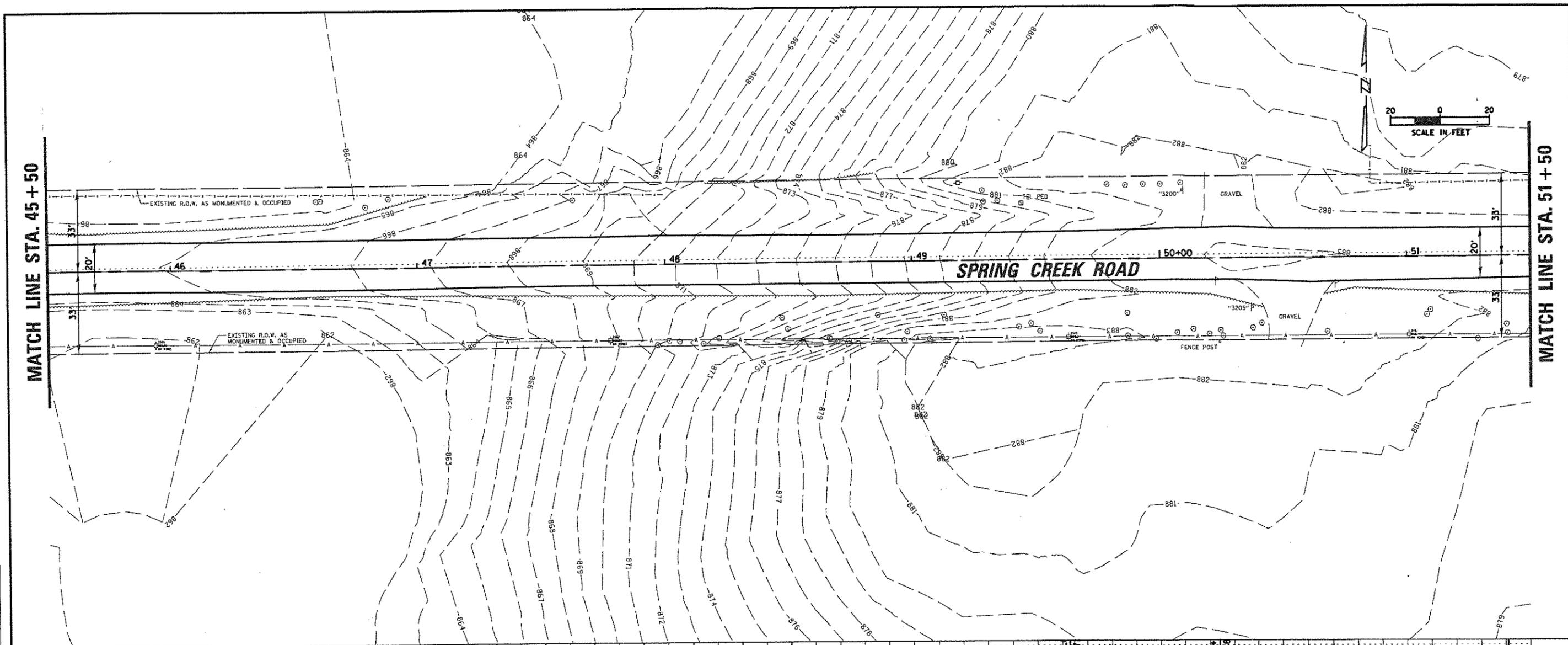
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CHRISTOPHER B. BURKE ENGINEERING, LTD. 8075 W. Higgins Road, Suite 600 Rosemont, Illinois 60018 (847) 823-0500	USER NAME = psantos PLOT SCALE = 48" PLOT DATE = 1/28/2015	DESIGNED - SNS CHECKED - PWN DRAWN - MEK CHECKED - 09/02/2011	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>HIGHLAND AVENUE PLAN AND PROFILE</b> SCALE: SHEET NO. OF SHEETS STA. TO STA.	F.A. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO. MCHENRY 27 6 CONTRACT NO.	ILLINOIS FED. AID PROJECT
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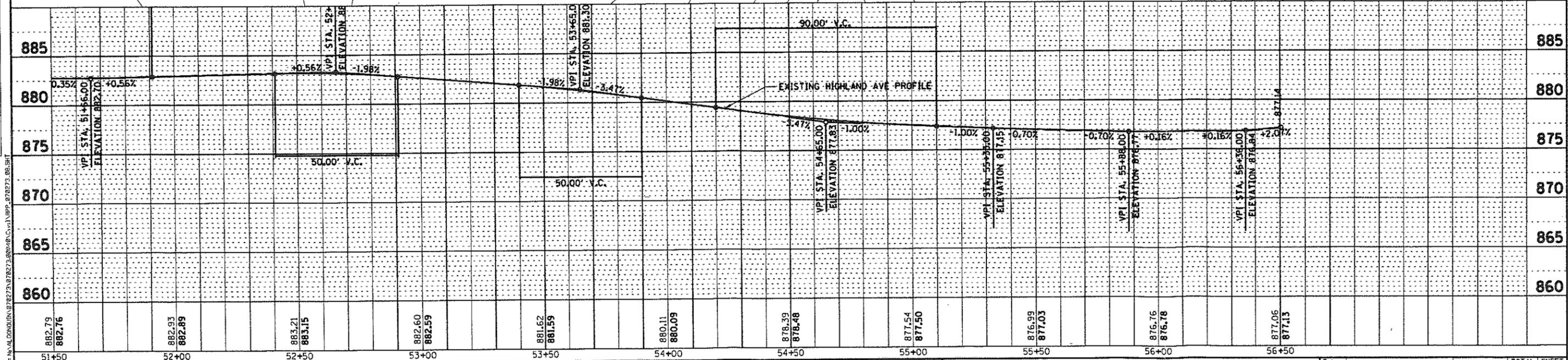
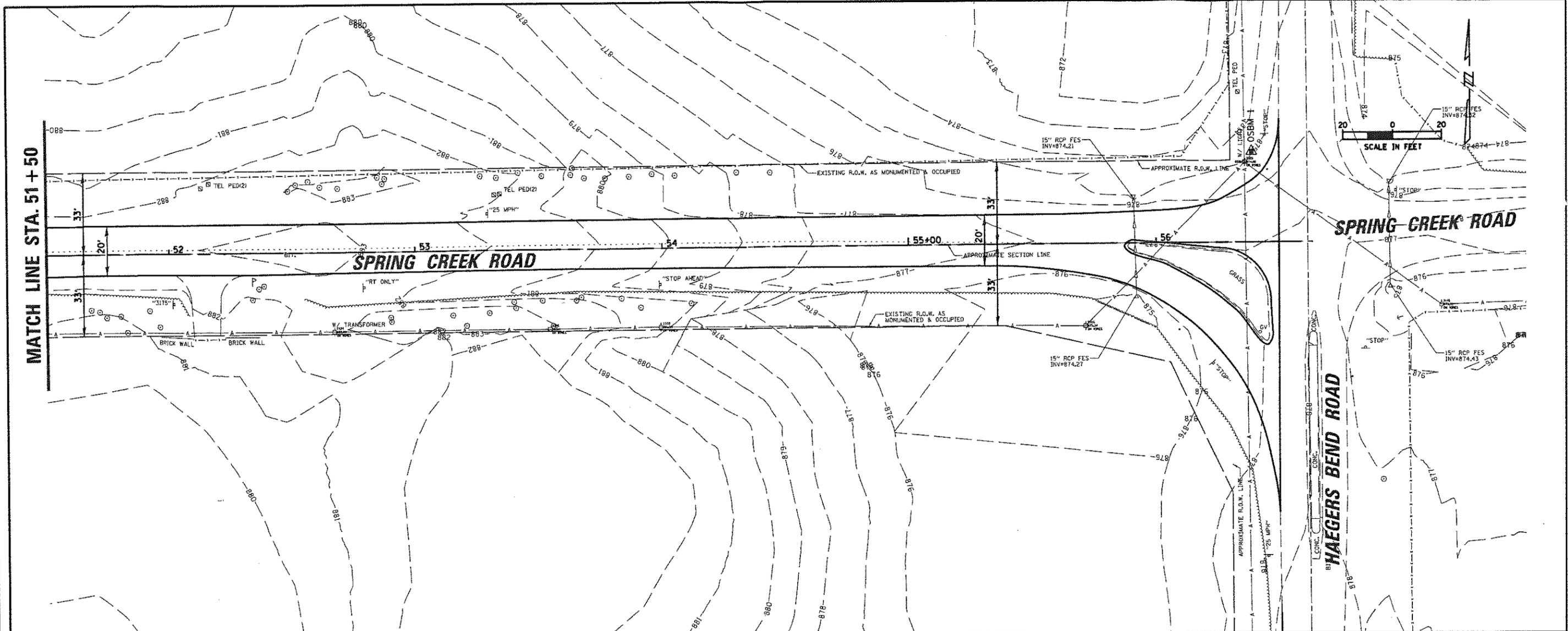


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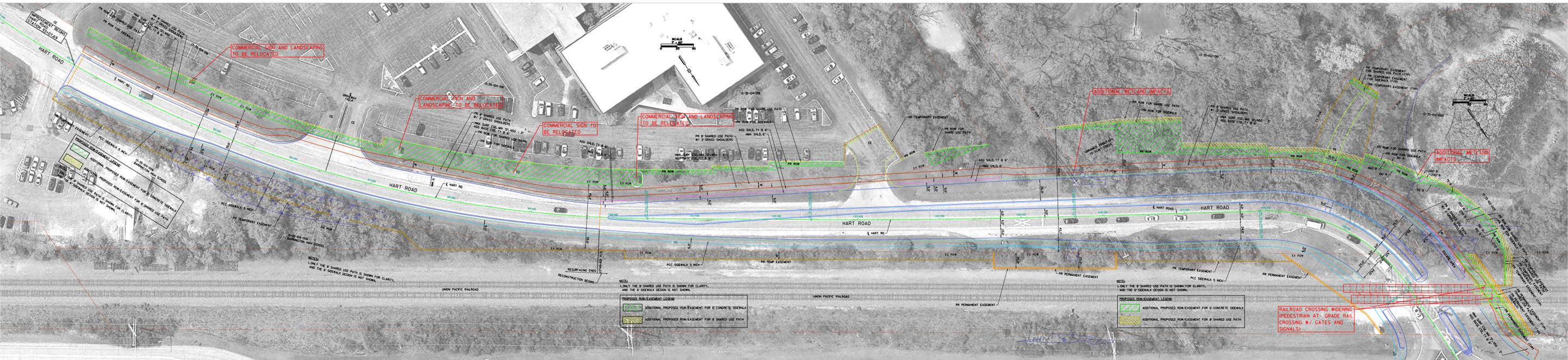
CHRISTOPHER B. BURKE ENGINEERING, LTD. 877 S. W. Higgins Road, Suite 500 Rosemont, Illinois 60018 (647) 833-0500	USER NAME = psantos DESIGNED - SNS DRAWN - PWN CHECKED - MEK DATE - 09/02/2011	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>HIGHLAND AVENUE PLAN AND PROFILE</b>			F.A. RTE. SECTION COUNTY MCHENRY CONTRACT NO.	TOTAL SHEETS 27	SHEET NO. 7
	PLOT SCALE = 4" = 40' PLOT DATE = 1/20/2015	SCALE: 1" = 20' SHEET NO. OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT					

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President  
MARTIN J. McLAUGHLIN

Trustees  
FRITZ GOHL, Pro-Tem  
JOSEPH S. MESSER  
KAREN S. SELMAN  
PATTY MERONI  
COLLEEN KONICEK  
MICHAEL HARRINGTON

DOLORES G. TRANDEL, Village Clerk



112 ALGONQUIN ROAD  
BARRINGTON HILLS, ILLINOIS 60010-5199  
[www.barringtonhills-il.gov](http://www.barringtonhills-il.gov)

TELEPHONE  
(847) 551-3000

FACSIMILE  
(847) 551-3050

February 25, 2015

Ms. Emily Karry  
Director of Planning & Programming  
Lake County Division of Transportation  
600 W. Winchester Road  
Libertyville, IL 60048

Re: US14/Hart Road Improvements  
Proposed Sidewalk

Dear Ms. Karry:

The Village of Barrington Hills understands that a meeting was held at the Lake County Division of Transportation (LCDOT) on Thursday, November 6, 2014 regarding proposed sidewalk improvements that may be added to the scope of the US 14/Hart Road intersection improvements project currently in the design phase. Further, it is understood that a request was made to LCDOT by a Barrington Hills resident with a driveway within the project limits to add pedestrian considerations to the west side of Hart Road. As this section of Hart Road is located within the corporate limits of Barrington Hills (though maintained by LCDOT) we understand that the Village Engineer, Dan Strahan, was asked whether the Village would participate in the costs of a sidewalk or path in this location, in accordance with county funding policies.

Please note that the Village of Barrington Hills does not currently maintain any sidewalks or roadside paths of any kind within its corporate limits. In addition, the Village does not maintain any infrastructure improvements within the right-of-way of any roads maintained by other jurisdictions. While the Village would not object if Lake County DOT pursues further pedestrian connectivity within its right-of-way, for the reasons outlined above the Village of Barrington Hills would not participate in the construction costs or future maintenance of such improvements along Hart Road.

With regard to this specific location, the proposed intersection improvements already constitute a considerable impact to the private properties located in Barrington Hills that adjoin Hart Road. The Village is concerned with the additional impacts that would result from adding a bike path or sidewalk along the west side of Hart Road at this location, not to mention adding considerable delay to a much need project that would relieve congestion at the US 14/Hart Road intersection.

If you have any questions I can be reached at 847-551-3000 or at [rkosin@barringtonhills-il.gov](mailto:rkosin@barringtonhills-il.gov).

Sincerely,  
Village of Barrington Hills

Robert Kosin, AICP  
Director of Administration

A HOME RULE COMMUNITY

cc: Barrington Hills Village Board

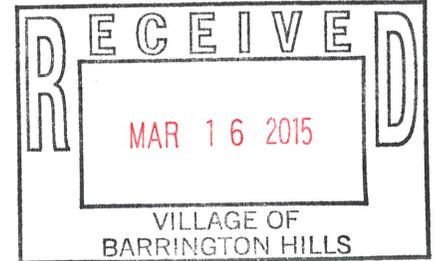
Paula J. Trigg, PE  
Director of Transportation/County Engineer



**Hart Road Improvements  
At US Rte. 14  
Section: 09-00174-05-CH**

600 West Winchester Road  
Libertyville, Illinois 60048-1381  
Phone 847.377.7400  
Fax 847.984.5888

March 10, 2015



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

Dear Mr. Kosin:

The Lake County Division of Transportation (LCDOT) has received your letter dated February 25, 2015 regarding the Hart Road at US Rte. 14 improvements and the proposed sidewalk/multi-use path along the west side of Hart Road south of US Rte. 14. The discussion of a path in this location was brought to LCDOT by a Village of Barrington Hill's resident. We felt it was appropriate to explore whether a path in this area was something that the Villages of Barrington Hills or Barrington was interested in participating in, in accordance with the LCDOT's Non-Motorized Travel Policy. We understand the Village's position not to maintain any sidewalks, paths or infrastructure within any public right-of-way not maintained by the Village.

The Village of Barrington, however, is interested in this path and has agreed to partner with the County on the construction and maintenance of the path. The Village of Barrington plans to own and maintain said path within the limits of the project, including the portion within the Village of Barrington Hills.

As your letter mentions, we anticipate property acquisition will be necessary to construct said path within the Hart Road right-of-way. Lake County intends to provide just compensation for any right-of-way acquisition that is necessary for the improvements to Hart Road at US Rte. 14. As currently programmed by Lake County, we anticipate construction of the improvements to begin in 2017.

Should you have any questions, please do not hesitate to contact me at (847) 377-7400.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matt Emde".

Matt Emde, PE  
Project Manager

Cc: Emily Karry, P.E. LCDOT  
Dan Strahan, P.E. Gewalt Hamilton Associates

**HART ROAD AT US ROUTE 14  
PROJECT COST COMPARISON**

PROJECT COST COMPARISON FOR A 6 FT. SIDEWALK OR 8 FT. SHARED USE PATH ALONG THE WEST (SOUTH) SIDE OF HART ROAD.  
LENGTH APPROXIMATELY 1,860 FEET ALONG THE WEST (SOUTH) SIDE OF HART ROAD FROM US ROUTE 14 TO THE SOUTH (EAST)  
PROJECT LIMITS (STA.93+00)  
LAKE COUNTY DIVISION OF TRANSPORTATION  
October 1, 2014

			6 FT. SIDEWALK OPTION "A"		8 FT. SHARED USE PATH OPTION "B"	
Item	Unit of Measure	Unit Price	Quantity	Total Cost	Quantity	Total Cost
TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	\$30.00	31	\$930.00	31	\$930.00
SUPPLEMENTAL WATERING	UNIT	\$20.00	1	\$20.00	1	\$20.00
EARTH EXCAVATION	CU YD	\$22.00	1,506	\$33,132.00	1,883	\$41,426.00
FURNISHED EXCAVATION	CU YD	\$34.00	2,908	\$98,872.00	3,635	\$123,590.00
TRENCH BACKFILL	CU YD	\$38.00	1,627	\$61,826.00	1,920	\$72,960.00
TOPSOIL FURNISH AND PLACE, 6"	SQ YD	\$5.50	2,870	\$15,785.00	3,372	\$18,546.00
SEEDING, CLASS 2A	ACRE	\$3,200.00	1	\$2,400.00	1	\$2,400.00
NITROGEN FERTILIZER NUTRIENT	POUND	\$2.00	68	\$136.00	68	\$136.00
POTASSIUM FERTILIZER NUTRIENT	POUND	\$2.00	68	\$136.00	68	\$136.00
MOWING	ACRE	\$200.00	1	\$150.00	1	\$150.00
EROSION CONTROL BLANKET	SQ YD	\$3.00	2,870	\$8,610.00	3,022	\$9,066.00
TEMPORARY EROSION CONTROL SEEDING	POUND	\$5.00	60	\$300.00	63	\$315.00
INLET FILTERS	EACH	\$325.00	2	\$650.00	2	\$650.00
AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	\$12.00	0	\$0.00	1,561	\$18,732.00
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	\$80.00	0	\$0.00	263	\$21,040.00
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	\$7.00	10,515	\$73,605.00	0	\$0.00
DETECTABLE WARNINGS	SQ FT	\$27.00	147	\$3,958.20	176	\$4,752.00
AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	\$20.00	50	\$1,000.00	50	\$1,000.00
PIPE CULVERT REMOVAL	FOOT	\$15.00	162	\$2,434.50	162	\$2,430.00
PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	\$1,200.00	2	\$2,400.00	2	\$2,400.00
PRECAST CONCRETE BOX CULVERTS 4' X 3'	FOOT	\$185.00	475	\$87,875.00	620	\$114,700.00
STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	\$50.00	785	\$39,250.00	785	\$39,250.00
FIRE HYDRANTS TO BE ADJUSTED	EACH	\$1,200.00	2	\$2,400.00	2	\$2,400.00
FIRE HYDRANTS TO BE RELOCATED	EACH	\$2,500.00	1	\$2,500.00	1	\$2,500.00
CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	\$2,300.00	2	\$4,600.00	2	\$4,600.00
MANHOLES, TYPE A, 8'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	\$7,500.00	2	\$15,000.00	2	\$15,000.00
STRUCTURES TO BE ADJUSTED	EACH	\$550.00	4	\$2,200.00	4	\$2,200.00
THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	\$1.10	320	\$352.00	320	\$352.00
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	\$3.25	0	\$0.00	1,815	\$5,898.75
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	\$600.00	2	\$1,200.00	2	\$1,200.00
PEDESTRIAN PUSH-BUTTON	EACH	\$325.00	2	\$650.00	2	\$650.00
TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	\$1,300.00	2	\$2,600.00	2	\$2,600.00
BICYCLE RAILING	FOOT	\$132.00	236	\$31,152.00	241	\$31,812.00
INSTALL NEW TREES AT 1:1 RATIO	UNIT	\$600.00	31	\$18,600.00	31	\$18,600.00
RUB RAIL	FOOT	\$105.00	160	\$16,826.25	160	\$16,826.25
PRECAST CROSSING PANELS	TF	\$625.00	32	\$20,000.00	48	\$30,000.00
COMMERCIAL LANDSCAPE SIGNS	L SUM	\$5,000.00	4	\$20,000.00	4	\$20,000.00
<b>SUB-TOTAL CONSTRUCTION:</b>				\$571,549.95		\$629,268.00
<b>TOTAL CONSTRUCTION COST IN 2017 (ASSUMING 3% INFLATION):</b>				\$624,548.06		\$687,618.13
<b>20% CONTINGENCY:</b>				\$124,909.61		\$137,523.63
<b>TOTAL CONSTRUCTION COST:</b>				<b>\$749,457.67</b>		<b>\$825,141.76</b>
<b>ENGINEERING:</b>						
<b>PHASE I - ENGINEERING</b>		4%		\$29,978.31		\$33,005.67
<b>PHASE II - ENGINEERING</b>		10%		\$74,945.77		\$82,514.18
<b>PHASE III - CONSTRUCTION ENGINEERING</b>		12%		\$89,934.92		\$99,017.01
<b>TOTAL ENGINEERING COST:</b>				<b>\$194,859.00</b>		<b>\$214,536.86</b>

<b>RIGHT-OF-WAY:</b>						
TITLE REPORT, LATER DATES & RECORDING	EACH	\$1,300.00	1	\$1,300.00	1	\$1,300.00
PLATS AND LEGALS (1 NEW PARCEL, 4 REVISED PARCELS)	EACH	\$4,200.00	5	\$21,000.00	5	\$21,000.00
APPRAISALS	EACH	\$3,000.00	5	\$15,000.00	5	\$15,000.00
REVIEW APPRAISALS	EACH	\$1,500.00	5	\$7,500.00	5	\$7,500.00
NEGOTIATIONS	EACH	\$3,500.00	1	\$3,500.00	1	\$3,500.00
ADDITIONAL TEMPORARY EASEMENT	LSUM		1	\$200.00	1	\$850.00
ADDITIONAL PERMANENT EASEMENT	LSUM		1	\$6,400.00	1	\$9,600.00
ADDITIONAL PROPOSED RIGHT-OF-WAY	LSUM		1	\$73,500.00	1	\$89,700.00
<b>TOTAL RIGHT OF WAY COST:</b>				<b>\$128,400.00</b>		<b>\$148,450.00</b>
<b>WETLAND IMPACTS:</b>						
	ACRE	\$55,000.00	0.063	<b>\$3,500.00</b>	0.071	<b>\$3,900.00</b>
<b>TOTAL COST:</b>				<b>\$1,076,217.00</b>		<b>\$1,192,029.00</b>
<b>TOTAL ESTIMATED COST OF THE HART ROAD AT US ROUTE 14 PROJECT AS OF PRELIMINARY SUBMITTAL ON 2/28/14 (WITHOUT OPTION A OR B):</b>						<b>\$6,708,925.00</b>
<b>TOTAL ESTIMATED COST OF ENTIRE PROJECT INCLUDING 6 FOOT CONCRETE SIDEWALK (OPTION "A"):</b>						<b>\$7,785,142.00</b>
<b>TOTAL ESTIMATED COST OF ENTIRE PROJECT INCLUDING 8 FOOT BITUMINOUS SHARED USE PATH (OPTION "B"):</b>						<b>\$7,900,954.00</b>
<b>COST DIFFERENCE BETWEEN 6 FT. SIDEWALK (OPTION "A") AND 8 FT. SHARED USE PATH (OPTION "B"):</b>						<b>\$115,812.00</b>

## MEMORANDUM

To: Robert Kosin, VBH Director of Administration  
Patty Meroni, VBH Chairman Roads & Bridges

From: Dan Strahan, P.E., CFM  
Gewalt Hamilton Associates (GHA)

Date: March 4, 2015

Re: Longmeadow Parkway Project  
Route 25 Parcel Detention

---

As part of the Village's review of the stormwater management design for the Longmeadow Parkway project, the attached letter had been sent to the Kane County Division of Transportation (KDOT). The letter requested, among other things, that the proposed detention pond include surplus detention volume for the adjacent parcel, zoned in the B-3 General Business District. A volume of 2.51 acre-feet was requested in order to allow for efficient development of the remaining property and mitigate the impact of the land acquisition required for the roadway.

This afternoon I was contacted by Paul LaFleur of KDOT with an update on the status of this request. The county is in the process of developing detailed design plans for the project and anticipates that approximately 1.2 acre-feet of surplus storage could be provided with an aesthetically pleasing pond at no cost to the Village. To increase the volume and provide an additional 1.31 acre feet would significantly impact the aesthetics of the pond, resulting in a very squared off, "industrial" appearance. The County may also request the Village contribute financially to provide this additional volume.

Following acquisition of the Longmeadow Parkway property, there would be approximately 6.6 acres remaining in the parcels in question. The implications of the reduced volume are summarized below:

- Based on the Lake County WDO, 2.51 acre-feet would be sufficient to develop the 6.6 acre parcel with 70% impervious area.
- 1.2 acre-feet would be sufficient to develop the parcel at approximately 25-30% impervious area. If a future development were to exceed this level of impervious coverage, detention would need to be provided within the site. This would incentivize the developer to minimize impervious coverage on the lot.

KDOT has requested direction from the Village regarding their preference as the design is finalized.



# Illinois Department of Transportation

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

February 27, 2015

Ms. Janell Jensen  
McHenry County Council of Mayors  
16111 Nelson Road  
Woodstock, IL 60098

Re: Functional Classification Revision Request  
Haegers Bend Road, Merri Oaks Road, Ridge Road, and Spring Creek Road  
Barrington Hills, Illinois

Dear Ms. Jensen:

The Department has reviewed your submittal regarding the Functional Classification Revision request for Haegers Bend Road, Merri Oaks Road, Ridge Road, and Spring Creek Road in the Village of Barrington Hills. We have reviewed these routes individually and have determined the following:

Haegers Bend Road has a 2012 AADT ranging from 2070 to 3280 between County Line Road and River Road. These counts, along with important north-south connectivity between a Major Collector and a Minor Arterial, suggest that Haegers Bend Road does function as a Major Collector, and therefore should not be reclassified as a Local Street.

Merri Oaks Road has a 2012 AADT ranging from 800 to 975 vehicles per day between Ridge Road and US Rte 14. Based on the traffic volumes, the roadway classification could be lowered from a Major Collector to a Local Street. However, the Department would need concurrence from Cuba Township as a portion of the roadway falls within Cuba Township jurisdiction.

Ridge Road has a 2012 AADT ranging from 3570 to 3620 vehicles per day between County Line Road and Plum Tree Road. This road is currently classified as a Minor Arterial; however the AADT suggest that it truly functions as a Major Collector, therefore if the Village wanted to change the classification from a Minor Arterial to a Major Collector that would be acceptable. The Functional Classification of Plum Tree Road from Ridge Road to US Rte 14 would also have to be changed to a Major Collector as well.

Ms. Janell Jensen  
February 27, 2015  
Page 2

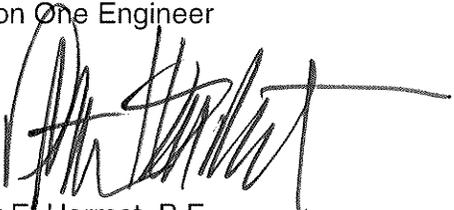
Spring Creek Road has a 2012 AADT ranging from 650 to 1280 vehicles per day between Haegers Bend Road and Ridge Road. This road is currently classified as a Major Collector, however the AADT suggest that it should be downgraded to a local road. This request is being processed by IDOT.

Thank you for your interest in the Functional Classification process.

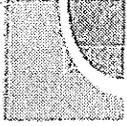
If you have any questions or need additional information, please contact Pam Heurich, Tracking Manager, at (847) 705-4217.

Very truly yours,

John Fortmann, P.E.  
Deputy Director of Highways,  
Region One Engineer

By:   
Peter E. Harmet, P.E.  
Bureau Chief of Programming

cc: Martin McLaughlin, President, Village of Barrington Hills  
Robert Kosin, Village Administrator, Village of Barrington Hills  
Travis Lobmaster – IDOT Central Office  
Gregory Runyard – IDOT Central Office  
Kevin Belgrave – Gewalt Hamilton Associates



Chicago Metropolitan  
Agency for Planning

McHenry County Council of Mayors  
16111 Nelson Road  
Woodstock, IL 60098  
T: (815) 334-4642  
F: (815) 334-4989

- ALGONQUIN
- BARRINGTON HILLS
- BULL VALLEY
- CARY
- CRYSTAL LAKE
- FOX RIVER GROVE
- GREENWOOD
- HARVARD
- HEBRON
- HOLIDAY HILLS
- HUNTLEY
- JOHNSBURG
- LAKE IN THE HILLS
- LAKEMOOR
- LAKEWOOD
- MARENGO
- MCCULLOM LAKE
- McHENRY
- DAKWOOD HILLS
- PORT BARRINGTON
- PRAIRIE GROVE
- RICHMOND
- RINGWOOD
- SPRING GROVE
- TROUT VALLEY
- UNION
- WONDER LAKE
- WOODSTOCK
- McHENRY COUNTY

November 24, 2014

Illinois Department of Transportation  
Bureau of Programming, District 1  
Attention: Pam Heurich  
201 West Center Court  
Schaumburg, IL 60196-1096

*Also sent via E-Mail*

RE: Functional Classification Revision Request - Haegers Bend Road - Barrington Hills

Dear Ms. Heurich:

The McHenry County Council of Mayors approved Resolution Number R14-02 supporting the Functional Classification Revision of **Haegers Bend Road** from N. River Road to County Line Road in the Village of Barrington Hills from Major Collector to Local Road/Street functional classification on November 20, 2014.

The McHenry County Council of Mayors supports the Village of Barrington Hills request to downgrade Haegers Bend Road pursuant to the Village's Comprehensive Plan and the roadway's existing/intended character of service.

Please review and process the Functional Classification Revision request. Attached is Resolution R14-02 document, which includes the Functional Classification Revision Request and supporting documents/maps (Exhibit "A").

If you have any questions, please let me know. Thank you.

Sincerely,

Janell Jensen, Planning Liaison  
McHenry County Council of Mayors

Attachment: Resolution R14-02 document with Exhibit "A"

CC: Robert Kosin, Village of Barrington Hills - via E-Mail  
Robert Miller, Algonquin Township Road District - via E-Mail  
Dan Strahan, Gewalt Hamilton Associates, Inc.(Village engineer) - via E-Mail  
Kevin Belgrave, Gewalt Hamilton Associates, Inc (IDOT consultant) - via E-Mail

MCHENRY COUNTY COUNCIL OF MAYORS

RESOLUTION NUMBER: R 14-02

APPROVED DATE: November 20, 2014

**A RESOLUTION APPROVING THE FUNCTIONAL CLASSIFICATION REVISION REQUEST FOR HAEGERS BEND ROAD IN THE VILLAGE OF BARRINGTON HILLS AND ALGONQUIN TOWNSHIP ROAD DISTRICT, ILLINOIS**

WHEREAS, the McHenry County Council of Mayors is a voluntary organization representing municipalities chartered with the States of Illinois and the County of McHenry; and

WHEREAS, Article VII, Section 10 of the Constitution of the State of Illinois and Chapter 127, paragraphs 741 through 748, of the Illinois Revised Statutes, authorizes and encourages intergovernmental associations and cooperation; and

WHEREAS, the public officials of the McHenry County Council of Mayors represent twenty nine (29) local government bodies; and

WHEREAS, the Village of Barrington Hills submitted a Functional Classification Revision Request application, herein attached as Exhibit "A", to the Planning Liaison on November 7, 2014, requesting a functional classification revision for Haegers Bend Road from Major Collector to Local Road or Street.

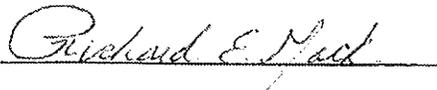
NOW, THEREFORE BE IT RESOLVED, that the McHenry County Council of Mayors concurs with the village and requests that the Illinois Department of Transportation revise Haegers Bend Road functional classification from Major Collector to Local Road or Street upon final approval from the Federal Highway Authority.

BE IT FURTHER RESOLVED, that copies of this resolution will be forwarded to the appropriate officials at the Illinois Department of Transportation and the Chicago Metropolitan Agency for Planning.

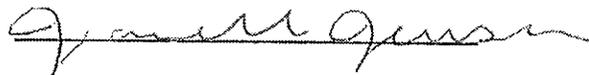
APPROVED this 20<sup>th</sup> day of November, A.D., 2014, at Cary, Illinois.

Ayes: 8 Nays: 0 Not Voting: 0

Attest:



Richard Mack, Chairman  
McHenry County Council of Mayors



Janell Jensen, Planning Liaison  
McHenry County Council of Mayors



Chicago Metropolitan Agency for Planning

McHenry County Council of Mayors
16111 Nelson Road
Woodstock, IL 60098
T: (815) 334-4642
F: (815) 334-4989

- ALGONQUIN
BARRINGTON HILLS
BULL VALLEY
CARY
CRYSTAL LAKE
FOX RIVER GROVE
GREENWOOD
HARVARD
HEBRON
HOLIDAY HILLS
HUNTLEY
JOHNSBURG
LAKE IN THE HILLS
LAKEMOOR
LAKEWOOD
MARENGO
McCULLOM LAKE
McHENRY
OAKWOOD HILLS
PORT BARRINGTON
PRAIRIE GROVE
RICHMOND
RINGWOOD
SPRING GROVE
TROUT VALLEY
UNION
WONDER LAKE
WOODSTOCK
McHENRY COUNTY

November 24, 2014

Illinois Department of Transportation
Bureau of Programming, District 1
Attention: Pam Heurich
201 West Center Court
Schaumburg, IL 60196-1096

Also sent via E-Mail

MERRI OAKS

RE: Functional Classification Revision Request - ~~Haegert Bend~~ Merri Oaks Road - Barrington Hills

Dear Ms. Heurich:

The McHenry County Council of Mayors approved Resolution Number R14-03 supporting the Functional Classification Revision of Merri Oaks Road from Cuba Road to Ridge Road in the Village of Barrington Hills from Major Collector to Local Road/Street functional classification on November 20, 2014.

The McHenry County Council of Mayors supports the Village of Barrington Hills request to downgrade Merri Oaks Road pursuant to the Village's Comprehensive Plan and the roadway's existing/intended character of service.

Please review and process the Functional Classification Revision request. Attached is Resolution R14-03 document, which includes the Functional Classification Revision Request and supporting documents/maps (Exhibit "A").

If you have any questions, please let me know. Thank you.

Sincerely,

[Handwritten signature]

Janell Jensen, Planning Liaison
McHenry County Council of Mayors

Attachment: Resolution R14-03 document with Exhibit "A"

CC: Robert Kosin, Village of Barrington Hills - via E-Mail
Robert Miller, Algonquin Township Road District - via E-Mail
Dan Strahan, Gewalt Hamilton Associates, Inc. (Village engineer) - via E-Mail
Kevin Belgrave, Gewalt Hamilton Associates, Inc (IDOT consultant) - via E-Mail

MCHENRY COUNTY COUNCIL OF MAYORS

RESOLUTION NUMBER: R14-03

APPROVED DATE: November 20, 2014

**A RESOLUTION APPROVING THE FUNCTIONAL CLASSIFICATION REVISION REQUEST  
FOR MERRI OAKS ROAD IN THE VILLAGE OF BARRINGTON HILLS, ILLINOIS**

WHEREAS, the McHenry County Council of Mayors is a voluntary organization representing municipalities chartered with the States of Illinois and the County of McHenry; and

WHEREAS, Article VII, Section 10 of the Constitution of the State of Illinois and Chapter 127, paragraphs 741 through 748, of the Illinois Revised Statutes, authorizes and encourages intergovernmental associations and cooperation; and

WHEREAS, the public officials of the McHenry County Council of Mayors represent twenty nine (29) local government bodies; and

WHEREAS, the Village of Barrington Hills submitted a Functional Classification Revision Request application, herein attached as Exhibit "A", to the Planning Liaison on November 7, 2014, requesting a functional classification revision for Merri Oaks Road from Major Collector to Local Road or Street.

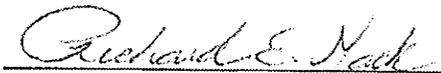
NOW, THEREFORE BE IT RESOLVED, that the McHenry County Council of Mayors concurs with the village and requests that the Illinois Department of Transportation revise Merri Oaks Road functional classification from Major Collector to Local Road or Street upon final approval from the Federal Highway Authority.

BE IT FURTHER RESOLVED, that copies of this resolution will be forwarded to the appropriate officials at the Illinois Department of Transportation and the Chicago Metropolitan Agency for Planning.

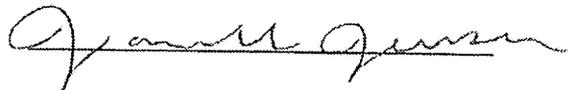
APPROVED this 20<sup>th</sup> day of November, A.D., 2014, at Cary, Illinois.

Ayes: 8 Nays: 0 Not Voting: 0

Attest:



Richard Mack, Chairman  
McHenry County Council of Mayors



Janell Jensen, Planning Liaison  
McHenry County Council of Mayors



BE IT RESOLVED, by the President and Board of Trustees of the  
Council or President and Board of Trustees  
Village of Barrington Hills Illinois  
City, Town or Village

that the following described street(s) be improved under the Illinois Highway Code:

Name of Thoroughfare	Route	From	To
Meadow Hill Road	N/A	Fox Hunt Lane	Spring Creek Road
Plum Tree Road	N/A	Ridge Road	West Village Limits
Haegers Bend Road	N/A	County Line Road	Chapel Road

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of Hot- mix asphalt surface and binder placement, bituminous patching, culvert replacements, & other associated improvements.

and shall be constructed (N/A) wide  
and be designated as Section 15-00024-00-RS

2. That there is hereby appropriated the (additional  Yes  No) sum of One hundred thousand  
Dollars ( \$100,000.00 ) for the  
improvement of said section from the municipality's allotment of Motor Fuel Tax funds.

3. That work shall be done by Contract; and,  
Specify Contract or Day Labor

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit two certified copies of this resolution to the district office of the Department of Transportation.

Approved \_\_\_\_\_

Date \_\_\_\_\_

Department of Transportation

Regional Engineer \_\_\_\_\_

I, Dolores G. Trandel Deputy Clerk in and for the  
Village of Barrington Hills  
City, Town or Village  
County of Cook, Lake, McHenry, & Kane, hereby certify the  
foregoing to be a true, perfect and complete copy of a resolution adopted  
by the President and Board of Trustees  
Council or President and Board of Trustees  
at a meeting on April 30, 2015  
Date  
IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this  
\_\_\_\_\_ day of \_\_\_\_\_  
(SEAL)  
\_\_\_\_\_  
City, Town, or Village Clerk

## MEMORANDUM

To: Robert Kosin, VBH Director of Administration  
Patty Meroni, VBH Chairman Roads & Bridges

From: Dan Strahan, P.E., CFM  
Gewalt Hamilton Associates (GHA)

Date: March 19, 2015

Re: Cuba Road Bridge Replacement Project  
Status Update

---

The following is a summary of the current status of the Cuba Road Bridge project.

### Land Acquisition Process

The right-of-way acquisition/negotiation process is in progress and being led by Mathewson Right-of-Way Company. There are a total of five properties affected by the proposed project. Each of the properties within Barrington Hills has received an appraisal and to date no objections have been received by Mathewson. One of the properties is currently in foreclosure and bankruptcy, which may affect the schedule of the acquisition.

Concurrently GHA has provide a plat of dedication to the Cuba Township Highway Department to dedicate the required right-of-way on their parcel adjacent to the project. This portion of the right-of-way is on a section of Cuba Road that the Township maintains.

### IDOT Coordination & Schedule

As the project will receive construction funding through the Highway Bridge Program, the bidding process will be led by IDOT. In order for IDOT to put the project out to bid, a number of procedural items will need to be completed. Below is the anticipated schedule assuming a June 12<sup>th</sup> letting and the project milestones that need to be completed to meet that schedule:

- March 16, 2015- Final PS&E Submittal (Completed)
- April 29, 2015- Final ROW Certification (In progress)
- June 12, 2015- Letting/Bid Opening

### Project Website

Recent updates to the GHA website would allow us to host a project website page at a low cost to the Village. The website would be updated throughout construction with photos and information. Further information will be provided at the Roads & Bridges Committee Meeting.

### Engineering Fees

As noted in the attached letter, we are requesting approval of the Village for a supplement to our original contract based on completion of a number of tasks that were outside of the original scope of the project contract. We have received preliminary approval from IDOT (pending approval by the Village) to include this amount for 80% reimbursement, so the total additional cost after reimbursement by IDOT would be \$2,750.00.

January 22, 2015

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

RE: Village of Barrington Hills  
FAU No. 1260 (Cuba Road)  
Section No.: 12-00020-00-BR  
Project No.: BRM-4003(107)  
Job No.: C-91-083-13

Dear Mr. Kosin:

GHA recently submitted Final Plans, Specifications, and Estimates to IDOT for the Cuba Road Bridge replacement project. As the project has progressed, GHA performed a number of tasks that were beyond the initial scope of the Phase II engineering project proposal. As our engineering contract with the Village has been approved for 80% reimbursement from IDOT under the Highway Bridge Program and has progressed on a time and material basis, we performed these tasks with the hope that we could fit this work within the original budget of the project. As the project nears its conclusion we have found that we will need to supplement our original proposal to meet the expenses incurred during the course of this project.

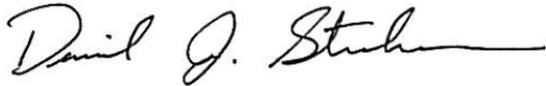
The original contract approved between the Village of Barrington Hills and Gewalt Hamilton totaled \$146,809.00. Excluding the amount represented by subconsultants, the value of GHA's services reflected in this total is \$55,304.00. As noted above, GHA completed a number of tasks outside of the original scope of the proposal; these tasks included the following:

- Architectural Coordination- GHA coordinated with the Roads & Bridges Chair, the Village Administrator, and Plan Commissioner Daryle Adams to develop a number of options for the façade of the bridge parapet wall and the brass plaque.
- Coordination with Residents- The residents at 168 Buckley Road reached out to our office directly to understand the impact that the project will have on their property. At approximately 1 acre, this lot is one of the smaller lots in the Village of Barrington Hills. These residents purchased the property after the end of the phase one process, so they were not able to participate in the public participation phase of the preliminary engineering. GHA has met twice with the residents and has had to update the plat of highway twice to address their concerns.
- Increase in Construction Cost- The estimated construction cost received from WJE at the end of the Phase I engineering process, based on conceptual plans only, was \$820,914.00. This figure was used as a benchmark to help establish the overall engineering services amount for GHA's Phase II engineering. The most recent cost estimate totaled \$1,016,106.25, an increase of approximately 23% from the amount estimated during Phase I.

Based on the value of work completed to date as well as anticipated services remaining, we anticipate approval of an additional \$13,750 will be sufficient to complete the remaining Phase II engineering work items. Upon approval of the Village, GHA will update the Project Program Information Form to reflect the additional amount and submit to IDOT, which will allow for 80% reimbursement for these services if approved.

Please contact me at 847-478-9700 or via email at [dstrahan@gha-engineers.com](mailto:dstrahan@gha-engineers.com) if you have any questions regarding the information outlined above.

Sincerely,  
Gewalt Hamilton Associates, Inc.

A handwritten signature in black ink, reading "Daniel J. Strahan". The signature is written in a cursive style with a long, sweeping horizontal line extending to the right.

Daniel J. Strahan, P.E., CFM  
Associate/Senior Engineer

## MEMORANDUM

To: Robert Kosin, VBH Director of Administration  
Patty Meroni, VBH Chairman Roads & Bridges

From: Dan Strahan, P.E., CFM  
Gewalt Hamilton Associates (GHA)

Date: March 19, 2015

Re: 2015 Drainage Program  
Status Update

---

### **Merri Oaks Road Construction Update**

Construction of the Merri Oaks Road project is approximately 25% complete. Earlier this week Comcast was onsite to temporarily move a cable in conflict with one of the proposed drainage structures. Further work will be limited until the seasonal weight restrictions are lifted in May, at which time Copenhaver will return to complete the roadway crossing and the directionally drilled pipe can be installed.

### **Paganica Drainage Study**

On Tuesday, February 24<sup>th</sup> Bob Kosin and I met with the developer, the property owner, representatives of Lake County SMC and representatives of the Homewoners Association regarding the approach to compensatory storage for the project at the north end of Rub of Green Lane. SMC had expressed concerns regarding the location of the proposed compensatory storage and the possibility of further modeling required to verify that the Base Flood Elevation proposed for the property (780.6) was appropriate. The agreement reached at the meeting was that the Village would investigate the overland flow elevations for the area in question. GHA has completed the necessary field work to verify this elevation and anticipates completing the required calculations by the end of next week.

Assuming that this elevation can be verified as expected, Lake County SMC confirmed that the location proposed for the compensatory storage could be approved by the Village. Various options for obtaining the required compensatory storage were discussed, primarily centering on the existing pond north of Dormy Lane.

## MEMORANDUM

To: Robert Kosin, VBH Director of Administration  
Patty Meroni, VBH Chairman Roads & Bridges

From: Dan Strahan, P.E., CFM  
Gewalt Hamilton Associates (GHA)

Date: March 20, 2015

Re: 2015 Spring Drainage Issues  
Lakeview Lane

---

On Tuesday, March 17<sup>th</sup>, Trustee Meroni and I met with Mr. Don Whitaker (50 Lakeview Lane) and Mr. & Mrs. Keady (47 Lakeview Lane). Both residents requested an analysis of the existing drainage conditions along Lakeview Lane north of Dundee Road where there is persistent standing water in the ditchlines. The overland flow route for this area is south within the ditchlines to Dundee Road, then east along the north ditchline of Dundee Road approximately 850' to a point at which the flow would turn north and flow into Heather Lake.

Our office had previously reviewed this condition in 2010 (GHA memo attached along with some of the latest correspondence from the residents). The primary issue remains the poor slope within the ditchline of Dundee Road and the limitations of modifying the ditchline to an acceptable slope for consistent drainage. After meeting with the residents this week GHA was directed to re-examine this area using current 1' topography to determine the feasibility of addressing the residents drainage concerns.

### **Option 1: Improve Ditches along Lakeview Lane and Dundee Road**

The current 1' contours confirm the limitations of modifying the ditchlines, in particular along Dundee Road. The depressional area holding water at the southwest corner of 47 Lakeview Lane has area below 852. The slope of the ditchline along Dundee Road is inconsistent but the ditchline elevation is not consistently below 852 until approximately 450' east of the intersection. The normal water level of Heather Lake is approximately 847, so if the ditchline had a consistent slope from Heather Lake to the Dundee Road ditch to the Lakeview Lane ditch to the depressional area, it would be approximately 0.35%, which is not a maintainable slope for a grass ditch.

### **Option 2: Storm sewer to Heather Lake**

As noted in our June 15, 2010 memo, perhaps the most viable option from a technical standpoint would be a storm sewer connection from Lakeview Lane to Heather Lake via an easement/approval from the underlying property owner. A conceptual plan for such an approach in the attached exhibit for 47 Lakeview; something similar could be done via 45 Lakeview or 55 Lakeview. As shown the project would include approximately 880' of storm sewer.

### **Option 3: Storm sewer to Keene Lake**

This option has been considered previously and has similar limitations as option 2 in that access to Keene Lake would be through private property. Keene Lake is considerably lower than Heather Lake so slope would be less of a concern, but would require an additional 200-300' of storm sewer and thus would be more expensive to construct.



Dan Strahan <dstrahan@gha-engineers.com>

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## Lakeview Lane Drainage

---

dwhita5210@aol.com <dwhita5210@aol.com>

Wed, Jun 16, 2010 at 7:24 PM

To: eramesh@barringtonhills-il.gov, dstrahan@gha-engineers.com, jdkeady@aol.com, DWhita5210@aol.com

Hello Again Elaine: John Keady was kind enough to forward the email below to me for my review.

Also sounds like John Keady is kindly considering allowing this project to be on his property. I think this should be a village funded project. I know that last year Ridge Road was the recipient of what I believe was a village funded water drainage project. Dan mentioned was there enough public benefit: three things on that subject: Lakeview Lane is crumbling from the water drainage problem, Dundee Road Floods out, standing water a health issue mosquitos and West Niles virus.

I would like to see this project put on our village comprehensive drainage problem. I have lived here 5 years water has been in that ditch in front of my house for 10 years or more and becoming a bigger problem. I am now actually seeing the water cross under Dundee road coming into the ditch at 50 Lakeview Lane. With all the current government programs is there federal money available through the state for projects like this one. I certainly do not think a few citizens should have to pay for a problem that should have been addressed long before we moved here.

I will wait to hear from you.

Sincerely,

Don Whitaker

Subject: Fwd: Lakeview Lane Drainage

Karl and Don,

I would be interested in your thoughts on this matter. I will get Jack's e-mail address and send to him.

Thanks, John Keady(47 Lake View).

-----Original Message-----

From: Dan Strahan <dstrahan@gha-engineers.com>

To: Elaine Ramesh <eramesh@barringtonhills-il.gov>; Robert Kosin <rkosin@barringtonhills-il.gov>

Cc: jdkeady@aol.com

Sent: Tue, Jun 15, 2010 11:45 am

Subject: Lakeview Lane Drainage

Elaine,

Attached is a summary of a meeting I had with Mr. Keady of 47 Lakeview Lane last week to discuss the issues regarding drainage from Lakeview to Dundee Road. I had sent a request to IDOT last week to perform maintenance of the Dundee Road ditchline, but based on the aerial topography this would likely not be sufficient to affect a solution. The summary does suggest what may be the most viable solution, which would be a storm sewer on Mr. Keady's property to Heather Lake.

John, please let me know if you'd like any further information as to what I'm suggesting with that final bullet point.

Dan

--

Dan Strahan, P.E., CFM  
Gewalt Hamilton Associates, Inc.  
820 Lakeside Drive, Unit 5  
Gurnee, IL 60031  
[\(847\)-855-1100](tel:(847)855-1100)

This message contains proprietary, privileged, and/or confidential information solely for the use of the individual(s) to which it is addressed. If you received this message in error or are not the intended recipient, please notify the sender by reply e-mail and delete and destroy the message.

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 **9355.055\_47\_Lakeview\_Drainage.doc**  
271K

# Don Whitaker

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**Subject:** Lakeview Water/Drainage Issues

OVERVIEW: Lakeview Water/Drainage Issues

- 1) Water comes from the West flows east.
- 2) Some Water in 50 Lakeview ditch flows from neighbors water. This water running from north part of ditch south under 50 Lakeview Driveway then eventually down Dundee Road.

Improvements Made Already:

Route 68 from Lakeview Lane to almost Dundee Lane was dredged 3 years ago by state IDOT. They had 10 pieces of equipment some every large Excavators. They dredged the best they could there is minimal pitch. Water is flowing better after their work.

Water flows down Dundee road ditch gets within 200 feet of Dundee then water flows north to Heather Lake.

\*\*\*\*\* This run to Heather lake is almost a natural flow. This is at the back of [Karen & Peter Hermes](#) property 92 Dundee Lane.

Improvement Suggestions Needed:

\*\*\*\*\* This natural flow channel from Dundee Road to Heather Lake needs to be enlarged width and depth so to promote better flow from Dundee Road to Heather Lake especially during heavy water times.

Water coming from Thennisch ditch needs to go under the road to Keady property. (Just like the pipe under the road from Thennisch property to Schey property)

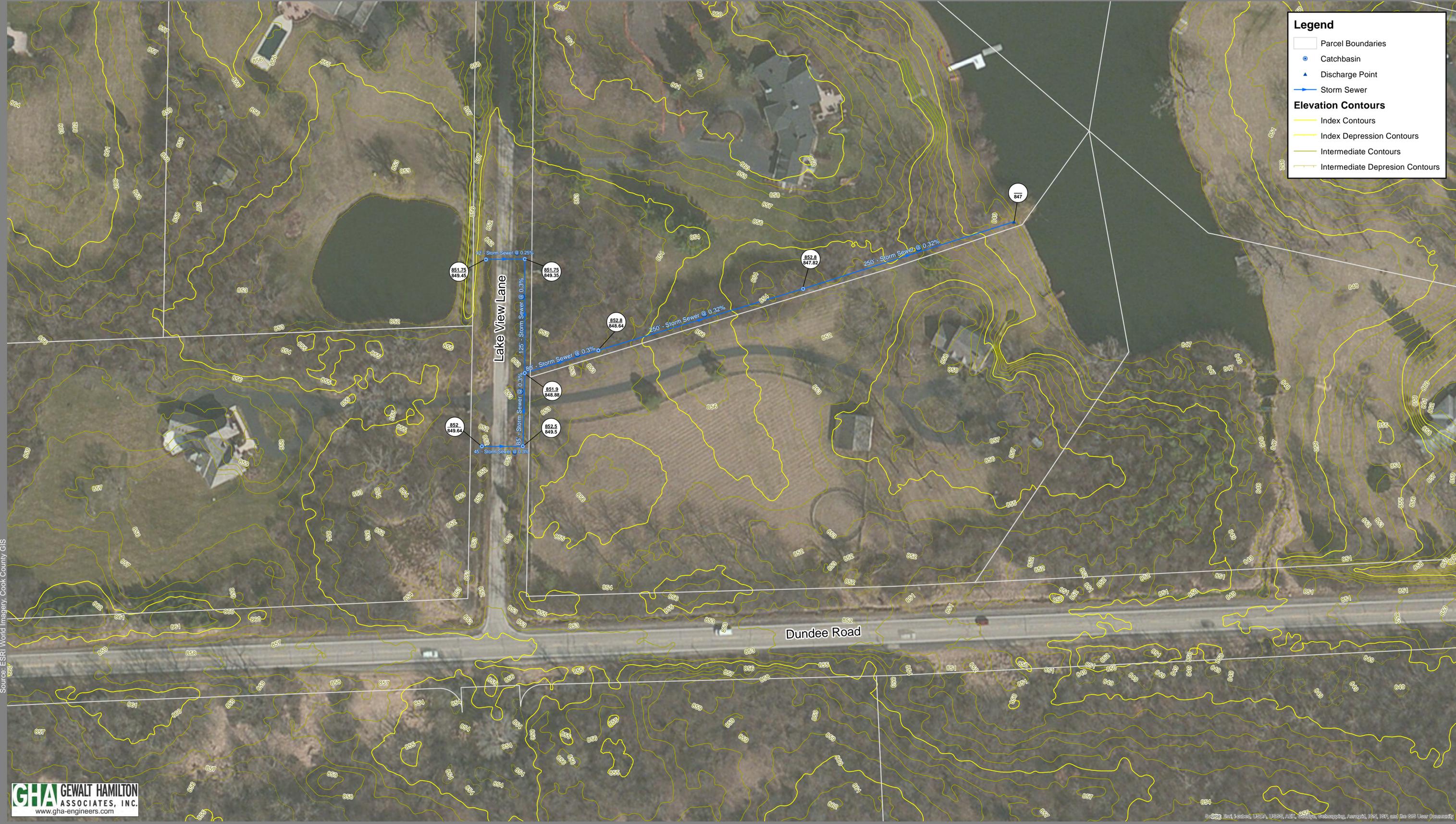
Then drainage piping on Keady property to Heather Lake. This one improvement would care 80% of the water drainage problem.

**Legend**

- Parcel Boundaries
- Catchbasin
- Discharge Point
- Storm Sewer

**Elevation Contours**

- Index Contours
- Index Depression Contours
- Intermediate Contours
- Intermediate Depression Contours



Source: ESRI World Imagery, Cook County GIS

File: G:\1993\9355\3355\055\11\Topo\_Sewer.mxd

Drawn By: gnewton



So, G3, 3rd, 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th

N

1 inch = 50 Feet

# Storm Sewer Map

Barrington Hills, IL

March 9, 2015

Mr. Martin McLaughlin  
Village of Barrington Hills  
112 Algonquin Road  
Barrington Hills, Illinois 60010

Re: 2015 Spring Road Closures  
Village of Barrington Hills

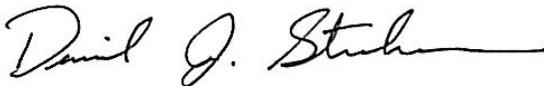
Dear Mr. McLaughlin:

It is time to plan for the closure of Village roads to vehicles with a gross weight in excess of 10 tons. After review of the extended forecast, anticipation of repeated freeze-thaw cycles in the coming weeks, and reviewing the current condition of the Village's roads, our office recommends that the reduced load limits on Village-maintained streets be posted. The anticipated thaw will result in the rapid loss in frost penetration and high moisture contents in the roadway subgrades. This condition will leave Village roads susceptible to damage by vehicles of this weight class.

Our office recommends that all streets be posted with reduced load limits **effective March 16, 2015**.

The length of the closure will be determined by the rate at which the moisture created by the thaw has dissipated and the subgrades are adequately supported. The historical timeframe for the seasonal weight limit reductions is attached for reference as well as documentation of the supporting analysis. If you should have any questions or require additional information, please do not hesitate to contact our office.

Sincerely,  
Gewalt Hamilton Associates, Inc.



Daniel J. Strahan, P.E., CFM  
Village Engineer

cc: Robert Kosin, Village of Barrington Hills  
Patty Meroni, Roads & Bridges Chair

*Village of Barrington Hills*  
 Seasonal Posting of Roads  
 Historical Schedule

Year	Weight Limits Posted	Weight Limits Lifted
1986	March 10, 1986	May 12, 1986
1987	February 18, 1987	April 13, 1987
1988	March 7, 1988	May 3, 1988
1989	March 15, 1989	May 3, 1989
1990	February 12, 1990	April 30, 1990
1991	March 1, 1991	May 13, 1991
1992	March 4, 1992	May 4, 1992
1993	March 10, 1993	June 2, 1993
1994	March 14, 1994	May 9, 1994
1995	March 20, 1995	May 26, 1995
1996	March 4, 1996	May 20, 1996
1997	March 10, 1997	May 19, 1997
1998	None	None
1999	February 22, 1999	May 3, 1999
2000	March 6, 2000	May 8, 2000
2001	March 12, 2001	May 7, 2001
2002	March 25, 2002	May 6, 2002
2003	March 24, 2003	May 1, 2003
2004	March 8, 2004	May 3, 2004
2005	March 21, 2005	May 2, 2005
2006	March 13, 2006	May 1, 2006
2007	March 19, 2007	April 30, 2007
2008	March 17, 2008	May 5, 2008
2009	March 16, 2009	May 11, 2009
2010	March 8, 2010	April 26, 2010
2011	March 14, 2011	May 9, 2011
2012	None	None
2013	March 14, 2013	May 6, 2013
2014	March 17, 2014	May 5, 2014
2015	March 16, 2015	

Village of Barrington Hills  
2014-2015 Seasonal Weight Restriction Analysis

Dec.	high	avg	low	FDD	CFDD
<u>1</u>	21	17	15		
<u>2</u>	34	27	18		
<u>3</u>	36	29	24		
<u>4</u>	34	29	22		
<u>5</u>	40	35	32		
<u>6</u>	39	32	25		
<u>7</u>	36	31	23		
<u>8</u>	36	34	32		
<u>9</u>	36	33	30		
<u>10</u>	31	30	27		
<u>11</u>	32	26	23		
<u>12</u>	36	30	23		
<u>13</u>	46	41	35		
<u>14</u>	47	46	44		
<u>15</u>	46	44	42		
<u>16</u>	44	38	28		
<u>17</u>	28	25	24		
<u>18</u>	28	24	18		
<u>19</u>	30	28	26		
<u>20</u>	32	30	26		
<u>21</u>	37	34	32		
<u>22</u>	41	35	30		
<u>23</u>	47	43	38		
<u>24</u>	40	37	35		
<u>25</u>	42	37	33		
<u>26</u>	49	42	35		
<u>27</u>	48	39	30		
<u>28</u>	35	27	21	5	5
<u>29</u>	29	24	18	8	13
<u>30</u>	18	13	7	19	32
<u>31</u>	17	11	2	21	53
Jan.	high	avg	low		
<u>1</u>	31	23	14	9	62
<u>2</u>	34	27	18	5	67
<u>3</u>	34	32	29	0	67
<u>4</u>	33	20	1	12	79
<u>5</u>	8	1	-4	31	110
<u>6</u>	10	6	0	26	136
<u>7</u>	5	-1	-7	33	169
<u>8</u>	17	3	-8	29	198
<u>9</u>	10	4	0	28	226
<u>10</u>	22	10	-5	22	248
<u>11</u>	32	26	20	6	254
<u>12</u>	28	18	12	14	268
<u>13</u>	21	14	4	18	286
<u>14</u>	19	11	-1	21	307
<u>15</u>	33	25	17	7	314
<u>16</u>	35	29	25	3	317
<u>17</u>	43	37	27	-5	312
<u>18</u>	40	35	29	-3	309
<u>19</u>	42	33	25	-1	308
<u>20</u>	35	32	30	0	308
<u>21</u>	32	30	28	2	310
<u>22</u>	31	30	28	2	312
<u>23</u>	31	29	28	3	315
<u>24</u>	41	33	29	-1	314
<u>25</u>	33	27	17	5	319
<u>26</u>	27	21	14	11	330

Village of Barrington Hills  
2014-2015 Seasonal Weight Restriction Analysis

<u>27</u>	32	26	20	6	336
<u>28</u>	35	29	21	3	339
<u>29</u>	36	34	28	-2	337
<u>30</u>	29	23	17	9	346
<u>31</u>	36	29	18	3	349

<b>Feb</b>	high	avg	low		
<u>1</u>	30	25	13	7	356
<u>2</u>	15	10	5	22	378
<u>3</u>	24	16	4	16	394
<u>4</u>	23	16	6	16	410
<u>5</u>	15	8	0	24	434
<u>6</u>	32	22	13	10	444
<u>7</u>	43	33	22	-1	443
<u>8</u>	37	32	23	0	443
<u>9</u>	26	23	18	9	452
<u>10</u>	35	26	16	6	458
<u>11</u>	35	29	17	3	461
<u>12</u>	17	11	5	21	482
<u>13</u>	27	14	2	18	500
<u>14</u>	27	12	0	20	520
<u>15</u>	16	8	-3	24	544
<u>16</u>	20	14	7	18	562
<u>17</u>	18	15	8	17	579
<u>18</u>	8	4	-4	28	607
<u>19</u>	5	0	-8	32	639
<u>20</u>	17	9	-6	23	662
<u>21</u>	31	25	17	7	669
<u>22</u>	28	14	1	18	687
<u>23</u>	12	4	-5	28	715
<u>24</u>	30	17	4	15	730
<u>25</u>	26	18	10	14	744
<u>26</u>	18	12	2	20	764
<u>27</u>	14	6	-2	26	790
<u>28</u>	22	12	-5	20	810

<b>Mar</b>	high	avg	low		
<u>1</u>	26	20	15	12	822
<u>2</u>	32	23	12	9	831
<u>3</u>	34	29	24	3	834
<u>4</u>	30	18	9	14	848
<u>5</u>	16	8	1	24	872
<u>6</u>	26	16	1	16	888
<u>7</u>	45	34	21	-2	886
<u>8</u>	41	36	31		
<u>9</u>	50	42	34		
<u>10</u>	58	46	34		
<u>11</u>	55	42	29		
<u>12</u>	54	44	33		
<u>13</u>	49	42	35		
<u>14</u>	52	42	32		
<u>15</u>	49	42	35		
<u>16</u>	60	51	41		
<u>17</u>	54	44	34		
<u>18</u>	49	39	29		

MDD	CMDD
	5
	5
	7
	12
	13
	25
	17
	42
	13
	55
	14.5
	69.5
	13
	82.5
	13
	95.5
	13
	108.5
	21.5
	130
	15
	145
	10
	155

- Notes:
1. Threshold value for springtime reduction in weight limits is 400 CFDD; maximum value reach this season is 888.
  2. Reduction in weight limits recommended when CMDD (thawing index) rises to 10-25.
  3. All temperature readings shown are values recorded by the Barrington Hills weather station located at the Village Hall, except for temperatures shown for March 9-18, which are forecast values.



**Municipal Marking Distributors, Inc**  
 P.O. Box 221  
 Gilberts, IL 60136

MMD is a Certified DBE & WBE # 2005115924

# Estimate \*Not a Bill\*

Date	Estimate #
7/29/2014	<b>813</b>

Name / Address
Gewalt Hamilton Associates, Inc. 850 Forest Edge Dr. Vernon Hills, IL 60061

Pick Up/Ship To
Gewalt Hamilton Associates, Inc. 850 Forest Edge Dr. Vernon Hills, IL 60061

Estimate Request By	Terms	Expiration Date
Dan Strahan	Net 30	12/31/2014

Item	Description	Quantity	Rate	Total
CUSTOM-HIP...	Dan Strahan <dstrahan@gha-engineers.com> Custom Sign: 18x24 0.080 HIP-WHT-3930 Sign Black on White with Border Standard Holes and Radius Corners to Red Bike Symbol	27	29.99	809.73T
CUSTOM-HIP...	Custom Signs: 18x24 -.80 HIP-WHT-3930 Black on White with Border Standard Holes and Radius Corners to Read MUTCD W7-3AP Next ** Miles	42	27.99	1,175.58T
Freight-Zone1...	Standard Freight Charge for Local Zone 1 MMD Delivery Truck \$50.00 Production time is 3 weeks from date order is placed	1	50.00	50.00

<b>Phone #</b>	<b>Fax #</b>	<b>E-mail</b>	<b>Subtotal</b>	\$2,035.31
847-426-3561	847-426-3781	shopgirl@mmdsales.com	<b>Sales Tax (8.0%)</b>	\$158.82
<b>Web Site</b>	<b>Hours of Operation</b>		<b>Total</b>	<b>\$2,194.13</b>
www.mmdsales.com	Monday-Friday 7am- 4pm			