VILLAGE OF BARRINGTON HILLS

Roads & Bridges Committee

NOTICE OF MEETING

Tuesday, June 16, 2015 ~ 3:00 pm
112 Algonquin Road

AGENDA

1. Organizational
   - 1.1 Call to Order
   - 1.2 Roll Call

2. [Vote] Minutes May 21, 2015

3. Public Comments

4. Discussion Items
   - 4.1 Cuba Road Bridge Update
   - 4.2 2015 Drainage Program Update
   - 4.3 Longmeadow Parkway Update
     - 4.3.1 Pre-final Plan Review Summary
     - 4.3.2 Correspondence to Lake County SMC
     - 4.3.3 Correspondence to Kane County DOT – 4(f) Review
     - 4.3.4 Correspondence to GOMB - EO15-08
     - 4.3.5 VBH Resolution 06-06/07 Review - Study Corridor in Dundee Township for Construction of the Longmeadow Parkway
   - 4.4 Village of Algonquin – Highland/Spring Creek IGA Proposal
   - 4.5 McHenry County DOT 2015-2019 Transportation Program
   - 4.6 Coal Tar
   - 4.7 Village Hall Parking Lot Striping Quote
   - 4.8 Roadside Mowing
   - 4.9 Healy Road Cul-de-sac Signage

5. Solar Mobile Speed Sign Program Update

6. Adjournment

Chairman: Brian Cecola

NOTICE AS POSTED

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

VILLAGE OF BARRINGTON HILLS
Roads & Bridges Committee
Meeting Minutes
May 21, 2015

Committee Members Present:	Trustee Brian Cecola, Chair President Martin McLaughlin Robert Kosin, Director of Administration Dan Strahan, Village Engineer
Others Present:	Mike Zachar, Resident Grace Zachar, Resident Pauline Boyle, Resident Daniel Sheldon, Resident Ed Fagan, Resident Kathleen Gustafson, Resident Gordon G. Gillen, Resident Bryan Croll, Trustee

1. ORGANIZATIONAL: The meeting of the Village of Barrington Hills Roads & Bridges Committee was called to order at 2:59 p.m. by Chairman Cecola.

2.1 APPROVAL OF MINUTES: The minutes of the Roads & Bridges Committee Meeting of March 24, 2015 were approved as written.

3. PUBLIC COMMENTS: None (deferred to Longmeadow Parkway agenda item).

4.1 2015 ROAD PROGRAM BIDS- BID OPENING SCHEDULED 5/21/15 @ 2:00 PM: Mr. Strahan noted that three bids were received, with Geske & Sons, Inc. the apparent low bidder at $1,056,363.05. He stated that the bids would be reviewed and a bid recommendation prepared for the upcoming Village Board meeting on Wednesday, May 27th. He noted that between the Road Maintenance Contracts line item and MFT funds, approximately $1,086,000 had been budgeted for the project. Other bidders included Arrow Construction and Lorig.

4.2 CUBA ROAD BRIDGE UPDATE: Mr. Strahan noted that IDOT had delayed the project letting date for the project until July 31, 2015 with right-of-way acquisition being the critical path to move forward with construction. An update was provided regarding the ROW engineering agreements. Mr. Strahan noted that minor modifications would be made to the plans to avoid the need to acquire right-of-way on a parcel that was currently in foreclosure. Mr. Strahan also noted that conditional acceptance of the counteroffers for three properties would be presented at the next Village Board meeting.

4.3 2015 DRAINAGE PROGRAM: Mr. Strahan noted that work on the Merri Oaks Road project had continued after being suspended due to the seasonal weight restrictions. He noted

that no response had been received to date regarding a request for an easement to complete extension of a culvert to the north of Merri Oaks Road.

Mr. Strahan provided an overview of a pending drainage concern on Steeplechase Road, noting that further steps would be taken once the cost of the Merri Oaks Road project was finalized.

Mr. Strahan noted that a resident on Lakeview Lane had provided a quote from Doering Landscape Company to provide an 8" drain tile. Mr. Strahan noted that competitive bidding and prevailing wage requirements apply to the Village. President McLaughlin requested clarification on the bidding requirements given previous actions by the Village. Mr. Strahan noted that on one occasion the Village Board awarded a project to a contractor thru a supermajority after it had gone out to bid and received no bids. Mr. Strahan provided a recap of the various options to address the drainage concerns and reviewed the capacity of the proposed drain tile for various storm events. It was noted that available budget had not yet been identified.

4.4 IDOT & COUNTY 2015 ROAD CONSTRUCTION: Mr. Strahan noted that a map had been prepared and posted to the Village website showing various state and county roadway projects that would be under construction in 2015. President McLaughlin requested that Mr. Kosin work with Anna Paul to communicate road construction information to the residents.

Longmeadow Parkway: Regarding the Longmeadow Parkway project proposed by Kane County DOT, it was noted that various materials had been submitted to the meeting packet and additional materials had been submitted by a resident at the meeting. Mr. Kosin introduced the topic, noting that IDOT had recently appropriated funds for the project and also that recently the project had been proposed for a Dundee Township referendum. President McLaughlin added that in 2013 and 2014 a number of resident meetings and other Village Board discussions had occurred relative to the project. Mr. Kosin proposed to request that the FHWA include stormwater drainage review and other review of public properties to the 4(f) review and to extend the limits to the eastern portion of the project. Mr. Kosin noted that in 2006 and more recently the Village of Barrington Hills had asked IDOT to review intersection capacities along IL Rte. 62 at Helm Road, Bateman Road, Old Sutton Road, and others. Chairman Cecola than invited the public to provide comment, summarized below.

> Ed Fagan noted that he had raised a number of comments during previous resident meetings and had been told that the Village supported the project. Mr. Fagan described his research of various aspects of the project including evidence of growing public opposition of the project, inadequacy of the proposed bridge to ease congestion on adjacent bridges, and the overall cost of the project which he projected to be over $200 million. President McLaughlin requested that Mr. Fagan provide a concise summary of his research to communicate to the Village Board. Mr. Fagan concluded his comments by noting concerns regarding the environmental impact statement review/approval process for the project.
>
> Mike Zachar commented that the funding for the Longmeadow Parkway project was insufficient and questioned the legitimacy of defining the project as a toll bridge with approaches, which removed the legal right of a home-rule community to reject the project.

Dan Sheldon asked Mr. Kosin to explain the drainage issues noted previously. Mr. Kosin referenced a drainage exhibit and noted an identified depressional area in the vicinity of Autumn Trail and suggested that this area should be included in the 4(f) review for the project. Mr. Sheldon also asked for clarification of President's Park. President McLaughlin noted that the Dundee Township Park District had acquired land south of Autumn Trail and that the Longmeadow Parkway plans identified an entrance into the property, but no plans had been identified for development.

Mr. Kosin summarized that the intent would be to bring the topic of Res. 06-07 forward to the Village Board for discussion at the May 27th meeting. Chairman Cecola motioned and approved to forward the topic to the Village Board.

LCDOT – Rte. 14/Hart Road: Mr. Strahan provided a summary of the engineering process for the proposed US 14/Hart Road intersection improvements. It was noted that the Phase I engineering process had been completed by the Village of Barrington, while the Lake County Division of Transportation is currently leading the Phase II engineering process. It was noted that based on a resident request Lake County DOT had proposed additional pedestrian improvements along the south side of Hart Road which would impact residents in the Village of Barrington Hills. Lake County DOT requested financial participation from the Village of Barrington Hills, which declined. The Village of Barrington then indicated they would fund the proposed pedestrian improvements. President McLaughlin noted there was a significant safety concern related to high school students walking and biking along Hart Road. Chairman Cecola motioned and approved the continuation of the Roads & Bridges Committee position expressed in a letter to Lake County DOT dated

4.5 FUNCTIONAL CLASSIFICATION REQUESTS – RIDGE ROAD & PLUM TREE ROAD: Mr. Strahan noted that in response to previous correspondence from IDOT, the Village had applied to the McHenry County Council of Mayors to reduce the roadway classification of Ridge Road and Plum Tree Road from Minor Arterial to Major Collector. The Council had responded with a request for additional information which could not be provided in the timeframe given to appear at the May 28, 2015 Council meeting. President McLaughlin discussed the background of these requests and noted that given that the Village is not pursuing bike paths or federal funding for roadway improvements, questioned the amount of effort that would be needed compared to the benefit to the Village. President McLaughlin noted that the process could continue but the costs and benefits should be reviewed if additional comments are generated by the review agencies.

4.6 ON STREET PARKING: Mr. Kosin noted the requirements of Article 9-3-1 relative to on-street parking. Discussion ensued regarding the rutting of grass shoulders and the potential to install stronger stone shoulders, though it was noted that prescriptive easement rights limit the ability of the Village to change the shoulder material.

President McLaughlin requested that Coal Tar be added as a discussion item for the next meeting.

5. ADJOURNMENT: The meeting was adjourned at 4:21 PM.

GHA GEWALT HAMILTON ASSOCIATES, INC.
CONSULTING ENGINEERS
625 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701
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MEMORANDUM

To: Robert Kosin, VBH Director of Administration
Brian Cecola, VBH Chairman Roads & Bridges

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

Date: June 12, 2015

Re: Cuba Road Bridge Replacement Project
Status Update

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

IDOT Coordination & Schedule
On June 10, 2015 we received email notification from IDOT that the Local Agency ROW agreements have been approved which allows for the property acquisitions to be finalized. Mathewson ROW Company will be working to finalize the agreements and submit to IDOT in time for the July 31, 2015 letting; however, there is limited time left to do so.

As noted previously, below is an outline of the anticipated schedule if the ROW is certified by IDOT in time for the July 31, 2015 letting:

- Letting Date/Bid Opening — July 31, 2015
- Approximate Construction Start Date — September 15, 2015
- Projected Bridge Opening Date — January 31, 2016*

*Assumes typical working day schedule in September-November, with 10 working days per month in December and January.

Roadway and landscaping work items would likely be completed in early spring of 2016.

Utility Relocation
As the first step of the construction process we are coordinating with Nicor, ComEd, Comcast, and AT&T to relocate existing utilities as needed to accommodate the new bridge improvements. Much of the permitting process has been completed and now that the ROW can be finalized authorization can be given to proceed with the relocation work. It is anticipated that the utility relocations will take place in July and August.

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MEMORANDUM

To: Brian Cecola, VBH Chairman Roads & Bridges
Robert Kosin, VBH Director of Administration

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

Date: June 11, 2015

Re: 2015 Drainage Program Update

The Merri Oaks Road Drainage Improvements project is nearing completion, with only final landscaping and punchlist work remaining. We anticipate the final project cost to come in around $90,000. As noted previously, the project received a Stormwater Infrastructure Repair Fund (SIRF) grant from Lake County SMC in the amount of $25,000, which is payable to the Village once final payment is made to the contractor. As a result we anticipate approximately $50,000 would be available to address other drainage issues in the Village after the Merri Oaks Road project is completed as tabulated below:

2015 Drainage Program Status Update	
Drainage Maintenance Budget Amount	$120,000
Misc. Expenses to Date	$4,000
Projected Merri Oaks Road Final Cost	($90,000)
Lake County SMC SIRF Grant	$25,000
Remaining Drainage Funds	$51,000

The Village has received a number of requests for various drainage improvements over the last several months. Attached is a summary of the affected areas and potential measures to address the existing drainage conditions:

- Steeplechase Drainage – As reviewed at previous Roads & Bridges Committee meetings, there are a few different options to address standing water near 241 Steeplechase. At a minimum the downstream ditch should be cleared and lowered slightly to reduce the volume of standing water adjacent to the pond. The slope of the ditch could be further increased by removing and replacing the downstream roadway culvert to a lower elevation, but the added expense would result in a very marginal increase in the slope of the ditch, so it would still be likely to hold water. We would recommend that the ditch be regraded. *Anticipated Cost ~ $5,000*
- Lakeview Lane Drainage – An effected resident sent a quote from Doering Landscape Co. to the Village for installation of an 8" drain tile from the Lakeview Lane ditches to Heather Lake. The cost of the quote totals $27,540. We have followed up with Doering Landscape Co. and confirmed that the quote provided is not based on prevailing wages, which would preclude the Village from approving the quote. The resident is still free to pursue the work on his own; however, if the Village chooses to participate in funding drainage improvements we would recommend some minimum steps be taken:
    - We do not recommend awarding a project of this size without the competitive bidding process. Section 1-7-2 requires bid advertisement for any contracts exceeding $4,000 unless specifically authorized by a two-thirds vote of the Village Board.
    - An engineering plan should be prepared to document the proposed improvements.
    - A 10' drainage easement should be dedicated over the area of the proposed drain tile to define the respective rights and responsibilities of the Village and the homeowner.

- Dundee Lane Drainage – The resident at 35 Dundee Lane recently requested improvements to the existing ditch at 35 Dundee Lane. The ditch has been a trouble spot previously due to minimal longitudinal slope and the adjacent embankment, resulting in a soft shoulder and ditch as well as icing conditions during the winter. GHA met with the homeowner on June 10, 2015 and discussed various options to improve the ditch drainage, which require some basic survey work to gather elevation data of the roadway edge, ditch, and embankment. If improvements are feasible the cost is anticipated to be relatively low and would include additional stone along the shoulder, excavation/regrading of the ditchline, and landscape restoration.
  Anticipated Cost TBD
- Buckley Road – GHA met with a contractor representing a contractor along Buckley Road who intends to install a roadway culvert to drain a low spot adjacent to the driveway. The contractor indicated this work would be completed at the expense of the homeowner, though the culvert would become a maintenance obligation of the Village. *Anticipated Cost - $0*
- Old Hart Road Bridge – In 2014 a small project was awarded to make minor structural repairs to the Green Rail Bridge. Based on current site observations it would appear that the Old Hart Road Bridge would benefit from a similar project to patch areas with exposed reinforcing steel. The last structural inspection of the bridge was completed in 2012; we would recommend an updated structural inspection be completed and a repair specification be developed based on that inspection. *Anticipated Cost - $25,000*

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MEMORANDUM

To: Brian Cecola, VBH Chairman Roads & Bridges
Robert Kosin, VBH Director of Administration

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

Date: June 10, 2015

Re: Longmeadow Parkway Project
Pre-Final Plan Review

We have reviewed the pre-final plan sets prepared by the Kane County Division of Transportation (KDOT) for the proposed Longmeadow Parkway project. As discussed at previous meetings the overall funding for the project has not been finalized, and residents have expressed a number of concerns regarding other aspects of the project as a whole. However, it is important to continue to review and coordinate with KDOT regarding the specifics of the project design as well so that if the project does proceed the impacts are mitigated to the extent possible.

Section C
This portion is the largest section of the Longmeadow Parkway project, spanning approximately 1.8 miles inclusive of the proposed bridge over the Fox River. The easternmost 1250' of the project are east of IL 25 within the Village of Barrington Hills. Our review is based on the plan set prepared by Crawford Murphy Tilly, dated March 5, 2015 and received May 7, 2015 (537 sheets).

The Village has explored the possibility of adding a short watermain extension down a portion of Longmeadow Parkway for fire protection purposes with the Village of Carpentersville and requested that this be included in the plan set. The pre-final plans do not include a proposed watermain in this area.

Section D
This portion of the project includes the intersection improvements at IL Rte 62 and approximately 2400' of Longmeadow Parkway from IL 62 west to approximately 1250' east of IL 25. Our review is based on the plan set prepared by Burns McDonell, dated March 5, 2015 and received May 7, 2015 (160 sheets).

Comments were forwarded to KDOT by our office on behalf of the Village in October 2014 after a resident meeting was held on October 8, 2014. The comments at that time were based on the available preliminary engineering plans. Several comments were addressed as summarized below:

- The proposed cul-de-sac radius for Autumn Trail was increased from 30' to 50' as requested.
- The proposed pavement section for Autumn Trail was increased to 2" HMA Surface Course, 2.25" HMA Binder Course, and 10" Aggregate Subgrade Improvement. A 2' aggregate shoulder has also been added.
- The Village had requested that a note be added to the plans specifically prohibiting construction traffic from utilizing Autumn Trail. It is not apparent that this note has been added. We will follow up with KDOT to confirm that this limitation is noted.
- The curb through private driveways along IL Rte. 62 has been modified from M4.24 to a fully depressed section as requested.

- A number of residents had expressed concerns about the proposed median along IL 62; specifically, requests were made that the median be mountable and have sufficient width for horse trailers to make turning movements into the residential driveways and private roads. The pre-final plans show a painted median area (no physical median). The median is 16' wide through the typical section, though it narrow for the proposed turn lanes and also tapers back to the existing pavement section.
- Driveway pavement section details have been included (not previously shown in the preliminary plans); details are as follows:
    - HMA (Asphalt) Driveways: 2" HMA Surface, 6" HMA Base Course.
    - Concrete Driveways: 6" PCC Driveway Pavement
    - Driveway apron improvements are generally shown to the limits of the ROW or beyond as needed for transition grading.
- The northern radius into Regan Blvd. has been widened to a 30' radius.
- As noted in previous correspondence, approximately 1.2 of the requested 2.51 surplus acre feet has been provided within the proposed detention pond.

The pre-final plans also provide additional grading detail that is not yet available during preliminary plan review. It may be beneficial to review this detail with affected residents along Autumn Trail and IL 62. For instance, there is an existing berm located outside of the existing ROW but within the proposed ROW at 146A Algonquin Road. The proposed cross sections indicate much of this berm would be eliminated by the proposed roadside grading. Similar changes are proposed north of the proposed intersection.

112 Algonquin Road
Barrington Hills, IL 60010
847.551.3000

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June 3, 2015

Original By Mail

Mr. Kurt Woolford, Chief Engineer
Lake County Stormwater Management Commission
500 W. Winchester Road, Suite 201
Libertyville, IL 60048
KWoolford@lakecountyil.gov

Subject: Village of Barrington Hills – Longmeadow Parkway

Dear Mr. Woolford,

This is to advise you that the Village of Barrington Hills has received Phase 2 pre-final plans for a transportation project referred to as the Longmeadow Parkway. A general description of the project may be found at the Web site of www.co.kane.il.us/dot/foxBridges/longmeadowPkwy.aspx.

In undertaking the review, direction from the Lake County Storm-water Management Commission is requested as to whether the Village, a certified storm water management community, should apply the provisions of the Lake County Watershed Development Ordinance to the project as a Public Road Development or abide by the storm water standards of the project agency, Kane County.

To further clarify the scope of review is limited to the area of the project, which is within the municipal boundaries of the Village of Barrington Hills. Also, the Village will have no additional storm-water maintenance obligations from the project as the storm-water facilities created by the project will be managed and maintained by the Kane County Division of Transportation and Illinois Department of Transportation.

Should there be a need for additional information or clarity of request, please contact the Village Engineer Dan Strahan.

Sincerely,

Robert Kosin
Director of Administration

C: Dan Strahan, GHA Engineers, 625 Forest Edge Drive, Vernon Hills, IL 60061

112 Algonquin Road
Barrington Hills, IL 60010
847.551.3000

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VIA E-MAIL TRANSMISSION – Original Posted
June 5, 2015

Attn. LMP Section 4(f)
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175
kdotcomments@co.kane.il.us

Re: Project Name: Longmeadow Parkway
Project Number (State and Federal): DPC-M-0019(008), Section #94-00215-01-ES

To Whom It May Concern,

This is being presented by the Village of Barrington Hills regarding the Public Notice ("Notice") for comment seeking public comment to the protection under Section 4(f) of the USDOT Act of 1966 for public properties or resources from the Longmeadow Parkway improvement. The Notice identifies certain public properties all apparently limited to an area from Sandbloom Road to IL Route 31 yet the corridor of the proposed improvement extends beyond that area, inclusive to the east to a connection to IL Route 62. The Notice documentation even describes the Project length as approximately 29,370 lineal feet (5.6 miles).

The purpose of the Notice relative to 4(f) resources should be inclusive of such similarly classified resources as that which is owned in the eastern position by Dundee Township Park District and CUSD Barrington 220. There may be others but the issue for KDOT is the exclusion of the review to such a class of properties and whether notice of the 4(f) review was provided for comment to their respective owners.

It is further proposed in the Notice for this limited area, the review of property for drainage and water features and whether it is adequately addressed in the proposed mitigation with the effects of the Longmeadow Parkway. The comment of Barrington Hills finds no inclusion in the Notice or the accompanying documentation to those features as they may exists within the Village and on public and private properties.

Without the inclusion as raised to all public property and drainage within the study corridor, support is not possible for a Section 4(f) 'de minimis" impact from the Federal Highway Authority.

Sincerely,

Robert Kosin
Director of Administration

C: FHWA - llinois Division via Facsimile

112 Algonquin Road
Barrington Hills, IL 60010
847.551.3000

village@vbhil.gov
www.vbhil.gov

Original By Mail

Tim Nuding, Director
Office of Management and Budget
401 South Spring
603 Stratton Building
Springfield, IL 62706

GOMB@illinois.gov

Re: EO 15-08 Longmeadow Parkway

Dear Director Nuding,

Please accept this request for consideration and comment.

We request that the Governor's Office of Management and Budget review the planning and development of a four-lane Fox River Bridge crossing and six mile roadway corridor in northeastern Kane County. This request is made pursuant to the provisions of Executive Order 15-08.

The project, referred to as the "Longmeadow Parkway" has not yet commenced construction. The description in the Kane County FY2015-2019 Transportation Improvement Program, is to connect to Illinois State Route 62 (Algonquin Road) with intersection of State Route 25 and State Route 31.

The EO 15-08 provides in its terms the review of major interstate projects and in turn to ensure public resources are available for the most critical needs. Please accept this request to undertake meaningful steps to examine the project and its potential costs and benefits.

Sincerely,

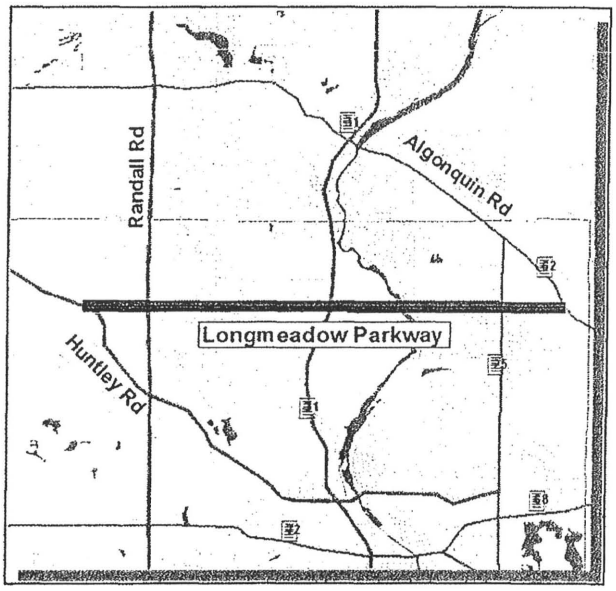
Robert Kosin
Director of Administration

Enc. Kane County TIP pg 86
Cc: Village President
Board of Trustees

Longmeadow Parkway Bridge Corridor Project

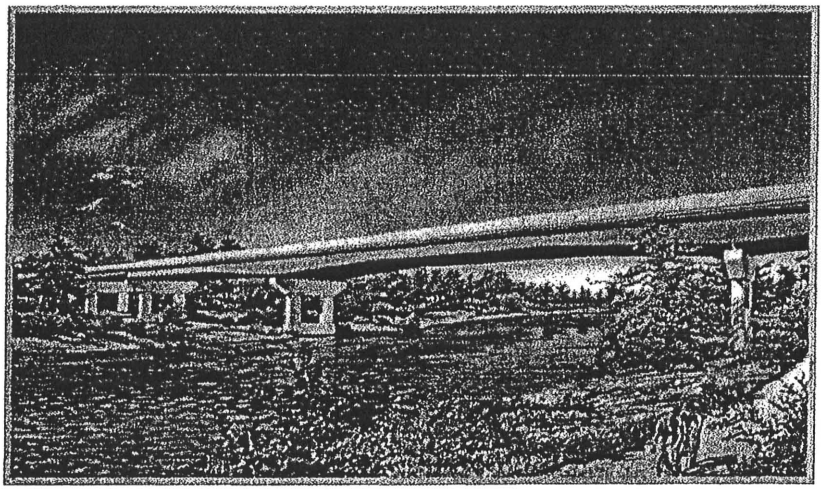
The Longmeadow Parkway Bridge Corridor is a proposed four-lane Fox River Bridge crossing and a new 6-mile roadway corridor to alleviate traffic congestion in northeastern Kane County. The project limits start west of Randall Road at Huntley Road with an eastern terminus at IL 62 and includes existing Longmeadow Parkway on the west side of the Fox River.

Eleven local governments in the Upper Fox Valley region passed resolutions of support requesting that Kane County consider funding the bridge through a user fee (toll funding). A Longmeadow Parkway Toll Bridge Task Force, comprised of members from the Kane County Board, municipalities, and McHenry County Board, then was formed to oversee the study of this corridor.



This project is a model project where planning, engineering, land acquisition, and construction funding is a combination of federal, state, county, municipal and toll bridge user fees. The project has been and will be fiscally constrained within existing revenue sources with efforts to also minimize toll costs as requested at public meetings. Only the bridge will be tolled with the remainder of Longmeadow Parkway providing local accessibility much like a local collector road.

The County received $10.2 million in federal funds (including $4.0M HPP funds) for Phase I and II Engineering and Land Acquisition, $5 million in Kane Kendall Council of Mayors STP funds, and $3.1 million in Congestion Mitigation Air Quality and other federal funds. Phase I Engineering is complete, Phase II Engineering began in FY 2013 and is ongoing. Land Acquisition is 60% complete. With a total project estimate of $117 million, Kane County continues to seek federal and state funding for the remaining Land Acquisition and construction elements of the project.



EXECUTIVE ORDER **15-08**

EXECUTIVE ORDER TO ADDRESS THE STATE'S FISCAL CRISIS

WHEREAS, the State of Illinois faces historic, unprecedented debt obligations, including over $100 billion in unfunded pension liabilities and $6.5 billion in unpaid bills; and

WHEREAS, although the Illinois Constitution requires – and the people of Illinois expect – a balanced and honest budget, the State's budget for the current fiscal year ending June 30, 2015, does not fully account for all expected spending or changes in revenue during the remainder of this fiscal year, resulting in a current deficit of approximately $760 million; and

WHEREAS, the budget for the current fiscal year relies upon borrowing, including $650 million in inter-fund borrowing; and

WHEREAS, the State is required to pay $1.4 billion per year to service debt on bonds previously issued to fund the State's pension obligations; and

WHEREAS, on top of the payments for pension-related debt, the State is expected to contribute $6.6 billion from the General Revenue Fund to the pension systems in the next fiscal year – which includes $4.6 billion in payments resulting from the State's previous failure to adequately funds its pension obligations; and

WHEREAS, the State's credit rating is currently the lowest among all 50 U.S. states; and

WHEREAS, the State's debts diminish the State's ability to attract and retain businesses and residents and are a burden upon the State's ability to serve the critical needs of its people; and

WHEREAS, in order to honestly align spending and revenues, to satisfy the requirements of Section 2 of Article VIII of the Illinois Constitution, and to ensure that our public resources are available for our most critical needs, the Executive Branch must undertake meaningful steps to examine and reduce spending;

THEREFORE, I, Bruce Rauner, Governor of Illinois, by virtue of the executive authority vested in me by Section 8 of Article V of the Constitution of the State of Illinois, do hereby order as follows:

I. DEFINITIONS

As used in this Executive Order:

"CMS" means the Illinois Department of Central Management Services.

"FY 2015" means the fiscal year of the State of Illinois ending on June 30, 2015.

"GOMB" means the Governor's Office of Management and Budget.

"State Agency" means any officer, department, agency, board, commission, or authority of the Executive Branch of the State of Illinois.

"State Funds" means all funds available to a State Agency from whatever source.

II. PROCUREMENT AND PERSONNEL

1. Review of Procurement and Personnel Decisions. As soon as practicable, every State Agency shall provide a report to GOMB identifying (a) every contract or grant that was let, awarded, or entered into by the State Agency on or after November 1, 2014 and through the date of the report and (b) every decision or action taken by the State Agency to employ or to terminate the employment of any employee of the State Agency on or after November 1, 2014 and through the date of the report.

2. Contracts and Grants. Until July 1, 2015, no State Agency shall let, award, or enter into any contract or grant, or any amendment or change order to or renewal of any existing contract or grant, that obligates the expenditure of State Funds except as follows:

   (a) Contracts Required by Law. A State Agency may enter into a contract or grant that is required to comply with applicable law, provided that the State Agency first complies with any applicable guidelines issued by GOMB for verifying that the contract or grant is required by law.

   (b) Contracts for Emergency Expenditures. A State Agency may enter into a contract that is required in order to incur an emergency expenditure that, if not incurred, would jeopardize one or more fundamental operations of the State Agency and for which there is not adequate time to permit review and approval by GOMB before entering into the contract for, provided that (i) the contract does not obligate the expenditure of State Funds except as required for the emergency expenditure, and (ii) the State Agency complies with any applicable guidelines issued by GOMB for subsequent review of the contract and expenditure, including of the exigent circumstances that existed.

   (c) Contracts for Small Purchases. A State Agency may enter into a contract that obligates the State to pay less than $50,000 (including any contingent and conditional payment obligations) during the term of the contract, provided that the State Agency complies with any applicable guidelines issued by GOMB for subsequent review of the contract and expenditure.

   (d) Contracts and Grants for Essential Operations. If the State Agency determines that the contract or grant is needed for its essential operations, but the contract does not otherwise meet the criteria immediately above, the State Agency must first submit the proposed contract or grant to GOMB for review and approval in accordance with any applicable guidelines issued by GOMB, before the State Agency enters into the contract or grant.

3. Review of the Major Interstate Construction Projects. The planning and development of any major construction that has an impact on interstate travel and for which construction has not commenced, as identified by the State Agency or GOMB, shall be suspended in order to allow careful review of the project and its potential costs and benefits.

4. Review and Termination of Non-Essential Contracts. Every State Agency shall review all contracts that require the expenditure of State Funds that are not essential for the State Agency's operations. As soon as reasonably practicable, every State Agency shall provide a report to GOMB of all such non-essential contracts, together with information about when and under what circumstances such non-essential contracts may be terminated without material penalty to the State of Illinois.

III. SPENDING

1. Managing Existing Resources. To the extent feasible and without compromising its essential operations, each State Agency shall take all necessary actions to manage its State Funds and other resources to avoid the need for supplemental funding in excess of the State Funds heretofore made available by appropriations or other sources. Each State Agency shall provide a report to GOMB as soon as practicable of such actions taken, or to be taken, by the State Agency.

2. Supplemental Funding (Balanced Budget Note Act). No State Agency shall encumber, obligate, or expend State Funds that have been appropriated pursuant to a "supplemental appropriation bill," as such term is defined in Section 5 of the Balanced Budget Note Act (25 ILCS 80/5), unless (1) such supplemental appropriation bill was accompanied by a Balanced Budget Note as required by the Balanced Budget Note Act or (2) otherwise approved by GOMB.

3. Motor Vehicles. No State Agency shall purchase or lease any motor vehicle except in accordance with any applicable guidelines issued by GOMB.

4. Out-of-State Travel. No State Agency shall expend State Funds for travel by its personnel, contractors, or other persons outside of the State of Illinois except after review and approval by GOMB.

5. In-State Travel. Every State Agency shall make every effort to limit the number of its personnel who travel within the State of Illinois and seek reimbursement for the costs of such travel. Such efforts shall include:

   (a) Pre-Approval for Reimbursements. Every employee must receive express pre-approval from the head of the agency in which the employee is employed, or the designee of such agency head, for any travel costs to be reimbursed by the State.

   (b) Review of Travel Vouchers. Every State Agency must conduct a review of all travel vouchers that have been submitted and paid in order to identify and eliminate excessive, improper, un-approved, or unnecessary reimbursements.

   (c) Eliminating Unnecessary Travel. To the extent feasible, every State Agency shall reduce reimbursements for travel costs by requirement employees to use State-owned vehicles (where such usage results in a net savings to the State), to carpool, or to take public transportation whenever possible; and by using teleconferencing and videoconferencing in place of travel whenever possible.

IV. STATE PROPERTY

1. Surplus Personal Property. At the direction of GOMB, CMS shall identify surplus personal property owned by the State of Illinois and conduct an auction of such property, in compliance with all applicable laws and regulations. CMS shall provide a report to GOMB of all such actions taken by June 30, 2015.

2. Surplus Real Property. GOMB and CMS shall review all real property owned or leased by the State of Illinois and develop and implement a comprehensive strategy for (1) consolidating offices and other functions into fewer and less costly spaces, (2) re-locating offices and other functions from leased space to space owned by the State of Illinois, and (3) disposing of under-utilized space.

3. Energy Efficiency and Conservation. Every State Agency shall implement practices to reduce energy consumption and prevent wasteful spending on energy, including reducing heating, air conditioning, and lighting usage when facilities are not in use. The facility manager for each State Agency shall recommend specific measures and practices that may be undertaken by the State Agency.

V. PRIOR EXECUTIVE ORDERS

This Executive Order supersedes any contrary provision of any prior Executive Order.

VI. SAVINGS CLAUSE

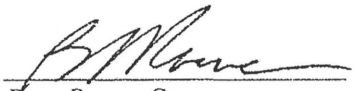
This Executive Order does not contravene and shall not be construed to contravene any State or federal law or any collective bargaining agreement.

VII. SEVERABILITY CLAUSE

If any part of this Executive Order is found invalid by a court of competent jurisdiction, the remaining provisions shall remain in full force and effect.

VIII. EFFECTIVE DATE

This Executive Order shall take effect immediately upon filing with the Secretary of State.



Bruce Rauner, Governor

Issued by Governor: January 12, 2015
Filed with Secretary of State: January 12, 2015

RESOLUTION SUPPORTING A BRIDGE STUDY CORRIDOR AND PROJECT IN DUNDEE TOWNSHIP FOR CONSTRUCTION OF THE LONGMEADOW PARKWAY (BOLZ ROAD) BRIDGE, AND ROUTE 62 TRAFFIC CORRIDOR STUDY FROM ROUTE 68 TO ROUTE 31

WHEREAS, the Village of Barrington Hills is dedicated to participating in regional traffic planning consistent with the goals of its Comprehensive Plan, and for the betterment of its residents, and the region; and

WHEREAS, significant traffic congestion is presently experienced at the existing Fox River bridge crossings within Dundee and Algonquin Townships and on a number of local and state roadways leading to said crossings; and

WHEREAS, traffic congestion on State Routes within the Village of Barrington Hills negatively impacts property values, safety, and quality of life for the residents of the Village; and

WHEREAS, traffic congestion within the Village of Barrington Hills where Bateman and Sutton Roads cross Route 62 is well documented and recognized by its residents; and

WHEREAS, existing bridge capacities are inadequate for the current and projected development of the area resulting in increased traffic congestion, travel times, air pollution, fuel consumption, risk to pedestrians and bicyclists, and other impacts to existing infrastructure and residences; and

WHEREAS, traffic congestion within the Village of Barrington Hills is directly linked to bridge capacity at the two existing Fox River bridge crossings within Dundee Township; and

WHEREAS, the County of Kane, which includes the municipalities of Barrington Hills and Algonquin within Dundee Township, is projected by the Northeastern Illinois Planning Commission to be one of the fastest growing areas in the six-county northeastern Illinois area; and

WHEREAS, there is underway a feasibility study and environmental assessment under the auspices of Kane County for a future Fox River bridge crossing that could serve both localized and regional traffic needs in Dundee Township north of IL State Route 72 and west of Bolz Road; and

WHEREAS, the Village of Algonquin has fostered a regional transportation planning consensus through what has become known as the Longmeadow Parkway Bridge Study Corridor ("Corridor"); and

WHEREAS, the construction of the Longmeadow Parkway Bridge will most likely forgo the need for other local Fox River bridge projects and thus help to stabilize planning and property values within the Villages of Barrington Hills and Algonquin; and

WHEREAS, the Village of Barrington Hills has supported the planning efforts of the Village of Algonquin and Kane County in developing a consensus for the study of the Corridor; and

WHEREAS, the Village of Barrington Hills has supported study efforts of IDOT, Kane County, and Cook County for the IL State Route 62 traffic corridor from IL State Route 68 to IL State Route 25; and

WHEREAS, the Village of Barrington Hills has a strong equestrian foundational component in its land use and long history of equestrian and other nature activities on private, public, and Forest Preserve property, and that the road systems referenced here effectively bisect the Village.

NOW, THEREFORE BE IT RESOLVED by the President and Board of Trustees of the Village of Barrington Hills, located in Cook, Kane, Lake and McHenry Counties, Illinois as a home rule municipality the following:

Section One. The foregoing recitals are hereby incorporated into this Resolution as findings of the President and Board of Trustees.

Section Two. The President and Board of Trustees in view of the foregone recital support the efforts to obtain funding for the continual feasibility study, environmental assessment, and eventual construction for a future Fox River bridge crossing at or near the western end of Bolz Road from existing Longmeadow Parkway to IL State Route 62 that could serve both the localized and regional traffic needs of the Township of Dundee north of IL State Route 72.

Section Three. The President and Board of Trustees will work towards a regional consensus with the Village of Algonquin, Carpentersville, Kane County, and McHenry County on the design and construction of a Longmeadow Parkway Bridge.

Section Four. The President and Board of Trustees will work towards a local and regional consensus with the residents of Barrington Hills, IDOT, the Village of Algonquin, Cook county, Kane County, and the Cook County Forest Preserve to study the variety of traffic flow solutions to address congestion from IL State Route 68 to IL State Route 25, including the following intersections with IL State Route 62:

Old Sutton Road
Springwood Lane
Bateman Road
Helm Road
Royal Way

Regan Boulevard
Bolz Road as proposed in the Longmeadow Parkway Bridge Study Corridor
Autumn Trail north (West End)
Autumn Trail south (East End)
Private access points along the identified section of IL State Route 62

Section Five. The President and Board of Trustees will work to eliminate or mitigate the impact as may be identified in traffic and regional analysis of an extension of Boltz Road to IL State Route 62 within the Longmeadow Parkway Bridge Study Corridor on existing Barrington Hills' residents and their property.

Section Six. This Resolution recognizes that there is a small but real possibility that the extension of Bolz Road to IL State Route 62 within the Corridor or potential upgrade of IL State 62 could impact certain Barrington Hills residential properties. As such, the Village of Barrington Hills is committed to working with any affected property owner(s) and the State of Illinois to ensure to the extent possible that any affected resident(s) are properly compensated, and that any displaced residents are afforded similar property opportunities within the Village. In the unlikely event a resident must be relocated as part of a detailed regional effort, and suitable alternative property is not readily available in the Village market place, the Village may consider a wide variety of efforts, including the application of annexation, within its planning area to expand the Village proper, creating available property for the affected resident(s).

Section Seven. The Village of Barrington Hills will support and offer its participation with IDOT, the McHenry County Department of Transportation, and the Village of Algonquin to upgrade the intersection of IL State Routes 62 and 31.

Section Eight. The Village of Barrington Hills will ensure through these roadway planning activities, provisions are made for enhanced equestrian and other nature activity access and crossing within the roadway plan area, including Forest Preserve access.

Section Nine. This Resolution shall be in full force and effect from and after its approval and publication according to law for which copies shall be spread across the minutes of the Village and made available to all so interested.

RESOLUTION 06 - 06

PASSED BY THE PRESIDENT AND BOARD OF TRUSTEES of the Village of Barrington Hills, Illinois at a regular meeting thereof held on the 27 day of March, 2006.

APPROVED THIS 27TH DAY OF MARCH, 2006

AYES: 6, NAYS: 0, ABSENT: 1.

(SEAL)

ATTEST:

Grace Wyman
Village Clerk

Village President

RESOLUTION SUPPORTING EVALUATION OF LONGMEADOW PARKWAY BRIDGE CORRIDOR TOLL BRIDGE FUNDING

Whereas, in the upper Fox Valley there has not been a bridge constructed crossing the Fox River since the 1-90 tollway extension in the late 1950's; and,

Whereas, the population on the west side of the Fox River has increased ten fold since the 1980's; and

Whereas, this population increase continues to tax the only three regional bridge crossings over the Fox River: I-90, RT. 72, and RT. 62.

Whereas, the Longmeadow/Bolz Road Fox River Bridge Corridor is proposed as a four-lane bridge crossing, of an arterial roadway, approximately 5.6 miles in the length with the principal purpose to assist and alleviate any traffic congestion in northern Kane County and southern McHenry County; and,

Whereas, The project was earmarked with four million dollars in federal funds for right-of-way acquisition and engineering in August 2005, and a total of nine million dollars will be spent in local, State and Federal funds studying the corridor; and,

Whereas, Kane County area municipalities are currently acquiring critical parcels for the corridor, have secured approximately 50% of the right-of-way for the corridor to facilitate this development and reduce the estimated project costs; and,

Whereas, each of the communities through which the designated Longmeadow corridor passes, agrees with the alignment of that corridor; and,

Whereas, the construction of this roadway will continue to enhance both Kane and McHenry Counties' transportation network by reducing congestion and providing alternative and more direct routes to serve existing land use through efficient access to central business districts, employment and commercial centers; and,

Whereas, Federal and State funding of roadway projects is expected to be very limited in the near future; and extremely competitive in terms of future transportation requirements, throughout the region as well as on a national level; and,

Whereas, unfunded items include phase two engineering, selective right-of-way acquisition and actual construction of the bridge and approaches; and,

Whereas, an optimistic timeline would be that funding may be available for this project somewhere in the next decade making this project potentially available for traffic no earlier than 2018/2020; and,

Whereas, the tollway alternative, which is a user fee based system, benefits more than just Kane County residents and the toll usage provides for a funding mechanism for those residents who reside outside of Kane County.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Barrington Hills, Cook, Lake, McHenry, and Kane Counties, Illinois, as a home rule municipality that:

Section One: The Village supports the evaluation of toll bridge options for the Longmeadow/Bolz corridor.

Section Two. If any part or provision of this Resolution shall be held or deemed to be invalid, such invalidity shall not have the affect of rendering another part or provision of this Resolution invalid.

Section Three. This Resolution shall be in full force and effect from and after its passage and approval as provided by law.

DATED this 21st day of May, 2007.

AYES: 6 NAYES: 0 ABSENT: 1

APPROVED THIS 21st day of May, 2007

Village President

(SEAL)

ATTEST:

Village Clerk

RESOLUTION OF OPPOSITION TO CONSTRUCTION OF THE LONGMEADOW PARKWAY (BOLZ ROAD) BRIDGE

WHEREAS, the Village of Barrington Hills is dedicated to participating in regional traffic planning consistent with the goals of its Comprehensive Plan, and for the betterment of its residents and the region; and

WHEREAS, the Longmeadow Parkway Fox River Bridge Corridor, which is a proposed four-lane Fox River Bridge crossing and four lane arterial roadway corridor, approximately 5.6 miles in length, is planned to pass through the Village of Barrington Hills, in addition to other nearby communities; and

WHEREAS, in 2006, the Village Board adopted Resolution 06-06, supporting a study to consider the feasibility and benefit to be derived from the construction of the Longmeadow Parkway Bridge, in support of the efforts being undertaken by the Village of Algonquin and Kane County; and

WHEREAS, since 2006, the Village has continued to study the feasibility and effect of the construction of the Longmeadow Parkway on the Village and its residents, and has concluded, when all elements of cost of the Longmeadow Parkway are considered, the total cost of Longmeadow Parkway will be in excess of $100 million; and

WHEREAS, a significant amount of the total cost will come from taxpayer funds at the local, state and federal levels at a time when all units of government are facing serious financial limitations; and

WHEREAS, the Governor of Illinois has challenged the citizens and all levels of government to identify means to save money and assist the State of Illinois resolve its serious financial situation; and

WHEREAS, the construction of Longmeadow Parkway, including a connection to Route 62 will have an impact on Village residents living in the area, including high levels of noise, loss of property, loss of access to property, diminution of property values, loss of open space and wildlife habitat, impingement on school district property, impingement on public park land, and general disruption of the quiet enjoyment of resident's property; and

WHEREAS, in addition to the effects the construction and resultant traffic is expected to have on the Village, events of the past several years, including analysis of population growth patterns and the current financial difficulties in the State of Illinois prompts the Village to reassess its support for the Longmeadow Parkway.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Barrington Hills, located in Cook, Kane, Lake and McHenry Counties, Illinois as a home rule municipality the following:

SECTION ONE: The recitals set forth herein are incorporated into this Resolution as though fully set forth herein.

SECTION TWO: The President and Board of Trustees, in view of the many facts now apparent that were unknown at the time of passage of Resolution 06-06, can no longer support the Longmeadow Parkway project or the construction of a bridge across the Fox River at Bolz Road.

SECTION THREE: The President and Board of Trustees will no longer support an extension of Longmeadow Parkway across portions of the Village that will severely and detrimentally affect residents of the Village.

SECTION FOUR: The President and Board of Trustees will work diligently with residents and implementing agencies to ensure that environmental investigations supporting any project affecting the Village will fully comply with all relevant rules and regulations, will be based on current and prevailing data, will be guided by current and prevailing standards and will be updated in a public process.

SECTION FIVE: The President and Board of Trustees remain committed to working with other regional communities, counties and the State of Illinois to identify traffic management measures and projects which can be objectively proven to benefit the residents of the region.

SECTION SIX: This Resolution shall take effect immediately upon its passage and approval as provided by law.

SECTION SEVEN: The Village Clerk is hereby directed to send a certified copy of this Resolution to the Kane County Board Office, 719 Batavia Avenue, Geneva, IL 60134, the Kane County Division of Transportation, 41W011 Burlington Road, St. Charles, IL 60175, and to each of the state and federal legislators representing the Village of Barrington Hills.

Ayes: Nays: Absent:

PASSED AND APPROVED by the President and Board of Trustees of the Village of Barrington Hills, Illinois, this day of , 20 .

APPROVED:

_____
Village President

ATTEST:

_____
Village Clerk

GHA GEWALT HAMILTON ASSOCIATES, INC.
CONSULTING ENGINEERS
625 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701
www.gha-engineers.com

MEMORANDUM

To: Brian Cecola, VBH Chairman Roads & Bridges
Robert Kosin, VBH Director of Administration

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

Date: June 9, 2015

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

On June 5, 2015 the Village of Algonquin provided the attached draft IGA to the Village for consideration relative to the proposed Highland Avenue/Spring Creek Road improvements project. We have reviewed the proposed IGA and offer the following notes:

- Based on the history relative to this project we would recommend that the fifth "Whereas" paragraph on the first page be removed. The Village of Barrington Hills learned of the STP grant application after it had already been submitted. Also, IDOT approved the Project Development Report prepared by the Village of Algonquin; it is note the role of Barrington Hills to approve the PDR.
- Exhibit B includes an estimated funding split for the project and associated engineering costs. The Village is not contributing any funds to Phase I or Phase II Engineering for the project (both amounts are listed as $0), but the Barrington Hills share of the Construction and Construction Engineering Costs is listed as "TBD" for each. The total amount for those two areas is substantial, totaling $2,500,000 and $240,000, respectively, with the federal funding totaling $1,500,000. We would recommend that the Villages discuss appropriate terms for this funding split at this time since the scope of improvements within the Barrington Hills portion of the project is well defined. The following is noted:
    - The latest estimate of cost provided in the updated PDF for the project indicated a construction cost of $2,731,170, with construction engineering costs of $273,117.
    - The federal funds available for the project are capped at $1,500,000 and do not increase as project costs increase.
    - The grant funding application prepared by the Village of Algonquin in 2012 indicated that the Village of Barrington Hills would be contributing $31,000 to the project.
    - Increases in the estimated project costs since the grant application was submitted in 2012 are primarily due to the changing scope of improvements with the Village of Algonquin portion of Spring Creek Road. Based on the plans provided the length of roadway improvements in Barrington Hills is approximately 1200'; at the unit costs for the recently approved 2015 Road Program the cost to the Village to resurface this stretch of Spring Creek Road as a separate project would be approximately $67,500.

AGREEMENT
BETWEEN THE VILLAGE OF BARRINGTON HILLS
AND THE VILLAGE OF ALGONQUIN
FOR THE
CONSTRUCTION OF THE
HIGHLAND AVENUE/SPRING CREEK ROAD

THIS AGREEMENT is entered into this _____ day of _____, 2015 (hereinafter referred to as "Effective Date"), by and between the Village of Algonquin, an Illinois home rule municipal corporation, (hereinafter referred to as "ALGONQUIN") and the Village of Barrington Hills, an Illinois municipal corporation, (hereinafter referred to as "BARRINGTON HILLS"); collectively, the Parties and individually, Party; and

WITNESSETH

WHEREAS, ALGONQUIN has prepared Plans, Specifications, and Estimates for the improvement of Highland Avenue/Spring Creek Road as shown on EXHIBIT A; hereinafter referred to as the IMPROVEMENT; and

WHEREAS, Spring Creek Road from the east ALGONQUIN limit is under the jurisdiction of BARRINGTON HILLS; and

WHEREAS, Highland Avenue is under the jurisdiction of ALGONQUIN; and

WHEREAS, ALGONQUIN has been awarded Surface Transportation Program (STP) Funds that will fund up to $1.5 million of the construction costs of said IMPROVEMENT; and

WHEREAS, BARRINGTON HILLS supported ALGONQUIN's preparation of the STP grant application and has reviewed and approved the Project Development Report prepared by the Village; and

WHEREAS, the IMPROVEMENT is of regional importance to vehicular and pedestrian safety, traffic operations, and mobility; and

WHEREAS, said IMPROVEMENT will be of immediate and lasting benefit to the residents of ALGONQUIN and BARRINGTON HILLS and will be permanent in nature;

WHEREAS, BARRINGTON HILLS is in agreement with ALGONQUIN's Phase I plan for the IMPROVEMENT.

WHEREAS, it is in the best interests of both ALGONQUIN and BARRINGTON HILLS to enter into this Agreement and both have authorized the execution of this Agreement.

NOW, THEREFORE, in consideration of the foregoing and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, and in the exercise of their powers and authority under the intergovernmental cooperation provisions of Article VII, Section 10 of the Illinois Constitution of 1970, the Illinois Intergovernmental Cooperation Act, 5 ILCS 220/1 et seq., and other applicable authority, the Parties do hereby agree as follows:

1. The foregoing recitals are hereby incorporated herein and made a part of this Agreement.

2. ALGONQUIN agrees to act as lead agency and will prepare, or cause to be prepared, all necessary work required by Federal Aid Procedures for Local Agencies for Phase I Engineering and Phase II Engineering.

3. ALGONQUIN agrees to coordinate any utility relocation necessary.

4. ALGONQUIN agrees to act as lead agency for construction and construction engineering in accordance with IDOT and Federal Aid Procedures.

5. BARRINGTON HILLS agrees to reimburse ALGONQUIN for its actual proportionate share of the local match for the IMPROVEMENT as shown in EXHIBIT B.

6. ALGONQUIN and BARRINGTON HILLS agree to maintain, or cause to be maintained, the IMPROVEMENTS within its jurisdiction at no cost to the other.

7. Each party agrees to mutually indemnify, defend, and hold harmless the other party, its officers, agents and employees, for any and all third party claims, demands, damages, costs and expenses, including reasonable attorneys' fees, of any kind or nature whatsoever, resulting from bodily injury and physical injury to tangible property, caused by the negligent or willful act or omission by such indemnifying party's officers, agents, and employees in connection with, arising out of, or related to this Agreement. Each party further agrees to mutually defend, indemnify and hold harmless the other party, its officers, agents and employees, against claims or liabilities arising out of any injury to person or property, or caused by the party's acts infringing or allegedly infringing on the proprietary rights of a third party. Nothing in this Agreement prevents either Party from asserting any tort immunities or other legal defenses against lawsuits instituted by any nonparty against one or both parties to this Agreement.

8. Each party shall maintain liability insurance coverage with minimum limits of $1 million which covers their respective obligations undertaken pursuant to this Agreement. Each party shall provide a certificate of insurance stating the aforementioned coverage upon request.

9. It is mutually agreed by and between the parties hereto that nothing contained in THIS AGREEMENT is intended nor shall be construed in any manner or form to limit the power or authority of BARRINGTON HILLS to maintain, operate, improve, construct,

re-construct, repair, build, widen, or expand any BARRINGTON HILLS road as best determined and provided by law.

10. In the performance of this Agreement, both Parties hereto will be acting in their individual governmental capacities and not as agents, employees, partners, joint ventures, or associates of each other. The employees, agents, or subcontractors of one Party shall not be deemed or construed to be the employees or agents of the other Party.

    Nothing in this Agreement is intended, or shall be construed or applied, to create the relationship of principal and agent, partners, or joint ventures between ALGONQUIN and BARRINGTON HILLS.

11. It is mutually agreed by and between the parties hereto that the provisions of THIS AGREEMENT are severable. If any provision, paragraph, section, subdivision, clause, phrase, or word of THIS AGREEMENT is for any reason held to be contrary to law, or contrary to any rule or regulation having the force and effect of law, such decision shall not affect the remaining portions of THIS AGREEMENT.

12. It is mutually agreed by and between the parties hereto that the agreement of the parties hereto is contained herein, and that THIS AGREEMENT supersedes all oral agreements and negotiations between the parties hereto relating to the subject matter hereof as well as any previous agreements presently in effect between the parties hereto relating to the subject matter hereof.

13. It is mutually agreed by and between the parties hereto that any alterations, amendments deletions, or waivers of any provision of THIS AGREEMENT shall be valid only when expressed in writing and duly executed by the parties hereto.

14. Neither Party shall assign this Agreement without the prior written consent of the other Party.

15. THIS AGREEMENT shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns, provided however, that neither party hereto shall assign any interest hereunder without the prior written consent and approval of the other and any such assignment, without said prior written consent and approval shall be null and void and of no force and effect.

16. Any notices required or permitted hereunder shall be sufficiently given if mailed by certified mail, return receipt requested to the parties hereto as follow:

VILLAGE OF BARRINGTON HILLS
112 Algonquin Road
Barrington Hills, Illinois 60010-5199
Attention: Mr. Robert Kosin
Director of Administration

VILLAGE OF ALGONQUIN
2200 Harnish Drive
Algonquin, IL 60102-5995
Attention: Mr. Tim Schloneger
Village Manager

17. The terms of THIS AGREEMENT will be construed in accordance with the laws of Illinois. The parties agree that the venue for any dispute arising under the terms of this agreement shall be the Twenty-second Judicial Circuit, McHenry County, Illinois, and if any disputes arise, said disputes shall be decided under the jurisdiction and governed by the laws of Illinois.

18. Each Person Signing below on behalf on one of the parties hereto agrees, represents and warrants that he or she has been duly and validly authorized to sign THIS AGREEMENT on behalf of their party.

ATTEST:

_____
Jerry Kautz, Clerk
Village of Algonquin

VILLAGE OF ALGONQUIN

_____
Tim Schloneger, Village Manager
Village of Algonquin

ATTEST:

_____
Anna Paul, Deputy Clerk
Village of Barrington Hills

VILLAGE OF BARRINGTON HILLS

_____
Robert Kosin, Director of Administration
Village of Barrington Hills

Date: _____

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EXHIBIT A: LOCATION MAP

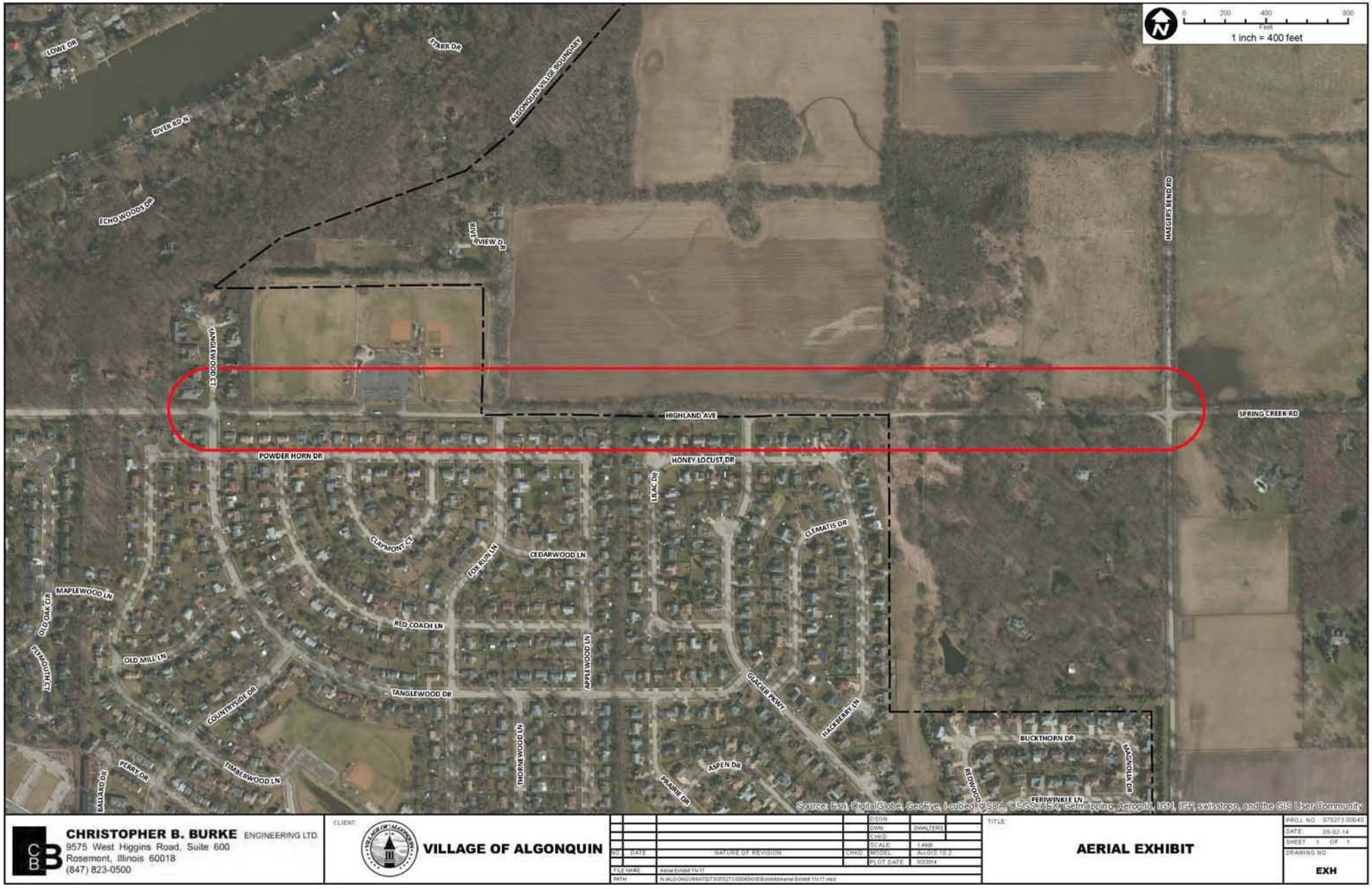

EXHIBIT B: ESTIMATED FUNDING SPLIT

	FEDERAL	VILLAGE OF ALGONQUIN	VILLAGE OF BARRINGTON HILLS	TOTAL
PHASE I ENGINEERING (2014)	$ 0	$ 86,200	$ 0	$ 86,200
PHASE II ENGINEERING (2015)	$ 0	$192,000	$ 0	$ 192,000
CONSTRUCTION (2015-2016)	$1,500,000	$ TBD	$ TBD	$2,500,000
CONSTRUCTION ENGINEERING (2015-2016)	$ 0	$ TBD	$ TBD	$ 240,000
TOTAL	$1,500,000	$ TBD	$ TBD	$3,018,200

GHA GEWALT HAMILTON ASSOCIATES, INC.
CONSULTING ENGINEERS
625 Forest Edge Drive, Vernon Hills, IL 60061
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MEMORANDUM

To: Brian Cecola, VBH Chairman Roads & Bridges
Robert Kosin, VBH Director of Administration

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

Date: June 9, 2015

Re: McHenry County 2015-2019 Transportation Plan

On June 2, 2015 the McHenry County DOT released its annual five-year transportation program for 2015-2019. The annual five-year transportation program serves as the link between the long range planning efforts of the McHenry County 2040 Transportation Plan and the county's annual budget.

Program Highlights
The 2015-2019 Transportation Program includes $254.2 million in project expenditures and lists the following program priorities:

- $47,925,000 for capacity and operational changes to Randall Road
- $18,582,113 for the last three annual payments to retire the debt service needed for the 2007 issuance of $50,000,000 in debt certificates used to help finance the Algonquin Road widening and other programmed projects.
- $25,019,000 to complete the Charles J. Miller Road widening project in FY2016.
- $53,040,000 for an interchange at Illinois Route 23 and Interstate 90, as well as a south Marengo bypass and various County intersection improvements along IL 23 as identified in the 2040 Plan.

Within the Village of Barrington Hills, McHenry County maintains a portion of County Line Road west of the Kane County line that was recently resurfaced; no other McHenry County roadways are located in the Village. The five-year program document does not reference either the Longmeadow Parkway project or the "Northern Bypass", a proposed extension of IL 25 that would be located west of and parallel to Haegers Bend Road and include a crossing of the Fox River. The Northern Bypass project is identified as the North Algonquin Fox River Crossing in the McHenry County 2040 Transportation Plan and was listed in that document as a "medium priority" project.

MCCG
MCHENRY COUNTY COUNCIL OF GOVERNMENTS

2015 Transportation Agenda

Algonquin President John Schmitt and local elected officials cut the ribbon officially opening the Western Algonquin Bypass in August 2014.

2015 Key Corridor Projects:

- IL 47 from US 14 to Charles Road in Woodstock
- IL 47 and IL 176 Intersection Improvements
- IL 31 from IL 176 in Crystal Lake to IL 120 in McHenry
- Randall Road Improvements from County Line Road to Ackman Road
- IL 47 from Reed Road in Huntley to US 14 in Woodstock

Regional Projects for which the MCCG Supports:

- Union Pacific Northwest Line New Start Projects
- Longmeadow Parkway
- IL 53 Extension into Lake County and connection to IL 120 and US 12
- IL 23 at I-90 Interchange

Projects that Have Received Funding and are Monitored for Completion:

A. Widening of Miller Road from Illinois Route 31 to River Road
B. US 14 from Crystal Lake Avenue in Crystal Lake to Lake Shore Drive in Woodstock

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MEMORANDUM

To: Brian Cecola, VBH Chairman Roads & Bridges
Robert Kosin, VBH Director of Administration

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

Date: June 9, 2015

Re: Coal Tar Sealants

Per the request of the Village President the June 16th Roads & Bridges Committee meeting includes an agenda item pertaining to coal tar, a common element in products used to seal residential driveways.

We researched this topic in 2012 when developing plans to apply a pavement rejuvenator to Steeplechase Road. Pavement sealants generally fall into two categories: (1) coal-tar based sealants, and (2) asphalt based sealants. The pavement rejuvenator utilized on Steeplechase Road was asphalt based, containing no coal tar.

Coal tar sealcoats contains concentrations of PAH's roughly 1000 times that of asphalt based seal coats. PAH's are known carcinogens and dangerous to aquatic life. Locally the Village of Lake-in-the-Hills made national news in 2010 when the USGS published test results from samples taken in Lake-in-the-Hills. There have been a number of studies and publications in recent years documenting the impacts of coal tar-based sealants:

- EPA Publication- "Assessment of Water Quality of Runoff from Sealed Asphalt Surfaces, dated September 2011, publication No. EPA/600/R-10/178.
- USGS Publication- "PAHs in our Environment Symposium", dated Nov. 2011 (attached).
- "PAHs Underfoot: Contaminated Dust from Coal-Tar Sealcoated Pavement is Widespread in the United States", article published in Environmental Science & Technology in Nov. 2008 (attached).

Based on public and environmental health concerns, coal tar based sealcoats have been banned in a number of jurisdictions, including Minnesota, Washington, the City of Austin, TX, Dane County, WI, Montgomery County, MD, Suffolk County, NY, Washington D.C., and locally in South Barrington. In 2014 legislation was introduced in Illinois in both houses (HB 4599/SB 3431) which would ban the sale and use of coal tar sealant in Illinois and allow cities and counties to adopt ordinances enforcing the ban.

PAHs Underfoot: Contaminated Dust from Coal-Tar Sealcoated Pavement is Widespread in the United States

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We reported in 2005 that runoff from parking lots treated with coal-tar-based sealcoat was a major source of polycyclic aromatic hydrocarbons (PAHs) to streams in Austin, Texas. Here we present new data from nine U.S. cities that show nationwide patterns in concentrations of PAHs associated with sealcoat. Dust was swept from parking lots in six cities in the central and eastern U.S., where coal-tar-based sealcoat dominates use, and three cities in the western U.S., where asphalt-based sealcoat dominates use. For six central and eastern cities, median ΣPAH concentrations in dust from sealcoated and unsealcoated pavement are 2200 and 27 mg/kg, respectively. For three western cities, median ΣPAH concentrations in dust from sealcoated and unsealcoated pavement are similar and very low (2.1 and 0.8 mg/kg, respectively). Lakes in the central and eastern cities where pavement was sampled have bottom sediments with higher PAH concentrations than do those in the western cities relative to degree of urbanization. Bottom-sediment PAH assemblages are similar to those of sealcoated pavement dust regionally, implicating coal-tar-based sealcoat as a PAH source to the central and eastern lakes. Concentrations of benzo[*a*]pyrene in dust from coal-tar sealcoated pavement and adjacent soils greatly exceed generic soil screening levels, suggesting that research on human-health risk is warranted.

Introduction

Contamination of urban aquatic sediments by PAHs, which represent the largest class of suspected carcinogens (*1*), has been increasing in the United States during the last 20−40 years (*2, 3*). PAHs in the environment largely are a product of the incomplete combustion of petroleum, oil, coal, and wood (*4*). Sources in the urban environment include industrial emissions and wastes (*5*); home heating with fuel oil, wood, and coal; power plants (*6*); vehicles (*7, 8*); and pavement sealants, also known as sealcoat (*9*). In a study of PAH sources in Austin, Texas, particles in runoff from parking lots treated with coal-tar-based sealcoat had a mean total PAH concentration of 3500 mg/kg, 65 times greater than that in particles from concrete and asphalt parking lots that were not sealcoated (*9*). On the basis of comparison with suspended sediment concentrations, loads, and chemical assemblages in streams, the study concluded that sealcoat was a major source of PAHs to streams in the four watersheds studied. Recent studies have documented adverse biological effects in some Austin streams receiving runoff from coal-tar sealcoated lots (*10*), and demonstrated altered survival, growth, and development in a model amphibian species (*Xenopus laevis*) exposed to sediment spiked with coal-tar-based sealcoat (*11*).

Most sealcoat products have either a refined-coal-tar or asphalt (crude oil) base. The coal-tar varieties typically are 15−35% coal tar, a known carcinogen with extremely high concentrations of PAHs (*12*). The City of Austin reported a median concentration of the sum of 16 PAHs (dry weight basis) for coal-tar-based sealcoat products of more than 50,000 mg/kg and a median for asphalt-based sealcoat products of about 50 mg/kg (*13*). A recent informal survey on the Internet (June 5, 2008) located sealcoat applicators in all 50 U.S. states and Canada (see Supporting Information for Internet sites accessed). Although national use is not reported, the sealcoat industry estimates that in the State of Texas 225 million L of refined coal-tar-based sealcoat are applied annually ((*10*) and references therein), and the New York Academy of Sciences reported estimated annual use of coal-tar-based sealcoat in the New York harbor watershed of approximately 5.3 million L (*14*). Anecdotal reports (e.g., Web sites, blogs, commercial availability, comments by industry representatives) indicate that coal-tar-based sealcoat dominates use east of the Continental Divide (central and eastern U.S) and asphalt-based sealcoat dominates use west of the Continental Divide (western U.S.).

High concentrations of PAHs in particles washed from coal-tar sealcoated parking lots in Austin raise two questions. First, are similarly high PAH concentrations associated with sealcoated pavement in other U.S. cities? Second, does use of coal-tar-based sealcoat lead to contamination of aquatic sediments? To answer these questions, the U.S. Geological Survey (USGS) collected dust from sealcoated and unsealcoated pavement in Austin and eight other U.S. cities; samples were collected in the watersheds of lakes sampled by the USGS National Water-Quality Assessment (NAWQA) Program (Figure 1). The primary objectives were to characterize concentrations of PAHs in dust from sealcoated and unsealcoated pavement at the national scale and to evaluate PAH concentrations in lake sediments in the context of regional differences in sealcoat use. An additional objective of the study was to investigate potential off-site transport of PAHs by transport modes other than runoff. To address this

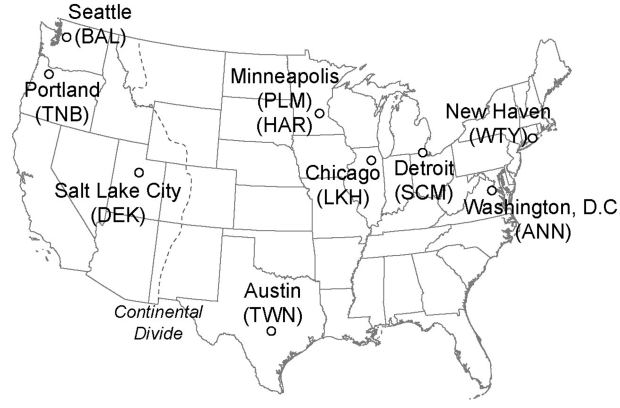

FIGURE 1. Cities where samples of pavement dust and other pavement-related solids were collected. Abbreviations (e.g., DEK) identify each watershed where dust and/or scrapings samples and lake-sediment cores were collected (Table 1).

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TABLE 1. Number of Dust Samples Collected by City and Lake Watershed

city and state	suburb, if applicable	lake watershed	NAWQA lake ID	no. of samples from sealcoated pavement	no. of samples from unsealcoated pavement
Seattle, WA	Mountlake Terrace	Lake Ballinger	BAL	9	1
Portland, OR	Beaverton	Tanasbrook Ponds	TNB	2	1
Salt Lake City, UT		Decker Lake	DEK	1[a]	1[a]
Minneapolis, MN	Brooklyn Center	Palmer Lake	PLM	1[a]	1[a]
Minneapolis, MN		Lake Harriet	HAR	1[a]	1[a]
Chicago, IL	Lake in the Hills	Lake in the Hills	LKH	7	2
Detroit, MI	Commerce	S. Commerce Lake	SCM	1[a]	1[a]
New Haven, CT		Lake Whitney	WTY	1[a]	1[a]
Washington, DC	Reston, VA	Lake Anne	ANN	1[a]	
Austin, TX		Town Lake	TWN	6	

[a] Sample is a composite of dust from three parking lots of the same type in the lake watershed indicated.

objective at a reconnaissance level, samples of soil and street dust were collected near sealcoated and unsealcoated parking lots in Lake in the Hills, Illinois, a suburb of Chicago.

Materials and Methods

Methods, quality-control results, and full data for the dust and pavement-related solids described in this paper are presented in ref *15* and briefly summarized here. Cities in this study are those where lake sediment cores were sampled by the NAWQA Program in 2004−2007 (seven cities) or previously (Lake Anne, Reston, VA, 1996; Town Lake, Austin, 1998). The design and methods for the NAWQA lakes study are presented in ref *16* and analytical methods are presented in *16* or are the same as described here and in ref *15* for dust samples. Parking lots chosen for dust sampling serve multifamily residential housing, schools, office parks, or retail businesses; none serve industrial facilities. Two residential driveways also were sampled. In five cities composite samples of dust from three parking lots of the same surface type (sealcoated or not sealcoated) were analyzed, and in four cities samples from individual lots were analyzed (Table 1). Individual lots were sampled in some cities to better understand variation in PAH concentrations among sealcoated pavements in the same area. In Austin, dust samples were collected from six individual lots, two of which were known to be sealcoated with coal-tar-based sealcoat and four with asphalt-based sealcoat. In Lake of the Hills, in addition to samples from individual parking lots, dust samples from two sealcoated driveways, dust from (unsealcoated) roads adjacent to sealcoated and unsealcoated pavement, and soil adjacent to sealcoated and unsealcoated pavement also were collected and analyzed (*15*).

Dust samples from driveways and parking lots were collected by sweeping areas of several square meters using a soft, clean, nylon brush and a clean plastic dustpan (Figure S1, Supporting Information). Areas sampled generally were in drive lanes; areas with oil staining or heavy accumulations of sediment, such as near curbs, were avoided. Brushes and dustpans were discarded after collection of each sample analyzed. Dust samples were sieved using a 0.5-mm stainless steel mesh to remove coarse sand, gravel, and debris. Details of street dust and soil sampling are presented in ref *15*. Samples were placed in clean glass jars and shipped chilled to the USGS National Water Quality Laboratory for analysis.

Samples were analyzed for PAHs using pressurized liquid extraction and gas chromatography/mass spectrometry (GC/MS) (*17*), with modifications for some samples as described in *15* and references therein. Quality control consisted of analysis of surrogate compounds added to each environmental sample and analysis of spiked samples and blank samples concurrent with analysis of each set of environmental samples. Quality-control data are presented in ref *15*. Total PAH (ΣPAH) is defined here as the sum of concentrations of 12 parent PAHs: naphthalene, acenaphthylene, acenaphthene, 9H-fluorene, phenanthrene, anthracene, fluoranthene, pyrene, benz[*a*]anthracene, chrysene, benzo[*a*]pyrene, and dibenzo[*a,h*]anthracene. These are the PAHs used in the consensus-based sediment-quality-guideline probable effect concentration (PEC) (*18, 19*), with the exception of 2-methylnaphthalene, which was not quantified in this study. ΣPAH as reported here treats nondetections as zero values.

Results

Concentrations of dust from pavement in the central and eastern U.S. contrast sharply with those in the western U.S. (Figure 2). For the six central and eastern U.S. cities, a region where coal-tar-based sealcoat is reported to dominate use, the median ΣPAH concentration (computed as the median of the median value for each city) in dust from sealcoated lots was 2200 mg/kg. In contrast, the median ΣPAH concentration in dust from unsealcoated lots (collected in four of the six central and eastern cities) was 27 mg/kg, a factor of about 80 lower. This considerable difference cannot be attributed to other sources of PAHs, such as fallout of industrial emissions, exhaust particles, tire-wear residue, or leaking motor oil, because PAHs from such sources are equally likely to occur on both unsealcoated and sealcoated lots. The ΣPAH concentrations reported here are consistent with ΣPAH concentrations in particles in runoff from coal-tar sealcoated and unsealcoated lots in Austin of 3500 and 54 mg/kg, respectively (*9*). Two of the dust samples collected in the central and eastern cities were from sealcoated driveways of single-family homes in suburban Chicago. ΣPAH concentrations in these samples (5800 and 9600 mg/kg) exceeded those in all of the parking lot dust samples.

The results from the western cities tell a different story (Figure 2). Concentrations of ΣPAH from sealcoated and unsealcoated lots in the three western cities were low (13 mg/kg or less); the single exception in Seattle (one of nine sealcoated lots sampled in that city) of 850 mg/kg indicates use of coal-tar-based sealcoat on this lot. The low ΣPAH concentrations for most sealcoated lots in the western cities are consistent with reports that asphalt-based sealcoat use dominates in the western U.S.

There is substantial variability in ΣPAH concentrations in dust from sealcoated pavement within regions, with a range in concentrations in the central and eastern cities (median of each city with all lots included) of 345 to 3400 mg/kg and from 0 (nondetection of all compounds) to 5.9 mg/kg in western samples. Numerous factors likely affect variability within a region or even within a watershed, including sealcoat type, sealcoat age, climate, and parking lot characteristics such as slope and use. Nonetheless, concentrations in dust

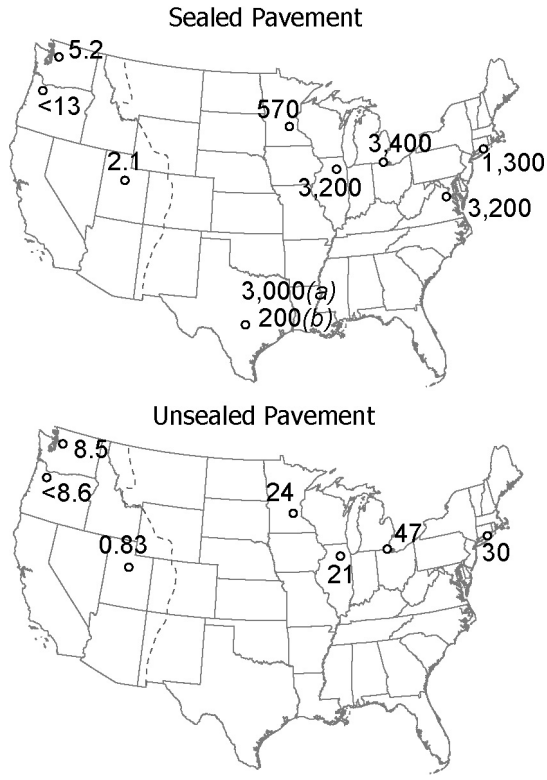

FIGURE 2. ΣPAH concentration (mg/kg) in samples of dust from sealcoated and unsealcoated pavement. Concentrations shown either are a median if multiple samples analyzed or the result for a composite sample from three pavements of the same type (see Table 1 for details). Two values are shown for Austin, TX: (a) median of two lots reportedly sealcoated with coal-tar-based sealcoat; (b) median of four lots reportedly sealcoated with asphalt-based sealcoat.

TABLE 2. ΣPAH Concentrations in Dust Swept from Pavement, in Dust Swept from Adjacent (Unsealcoated) Streets, and in Soil Adjacent to Pavement in Lake in the Hills

dust site	street dust, mg/kg	sealcoated pavement dust, mg/kg	soil, mg/kg
LKH 1		3,200	
LKH 2		2,800	
LKH 3		5,200	
LKH.PLS1	310	2,200	23
LKH.PLS4		3,200	140
LKH.PLS2	51	9,600	
LKH.PLS3	130	5,800	
		unsealcoated pavement dust, mg/kg	
LKH 4		23	
LKH.PLU1	8.0	18	10

from central and eastern sealcoated pavement are significantly (Mann−Whitney U test, $p = 0.02$) and substantially (1000×) greater than concentrations in dust from western sealcoated pavement.

For the assessment of offsite transport of PAHs, soil and street dust were collected near sealcoated parking lots and driveways and near an unsealcoated parking lot in the watershed of Lake in the Hills. None of the streets was sealcoated. Concentrations of PAHs in soil and street dust near sealcoated pavement exceeded those near unsealcoated pavement by a factor of from 6.4 to 39 (street dust) and 2.3 to 14 (soil) (Table 2).

Discussion

At the national scale, one result stands out from the sampling of pavement dust: ΣPAH concentrations in dust from sealcoated pavement in the central and eastern U.S. cities greatly exceed those in dust from unsealcoated pavement in the same cities and from sealcoated and unsealcoated pavement (with a single exception) in the western U.S. cities (Figure 2). In the central and eastern cities, the median ΣPAH concentration in dust from sealcoated pavement exceeded that from unsealcoated parking lots by a factor of about 80. In contrast, ΣPAH concentrations in dust from sealcoated and unsealcoated pavement in the three western cities are similar and about 1000 times lower than in dust from sealcoated pavement in the central and eastern cities. The elevated PAH concentrations in dust from sealcoated pavement in all six central and eastern cities where samples were collected, in contrast to the western cities where asphalt-based sealcoat dominates use, indicate that PAH-contaminated dust associated coal-tar sealcoated pavement occurs across a large part of the United States. The 1000:1 east/west ratio is comparable to the ratio of ΣPAH concentrations in refined coal-tar-based sealcoat products to those in asphalt-based sealcoat products (median ΣPAH of more than 50,000 and 50 mg/kg, respectively (*13*)). Concentrations of PAHs in dust from sealcoated and unsealcoated pavement in all of the central and eastern U.S. cities sampled are consistent with concentrations reported from Austin (*9*).

Mahler et al. (*9*) reported that particles in runoff from parking lots with coal-tar-based sealcoat might account for the majority of stream PAH loads in the Texas watersheds sampled, raising the following question: Is use of coal-tar-based sealcoat affecting water quality at a national scale? We examine this by comparing PAH concentrations in lake sediment in the watersheds where dust samples were collected, relative to urban land use, and by comparing PAH assemblages of the lake sediments to those of the dust.

PAH data from the top sample (ranging from 1 to 5 cm thickness) of a sediment core are available for lakes in the 10 watersheds for which pavement dust PAH data are presented here (Supporting Information Table S1). PAH concentrations in lake sediment have been shown to correlate strongly to percent urban land use in the watershed at the national scale (*3*). The relation to land use is not as evident for PAH in these 10 lakes because of the sparser data set, but there is a clear separation between central and eastern lakes and western lakes, with higher PAH concentrations in the central and eastern U.S. for a given amount of urban land use (Figure 3). ΣPAH in sediment at the tops of cores from three of the seven lakes in the central and eastern cities exceed the PEC, the concentration above which adverse effects to benthic biota are expected (*19*). Elevated PAH concentrations and adverse effects on benthic communities downstream from runoff from coal-tar sealcoated parking lots have been reported for some Austin streams (*10*).

PAHs comprise a large group of compounds, and PAH assemblage often is used to infer PAH sources (*20*). Differences in PAH assemblages can be investigated by computing ratios of selected PAHs; two ratios that have been identified as indicators of coal tar as a PAH source are fluoranthene/pyrene (F:P) and benzo[*a*]pyrene/benzo[*e*]pyrene (A:E) (*5*, *21*). These ratios were effective for distinguishing PAH from coal-tar-based sealcoat from other combustion PAH sources in Austin (*9*). A graph of F:P versus A:E shows similarity between dust and lake sediment regionally and difference between the two regions (Figure 4). Most central and eastern dust and lake samples plot near each other and near mean values for runoff particles from coal-tar sealcoated pavement in Austin (*9*), and closer to a coal-tar standard-reference material (SRM) (*22*) than do Western dust and lake samples. Western dust

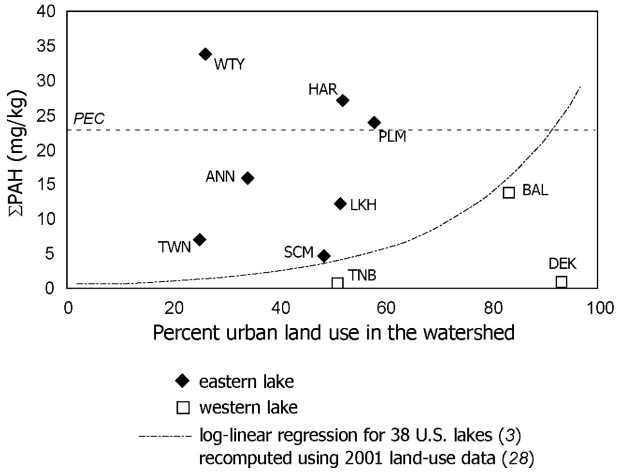

FIGURE 3. ΣPAH concentration at the tops (ranging from 1 to 5 cm depth) of lake sediment cores in watersheds where dust samples were collected, in relation to urban land use (2001 data) (*30*). Abbreviations for lakes are as shown in Figure 1 and in Table 1; PAH data are available in Supporting Information Table S-1. The dashed curve is a log-linear regression of ΣPAH versus percent urban land use for 38 lakes distributed across the U.S. (*3*), recomputed using the 2001 land-use data (*30*). Probable Effect Concentration (PEC) (*19*) is indicated by the dashed line.

and lake samples plot separately from the central and eastern samples, away from the coal-tar SRM and closer to other urban PAH source materials (*7, 23*−*25*). The similarity of the PAH assemblages of lake sediment to those of dust within each region and to different PAH source materials is additional evidence that PAH loading to lakes in the central and eastern cities includes a substantial contribution from abraded coal-tar sealcoat. In contrast, in the watersheds of the western cities, where coal-tar sealcoat use is minimal and PAH concentrations relative to urban land use are lower, the contribution of other PAH sources to lake sediment is more evident.

The elevated concentrations of PAHs in dust from sealcoated pavement in central and eastern cities cannot be attributed to urban sources of PAHs invoked in the past, such as used motor oil; burning of wood, coal, and oil; tire-wear particles; and vehicle exhaust (*6*−*8*). As all of these sources are expected to affect both sealcoated and unsealcoated pavement, they cannot explain the large difference (80×) in concentrations from sealcoated and unsealcoated pavements in the central and eastern cities. Furthermore, solely on the basis of concentration, these other urban PAH source materials cannot account for the high levels of PAHs in many of these dust samples because PAH concentrations in the dust samples exceed those in the reputed sources. Outside of coal tar and creosote (produced along with coal tar in the coking of coal), the urban source with the highest PAH concentration is used motor oil (about 600 mg/kg), followed by tire-wear particles (about 85−226 mg/kg) (*26*). Even in their pure form, undiluted by uncontaminated soil or other materials, these sources have PAH concentrations less than those measured in most dust samples swept from sealcoated pavement in the central and eastern cities (Figure 2). In essence, adding used motor oil or tire-wear particles to these dust samples would lower (dilute) the PAH concentrations. Scraping samples of coal-tar sealcoat from parking lots indicate that the dried and weathered product contains about 13,500 mg/kg PAH (median of samples from Austin (*9*) and Milwaukee (*15*), $n = 10$), and thus abraded sealcoat can account for the PAH concentrations in the dust samples even after substantial dilution by uncontaminated soil, sand, and organic debris.

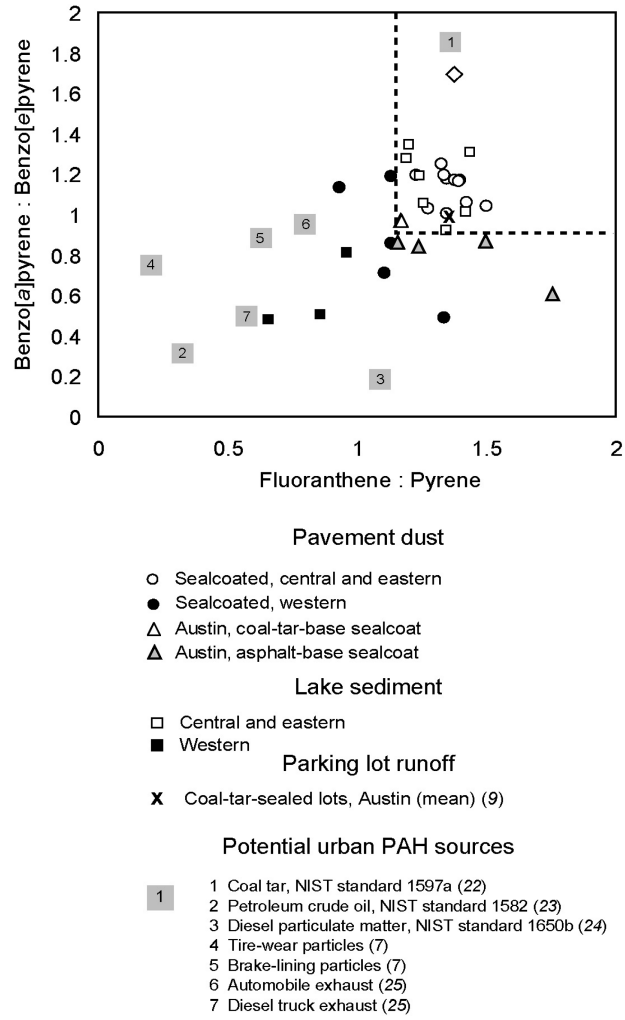

FIGURE 4. Comparison of source-indicator ratios of PAHs in dust samples, bottom sediment from lakes in the watersheds where dust was collected, and documented urban sources of PAHs. Dashed line indicates approximate separation between samples from central and eastern cities and those from western cities.

Regional differences in PAH concentrations in dust from unsealcoated pavement and the results of the soil and street dust sampling from Lake in the Hills indicate offsite transport of PAHs from coal-tar sealcoated pavement. In addition to the east−west difference in ΣPAH concentrations in dust from sealcoated pavement, there is an east−west difference (Mann−Whitney U test, $p = 0.03$) in ΣPAH concentrations in dust from unsealcoated pavement (medians of 27 and 0.83 mg/kg, respectively). We hypothesize that this difference occurs because PAH-contaminated dust from coal-tar sealcoated parking lots is being transported to unsealcoated parking lots. Additionally several of the dust samples from unsealcoated pavement in the central and eastern cities have a PAH assemblage similar to that for dust samples from sealcoated pavement in the same region (*15*), consistent with offsite transport of PAHs from coal-tar sealcoated pavement. Higher PAH concentrations in soil and street dust samples collected near sealcoated pavement in Lake in the Hills relative to concentrations in those collected near unsealcoated pavement are direct evidence of this process (Table 2). There are many ways that dust can be transported offsite in addition to runoff, including wind, snow plows, and vehicles. Visual evidence of offsite transport includes observation of fine black flecks in gutters and on sidewalks adjacent to sealcoated pavement, and dark staining and fine

black flecks on unsealcoated roads at the exits from some sealcoated parking lots (Supporting Information, Figure S2a and b).

The elevated concentrations of PAHs in dust swept from coal-tar sealcoated pavement raise the question of human-health risk, particularly as use of sealcoat is not confined to commercial parking lots but includes use on playgrounds and residential driveways (Supporting Information, Figure S2c and d). Two of the dust samples analyzed for this study were collected from sealcoated driveways of single-family residences in Lake in the Hills. ΣPAH concentrations in these samples (5800 and 9600 mg/kg) exceed those in all of the other dust samples collected for this study. Concentrations of benzo[*a*]pyrene, considered the most potent carcinogen in PAH mixtures (*27*), in these samples are 597 and 357 mg/kg; the median of 477 mg/kg is more than twice the median of 201 mg/kg (computed as the median of the median value for each city) in dust from sealcoated pavement for the six central and eastern cities. The median concentration of benzo[*a*]pyrene in the two driveway samples is 5300 times greater than the benzo[*a*]pyrene generic soil screening level (SSL) of 0.09 mg/kg used by the U.S. Environmental Protection Agency Superfund Program (*28*) and is 95 times greater than a less conservative benzo[*a*]pyrene soil guideline of 5 mg/kg proposed by Fitzgerald et al. (*27*). A summary of research on mutagenic hazards of settled house dust concluded there was "substantially elevated risk" corresponding to the 95th percentile or greater PAH content in the dust as summarized from 18 studies—the 95th percentile concentration of benzo[*a*]pyrene was 13.0 mg/kg (*29*). Although pavement dust is not soil or settled house dust, there are pathways for human exposure and ingestion of pavement dust, for example by playing basketball on a sealcoated driveway. Comparison of the results from this study to these guidelines and risk assessment suggests that research is warranted on human-health risks associated with exposure to pavement sealcoated with coal-tar-based sealant.

Acknowledgments

We thank numerous employees of the U.S. Geological Survey who assisted with this study in the various cities included. We also thank the reviewers for their time, effort, and many helpful comments. In particular, we thank Mark Burkhardt, Steve Zaugg, and Terri Burbank of the USGS National Water Quality Laboratory for analyzing the dust and sediment samples presented here.

Supporting Information Available

Internet links to sealcoat industry Web sites demonstrating the availability of these products throughout the U.S. and in Canada, photographs of sampling and of sealcoated pavement, and PAH data for lakes used in Figures 3 and 4. This material is available free of charge via the Internet at http://pubs.acs.org.

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ES802119H

What are Sealcoat, PAHs, and Coal Tar?

Pavement sealcoat (also called sealant) is a black liquid that is sprayed or painted on some asphalt pavement. It is marketed as protecting and beautifying the underlying pavement, and is used commercially and by homeowners across the Nation. It is applied to parking lots associated with commercial businesses, apartment and condominium complexes, churches, schools, and business parks, to residential driveways, and even to some playgrounds. Most sealcoat products have a coal-tar-pitch or asphalt (oil) base. Coal-tar-based sealcoat is commonly used in the central, southern, and eastern United States, and asphalt-based sealcoat is commonly used in the western United States.

PAHs are a group of chemical compounds that form whenever anything with a carbon base is burned, from wood and gasoline to cigarettes and meat. PAHs also are in objects and materials, such as automobile tires and coal tar, the production of which involves the heating of carbon-based materials. PAHs are of environmental concern because several are toxic, carcinogenic, mutagenic, and/or teratogenic (causing birth defects) to aquatic life, and seven are probable human carcinogens (U.S. Environmental Protection Agency, 2009).

Coal tar is a byproduct of the coking of coal for the steel industry and coal-tar pitch is the residue remaining after the distillation of coal tar. Coal-tar pitch is 50 percent or more PAHs by weight and is known to cause cancer in humans (International Agency for Research on Cancer, 1980). Coal-tar-based sealcoat products typically are 20 to 35 percent coal-tar pitch. Product analyses indicate that coal-tar-based sealcoat products contain about 1,000 times more PAHs than sealcoat products with an asphalt base (City of Austin, 2005).

How does Sealcoat get from Driveways and Parking Lots into Streams and Lakes, Homes, and the Air?

Friction from vehicle tires abrades pavement sealcoat into small particles. These particles are washed off pavement by rain and carried down storm drains and into streams. Other sealcoat particles adhere to vehicle tires and are transported to other surfaces, blown offsite by wind, or tracked indoors on the soles of shoes. Some of the PAHs in sealcoat volatilize (evaporate), which is why sealed parking lots and driveways frequently give off a "mothball" smell. Sealcoat wear is visible in high traffic areas within a few months after application, and sealcoat manufacturers recommend reapplication every 2 to 4 years.

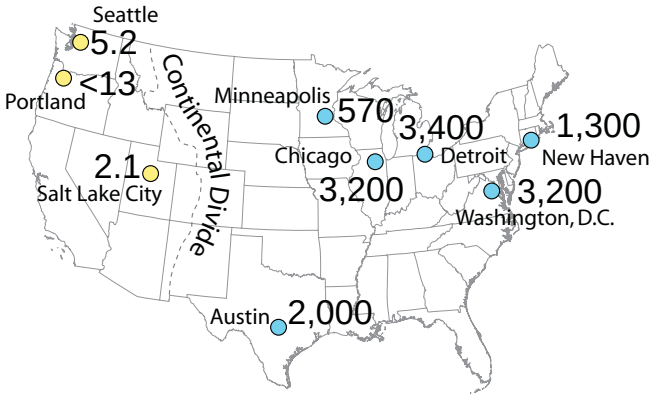
Runoff from sealcoated pavement (black surface) enters storm drains that lead to local streams. Drain grate (inset) is marked "DUMP NO WASTE" and "DRAINS TO WATERWAYS."

Gray asphalt pavement shows through where sealcoat has worn off the driveway of an apartment complex.

The East-West Divide

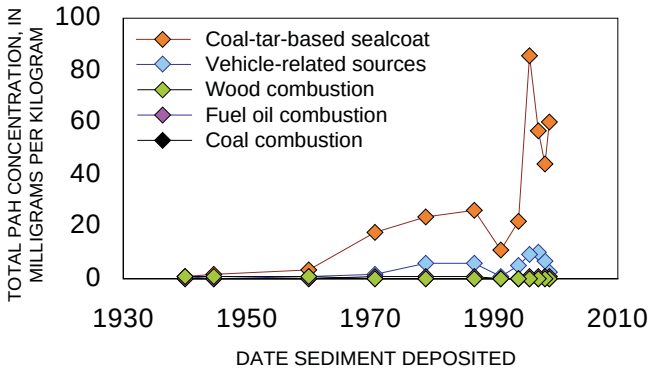
Regional Product Use Translates to Large Differences in PAH Concentrations

Does product type really matter? PAH concentrations in the coal-tar-based sealcoat product are about 1,000 times higher than in the asphalt-based product (more than 50,000 milligrams per kilogram [mg/kg] in coal-tar-based products and 50 mg/kg in asphalt-based products [City of Austin, 2005]). Anecdotal reports, such as Web sites, blogs, and comments by industry representatives, indicate that the coal-tar-based product is used predominantly east of the Continental Divide and the asphalt-based product is used predominantly west of the Continental Divide. During 2007–08, the USGS swept dust from sealcoated and unsealcoated parking lots in nine cities across the United States and analyzed the dust for PAHs. For six cities in the central and eastern United States, the median PAH concentration in dust from sealcoated parking lots was 2,200 mg/kg, about 1,000 times higher than in dust from sealcoated parking lots in the western United States, where the median concentration was 2.1 mg/kg. Although both product types are available nationally, these results confirm the regional difference in use patterns (Van Metre and others, 2009).



Concentrations of PAHs in dust swept from sealed parking lots in central and eastern U.S. cities, where coal-tar-based-sealcoat use dominates, were about 1,000 times higher than in western U.S. cities, where asphalt-based-sealcoat use dominates. Concentrations shown on the map are the sum of 12 PAHs, in milligrams per kilogram (Van Metre and others, 2009).

"Fingerprinting" Shows that Coal-Tar Sealant is the Largest Source of PAHs to Urban Lakes



Coal-tar-based sealcoat (orange symbol) is the largest contributor to increasing concentrations of PAHs in Lake Killarney, Orlando, Florida, as determined by chemical fingerprinting. Similar patterns were seen in lakes across the central and eastern United States (Van Metre and Mahler, 2010).

PAHs are increasing in urban lakes across the United States. To better understand why this might be happening, USGS scientists collected sediment cores from 40 lakes in cities from Anchorage, Alaska, to Orlando, Florida, analyzed the cores for PAHs, and determined the contribution of PAHs from many different sources by using a chemical mass-balance model. The model is based on differences in the chemical "fingerprint" of PAHs from each source. Coal-tar-based sealcoat accounted for one-half of all PAHs in the lakes, on average, while vehicle-related sources accounted for about one-fourth. Lakes with a large contribution of PAHs from sealcoat tended to have high PAH concentrations; in many cases, at levels that can be harmful to aquatic life. Analysis of historical trends in PAH sources to 8 of the 40 lakes indicates that sealcoat use is the primary cause of increases in PAH concentrations since the 1960s. Identifying where PAHs are coming from is essential for developing environmental management strategies (Van Metre and Mahler, 2010).

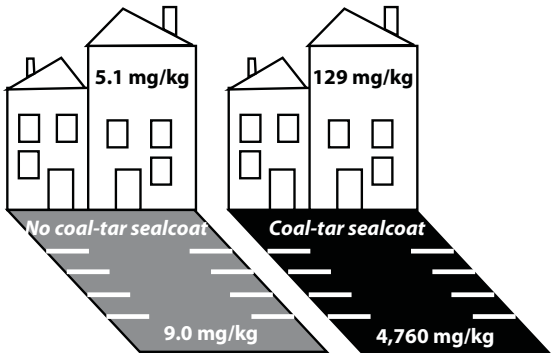
From Outside to Inside

Coal-Tar Pavement Sealant Linked to PAHs in House Dust

House dust is an important source for human exposure to many contaminants, including PAHs. This is particularly true for small children, who spend time on the floor and put their hands and objects into their mouths. In 2008, the USGS measured PAHs in house dust from 23 ground-floor apartments and in dust from the apartment parking lots. Apartments with parking lots with coal-tar-based sealcoat had PAH concentrations in house dust that were 25 times higher, on average, than concentrations in house dust from apartments with parking lots with other surface types (concrete, unsealed asphalt, and asphalt-based sealcoat). PAH concentrations in the dust from the parking lots with coal-tar-based sealcoat were 530 times higher, on average, than concentrations on the parking lots with other surface types.

Photograph obtained from Jupiter Images.

What about other sources of PAHs? Although tobacco smoking, candle and incense burning, and barbecue and fireplace use have been suggested to affect PAH concentrations in house dust, this study found no relation between any of these, or the many other factors considered, and PAH concentrations in the house dust. The presence or absence of coal-tar-based sealcoat on the apartment complex parking lot was strongly correlated with PAH concentrations in house dust; the only other variable that was related to PAH concentrations in house dust was urban land-use intensity (the percentage of land near the apartment dedicated to multifamily residential, commercial, office, warehouse, or streets) (Mahler and others, 2010).



Apartments with coal-tar-based sealcoat on the parking lot had much higher concentrations of PAHs, both in indoor dust and in parking lot dust, than apartments with an unsealed asphalt or concrete parking lot or with a parking lot with asphalt-based sealcoat. Concentrations shown are for the sum of the 16 U.S. Environmental Protection Agency priority pollutant PAHs (Mahler and others, 2010), in milligrams per kilogram (mg/kg).

There are no U.S. health-based guidelines for chronic exposure to PAHs in house dust. The only existing guideline is for a single PAH—benzo[*a*]-pyrene—issued by the German Federal Environment Agency Indoor Air Hygiene Commission (Hansen and Volland, 1998). The guideline advises minimizing exposure to concentrations of benzo[*a*]pyrene greater than 10 mg/kg in dust to avoid adverse health effects. That guideline was exceeded for 4 of the 11 apartments with coal-tar-sealcoated parking lots and for 1 of the 12 apartments with a parking lot with a different surface type. Also of concern is exposure to the sealcoated pavement surfaces themselves through play activities. Dust on some of the sealcoated parking lots had a concentration of benzo[*a*]-pyrene that was more than 50 times higher than the German guideline.

Photograph courtesy of CLEARCorps, Durham, North Carolina.

Our Environment and Us
What are the Concerns?

Some PAHs are toxic to mammals (including humans), birds, fish, amphibians (such as frogs and salamanders), and plants. The aquatic invertebrates—insects and other small creatures that live in streams and lakes—are particularly susceptible to PAH contamination, especially those that live in the mud where PAHs tend to accumulate. These invertebrates are an important part of the food chain and are often monitored as indicators of stream quality (analogous to the "canary in the coal mine" concept). Possible adverse effects of PAHs on aquatic invertebrates include inhibited reproduction, delayed emergence, sediment avoidance, and mortality. Possible adverse effects on fish include fin erosion, liver abnormalities, cataracts, and immune system impairments. The Probable Effect Concentration (PEC) of 22.8 mg/kg of total PAHs (MacDonald and others, 2000)—a widely used sediment quality guideline that is the concentration in bed sediment expected to have harmful effects on bottom-dwelling biota—is exceeded in one-third of the central and eastern U.S. urban lakes where PAH sources were studied.

When turned over, red spotted newts that had been exposed to sediment contaminated with coal-tar-based sealcoat had difficulty righting themselves (Bommarito and others, 2010b). Poor reflexes could result in decreased survival. Photograph by Megan Gibbons, Birmingham-Southern College.

Scientific studies have shown a relation between coal-tar-based pavement sealcoat and harmful effects on aquatic life.

- Aquatic communities downstream from stormwater runoff from sealcoated parking lots were impaired (Scoggins and others, 2007).
- Salamanders and newts exposed to sediment contaminated with coal-tar-based sealcoat had stunted growth, difficulty swimming or righting themselves, and liver problems (Bommarito and others, 2010a, b).
- Frogs exposed to sediment contaminated with coal-tar-based sealcoat died, had stunted growth, or developed more slowly than usual (Bryer and others, 2006).

Tumors in brown bullhead catfish from the Anacostia River, Washington, D.C., are believed to be related to elevated PAH concentrations (Pinkney and others, 2009). Photograph by A.E. Pinkney.

Human health risk from environmental contaminants usually is evaluated in terms of exposure pathways. For example, people could potentially be exposed to PAHs in sealcoat through ingestion of abraded particles from driveways, parking lots, or play grounds, or through skin contact with the abraded particles, either directly or by touching toys or other objects that have been in contact with the pavement. Inhalation of wind-blown particles and of fumes that volatilize from sealed parking lots are other possible pathways. PAHs in streams and lakes rarely pose a human health risk from contact recreation or drinking water because of their tendency to attach to sediment rather than to dissolve in water.

Skin contact is one way humans can be exposed to PAHs. Parking lots and driveways with coal-tar-based sealcoat have concentrations of PAHs hundreds to thousands of times higher than those with asphalt-based sealcoat or no sealcoat. Photograph obtained from Corbis Images, Inc.

FAQ

Q) *What is coal tar?*

A) Coal tar is a thick, black or brown liquid that is a byproduct of the carbonization of coal for the steel industry or the gasification of coal to make coal gas.

Q) *What is the difference between crude coal tar, coal-tar pitch, and "refined" coal tar?*

A) Coal-tar pitch is the residue that remains after various light oils are distilled from crude coal tar for commercial use. The coal-tar pitch is then separated (refined) into 12 different viscosities, RT–1 (the most fluid) through RT–12 (the most viscous). RT–12 is the viscosity used in coal-tar-based pavement sealcoat.

Q) *How can I tell if a product contains coal tar?*

A) To determine if the product has a coal-tar base, look for the Chemical Abstracts Service (CAS) number 65996–93–2 on the product Material Safety Data Sheet (MSDS). The words "coal tar," "refined coal tar," "refined tar," "refined coal-tar pitch," or other similar terms may be listed on the MSDS or on the product container.

Q) *Is sealcoat used on roads?*

A) Use on roads is extremely rare. Occasionally a private property, such as a housing development, will choose to have the roads sealcoated.

Q) *Is use of coal-tar-based sealant regulated?*

A) Several jurisdictions, including the City of Austin, Texas, the City of Washington, D.C., Dane County, Wisconsin, and several suburbs of Minneapolis, Minnesota, have banned use of coal-tar-based sealcoat. Similar bans are under consideration in other jurisdictions.

For more information on USGS research on PAHs and coal-tar-based sealcoat go to *http://tx.usgs.gov/coring/allthingssealcoat.html*.

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Lafayette Publishing Service Center

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—B.J. Mahler and P.C. Van Metre

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MEMORANDUM

To: Brian Cecola, VBH Chairman Roads & Bridges
Robert Kosin, VBH Director of Administration

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

Date: June 12, 2015

Re: Parking Lot Restriping

Chief Semelsberger has inquired if the north row of the police parking lot could be restriped from its current 13 stalls to 11 stalls. Officers frequently load gear into these cars and thus a wider stall would help prevent dings as the cars are loaded. Upon review by Village staff it was determined that striping within each of the lots should be refreshed.

Our office requested a quote from Precision Pavement Markings, Inc., who completed the Village's pavement marking project in 2014. The quote is attached in the amount of $6,483.50. There are a few options for the Village to consider:

- As the quote provided exceeds $4,000 the Village Code requires that the work is subject to competitive bidding unless approved by a two-thirds majority of the board.
- We could request a revised quote from PPM to include only those areas most in need, which would appear to be the lots south of the Village Hall and the ADA areas to the west of the Village Hall. It is noted that the draft 2015-2019 Road Program anticipates resurfacing of the asphalt parking lots as early as next year.
- This work could be done as part of the 2015 Road Program which includes pavement marking quantities. However, the contractor would likely seek a Change Order to complete the work instead of the established unit prices as the nature of this restriping is substantially different than striping a roadway. In addition, the striping work for the Road Program is not likely to be completed before September.

"The Road Striping Experts"

JUNE 8, 2015

Attn: Daniel Strahan

Below please find our bid for the following:

VILLAGE OF BARRINGTON HILLS – VILLAGE HALL AND FIRE STATION PARKING LOT

IDOT Subcontractor Number 14256

PAYITEM	DESCRIPTION	UNIT	PLAN QUANTITY	UNIT PRICE	TOTALS
******	PAINT PAVEMENT MARKINGS – REMOVE AND REPLACE	L.S.	*****	*******	*******
				TOTAL	6483.50

Pavement Markings Removal to be done only in the final phase in tandem with pavement markings. Pavement Marking Removal will be done with pavement grinders, no waterblasting/hydroblasting is included with this bid.

Prices may be subject to rise due to increases in material, labor, fuel costs etc., to lock in at bid proposal price please accept bid proposal/sign contract within 30 days.

PRECISION PAVEMENT MARKINGS RESERVES THE DISCRETION AND RIGHT TO SEEK AN ADDITIONAL MINIMUM MOBILIZATION COST OF $ 2500 IF ESTIMATE QUANTITIES ARE DELETED OR LOWERED OR PROJECT IS RESCHEDULED OR POSTPONED.

Additional Terms and Conditions:

1. For scheduling purposes a minimum 3 day advance notice is needed.
2. This proposal is based on our current insurance coverage. Any additional or special insurance requirements are the responsibility of the General Contractor or PPM, INC should be additionally compensated.
3. Any required permit fees are extra, they have not been included in this bid.
4. Pavement marking materials have temperature, humidity and moisture constraints and limitations .If a project is delayed and owner insists on permanent pavement markings then PPM, Inc. will have to defer to manufacturer's recommendations, a warranty may not be provided in such situations. PPM, Inc. will be willing to work with General Contractor and Owner and provide temporary markings for the winter season at reasonable prices.
5. This proposal shall be included in the SUBCONTRACT AGREEMENT.

Submitted By: Fred Salazar Jr
V.P Operations & Logistics
Precision Pavement Markings, Inc.

To accept this Proposal, please sign and return

_____
Authorized Signature & Company Name

GHA GEWALT HAMILTON ASSOCIATES, INC.
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625 Forest Edge Drive, Vernon Hills, IL 60061
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June 3, 2015

Mr. Mike Horcher
Horcher Brothers Enterprises
910 Old McHenry Road
Wheeling, Illinois 60090

Re: Village of Barrington Hills
2014 Roadside Mowing Contract

Dear Mr. Horcher:

The Village of Barrington Hills requests that you provide a cost proposal for this year's roadside grass mowing services. The roadside mowing program would include the following:

1. Maintain approximately 22 miles of roadside grass on Village roads. The roadways to be maintained would include Old Hart Road, Oak Knoll Road, Merri Oaks Road, Cuba Road, Ridge Road, Steeplechase Road, Plum Tree Road, Spring Creek Road, Meadow Hill Road, Hills and Dales Road, Old Dundee Road, Hawley Woods Road, Healy Road, Helm Road, Haeger's Bend Road, Chapel Road, and Church Road.

2. Mow the roadside grass a minimum of once a year. The initial mowing should be scheduled as soon as possible in June**.** If a second mowing is required, that would typically happen around Labor Day weekend at the request of the Village.

3. Pick up any significant sized debris before mowing to minimize the material shredded during the mowing.

4. Provide a Certificate of Insurance naming the Village as additional insured and a formal proposal outlining the scope of services with a contact person from your company that is available during mowing.

As in the past, your company would be permitted to stage the equipment within the Village Hall area if needed. Please call if you have any questions regarding this request.

Sincerely,
Gewalt Hamilton Associates, Inc.

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

cc: Robert Kosin, Village Administrator
Brian Cecola, Roads & Bridges Chairman

9355.000 2015 Horcher Bros- RFP- Roadside Mowing

HORCHER BROS. ENTERPRISES, INC.

910 McHenry Rd.
Wheeling, IL 60090

Phone/Fax: 847/541-4727

LANDSCAPE CONTRACT

Customer: **Village of Barrington Hills** Phone: **847-478-9700**

Address: **112 Algonquin Road** Fax: 847-478-9701

City & State: **Barrington Hills, IL 60010**

This Agreement entered into this **8th** day of **June**, **2015**, by and between **Horcher Bros. Enterprises, Inc.**, hereinafter referred to as landscaper, and **Village of Barrington Hills** hereinafter referred to as Customer; WHEREAS the Customer is desirous to have Landscaper provide certain landscape maintenance service as hereinafter later set forth, which services are itemized below:

DESCRIPTION OF WORK TO BE PERFORMED: *Moving of 17 village streets. Estimated 22 miles of road to mow both shoulders 1 pass on each side. Horcher Bros. will use last years maps of Barrington Hills village if they are still correct. Horcher Bros. will need to park 1 tractor and mower at village hall for 1 or 2 nights. Price for work listed above will be $3,138.00.*

Note: *There will also be an additional charge of $560.00 for debris clean up. If weather permits, work will be done the week of June 15, 2015.*

The customer agrees to pay to the Landscaper a down payment in the sum and amount of $0.00 and the balance of the contract price to be paid as follows:

a. Weekly	( )	c. Seasonal	( )
b. Monthly	( )	d. Upon Completion	(x)

Horcher Bros. Enterprises Inc. is a fully insured corporation, a certificate of insurance will be sent to the customer upon request.

All installed material is the property of Horcher Bros. Enterprises Inc. until paid in full. All accounts must be paid in full within 15 days of billing date. Failure to make payment in 30 days will result in a $45.00 per month service charge. In the event that a dispute arises between the customer and the landscaper, and the landscaper prevails, the customer shall be liable for reasonable attorneys fees incurred and costs incurred by the landscaper to enforce this agreement.

The customer and the landscaper agree to be bound by the terms of this agreement. This agreement may be amended at any time, in writing and mutually executed between the parties.

Contract must be signed and returned within 30 days or contract is void.

Accepted this 10 day of JUNE, 2015.

Customer
VILLAGE ENGINEER

Horcher Bros. Enterprises, Inc.

Please return one signed copy.

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CONSULTING ENGINEERS
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MEMORANDUM

To: Brian Cecola, VBH Chairman Roads & Bridges
Robert Kosin, VBH Director of Administration

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

Date: June 12, 2015

Re: Parking Lot Restriping

Village staff has been asked to undertake a review of the existing signage for Healy Road south of Penny Road due to a number of trucks that have attempted to utilize this dead end road for access to the IAA facility in East Dundee. This has resulted in trucks backing up into private driveways or rutting the roadside shoulder as they attempt to turn around.

Currently there is an existing faded "No Outlet" sign for southbound traffic entering Healy Road. However, during summer months it is partially obscured by overhanging limbs and is difficult to see until you have turned onto Healy Road. The sign below has been suggested to more clearly communicate that Healy Road does not provide thru access (MUTCD Standard R11-3a; mileage would be modified to 0.6 miles):

GHA GEWALT HAMILTON ASSOCIATES, INC.
CONSULTING ENGINEERS

850 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701

820 Lakeside Drive, Suite 5, Gurnee, IL 60031
TEL 847.855.1100 ■ FAX 847.855.1115

www.gha-engineers.com

August 22, 2014

Mr. Randy Marks
Cuba Township Road District
28160 W. Cuba Road
Barrington, Illinois 60010

Re: Village of Barrington Hills
Solar Mobile Speed Sign

Dear Mr. Marks:

The Village of Barrington Hills is requesting that the Cuba Township Road District facilitate the placement of the solar mobile speed sign trailer during the remainder of the 2014 season. The mobile speed sign is placed on Tuesday mornings, retrieved on Friday afternoons, and returned to the Village Hall to be recharged over the weekend. The trailer is placed along the roadside at locations to minimize damage to the shoulder while maintaining optimal visibility to the motoring public.

Below is the proposed schedule for deployment this summer:

Date:	**Placement**
August 26-29	Spring Creek Road
September 2-5	Plum Tree Road
September 9-12	Helm Road
September 16-19	Ridge Road
September 23-26	Haeger's Bend Road
September 30-October 3	Merri-Oaks Road
October 7-10	Algonquin/River Road
October 14-17	Dundee Lane

I would be happy to meet with you or your staff if needed to discuss typical placement locations. If you should have any questions or require additional information, please do not hesitate to contact me.

Sincerely,
Gewalt Hamilton Associates, Inc.

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

cc: Robert Kosin, Village Administator
Patty Meroni, Village Trustee- Roads & Bridges Chair