

VILLAGE OF BARRINGTON HILLS

Roads & Bridges Committee

NOTICE OF MEETING



Thursday, March 17, 2016 ~ 4:00 pm
112 Algonquin Road

AGENDA

1. Call to Order & Roll Call
2. Public Comments
3. [Vote] Minutes February 18, 2016
4. Discussion Items
 - 4.1 ComEd- LED Streetlight Conversion Program
 - 4.2 Cuba Road Bridge
 - 4.3 Seasonal Weight Limit Reduction
 - 4.4 2016 Road Program
 - 4.5 CN Operational Reports
5. Adjournment

Chairman: Brian Cecola

NOTICE AS POSTED

VILLAGE OF BARRINGTON HILLS
Roads & Bridges Committee
Meeting Minutes
February 18, 2016



Committee Members Present: Trustee Brian Cecola, Chair
Dan Strahan, Village Engineer
Robert Kosin, Director of Administration

Others Present: Daniel Sheldon
Ken Meeks, GHA

1. ORGANIZATIONAL: The meeting of the Village of Barrington Hills Roads & Bridges Committee was called to order at 4:01 p.m. by Chairman Cecola.

2. PUBLIC COMMENTS: Daniel Sheldon commented regarding the status of the Longmeadow Parkway project. Mr. Sheldon noted references in the media concerning a roundabout at the IL 25 intersection. Mr. Strahan noted that he had seen a roundabout design for the connection of Longmeadow Parkway to Bolz Road west of IL 25. Mr. Sheldon asked if BACOG has been involved in the Longmeadow Parkway project. Trustee Cecola noted he would ask the Village President about the involvement of BACOG. Mr. Sheldon noted that the Corps of Engineers had responded to comments received during the recent public comment period and that Kane County DOT had thirty days to respond.

3. APPROVAL OF MINUTES: The minutes of the Roads & Bridges Committee Meeting of January 21, 2016 were approved as written.

4.1. CUBA ROAD BRIDGE UPDATE: Mr. Strahan reported that a meeting was held with ComEd on Friday, February 12th to discuss the utility delays and noted that ComEd has since mobilized to the site and anticipated completing their work by the end of the week of February 22nd. Mr. Strahan noted that coordination was in progress with AT&T to complete their relocations concurrently. Trustee Cecola expressed thanks to ComEd for mobilizing quickly to reduce the length of the delay.

4.2 COMED SMART METER PROGRAM UPDATE: Trustee Cecola reported that by the end of the month it was anticipated that 97% of the ComEd meters in the Village would be changed out to smart meters. Mr. Kosin noted that the technology allows Village residents to be more aware of electricity usage on an ongoing basis.

4.3 SEASONAL WEIGHT LIMIT REDUCTION – UPDATE: Mr. Strahan provided an overview of the rationale for the seasonal weight restrictions, noting the susceptibility of the roadway base to damage during the spring thaw. Mr. Strahan noted that the threshold of 400 CFDD had been surpassed, so the reduction in weight limit would be done with timing to be determined. It was noted that typically the weight

limits are reduced in mid-March and restored in early May. Mr. Kosin noted that the typical process is done at the recommendation of the Village Engineer and authorized by the Village President, with subsequent approval by the Village Board. Mr. Kosin noted this applies only to Village Roads and that the statute limits the time period to 90 days. Mr. Kosin also noted exemptions to the load limit.

4.4 2016 ROAD PROGRAM SCHEDULE: Mr. Strahan noted the list of roads to be resurfaced in 2016, including Woodcreek Road, Helm Road, Healy Road (Dundee Road to Penny Road), Tamarack Lane, Lakeview Lane, and Hawthorne Lane, totaling 2.9 miles. He noted that with the inclusion of Spring Creek Road west of Haegers Bend (to be resurface as part of a Village of Algonquin project), the total mileage to be resurface is 3.1 miles. Mr. Kosin noted that the May bid opening was the preferred schedule as it allows for certainty regarding seasonal snow plowing costs.

4.5 ADOPT-A-ROAD APPLICATION- HELM ROAD: Mr. Kosin reported that Countryside Pack 187 Cub Scouts has submitted an application about the adoption of Helm Road. Mr. Kosin noted that based on 1:1 adult supervision, the agreement would lower the age limit set by the state program from 10 years old to 7 years old. Trustee Cecola recommended approval of the agreement proposed. Mr. Kosin noted that the agreement noted a minimum of four clean-ups per year and discussed required signage for the program.

4.6 BRINKER ROAD IGA: Mr. Strahan reviewed the Village's efforts to contact the County to request a response to the IGA submitted and noted that no response has been received.

4.7 IDOT FY 2017-2022 PLANNING- IL 62: Mr. Strahan noted that IDOT annually updates their five year road program and had recently contacted the Village to inquire as to the Village's position regarding improvements to IL 62, referencing the letter prepared by the Village in May 2014. Mr. Strahan noted the letter referenced concerns regarding capacity and safety along IL 62, in particular at the various intersections. Mr. Kosin noted that if funds are approved within the planning period, it would be simply for preliminary planning efforts and not yet for any construction improvements. Anticipated design challenges associated with the project were discussed.

5. ADJOURNMENT: The meeting was adjourned at 4:50 PM.

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: March 14, 2016

Re: Cuba Road Bridge Replacement Project
Status Update

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

Utility Coordination

As reported previously, ComEd had mobilized the week of February 15, 2016 to begin the relocation of utility poles that were in conflict with the proposed bridge improvements. During the course of their work it was determined that Comcast would need to mobilize to relocate their facilities off of a pole that was planned to be removed. Comcast completed their work by February 29, 2016, and ComEd resumed removal activities, completing the final removal work on March 2, 2016.

AT&T mobilized to the site shortly thereafter, beginning work on March 4, 2016. AT&T relocation work remains in progress and is anticipated to be completed by March 25, 2016.

As they are unable to continue work until the utility relocations are completed, Copenhagen Construction, inc. has demobilized from the site as required by IDOT and will return upon completion of the utility work.

February 29, 2016

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

Re: 2016 Spring Road Closures
Village of Barrington Hills


Dear Mr. McLaughlin:

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

Our office recommends that all streets be posted with reduced load limits **effective March 7, 2016**.

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

Sincerely,
Gewalt Hamilton Associates, Inc.



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

cc: Robert Kosin, Village of Barrington Hills
Brian Cecola, Roads & Bridges Chair

Village of Barrington Hills
 Seasonal Posting of Roads
 Historical Schedule

Year	Weight Limits Posted	Weight Limits Lifted
1986	March 10, 1986	May 12, 1986
1987	February 18, 1987	April 13, 1987
1988	March 7, 1988	May 3, 1988
	July 28, 1988	August 8, 1988
1989	March 15, 1989	May 3, 1989
1990	February 12, 1990	April 30, 1990
1991	March 1, 1991	May 13, 1991
1992	March 4, 1992	May 4, 1992
1993	March 10, 1993	June 2, 1993
1994	March 14, 1994	May 9, 1994
1995	March 20, 1995	May 26, 1995
1996	March 4, 1996	May 20, 1996
1997	March 10, 1997	May 19, 1997
1998	None	None
1999	February 22, 1999	May 3, 1999
2000	March 6, 2000	May 8, 2000
2001	March 12, 2001	May 7, 2001
2002	March 25, 2002	May 6, 2002
2003	March 24, 2003	May 1, 2003
2004	March 8, 2004	May 3, 2004
2005	March 21, 2005	May 2, 2005
2006	March 13, 2006	May 1, 2006
2007	March 19, 2007	April 30, 2007
2008	March 17, 2008	May 5, 2008
2009	March 16, 2009	May 11, 2009
2010	March 8, 2010	April 26, 2010
2011	March 14, 2011	May 9, 2011
2012	None	None
2013	March 14, 2013	May 6, 2013
2014	March 17, 2014	May 5, 2014
2015	March 16, 2015	May 4, 2015
2016	March 7, 2016	

Village of Barrington Hills
2015-2016 Seasonal Weight Restriction Analysis

Dec.	high	avg	low	FDD	CFDD
<u>1</u>	42.4	39.8	34.2		
<u>2</u>	34.3	32.1	30.2		
<u>3</u>	34.4	33.1	30.2		
<u>4</u>	47.2	37.0	31.1		
<u>5</u>	45.3	35.7	29.8		
<u>6</u>	48.0	37.3	30.0		
<u>7</u>	37.7	32.9	28.8		
<u>8</u>	46.7	41.7	37.1		
<u>9</u>	50.6	44.0	39.2		
<u>10</u>	56.2	48.1	40.0		
<u>11</u>	50.8	45.6	41.1		
<u>12</u>	54.1	48.4	45.6		
<u>13</u>	60.6	58.0	48.1		
<u>14</u>	60.1	49.8	41.6		
<u>15</u>	41.9	39.2	37.5		
<u>16</u>	52.6	41.6	34.0		
<u>17</u>	33.9	30.2	28.0		
<u>18</u>	31.0	26.2	20.5		
<u>19</u>	29.4	21.8	13.5		
<u>20</u>	49.9	39.7	26.1		
<u>21</u>	50.4	43.9	40.0		
<u>22</u>	40.4	37.0	5.0		
<u>23</u>	57.8	51.3	39.9		
<u>24</u>					
<u>25</u>					
<u>26</u>	<i>No Data Available</i>				
<u>27</u>					
<u>28</u>					
<u>29</u>	29.2	28.5	27.4	3.5	3.5
<u>30</u>	29.0	27.3	26.3	4.7	8.2
<u>31</u>	27.0	24.3	21.5	7.7	15.9
Jan.	high	avg	low	FDD	CFDD
<u>1</u>	29.3	24.3	17.6	7.7	23.6
<u>2</u>	32.2	26.2	19.8	5.8	29.4
<u>3</u>	28.5	25.5	20.9	6.5	35.9
<u>4</u>	31.0	25.5	17.8	6.5	42.4
<u>5</u>	32.7	25.6	17.3	6.4	48.8
<u>6</u>	35.8	31.0	24.4	1	49.8
<u>7</u>	39.7	37.1	34.3	-5.1	44.7
<u>8</u>	41.4	39.4	37.1	-7.4	37.3
<u>9</u>	39.7	32.9	20.4	-0.9	36.4
<u>10</u>	20.2	10.0	0.1	22	58.4
<u>11</u>	22.3	8.7	-3.0	23.3	81.7
<u>12</u>	18.6	8.3	1.8	23.7	105.4
<u>13</u>	14.3	6.2	2.0	25.8	131.2
<u>14</u>	43.1	34.4	20.5	-2.4	128.8
<u>15</u>	40.4	35.5	29.8	-3.5	125.3
<u>16</u>	29.8	22.9	6.1	9.1	134.4
<u>17</u>	6.0	1.5	-2.0	30.5	164.9
<u>18</u>	5.9	1.6	-5.0	30.4	195.3
<u>19</u>	16.6	8.6	-1.0	23.4	218.7
<u>20</u>	22.7	16.7	13.1	15.3	234
<u>21</u>	28.7	19.0	11.1	13	247
<u>22</u>	27.8	23.7	16.9	8.3	255.3
<u>23</u>	32.7	27.2	21.8	4.8	260.1

Village of Barrington Hills
2015-2016 Seasonal Weight Restriction Analysis

<u>24</u>	30.6	26.5	22.7	5.5	265.6
<u>25</u>	38.6	32.8	26.3	-0.8	264.8
<u>26</u>	35.0	28.6	23.7	3.4	268.2
<u>27</u>	32.8	28.8	23.5	3.2	271.4
<u>28</u>	38.3	32.8	27.3	-0.8	270.6
<u>29</u>	35.3	28.0	18.2	4	274.6
<u>30</u>	44.9	38.8	33.8	-6.8	267.8
<u>31</u>	43.8	39.5	32.9	-7.5	260.3

Feb	high	avg	low		
<u>1</u>	44.1	34.0	27.2	-2	258.3
<u>2</u>	37.1	34.7	27.5	-2.7	255.6
<u>3</u>	35.9	33.0	26.7	-1	254.6
<u>4</u>	30.5	25.5	18.1	6.5	261.1
<u>5</u>	32.4	28.3	25.9	3.7	264.8
<u>6</u>	40.5	31.3	23.7	0.7	265.5
<u>7</u>	43.4	37.2	32.2	-5.2	260.3
<u>8</u>	32.4	27.0	19.8	5	265.3
<u>9</u>	19.8	15.3	12.8	16.7	282
<u>10</u>	16.0	11.2	6.9	20.8	302.8
<u>11</u>	20.9	12.8	4.1	19.2	322
<u>12</u>	21.4	16.4	5.6	15.6	337.6
<u>13</u>	16.4	7.6	1.4	24.4	362
<u>14</u>	17.4	12.4	7.3	19.6	381.6
<u>15</u>	26.6	22.8	17.2	9.2	390.8
<u>16</u>	31.4	27.1	23.9	4.9	395.7
<u>17</u>	31.7	25.9	20.8	6.1	401.8
<u>18</u>	41.4	33.0	22.4	-1	400.8
<u>19</u>	60.0	48.6	41.5	-16.6	384.2
<u>20</u>	55.5	46.3	39.0	-14.3	369.9
<u>21</u>	39.9	36.1	28.9	-4.1	365.8
<u>22</u>	43.3	34.3	25.3	-2.3	363.5
<u>23</u>	44.6	35.6	27.3	-3.6	359.9
<u>24</u>	36.0	33.9	31.4	-1.9	358
<u>25</u>	35.3	32.2	30.4	-0.2	357.8
<u>26</u>	32.4	29.9	23.3	2.1	359.9
<u>27</u>	53.4	41.0	27.6	-9	350.9
<u>28</u>	60.4	47.7	35.2	-15.7	335.2
<u>29</u>	54.0	40.0	26.0	-8	327.2

Mar	high	avg	low		
<u>1</u>	27.0	19.5	12.0	12.5	347.7
<u>2</u>	30.0	25.5	21.0	6.5	354.2
<u>3</u>	29.0	25.0	21.0	7	361.2
<u>4</u>	35.0	29.0	23.0	3	364.2
<u>5</u>	41.0	34.0	27.0	-2	362.2
<u>6</u>	47.0	42.5	38.0	-10.5	351.7
<u>7</u>	59.0	53.5	48.0	-21.5	330.2
<u>8</u>	62.0	56.5	51.0		
<u>9</u>	63.0	56.0	49.0		
<u>10</u>					

MDD	CMDD
	5.0
	5
	13.5
	18.5
	24.5
	43
	27.5
	70.5

- Notes:
1. Threshold value for springtime reduction in weight limits is 400 CFDD; maximum value reach this season is 402
 2. Reduction in weight limits recommended when CMDD (thawing index) rises to 10-25.
 3. All temperature readings shown are values recorded by the Barrington Hills weather station located at the Village Hall, except for temperatues shown for February 29-March 9, which are forecast values.

MEMORANDUM

625 Forest Edge Drive, Vernon Hills, IL 60061

TEL 847.478.9700 ■ FAX 847.478.9701

www.gha-engineers.com

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

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

Date: March 14, 2016

Re: 2016 Road Program - Status

Preparation of construction documents for the 2016 Road Program continued over the last four weeks and is nearing completion in anticipation of a bid advertisement on Tuesday, April 26, 2016. As an overview the 2016 Road Program will include the following:

- Patching and resurfacing of 2.9 miles of Village-maintained roads.
- Design of culvert replacements on roads to be resurfaced. A total of 11 culverts will be replaced as part of the road program, with three locations on Helm Road, three on Woodcreek Road, one on Tamarack Lane, two on Rebecca Drive, and two on Hawthorne Lane.
- The public portion of a drainage improvements project on Lakeview Lane is proposed, allowing for future connection by homeowners to drain the roadside ditches to Heather Lake.

While the design is nearing completion there are a few remaining elements of coordination that we will be focusing on in the coming weeks:

- Preparation of an easement plat on Woodcreek Road. There is a proposed culvert replacement at 11 Woodcreek which will tie into a storm sewer on private property which routes runoff from the right-of-way to Spring Creek. Due to the age of the subdivision a drainage easement was not previously platted for this storm sewer.
- Brush clearing for culvert replacements. We have requested assistance from the Cuba Township Highway Department to clear brush as required to complete the proposed culvert replacements and associated ditching.
- IDOT Highway Permit- Two of the proposed culvert replacements are at intersections with state routes: Woodcreek Road @ IL 68 and Hawthorne Lane at IL 59. As this work will take place within IDOT right-of-way, we will submit plans for initial review by IDOT and the contractor will be required to obtain a highway permit for the work.

Preliminary bid results received to date in other communities have found significantly lower asphalt prices, presumably due to low asphalt and fuel prices. If this pricing trend continues it may be possible to add roadway segments to the proposed scope of work while remaining within the approved budget amount.

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: March 14, 2016

Re: CN Operational Reports

Following their acquisition of the Elgin, Joliet, and Eastern Railway in 2009, Canadian National Railway Company (CN) has been required to submit monthly operational reports and quarterly environmental reports to the federal Surface Transportation Board (STB). These reports are required as part of the 5-year monitoring and oversight period required by the STB, which was extended to run through January of 2017. The STB encourages continued public comments via phone (hotline number is 1-800-347-0689), online at www.stb.dot.gov, or in writing to the following address:

Phillis Johnson-Ball
Surface Transportation Board
395 E Street SW
Washington, DC 20423

While the railroad does not cross any Village-maintained roadways, affected roads within the Village include Otis Road, Penny Road, and Old Sutton Road, all maintained by the Cook County Highway Department. Among other items, the monthly operational report is required to list any instances of a stopped train blocking a roadway for 10 minutes or more. One such instance occurred on December 17, 2015, as reported in the January 2016 report, which indicates a 52-minute blockage on Penny Road due to required maintenance.

#	Date	Train ID	Community	Crossing	Delay in minutes	Aprox Time	Train Length	Comments
730	12/17/2015	M35791-16	Aurora	Liberty St.	11	0037	9472	Train moving north, entering the siding at Eola to meet an approaching train.
731	12/17/2015	CSSSB	Gary	Taylor Forge Rd.	12	0125		Coal train interchanged between CN and CSSSB operating on City Track between Kirk Yard and Goff.
732	12/17/2015	UPRR	West Chicago	Hawthorne Ln.	29	0312		Dual activation: UPRR train operations on adjacent track activated the crossing at the same time another train was moving north on Main 2.
733	12/17/2015	M33681-16	Joliet	Washington St.	28	0357	6390	Train taking headroom on Main 2 across the Metra Rock Island interlocking before shoving back into Joliet Yard to the South Yard Lead.
734	12/17/2015	H75091-17	Joliet	Henderson Ave.	59	0632	7512	UP trackage rights train operating through Joliet H-Yard around a tight curve at a maximum speed of 10 MPH stopped to wait for a route from Union Pacific through UD interlocking.
735	12/17/2015	H75091-17	Joliet	Royce Ave.	56	0636	7512	UP trackage rights train operating through Joliet H-Yard around a tight curve at a maximum speed of 10 MPH stopped to wait for a route from Union Pacific through UD interlocking.
736	12/17/2015	H75091-17	Joliet	Collins St. (IL 171)	57	0637	7512	UP trackage rights train operating through Joliet H-Yard around a tight curve at a maximum speed of 10 MPH stopped to wait for a route from Union Pacific through UD interlocking.
737	12/17/2015	M34841-16	Barrington	Penny Rd.	52	0948	7407	Train stopped after it experienced an unanticipated brake application; conductor found and replaced a broken knuckle on the 44th car; crew then performed an air test, and the train proceeded.
738	12/17/2015	M34841-16	Barrington	Old Sutton Rd.	24	0949	7407	Train stopped after it experienced an unanticipated brake application; conductor found and replaced a broken knuckle on the 44th car; crew then performed an air test, and the train proceeded.
739	12/17/2015	M34841-16	Barrington	Old Sutton Rd.	14	1027	7407	Train stopped after it experienced an unanticipated brake application; conductor found and replaced a broken knuckle on the 44th car; crew then performed an air test, and the train proceeded.
740	12/17/2015	H60991-17	Gary	Clark Rd. (City Track)	22	1039	6635	Train shoving from City Track to Main 2 at a maximum speed of 10 MPH.
741	12/17/2015	L52090-17	Elgin	Spaulding Rd.	13	1221	3270	Crew building train at Spaulding Yard made various forward and reverse moves over the crossing, then stopped to line hand-thrown switches before proceeding.
742	12/17/2015	IHB/SAVAGE	East Chicago	Riley Rd.	40	1231		Industry/Trackage rights train switching cars made various forward and reverse moves over crossing.
743	12/17/2015	CSXT OR NS	Gary	Clark Rd. (City Track)	21	1341		Gates down due to CSXT or NS train operations on adjacent track. Interlocked gates protect both road crossings. Operations on EJ&E did not cause gates to activate.
744	12/17/2015	IHB/SAVAGE	East Chicago	Riley Rd.	13	1404		Industry/Trackage rights train switching cars made various forward and reverse moves over crossing.
745	12/17/2015	H60991-17	West Chicago	Ann St.	12	1553	6635	Train proceeding at a maximum speed of 20 MPH around curve entering UPRR West Chicago Yard; crew lined the route.
746	12/17/2015	H60991-17	West Chicago	Church St.	11	1555	6635	Train proceeding at a maximum speed of 20 MPH around curve entering UPRR West Chicago Yard; crew lined the route.
747	12/17/2015	H60991-17	West Chicago	West Washington St.	12	1556	6635	Train proceeding at a maximum speed of 20 MPH around curve entering UPRR West Chicago Yard; crew lined the route.
748	12/17/2015	H60991-17	West Chicago	NW Flavors (private crossing)	12	1556	6635	Train proceeding at a maximum speed of 20 MPH around curve entering UPRR West Chicago Yard; crew lined the route.