VILLAGE OF BARRINGTON HILLS

Roads & Bridges Committee

NOTICE OF MEETING

Thursday, July 14, 2016 ~ 4:00 pm
112 Algonquin Road

AGENDA

1. Call to Order & Roll Call

2. Public Comments

3. [Vote] Minutes June 16, 2016

4. Discussion Items
   - 4.1 Veteran's Crossing/Cuba Road Bridge Update
   - 4.2 2016 Road Program- Construction Update
   - 4.3 Old Hart Road Drainage
   - 4.4 Pavement Markings on Village Roads
   - 4.5 Barrington Hills Farm - McHenry County Driveway Access
   - 4.6 Longmeadow Parkway Update

5. Adjournment

Chairman: Brian Cecola

NOTICE AS POSTED

VILLAGE OF BARRINGTON HILLS
Roads & Bridges Committee
Meeting Minutes
June 16, 2016

Committee Members Present: Trustee Brian Cecola, Chair
Martin McLaughlin, Village President
Dan Strahan, Village Engineer
Robert Kosin, Director of Administration
Ken Meek, Civil Engineer

Others Present: Linda Cools
Mary Nouwen

1. ORGANIZATIONAL: The meeting of the Village of Barrington Hills Roads & Bridges Committee was called to order at 3:59 p.m. by Chairman Cecola.

2. PUBLIC COMMENTS: Linda Cools thanked Chairman Cecola for providing updates on the work on the Cuba Road Bridge and the Longmeadow Parkway projects. Ms. Cools stated that she does not believe a sufficient explanation has been provided for the utility delays associated with the Cuba Road bridge project. Ms. Cools stated support for the idea of mitigating cut-thru traffic in the Village. Ms. Cools requested that the Village provide communications regarding the upcoming project on Highland Avenue/Spring Creek Road and noted drainage issues on Haegers Bend Road. Ms. Cools also discussed the anticipated pavement marking program, the potential to pave the Village Hall parking lot, and bond requirements for the annual road program.

Mary Nouwen asked if the Highland/Spring Creek project would extend a bike path into Barrington Hills and Mr. Strahan noted that the work within Barrington Hills included only resurfacing, with no bike path included.

3. APPROVAL OF MINUTES: The minutes of the Roads & Bridges Committee Meeting of May 19, 2016 were approved as written.

4.1 CUBA ROAD BRIDGE UPDATE: Mr. Strahan noted that the precast bridge units had been installed on June 9th and expressed thanks to the police department for assistance in getting the overweight and overwidth vehicles to and from the project site. Mr. Strahan noted that Copenhaver had continued work but expressed doubt that they could meet the contract completion date of August 7th. Copenhaver had requested an extension of time due to delays in the state's approval of the shop drawings and material certifications associated with the bridge units, but IDOT and the Village had noted that no extension was warranted. Mr. Strahan discussed that liquidated damages would be assessed by the date if the contract completion date is not met.

Village staff met with Copenhaver to review potential ways to expedite the schedule and the suggestion made was to close the intersection of Cuba & Buckley as shown in the contract plans. Copenhaver had left the intersection open at the request of Cuba Township and for the convenience of residents. Mr. Strahan and Mr. Kosin discussed the notification process that was in progress.

4.2 2016 PAVEMENT MARKING PROGRAM – BID REVIEW: Mr. Strahan noted that bids were received for the 2016 Pavement Marking program and noted that the bid was publicly advertised. The low bid was received from Maintenance Coatings of South Elgin at a cost of $14,327.25, below the budgeted amount of $25,000. Mr. Strahan noted that a summary and resolution would be provided to the Village Board for review.

Mr. Strahan noted that Helm Road was anticipated to be resurfaced with the 2016 Road Program, which included restriping with paint. Based on the lower cost, Mr. Strahan suggested including Helm Road in the Pavement Marking Program, or the striping could be modified to thermoplastic. Mr. Kosin discussed the differences between paint and thermoplastic and suggested paint be used for the current project.

4.3 2016 ROAD PROGRAM: Mr. Strahan provided a summary of various additions to the 2016 Road Program that had been approved by the Village Board in May due to the bid amount being well below the budgeted amount. The amounts summarized are as follows:

Lorig Base Bid Amount:	$746,234.79	
River Road Resurfacing:	$125,029.45	
Additional Culverts (Helm Road):	$14,031.25	
11 Woodcreek Storm Sewer:	$16,673.00	(Estimated)
Estimated Total:	$901,968.49	

Mr. Strahan noted that a preconstruction meeting had been scheduled with the contractor for June 17th, and construction was anticipated to begin on June 27th.

4.4 LAKEVIEW LANE DRAINAGE: Mr. Strahan discussed the results of surveying that had been completed on Heather Lake, noting that the lake outlet was found to be below the Dundee Road ditch elevation, which accounts for the standing water in that area. The results had been provided to the Lakeview Lane residents that had previously met with Village staff and to date no response had been received.

4.5 OLD HART ROAD DRAINAGE: Mr. Strahan noted that a topographic survey had been completed to follow up on a nuisance drainage complaint on Old Hart Road. Mr. Strahan noted that further information would be available at the July meeting.

4.6 CUBA TWP. SUMMER PROGRAM: Mr. Kosin noted that request had been made to Cuba Township to provide pricing on various road maintenance items. He noted that pricing had been provided, but that decisions on the work had been deferred until pricing for the 2016 Road Program was available. Trustee Cecola and Mr. Kosin discussed the pricing of the project based on the scope of work.

ADDITIONAL DISCUSSION ITEMS:
Trustee Cecola noted multiple serious accidents in town recently and sent prayers to Officer Caputo who was seriously injured in one of the accidents.

Trustee Cecola also noted that the father of a young person killed in one of the accidents thanked the Village and the police department for their service and efforts in the accident.

Trustee Cecola noted that the police department had been involved in a training exercise involving rescue of animals in a fire situation. Trustee Cecola thanked the Riding Club of Barrington Hills, HARPS, the Barrington Hills Equestrian Commission, and Rhonda Ewing for their participation and support of the exercise.

6. ADJOURNMENT: The meeting was adjourned at 4:31 PM.

DRAFT

GEWALT HAMILTON ASSOCIATES, INC.
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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: July 11, 2016

Re: Cuba Road Bridge Replacement Project
Status Update

IDOT Shutdown

As discussed at the June 27th Village Board meeting, IDOT had notified Copenhaver Construction that the Cuba Road Bridge project was to be shut down as of July 1st. Based on that notification, Copenhaver Construction was required to clean up and demobilize from the project site on Wednesday and Thursday, June 29th and 30th. They also spent this time reopening the adjacent intersections for the convenience of the public in case of an extended shutdown. After the State of Illinois passed the "stopgap" budget on Thursday, June 30th, IDOT directed Copenhaver Construction to remobilize and resume work. Work resumed on Tuesday, July 5th after the holiday weekend.

IDOT has indicated that the state will be fully responsible for costs associated with demobilization and remobilization that occurred during this process. The contractor also lost 3-4 working days to this process.

Work Progress

Copenhaver had completed construction of the north wingwalls, placed backfill, and poured the bottom of the parapet walls. The sheet piling has been removed and all significant "in-stream" work has been completed. Major work items remaining include reconstruction of the concrete bridge deck and approach pavements and bridge railing. The adjacent intersections will both remain closed until the bridge is reopened, which is anticipated to occur the week of August 8th.

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 1, 2016

RECEIVED
JUL 11 2016
VILLAGE OF BARRINGTON HILLS

Martin L. McLaughlin
Village President
112 Algonquin Road
Barrington Hills, IL 60010

Dear Local Agency:

The Department recently advised, through a letter dated June 24, 2016, that due to a lack of appropriated funding, work on all state-let local agency construction contracts was to cease by the close of business on June 30, 2016.

We are pleased to announce legislation has passed providing the necessary appropriations for these contracts. Work may resume on these contracts, and we ask that you notify your contractors and subcontractors as appropriate.

The legislation also contains appropriations to reimburse the state's portion of locally-let and administered engineering and construction contracts. Work should continue as scheduled on these contracts.

We appreciate your cooperation during these difficult times. If you have any questions, please contact Salmon Danmole, Acting Engineer of Local Roads and Streets at (217) 782-3805.

Sincerely,

Priscilla A. Tobias, P.E.
Director of Program Development

Illinois Department of Transportation
Office of Program Development
2300 South Dirksen Parkway / Springfield, Illinois / 62764

RECEIVED
JUL 1 2016
VILLAGE OF BARRINGTON HILLS

June 24, 2016

Martin L. McLaughlin
Barrington Hills
112 Algonquin Road
Barrington Hills, IL 60010

Dear Local Agency:

The joint funding agreement between your agency and the Illinois Department of Transportation (IDOT) for local projects administered by your agency involving state and/or federal funds provides "Obligations of the State shall cease immediately without penalty or further payment being required if, in any fiscal year, the General Assembly or Federal Funding source fails to appropriate or otherwise make available funds for this contract." At this time, appropriate funding for the engineering and construction program for IDOT is not available. Thus, IDOT will be unable to make reimbursement of state and federal funds to your agency for work performed after June 30, 2016. There are two types of local agency joint agreements affected by the lack of funding.

State-Let Local Projects

Construction contracts awarded by IDOT will be suspended until an appropriations bill is passed. For these contracts, contractors will be notified to contact your office regarding this issue. It is the department's intent to initiate work on the project immediately after a budget resolution and appropriations are made. The department will notify you when work may resume.

Locally-Let and Administered Projects

For local-let and administered projects, contractor(s) or consultant(s) may continue to work at your discretion since your agency provides for the direct payment to these entities. Should your agency opt to continue working, reimbursement for work performed during the time-frame will be delayed until an appropriation bill is passed.

If your agency decides to suspend work, you will need to contact your contractor(s) and/or consultant(s) to initiate the shutdown of work. Please make sure the project is brought to a condition that will provide a clear and safely traveled way. This may include, but is not limited to, completing some items of contract work, adjusting the traffic control, removing construction debris, and locating idled equipment to a safe location.

We appreciate the cooperation we have with your agency and are committed to successfully completing this project in a fair and efficient manner. If you have any questions, please contact Salmon Danmole, Acting Engineer of Local Roads and Streets at (217) 782-3805.

Sincerely,

Priscilla A. Tobias, P.E.
Director of Program Development

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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: July 11, 2016

Re: 2016 Road Program
Status Update

Lorig Construction began work for the 2016 Road Program on June 27, 2016. The following is a summary of the current status of the work:

- Currently the full depth pavement reclamation has been completed on Lakeview Lane and Healy Road, and HMA binder has been placed on Healy Road.
- As directed by Village staff, the full depth reclamation was completed on Lakeview Lane the week of June 27th, 2016. The following week a television crew visited the site to complete filming at one of the private properties, and damage was done to the pavement structure that will require undercutting and stabilization. We include quantities for this type of work as a contingency item in the event that unstable subbase is found when patching the pavement; however, the total cost to complete this work is approximately $8,000, which would exceed the contract amount for these pay items (approximately $5,000 included in the contract quantities).
- A request has been received from a resident to replace a driveway culvert on River Road. Typically, the Village does not replace driveway culverts as part of the Road Program unless there is a history of either the road or adjacent home being flooded due to the culvert size. In 2008 several downstream driveway culverts were replaced by the Village due to basement flooding in the area from water overtopping the ditches. With regard to the current request, the resident has indicated that the ditch has overtopped in the past, flowed down their driveway and near their home. Based on this condition we will request pricing to replace the existing 18” CMP culvert with a 24” culvert to match the downstream culvert size.
- Easement documents were executed for the additional storm sewer work at 11 Woodcreek, as discussed at previous meetings.

PHOTOGRAPH LOG REPORT

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Project Name: 2016 Road Program
Project Location: Barrington Hills, IL
Client: Village of Barrington Hills

GHA Project No.: 9355.150
Project Manager: Dan Strahan, P.E., CFM

General Contractor: Lorig Construction Company

Day & Date: Friday, July 8, 2016

South End of 18" CMP

South End of 18" CMP

Southside Ditch

Northside Ditch

North End of 18" CMP

North End of 18" CMP

Prepared By:
James E. Houston, IV, P.E.
Professional Engineer

Dan Strahan <dstrahan@gha-engineers.com>

Barrington Hills - Construction on River Road

krisriver@comcast.net <krisriver@comcast.net> Mon, Jul 11, 2016 at 7:50 PM
To: Dan Strahan <dstrahan@gha-engineers.com>

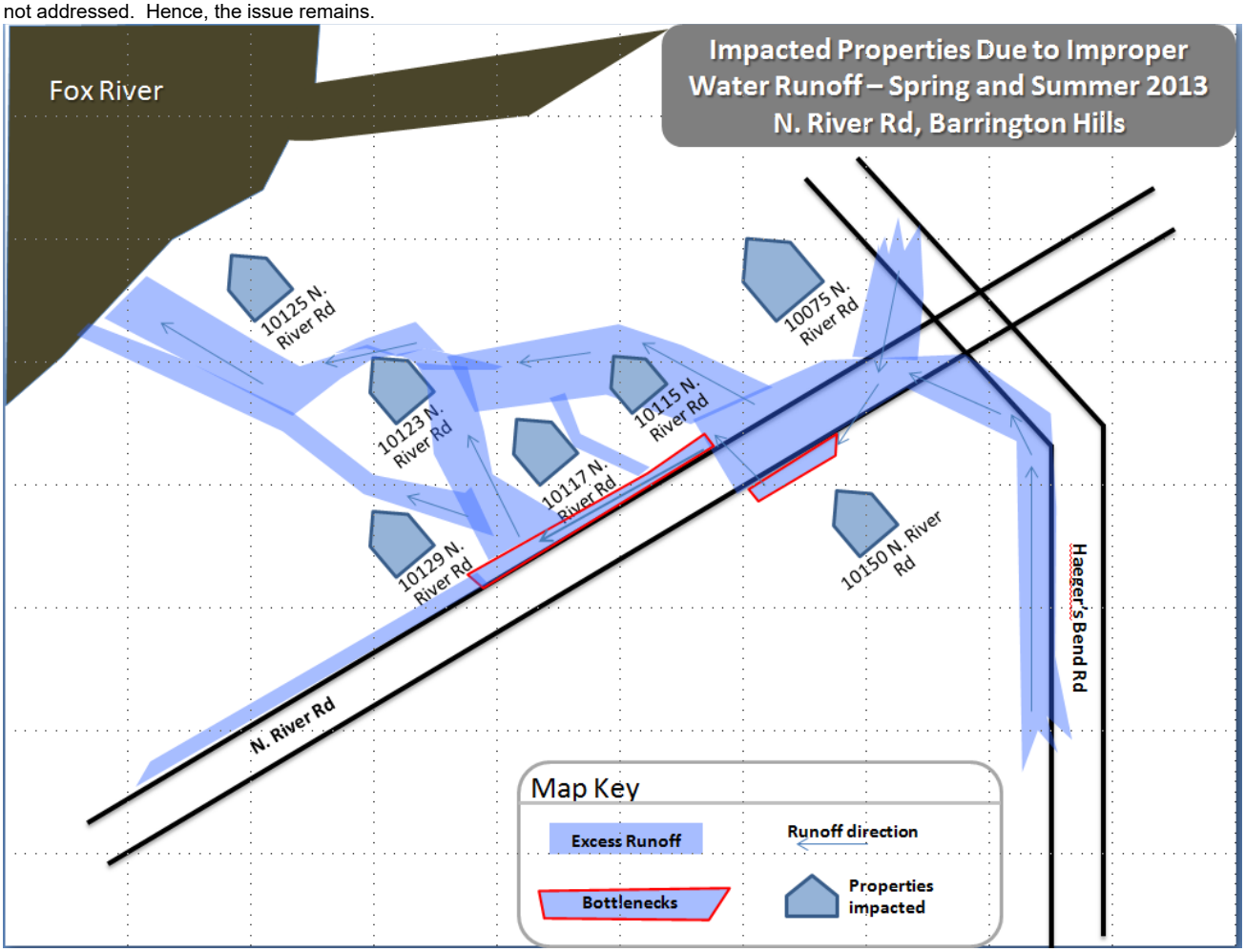
Hello Dan,

Thanks for your response and we are glad it is not too late.

Yes, unfortunately we have had flooding. The situation is exacerbated in that both the uphill and downhill culverts are were made larger than ours by the Village, and ours was not corrected. It remains at the current size. Further the home across from us on River Rd does not have a culvert. This creates a choke point.

In times of heavy rain, the culvert overflows down our driveway. There was a troubling incident when the culvert overflowed, causing water to flow right up next to our home. It spilled into the egress basement window well, and the weight of the water caused the window to shatter. Water then poured rapidly into our basement from the broken window. My husband was in the basement at the time and we are both grateful that he was not hurt by the flying splinters of glass. Needless to say, we had a lot of cleaning up to do.

We did take pictures, but unfortunately, I believe they were lost when I switched phones. I did create this image (not to scale) during the time of this flooding at the request of a neighbor. The culvert was enlarged for the home at 10115 N River Rd, but ours at 10123 N River Rd was not addressed. Hence, the issue remains.



Thank you again for your prompt attention to this matter. We hope another heavy rain does not cause a repeat flood.

Kris

From: "Dan Strahan" <dstrahan@gha-engineers.com>
To: krisriver@comcast.net
Sent: Monday, July 11, 2016 2:46:36 PM
Subject: Re: Barrington Hills - Construction on River Road
[Quoted text hidden]

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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: July 8, 2016

Re: Old Hart Road Drainage Update

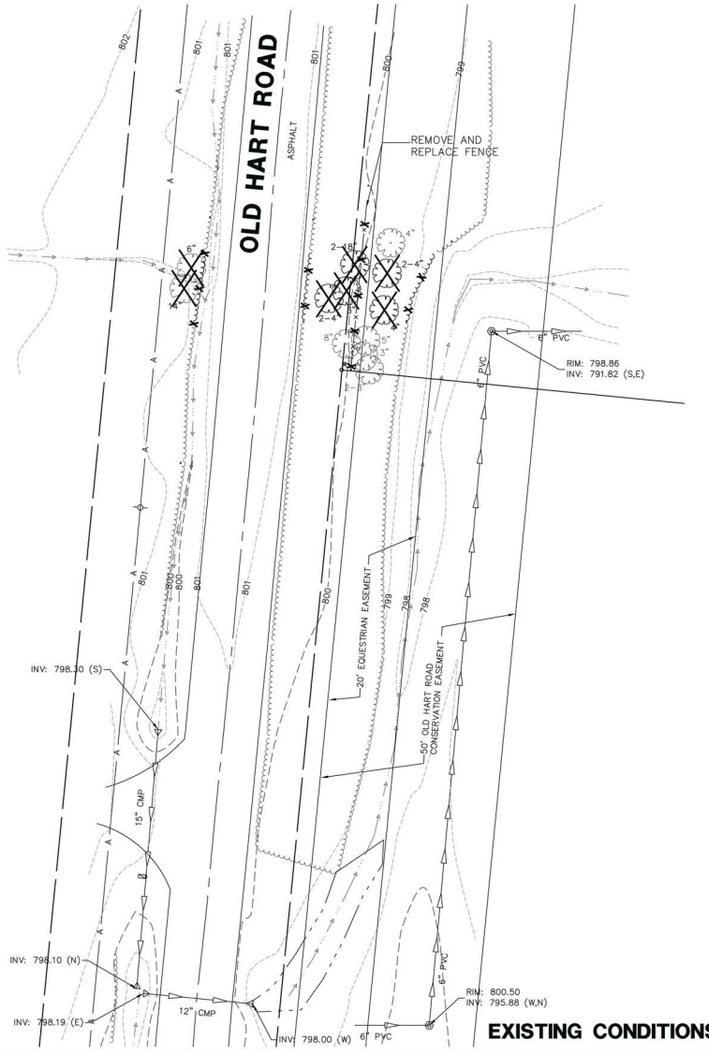
As discussed at the May and June Roads & Bridges meeting, our office has been investigating the feasibility of installing a culvert under Old Hart Road to relieve a nuisance drainage condition affecting the property owners at 41 Old Hart Road. We have prepared a preliminary site plan for review and further discussion at the July meeting.

Culvert Design
The proposed culvert would accept flow from a tributary area of approximately 16 acres west of Old Hart Road. Currently, runoff from this area flows south along the west ditchline of Old Hart Road, under a driveway culvert at 40 Old Hart Road, then east into a 12" CMP culvert approximately 200' south of the proposed culvert. The existing culvert discharges into a swale that runs north along the frontage of 41 Old Hart Road before turning east towards Flint Creek. The proposed culvert would accept flow from this 16-acre area and discharge it directly into the swale running east towards Flint Creek, bypassing the roadside ditch, driveway culvert, undersized roadway culvert, and downstream swale. Based on the tributary area we are recommending installation of a 24" RCP culvert as shown in the preliminary site plan. A swale would be graded from the end of the culvert to the downstream swale.

Existing Right-of-Way
Approximate right-of-way and easement lines are indicated on the preliminary site plan. On the west side of Old Hart Road, a 33' right-of-way is indicated on the tax maps, but has not previously been platted. We would anticipate requesting an easement or right-of-entry permit from the property owner at 40 Old Hart Road to allow for installation of the culvert and the associated grading within the prescriptive easement.

Old Hart Road has a platted 33' right-of-way on the east side of the road, dedicated as part of the Flint Creek Reserve Residential Subdivision. However, the subdivision also platted a 20' Equestrian Easement starting 5' beyond the right-of-way line, as well as a 50' Old Hart Road Conservation Easement beginning at the same location. The terms of these easements require review to confirm that the culvert installation and associated tree removal and grading would be permissible and to verify what parties may need to approve such work.

Construction Cost
The cost for this culvert installation would depend upon how and when the project is pursued. Using typical unit prices seen for Village drainage projects we would anticipate the cost would be between $15,000-$20,000, but the cost could be higher if bid as a stand-alone project. As the additional costs associated with the Cuba Road Bridge project have not yet been finalized, we would recommend that this project be reviewed in the fall to determine if funds are available in the budget to complete the work this year.



EXISTING/DEMO LEGEND

SAWCUT PAVEMENT (FULL DEPTH)

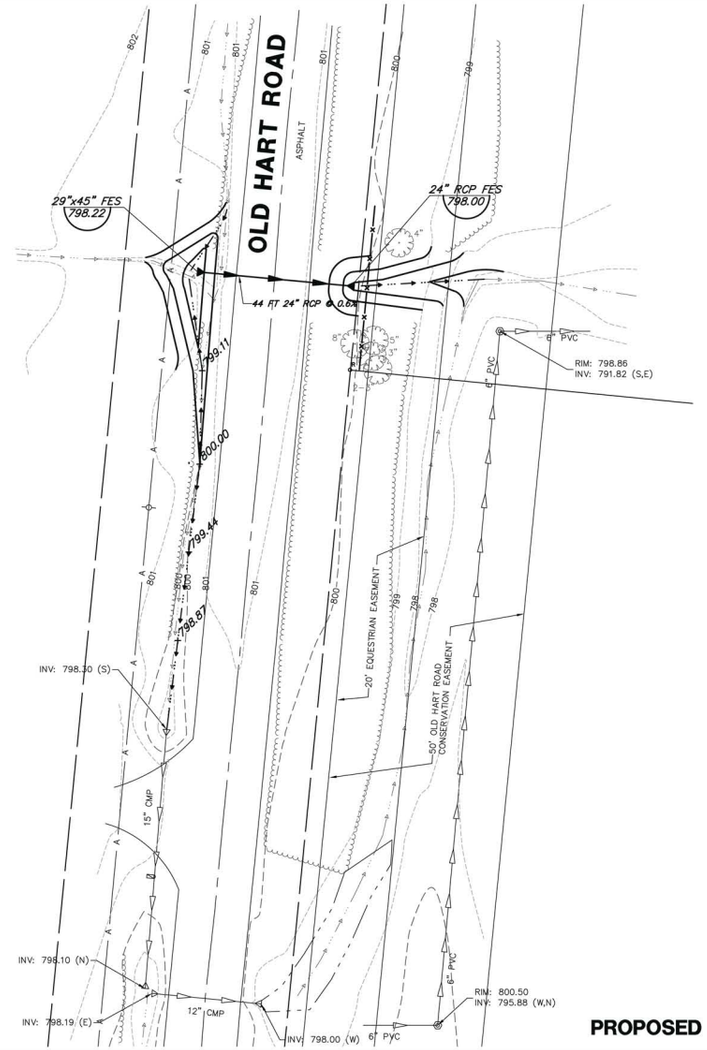
DRIVEWAY PAVEMENT REMOVAL (FULL DEPTH)

TREE OR BRUSH REMOVAL

DEMOLITION NOTES:

1. AS AN INITIAL ORDER OF OPERATION TRAFFIC CONTROL SIGNS MUST BE IN PLACE PRIOR TO ANY CONSTRUCTION OPERATIONS. A MINIMUM OF ONE LANE OF TRAFFIC MUST REMAIN OPEN AT ALL TIMES. PROVIDE FLAGGERS WHENEVER CONSTRUCTION OPERATIONS LIMIT TRAFFIC FLOW TO ONE LANE.
2. INLET FILTER BASKETS SHALL BE PLACED IN ALL DRAINAGE STRUCTURES PRIOR TO INITIATION OF CONSTRUCTION ACTIVITIES AND REMAIN IN PLACE THROUGHOUT CONSTRUCTION.
3. SAWCUT PAVEMENT (FULL DEPTH) WHERE NOTED AS MARKED IN FIELD BY ENGINEER.
4. PROVIDE BARRICADES ALONG EDGES OF EXCAVATION AT CLOSE OF EACH CONSTRUCTION DAY.
5. WHERE SHOWN EXISTING UTILITY INFORMATION IS APPROXIMATE BASED ON ATLAS INFORMATION PROVIDED BY THE RESPECTIVE UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING JULIE AND FIELD LOCATING/POTHOLING AS NEEDED TO CONFIRM UTILITY DEPTHS PRIOR TO INSTALLATION.

EXISTING CONDITIONS/DEMOLITION



PROPOSED LEGEND

CLASS D PATCHES, 6" (SPECIAL)

GRADING & SHAPING DITCHES

LANDSCAPE RESTORATION 4" TOPSOIL & SEEDING (COMPLETE)

RIP-RAP

PERIMETER EROSION BARRIER

INLET PROTECTION, SPECIAL

1. RESTORE ALL DISTURBED GRASS AREAS WITH 4" TOPSOIL, CLASS 2A SEEDING, & EROSION CONTROL BLANKET.
2. ALL PROPOSED DRAINAGE SWALES SHALL BE BUILT TO MINIMUM 1.0% SLOPE. MAXIMUM CROSS SLOPE OF DRAINAGE SWALES SHALL BE 3H:1V.
3. LENGTHS OF CULVERTS SHOWN ARE INCLUSIVE OF LENGTHS OF FLARED END SECTIONS, BUT QUANTITIES WILL BE MEASURED AND PAID FOR SEPARATELY FOR EACH ITEM.
4. WHERE SHOWN, RIGHT-OF-WAY LIMITS AND PROPERTY BOUNDARIES ARE UNPROVEN BUT BASED ON FOUND PROPERTY CORNERS AND OTHER MONUMENTATION. A BOUNDARY SURVEY WAS NOT COMPLETED WITH THIS TOPOGRAPHIC SURVEY.

N

GRAPHIC SCALE

20 0 10 20

(IN FEET)
1 inch = 20 ft.

PROPOSED CONDITIONS

CONTROL POINTS:

Point #	Northing	Easting	Elevation	Description
10	2000190.41	1032550.26	801.03	CP10-MAG
12	2000588.44	1032604.70	801.06	CP12-MAG

BENCHMARK:
ELEVATIONS SHOWN HEREON ARE OBTAINED VIA GPS USING TRIMBLE VRS® NOW™ (NO PUBLISHED MONUMENT VERIFIED)
DATUM: NAVD88

SITE BENCHMARK:
TOP OF TWO DOUBLE HEADED NAILS IN SOUTH EAST FACE OF POWER POLE #191025. 1' ABOVE GROUND, WEST SIDE OF OLD HART ROAD, NORTH SIDE OF GRAVEL DRIVE APRON, ACROSS FROM THE DRIVE OF 41 OLD HART ROAD.
ELEVATION: 801.59 (NAVD)

SUMMARY OF DRY UTILITIES

	EXISTING EQUIPMENT	EQUIPMENT TO BE RELOCATED
AT&T CORPORATION		
COMCAST		
COMED		
NICOR GAS		

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PRELIMINARY SITE PLAN

DRAINAGE IMPROVEMENTS
OLD HART ROAD
VILLAGE OF BARRINGTON HILLS

NO.	BY	DATE	REVISION	NO.	BY	DATE	REVISION

FILE: 9355.149_PR1.dwg

DRAWN BY: KRM
DATE: 6-14-16
GHA PROJECT #: 9355.149
CHECKED BY: DJS
DATE: 7-8-16
SCALE: 1"=20'

SHEET NUMBER: 1 OF 1 SHEETS

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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: July 11, 2016

Re: 2016 Pavement Marking Program

During the Village Board discussion of the bids received for the 2016 Pavement Marking Program, questions arose regarding the requirements associated with striping as well as the history of pavement marking in the Village. The following information is noted for consideration of the Roads & Bridges Committee and the Village Board:

- The attached document was provided to the Roads & Bridges Chairman in 2006 and has been the basis for the Village's policy regarding striping. As noted at the Village Board meeting, there are ADT and width guidelines that determine when a roadway is to have centerline and edge pavement markings. There are also areas of limited sight distance on other roadways within the Village that may warrant striping, but traditionally these areas have not been striped in order to maintain a more rural roadway character.
- The roads included in the 2016 Pavement Marking Program (Ridge, Plum Tree east of Ridge Road, Haegers Bend Road, and the addition of Helm Road) all currently have pavement markings on them. The awarded contract will not add striping where it does not exist; the intent is to refresh faded pavement markings on roads that already have them.
- While not completed annually, the Village has undertaken a pavement marking program on a regular basis. Since the attached memo was authored, the same roads included in this year's bid package were refreshed in 2007, 2010, 2012, and 2014.

GEWALT HAMILTON
ASSOCIATES, INC.

Consulting Engineers
and Surveyors

Civil, Municipal, & Traffic

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tel 847 855 1100 fax 847 855 1115
www.gha-engineers.com

MEMORANDUM

To: Julie McKevitt, Roads & Bridges Chairman
Village of Barrington Hills

From: Daniel J. Strahan, P.E.I.
Assistant Village Engineer

Date: October 20, 2006

Re: Centerline Striping

The use of pavement striping on completed roadway projects has in the past produced a variety of comments from residents. At times the response resulted in foregoing placement of the striping on certain roadways. While centerline striping has been shown to result in a reduction in speeds and increased driver safety, experience has shown that a number of residents feel that it is not consistent with the rural atmosphere of the Village of Barrington Hills. The following is a review of the engineering guidelines that govern appropriate usage for centerline striping.

MUTCD Engineering Guidance

The *Manual on Uniform Traffic Control Devices*, or MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all streets and highways. The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F. Section 3B.01 of the MUTCD provides the following guidance on the use of centerline markings:

> Centerline markings should be placed on paved urban arterials and collectors that have a traveled way of 6.1 m (20 ft) or more in width and an ADT of 4,000 vehicles per day or greater. Centerline markings should also be placed on all rural arterials and collectors that have a traveled way of 5.5 m (18 ft) or more in width and an ADT of 3,000 vehicles per day or greater. Centerline markings should also be placed on other traveled ways where an engineering study indicates such a need.
>
> On roadways without continuous centerline pavement markings, short sections may be marked with centerline pavement markings to control the position of traffic at specific locations, such as around curves, over hills, on approaches to highway-railroad grade crossings, at highway-railroad grade crossings, and at bridges.

White edge striping is typically applied in areas where double yellow centerline striping is used to delineate the edge of pavement. The requirements for edge striping are similar to those for centerline striping. Section 3B.06 of the MUTCD provides the following guidance on the use of centerline markings:

> Guidance
> Edge line markings should be placed on paved streets or highways with the following characteristics:
> A. Rural arterials and collectors with a traveled way of 6.1 m (20 ft) or more in width and an ADT of 3,000 vehicles per day or greater.
> B. At other paved streets and highways where an engineering study indicates a need for edge line markings.

Edge line markings should not be placed where an engineering study or engineering judgment indicates that providing them is likely to decrease safety.

Option:
Edge line markings may be placed on streets and highways with or without centerline markings.
Edge line markings may be excluded, based on engineering judgment, for reasons such as if the traveled way edges are delineated by curbs, parking, bicycle lanes, or other markings.
Edge line markings may be used where edge delineation is desirable to minimize unnecessary driving on paved shoulders or on refuge areas that have lesser structural pavement strength than the adjacent roadway.

Application of MUTCD Criteria to Village Roadways

Given existing roadway widths and ADT's (Average Daily Traffic) and noting the above MUTCD criteria, double yellow centerline striping and white edge striping should be placed and maintained for the full length of the following Village roadways (Helm Road, Haeger's Bend Road, Plum Tree east of Ridge, and Ridge Road north of Merri-Oaks are currently striped):

- Ridge Road (Ave. ADT (2005) = 4180)
- Plum Tree Road- East of Ridge Road (ADT (2005) = 5640)
- Haeger's Bend Road (Ave. ADT (2006) = 3090)
- Helm Road (Ave. ADT (2005)= 2885)
- Algonquin/River Road (Ave. ADT (2005) = 3930)

The MUTCD also notes that centerline markings should be placed where engineering studies indicate it is needed. Specifically, areas of limited sight distance such as horizontal or vertical curves are primary areas where centerline striping is justified to help channelize traffic and improve the overall safety of the roadway; this does not require placing centerline markings along the entire length of the road. In this capacity centerline striping could be used on roadways with lower traffic volumes at locations where sight distance is limited by the physical constraints of the roadway. Typical areas that may warrant such application include the following:

- Meadow Hill Road- Vertical curves at Bow Lane and at County Line Road.
- Oak Knoll Road- Horizontal curves near BHCC golf course and Buckley Road; bridge crossings- "Green Rail" Bridge and "Porter" Bridge; vertical curve near Porter Bridge.
- Plum Tree Road- Vertical curve west of Ridge Road.

Pavement Striping Program for Village Roadways

Options for pavement striping include thermoplastic and paint. Thermoplastic is generally a more resilient material and is more visibly reflective. Paint fades more quickly and is less expensive then thermoplastic, though most of the savings are offset due to the frequency of maintenance operations. For budgeting purposes, current construction costs to apply a 4" wide double yellow centerline (8" spacing between the lines) and 4" wide white edge striping using thermoplastic pavement markings and paint pavement markings is approximately $3.00-$3.50 per foot of roadway and $1.25-$1.75 per foot of roadway, respectively. Both types of marking last longer when placed during warm weather. Paint pavement markings usually need to be refreshed every 1-2 years to maintain acceptable visibility; thermoplastic pavement markings can typically last 4-5 years. These values are consistent with prior experiences for both types of striping on Village roadways.

cc: Robert Kosin, Director of Administration
Todd Gordon, Assistant Village Engineer
Doug Wambach, Village Attorney

Barrington Hills Farm LLC - McHenry County Staff Plat Review

MCHENRY COUNTY

STAFF PLAT REVIEW

AGENDA ● APRIL 20, 2016

Public Meeting	Conference Room B	8:30 AM
	667 Ware Rd., Woodstock, IL 60098	

I. CALL TO ORDER

Roll Call

II. PUBLIC COMMENT

III. DRAFT MINUTES FOR APPROVAL

1. Staff Plat Review - Public Meeting - Apr 6, 2016 8:30 AM

IV. SITE PLAN REVIEW

A. Barrington Hills Farm - Equestrian Facility

1. Application and Site Plan
2. Stormwater Comments
3. Planning Comments
4. Building Comments

V. MEMBER COMMENTS

VI. ADJOURNMENT

Manhard CONSULTING LTD

Civil Engineering
Surveying
Water Resources Management
Water & Wastewater Engineering
Supply Chain Logistics
Construction Management
Environmental Sciences
Landscape Architecture
Land Planning

March 21, 2016

Kimberly S. Kolner, AICP
McHenry County Planning and Development
2200 N. Seminary Ave.
Woodstock, IL 60098

RE: BARRINGTON HILLS FARM
NORTH EAST CORNER OF CHURCH AND CHAPEL ROAD
MCHENRY COUNTY, ILLINOIS 60010

Mrs. Kolner,

We are seeking site plan approval for the Barrington Hills Hooved Animal Rescue & Protection Society (HARPS). The project consists of the development of 21-acres of agricultural property Zoned A-1 in McHenry County. The proposed development will remain Zoned A-1 and include one primary Stable and Arena building with two ancillary service buildings. The intent of the project is to provide safe refuge for abused and neglected horses and to provide boarding for horses as a means to supplement the operation costs of the horse rescue operation. Please find the following materials for your review and approval:

- One (1) Site Plan Review application and check for $400.00
- One (1) Tree Inventory Report
- One (1) Wetland Assessment Report
- One (1) Topographic Survey
- One (1) Soil Suitability Report
- One (1) Preliminary Septic System Design Plan
- One (1) Preliminary Stormwater Report
- One (1) Preliminary Stormwater Design Plan
- One (1) Illinois Department of Natural Resource EcoCAT Consultation Termination Letter
- One (1) Illinois Historical Preservation Society Signoff Letter
- One (1) Architectural Elevation Drawings Set
- One (1) Stable & Indoor Arena Floor Plan
- One (1) Site Lighting Plan and Details
- One (1) Entry Signage Plan and Details
- One (1) Preliminary Overall Site Plan
- One (1) Preliminary Landscape Plan
- One (1) Project Description

For your review and signature. If you should have any questions, please do not hesitate to contact me at 847-325-7307 or GChristensen@manhard.com.

Yours truly,
MANHARD CONSULTING

Glenn M. Christensen, RLA, ASLA
Senior Planner

Cc: Cesar Lujan, Blackburn Architects
Enclosures

Manhard Consulting, Ltd.
900 Woodlands Parkway • Vernon Hills, Illinois 60061
tel: (847) 634-5550 • fax: (847) 634-0095 • www.manhard.com
ARIZONA • CALIFORNIA • COLORADO • GEORGIA • ILLINOIS • INDIANA • MARYLAND • NEVADA • VIRGINIA

Communication: Application and Site Plan (Barrington Hills Farm - Equestrian Facility)

MCHENRY COUNTY PLANNING AND DEVELOPMENT
2200 N. SEMINARY AVENUE, WOODSTOCK, IL 60098
815-334-4560

Office Use Only

Petition # _____

APPLICATION FOR ZONING PETITION

OWNER INFORMATION:	~~ATTORNEY/CONTRACTOR INFORMATION~~ (If Applicable): LAND PLANNER
Name JR DAVIS	Name GLENN M. CHRISTENSEN
Address 81 MEADOW HILL ROAD	Address 900 WOODLANDS PARKWAY
City, St, Zip BARRINGTON, ILLINOIS 60010	City, St, Zip VERNON HILLS, ILL. 60061
Daytime Phone 847/998-9000	Phone 847/325-7307
Email	Email gchristensen@manhard.com

PARCEL INFORMATION:

Address NOT KNOWN

City BARRINGTON HILLS Zip _____ ALGONQUIN TOWNSHIP

Parcel/Tax Number 20-30-100-002

Number of Acres ± 22 ACRES

Description of Location NORTHEAST CORNER OF CHAPEL ROAD & CHURCH ROAD

Applying For: (Check all that apply)		
	☐ Reclassification	Current Zoning A1 Requested Zoning _____
	☐ Conditional Use & Site Plan Review	CUP Request: _____
	☐ Variation	Variation Request: _____
	☒ Site Plan Review ~~for Commercial Permit~~	Permit Number: _____

NARRATIVE: Please use the space below to explain your request in detail. Please feel free to use a separate page for more space.

SEE ATTACHED

Communication: Application and Site Plan (Barrington Hills Farm - Equestrian Facility)

Wherefore, Petitioners pray that the Chairman of the Zoning Board of Appeals or McHenry County Hearing Officer sets a date and time for a Public Hearing to be held for the proposed request.

Signature	***Signature***
J.R. DAVIS ***Print Name*** CHAIRMAN BHF, LLC	GLENN M. CHRISTENSEN ***Print Name***

VERIFICATION

I/~~we~~, GLENN M. CHRISTENSEN, sworn on oath, hereby verify and attest to the truth and correctness of all facts, statements and information presented herein.

Signature	***Signature***
Print Name	GLENN M. CHRISTENSEN ***Print Name***

SUBSCRIBED and SWORN to before me
this 21 day of MARCH, 2016.

Cynthia C. Bandy
NOTARY PUBLIC

OFFICIAL SEAL
CYNTHIA C BANDY
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:09/18/18

Communication: Application and Site Plan (Barrington Hills Farm - Equestrian Facility)

PLANNING
ARCHITECTURE
INTERIORS

BLACKBURN

JOHN A. BLACKBURN, ARCHITECT

WASHINGTON, DC
1820 N STREET NW
WASHINGTON, DC 20036
(202) 337-1755 PHONE
(202) 337-5271 FAX

SAN FRANCISCO
50 CALIFORNIA STREET
SUITE 1500
SANFRANCISCO, CA 94111
(415) 439-5203 PHONE
(415) 439-5299 FAX

www.blackburnarch.c

Project Description

Barrington Hills Farm / HARPS
N.E. Corner of Church Road and Chapel Road
Unicorporated Barrington Hills
McHenry County, IL

Overview

Barrington Hills Farm/Hooved Animal Rescue & Protection Society (HARPS) is an equestrian facility intended to provide safe refuge for abused and neglected horses and to provide boarding for horses as a means to supplement the operation costs of the horse rescue operation. HARPS is a not-for-profit organization that has served the Greater Chicago area since 2001.

Project Scope

The project scope and primary building is a design for a 40-stall horse barn (20 for HARPS and 20 for boarding) with service spaces such as an indoor riding arena to exercise horses during inclement weather. Other service spaces would include tack room, laundry, wash and groom stalls, stroage for feed, hay, and bedding, and an out-patient vetinary clinic to provide minor care to abused horses.

Administration spaces will also be included to serve visitors and include spaces like an office, handicap accessible restrooms, meeting room, and a kitchen for staff.

Secondary buildings would include a storage building for hay and bedding and vehicle garage for property maintenance equipment. On a second level above the vehicle garage would be a two-bedroom apartment for staff members who would be present on site 24/7 to care for the horses on the property.

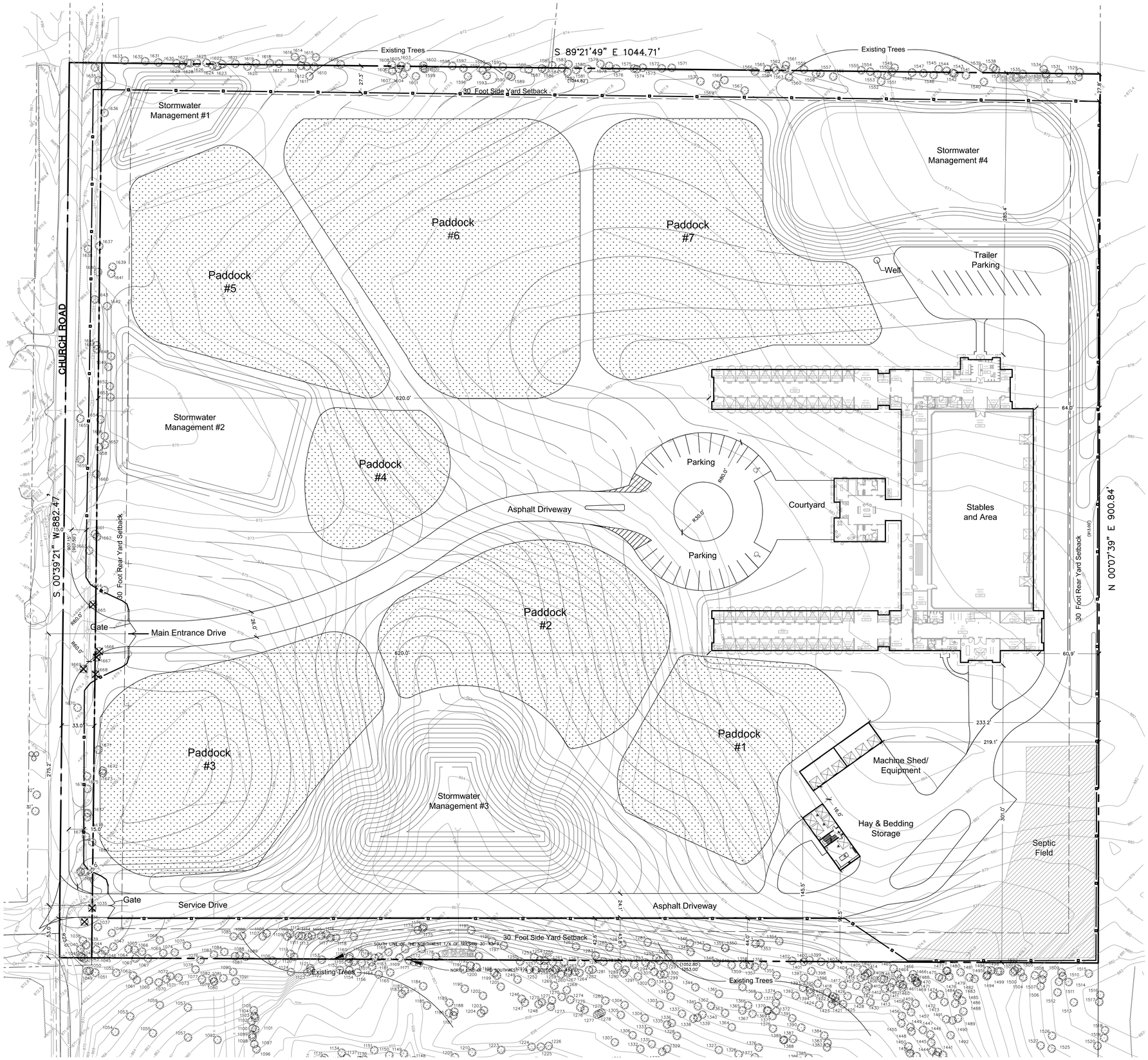
Site Improvements and Considerations

The overall property is 21-acres bordered by Church Road to the west with neighboring properties to the north and east. The owner of Barrington Hills Farm is also the owner of the property to the south of the 21-acre parcel.

The primary structure of the horse stalls with indoor arena would be located towards the eastern edge of the property accessble by a public entrance on Church Road. A secondary service entrance would also be included located at the southwestern corner to provide access to deliveries of hay and bedding and for horse trailers.

Four stormwater ponds would be located at various locations throughout the property with fenced horse paddocks filling the remainder of the property. Aside from paddock fencing, a fence would surroung the property on all four sides.

Communication: Application and Site Plan (Barrington Hills Farm - Equestrian Facility)



Legal Description:

THAT PART OF LOT 2 OF THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 43 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT A POINT IN THE WEST LINE OF SAID NORTHWEST QUARTER LYING 1,731.10 FEET SOUTH, AS MEASURED ON SAID LINE, FROM THE NORTHWEST CORNER OF SAID NORTHWEST QUARTER THEREOF, FOR A POINT OF BEGINNING; THENCE SOUTH ALONG SAID WEST LINE OF SAID QUARTER SECTION, 907.50 FEET TO THE SOUTHWEST CORNER OF SAID NORTHWEST QUARTER; THENCE EAST ALONG THE SOUTH LINE OF SAID NORTHWEST QUARTER, 1052.8 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF THE PUBLIC SERVICE COMPANY OF NORTHERN ILLINOIS; THENCE NORTH ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 913.00 FEET TO A POINT LYING 1044.82 FEET EAST FROM THE PLACE OF BEGINNING; THENCE WEST ALONG A LINE FORMING AN ANGLE OF 90 DEGREES 25 MINUTES 07 SECONDS FROM SOUTH TO WEST WITH THE LAST DESCRIBED RIGHT OF WAY LINE, A DISTANCE OF 1044.82 FEET TO THE POINT OF BEGINNING, IN MCHENRY COUNTY, ILLINOIS.

Site Data:

Existing Site Area:	21.76 Acres (948,161 sq. ft.)
Less Church Road Right-of-Way:	0.68 Acres (29,939 sq. ft.)
Net Site Area:	21.08 Acres (918,222 sq. ft.)
Existing Zoning:	A-1 Agricultural District
Proposed Zoning:	A-1 Agricultural District

Setbacks:

Street (Front Yard) Setback:	30 Feet
Side Yard Setback:	30 Feet
Rear Yard Setback:	30 Feet

NORTH

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

DATE	REVISIONS	DRAWN BY

Manhard CONSULTING LTD
8600 Woodlands Parkway, Vernon Hills, IL 60061 ph847.634.5550 fx847.634.0095 manhard.com
Civil Engineers • Surveyors • Water Resource Engineers • Water & Wastewater Engineers
Construction Managers • Environmental Scientists • Landscape Architects • Planners

Barrington Hills Farm
McHenry County, Illinois
Preliminary Site Plan

PROJ. MGR.:	RAD
PROJ. ASSOC.:	GMC1
DRAWN BY:	JBD
DATE:	3-11-16
SCALE:	1"=40'

SHEET 1 OF 1

BHF.MCIL01

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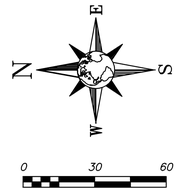
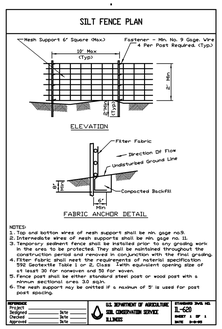
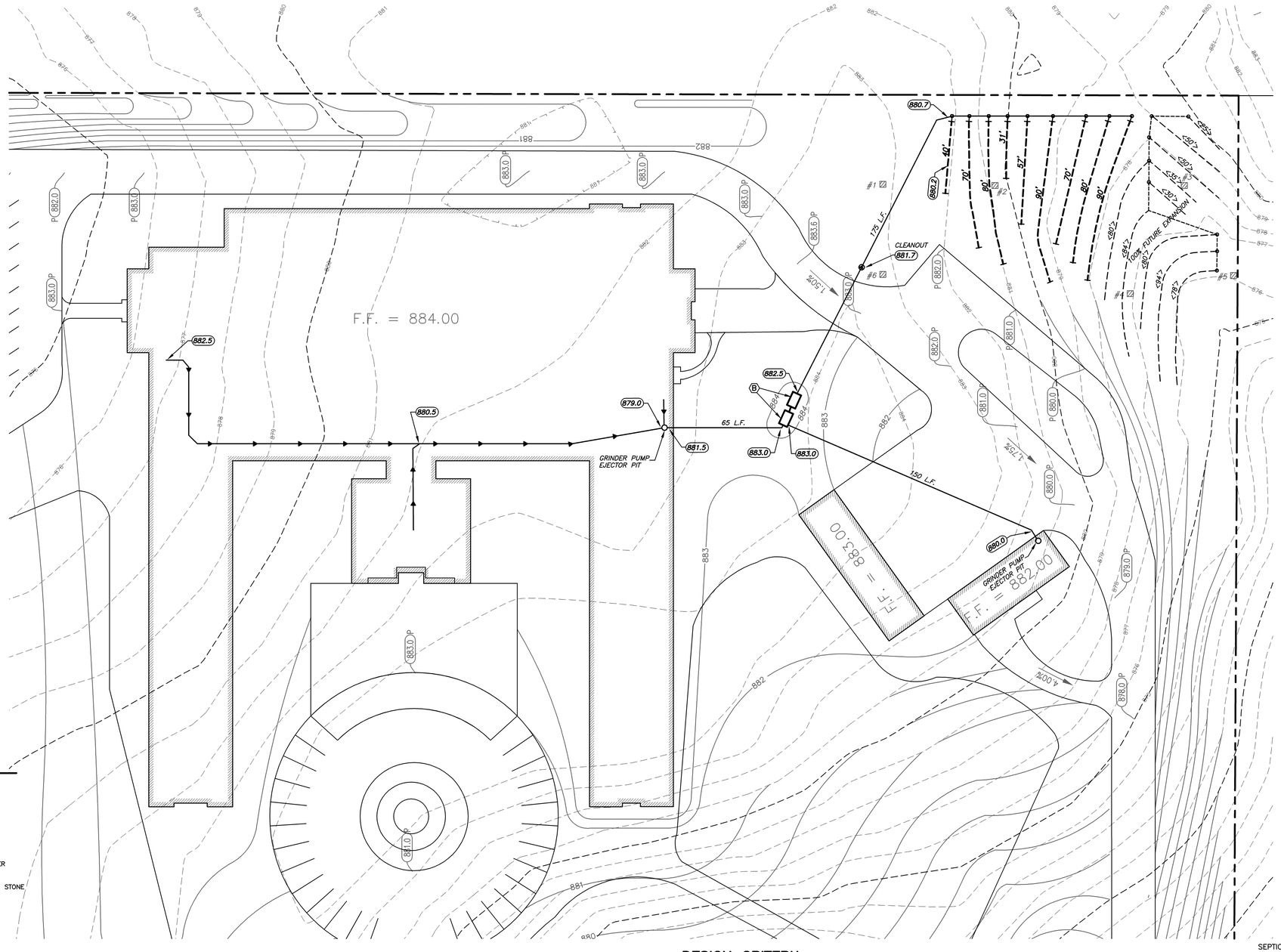
Communication: Application and Site Plan (Barrington Hills Farm - Equestrian Facility)

SEPTIC SYSTEM DESIGN







LEGEND

- Ⓐ = _.____ L.F. – 4" DIA. P.V.C. SCHED. 40 (OR GREATER) W/SEALED JTS. AT 2.0% MIN.
- Ⓑ = (2) 1000 GALLON SEPTIC TANKS
- Ⓒ = _.____ GALLON CLASS 1 AEROBIC UNIT (CLEARSTREAM, MULTI–FLO, OR EQUAL) FIBERGLASS OR POLYETHYLENE
- Ⓓ = _.____ L.F. – 4" DIA. P.V.C. SCHED. 40 (OR GREATER) AT 1.0% MIN. SLOPE
- Ⓔ = _____ LIFT STATION (SEE DETAIL)
- Ⓕ = _.____ L.F. – 1–1/2" DIA. PVC SCHED. 40 SOLID PLASTIC DISCHARGE PIPE. PREVENT SIPHON IN FIRST DROP BOX.
- Ⓖ = _.____ L.F. SEPTIC FIELD 4"ø PERFORATED PLASTIC PIPE LAID LEVEL IN 36" WIDE TRENCHES. 18" TO 36" DEEP. USE APPROVED DROP BOXES CONNECTED WITH 3 L.F. OF 4" DIA. PVC (SCHED #40) SOLID PIPE.
- ⬡ = _____ L.F. CURTAIN DRAIN AND ____ L.F. 4" ø SOLID PLASTIC PIPE. PITCH DOWNHILL AT 0.3% MIN. SLOPE AND DISCHARGE TO SURFACE. CONNECT ALL GUTTER DOWNSPOUTS AND FOOTING TILE SUMP PUMP TO CURTAIN DRAIN.
- = PROPOSED PIPE INVERT ELEVATION
- = SOIL PROFILE BORING
- = PROPOSED FINISH CONTOUR
- = EXISTING CONTOUR
- = SILT FENCE
- = SEPTIC PROTECTION / CONSTRUCTION FENCE

SPECIAL NOTES

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

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

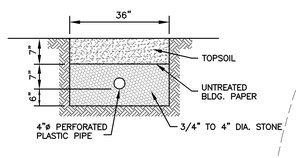
GENERAL NOTES

1. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES, AND HAVE ALL EXISTING UTILITY INSTALLATIONS LOCATED AND STAKED PRIOR TO CONSTRUCTION.
2. ALL BACKFILL USED FOR THE SEEPAGE FIELD TRENCHES SHALL BE POROUS TOPSOIL CONTAINING LITTLE OR NO CLAY.
3. THE CONTRACTOR SHALL VERIFY ALL EXISTING FIELD CONDITIONS SUCH AS WELL LOCATIONS, HOUSE AND ANY EXISTING SEPTIC FIELD LOCATIONS, ALL ELEVATIONS PRIOR TO INITIATING ANY CONSTRUCTION.
4. ALL DOWNSPOUTS AND SUMP PUMP SHALL DISCHARGE AWAY FROM THE SEEPAGE FIELD, OR INTO A CURTAIN DRAIN.
5. ALL INSTALLATIONS SHALL CONFORM TO THE APPROPRIATE REGULATORY AGENCY REQUIREMENTS.
6. PRIOR TO THE START OF ANY BUILDING CONSTRUCTION ACTIVITY A TEMPORARY FENCE SHALL BE CONSTRUCTED AROUND THE PROPOSED SEEPAGE FIELD AREA.
7. NO SEEPAGE FIELD CONSTRUCTION, OR PLACING OF TOPSOIL IS PERMITTED UPON WET OR FROZEN GROUND.
8. NO LAWN IRRIGATION SYSTEMS MAY BE INSTALLED WITHIN 25' OF THE SEPTIC SEEPAGE FIELD AREA.
9. SEPTIC CONTRACTOR IS TO NOTIFY DESIGN ENGINEER AND COUNTY REPRESENTATIVE 48–HOURS IN ADVANCE OF CONSTRUCTION TO REVIEW AND INSPECT INSTALLATION PRIOR TO COMMENCEMENT OF ANY BACKFILLING.
10. DELETED.
11. THE INSTALLER AND/OR SUPPLIER OF THE AERATION UNIT SHALL PROVIDE THE HOMEOWNER WITH THE REQUIRED WARRANTY INFORMATION AND OWNERS MANUALS FOR THE AERATION UNIT. IT IS THE HOMEOWNER'S RESPONSIBILITY TO READ THESE MANUALS AND USE THE SYSTEM AS IT WAS INTENDED AND IN A RESPONSIBLE MANNER. THE INSTALLER AND/OR SUPPLIER SHALL SERVICE THE UNIT ACCORDING TO THE WARRANTY TERMS OF THE PARTICULAR UNIT. AFTER THE INITIAL WARRANTY PERIOD, IT IS THE INSTALLER OR APPROVED SERVICE ORGANIZATIONS RESPONSIBILITY TO OFFER A CONTINUED MAINTENANCE CONTRACT TO THE HOMEOWNER. IT IS THE HOMEOWNER'S RESPONSIBILITY TO PURCHASE SAID MAINTENANCE CONTRACT FROM AN APPROVED SERVICE COMPANY FOR THE PARTICULAR UNIT TO INSURE THE CONTINUED SATISFACTORY OPERATION OF THE AERATION UNIT.
12. PROPOSED UTILITIES SHALL BE INSTALLED A MINIMUM DISTANCE OF 5.0 FEET FROM SEPTIC COMPONENTS.

McHENRY COUNTY NOTES

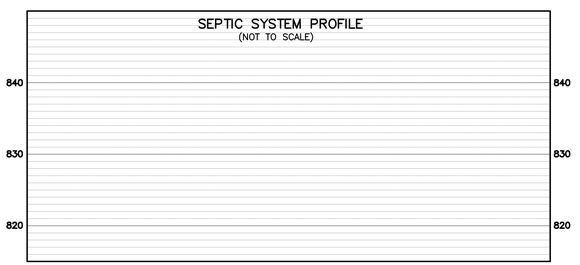
1. THIS SEPTIC SYSTEM IS NOT DESIGNED TO ACCOMMODATE HOT TUB DISCHARGE.
2. THE PROPOSED HOUSE AND SEPTIC SYSTEM ARE NOT LOCATED IN A FLOOD HAZARD AREA.

TRENCH DETAIL



SEPTIC SYSTEM PROFILE

(NOT TO SCALE)



DESIGN CRITERIA

SUMMARY OF ANTICIPATED WATER USEAGE

MAIN FACILITY

8 EMPLOYEES @ 35 g.p.d.	=	280 g.p.d.
20 GUESTS / DAY @ 25 g.p.d.	=	500 g.p.d.
SPECIAL EVENTS 50 GUEST @ 25 g.p.d. (no other activities or showering will occur on day of special events)		
MAIN FACILTY TOTAL	=	780 g.p.d. ÷ 2.1
	=	371.4 L.F.
WATCHMAN BUILDING (2 BEDROOMS)	+	234 L.F.
TOTAL MAIN FACILITY & WATCHMAN BUILDING	=	606 L.F. FIELD REQUIRED

THIS DRAWING IS FOR SEPTIC SYSTEM DESIGN ONLY. REFER TO SITE PLAN DRAWING(S) BY OTHERS FOR ALL OTHER ENGINEERING/SITE PLAN RELATED INFORMATION.

THE EXISTING TOPOGRAPHIC INFORMATION SHOWN HEREON WAS PROVIDED MANHARD CONSULTING LTD.

NOTE:

EXISTING UTILITIES: WHEN THE PLANS OR SPECIAL PROVISIONS INCLUDE INFORMATION PERTAINING TO THE LOCATION OF UNDERGROUND UTILITIES SUCH INFORMATION REPRESENTS ONLY THE OPINION OF THE ENGINEER AS TO THE LOCATION OF SUCH UTILITIES AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER. THE ENGINEER AND OWNER ASSUME NO RESPONSIBILITY WHATSOEVER IN RESPECT TO THE SUFFICIENCY OR ACCURACY OF THE INFORMATION SHOWN ON THE PLANS RELATIVE TO THE UNDERGROUND UTILITY FACILITIES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES, DETAILED INFORMATION RELATIVE TO THE LOCATION OF THEIR FACILITIES.

CONTRACTOR IS RESPONSIBLE FOR CONTACTING J.U.L.I.E. AT 1–800–892–0123 AND MUST OBTAIN A DIG NUMBER AT LEAST 72 HOURS PRIOR TO ANY WORK BEING DONE.

HLC SEPTIC DESIGN IS A SERIES OF HERITAGE LAND CONSULTANTS, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY.

ILLINOIS PROFESSIONAL LAND SURVEYOR AND PROFESSIONAL ENGINEERING DESIGN FIRM CORPORATION LICENSE NO. 184.004955 EXPIRES : 04–30–2017

SEPTIC SYSTEM DESIGN PREPARED BY AND/OR UNDER THE DIRECT SUPERVISION OF:

PRELIMINARY FOR CLIENT REVIEW 2-24-2016

PEDER J. RANNBERG, P.E.
LICENSED PROFESSIONAL ENGINEER
ILLINOIS NO. 62–28834
EXPIRES : 11–30–17

SEPTIC SYSTEM DESIGN

BARRINGTON HILLS FARMS AT CHAPEL RD. & CHURCH RD.

PAF SEPTIC DESIGN

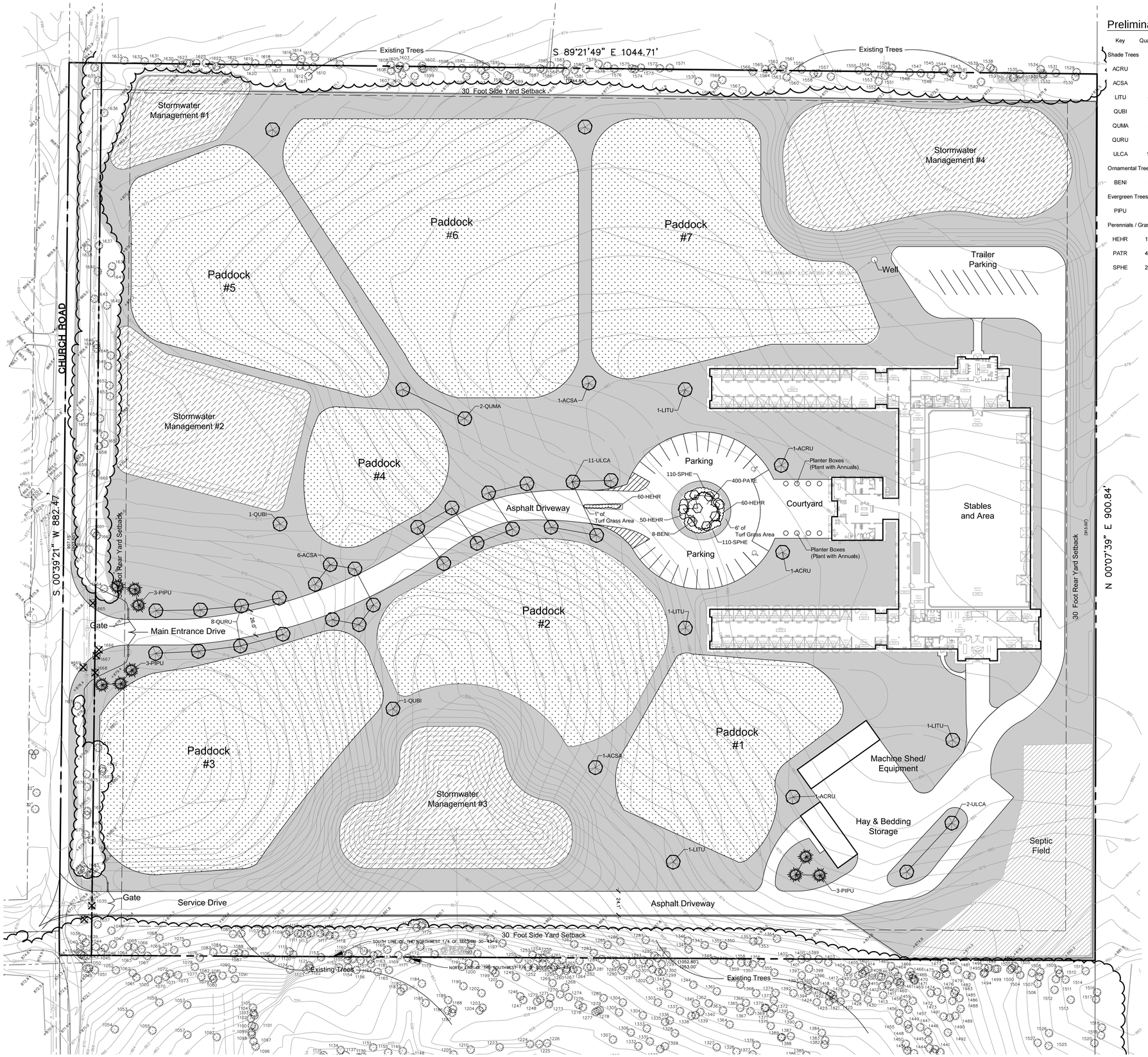
DISK: 160219	FILE NM. 16010SEP	FILE NM. N/A PAC. NO. N/A
CLIENT: BHFW, LLC	ADDRESS: CHURCH ROAD BARRINGTON HILLS, IL	

SCALE: 1" = 30'
DATE: 2–24–2016
DRAWN BY: MWR
CHECKED BY: PAF
JOB NUMBER: 2016–010 SEP

HERITAGE LAND CONSULTANTS LLC
Surveying Engineering Septic Design
HLC SEPTIC DESIGN
758 RIDGEVIEW DRIVE
McHENRY, ILLINOIS 60050
(815) 344-3252

Communication: Application and Site Plan (Barrington Hills Farm - Equestrian Facility)

Communication: Application and Site Plan (Barrington Hills Farm - Equestrian Facility)



Preliminary Plant List:

Key	Quantity	Name COMMON/ Botanical	Size	Comments
Shade Trees				
ACRU	3	RED MAPLE/ Acer rubrum	3" BB	
ACSA	7	GREEN MOUNTAIN SUGAR MAPLE/ Acer saccharum 'Green Mountain'	3" BB	
LITU	4	TULIP TREE/ Liriodendron tulipifera	3" BB	
QUBI	3	SWAMP WHITE OAK/ Quercus bicolor	3" BB	
QUMA	3	BUR OAK/ Quercus macrocarpa	3" BB	
QURU	8	NORTHERN RED OAK/ Quercus rubrum	3" BB	
ULCA	13	HOMESTEAD ELM/ Ulmus 'Homestead'	3" BB	
Ornamental Trees				
BENI	8	RIVER BIRCH/ Betula nigra	8' BB	
Evergreen Trees				
PIPU	9	COLORADO GREEN SPRUCE/ Picea pungens	8' BB	
Perennials / Grasses / Groundcovers				
HEHR	150	HAPPY RETURNS DAYLILY/ Hemmerocallis 'Happy Returns'	#1 Container	Planted 1'-0" on center
PATR	400	JAPANESE SPURGE/ Pachysandra terminalis	#1 Container	Planted 2'-0" on center
SPHE	220	PRAIRIE DROPSEED/ Sporobolus heterolepis	#1 Container	Planted 2'-0" on center

Turf Area

Stormwater Seed Mix Area

Paddock Areas

NORTH

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

DATE	REVISIONS	DRAWN BY

Manhard CONSULTING LTD
800 Woodlands Parkway, Vernon Hills, IL 60061 - p:847.634.5000 - f:847.634.0269 - manhard.com
Civil Engineers • Surveyors • Water Resource Engineers • Water & Wastewater Engineers
Construction Managers • Environmental Scientists • Landscape Architects • Planners

Barrington Hills Farm

McHenry County, Illinois

Preliminary Landscape Plan

PROJ. MGR.: RAD
PROJ. ASSOC.: GMC1
DRAWN BY: JBD
DATE: 03-08-16
SCALE: 1"=40'

SHEET 1 OF 1

BHF.MCIL01

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March 11, 2016 - 15:47 Dwg Name: P:\Bhfmcil01\dwg\Landplan\Preliminary\Preliminary Landscape Plan 3-3-16.dwg Updated By: bdethloff

'A' - Path Bollard

Aluminum Bollard (RB30) Specification Sheet

Project Name:	Location:	MFG: Philips Hadco
Fixture Type:	Catalog No.:	Qty:

Ordering Guide

Example: RB30 A AO 70S E

Product Code	RB30	Aluminum Bollard
Finish	A	Black
	H	Bronze
Lens	AO	Clear, Symmetric
Wattage	70S	70W HPS
	100S	100W HPS
	70H	70W MH
	100H	100W MH
	50S	50W HPS
	50H	50W MH
	42F	42W CFL
	100I	100W INC
Voltage	E	120V
	F	208V
	G	240V
	H	277V
	K	347V

Specifications

HOUSING:
Die-cast aluminum. Constructed of 5" diameter extruded aluminum (1/8" wall). Head assembly is mounted to lower housing with three (3) stainless steel screws. Fasteners are 300 series stainless steel. Gasketing is silicone.

FINISH:
Optional CraftStone™ finish is highly weather-resistant and bonded to the aluminum substrate. Thermoset polyester powdercoat is electrostatically applied after a five-stage conversion cleaning process and bonded by heat fusion thermosetting. Laboratory tested for superior weatherability and fade resistance in accordance with ASTM B117 specifications.

OPTICAL ASSEMBLY:
Clear molded glass lens. Highly reflective white paint on spun aluminum rings, mounted on the underside of louvers.

ELECTRICAL ASSEMBLY:
26W Fluorescent socket is a GX24Q-3 base. 32W Fluorescent socket is a GX24Q-3 base. 42W Fluorescent socket is a GX24Q-4 base. Standard quad-volt core and coil mounted on removable ballast bracket, with quick connect harness, high power factor, dipped in moisture-resistant epoxy coating. Fluorescent uses electronic ballasts.

BALLAST:
HID ballasts are HPF core and coil, factory wired and tested, mounted to a key-slotted removable tray with quick disconnect for easy installation. Ballasts shall provide +/-5% lamp power regulation with +/-10% input voltage regulation. Fluorescent ballast is electronic (-20° F cold weather start).

INSTALLATION & MOUNTING:
VOLTAGE CAUTION: Some local interpretation of the NEC Section 210-6 only permit the use of 120 volt fixtures when they are mounted below 8'. Check with local authorities before specifying alternate voltages. Lower casting is secured to anchor foundation by three (3) galvanized steel bolts and nuts. Before installing anchor bolts, contact factory for latest mounting template.

WARRANTY:
Three-year limited warranty.

ISO 9001:2008 Registered — Page 1 of 2

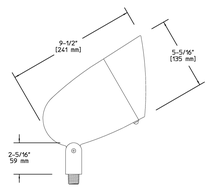
PHILIPS HADCO

Note: Philips reserves the right to modify the above details to reflect changes in the cost of materials and/or production and/or design without prior notice.
100 Craftway Drive, Littlestown, PA 17340 I P: +1-717-359-7131 I F: +1-717-359-9289 I http://www.hadco.com I Copyright 2013 Philips
HW2

'B' - Signage Light

LED Aluminum Bullyte (B3) Specification Sheet

Project Name:	Location:	MFG: Philips Hadco
Fixture Type:	Catalog No.:	Qty:



Ordering Guide

Example: B3 A LED13 NF W

Product Code	B3	LED Aluminum Bullyte	
Finish	A	Black	
	H	Bronze	
	G	Verde	
Source/Lumens	LED13	13W LED	*2
Optics	NF	Narrow Flood	
CCT	W	Warm	

*1 Lamp will be shipped with fixture, but not installed. Lamp not sold separately.
*2 13W LED only available in (W) warm CCT and (NF) narrow flood optics.

Specifications

HOUSING:
Die-cast aluminum. Fully-adjustable swivel arm with vibration-proof locking teeth. Gasketing is silicone. Fasteners are 300 series stainless steel. Fully rotatable shroud, gasketed, cast aluminum. ½" NPS male threads to screw onto accessory mounting stake or junction box, sold separately.

FINISH:
Thermoset polyester powdercoat is electrostatically applied after a five-stage conversion cleaning process and bonded by heat fusion thermosetting.

OPTICAL ASSEMBLY:
Clear tempered glass affixed at 10° angle for natural cleaning.

LAMPING:
13W lamp with 25° beam spread. 25,000 hours life. Color temperature (CCT): warm white (2,700K nominal). No Mercury.

ELECTRICAL ASSEMBLY:
4kv rated porcelain mini-can base. Nickel-plated screw shell with center contact.

WARRANTY:
Three-year limited warranty.

CERTIFICATIONS:
ETL listed to U.S. safety standards for wet locations. cETL listed to Canadian safety standards for wet locations. Manufactured to ISO 9001:2008 Standards.

Width:
5 5/16" (135mm)

Length:
9 1/2" (241mm)

Max. Weight:
2.96 lb.

ISO 9001:2008 Registered — Page 1 of 1

PHILIPS HADCO

Note: Philips reserves the right to modify the above details to reflect changes in the cost of materials and/or production and/or design without prior notice.
100 Craftway Drive, Littlestown, PA 17340 I P: +1-717-359-7131 I F: +1-717-359-9289 I http://www.hadco.com I Copyright 2013 Philips
HW2

'C' - Building Sconce

CATALOG NO. _____

TYPE NO. _____ JOB NAME _____

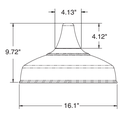
Xpressives Series
Medium and Large Deep Dome
(HID, Incandescent and Compact Fluorescent)

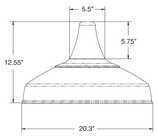
- Ideal for restaurants, taverns or nightclubs, food courts, atriums or plazas, malls, retail outlets, stores, athletic clubs and facilities, theatres, arenas, stadiums and amusement parks.
- Spun aluminum shade standard.
- Precision die-cast aluminum electrical cap attaches to shade via keyhole slots. Cap locks into place using set screw, and two-piece shade/cap assembly attaches to cord or pipe.
- Corrosion-resistant Duraplex II polyester powder-coated finish with optional designer finishes available.
- Remote or surface ballast mounting with a porcelain 4KV pulse rated socket. Most fixtures furnished with 96" leads with a maximum distance for electronic HID is 5' from ballast to lamp.
- Corrosion-resistant Duraplex II white polyester powder-coated reflector finish standard except for metallic textured finishes having the same both sides.
- ½" or ¾" NPS aluminum stem/gooseneck are schedule 40 with no exposed threads.
- Straight or coil white cord available in 18/3 SJTOW.
- Wall plate/ballast box made from die cast aluminum.
- CSA listed for wet locations.

- See page 2 for ordering information
- See arm specification sheet for arm styles
- See mounting specification sheet for mounting components

® Listed for wet locations

TECHNICAL INFORMATION





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www.philips.com/luminaires

05/13

PHILIPS Stonco

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Barrington Hills Farm Hooved Animal Rescue & Protection Society

PROJECT No : 215020.00
DATE : March 8, 2016
DRAWN BY : CV
CHECKED BY : CL

50 % CONSTRUCTION DOCUMENTS

DESIGNER'S STAMP

NOT FOR CONSTRUCTION

Rev	Date	Description
	02/05/16	50% PROGRESS SET

TITLE

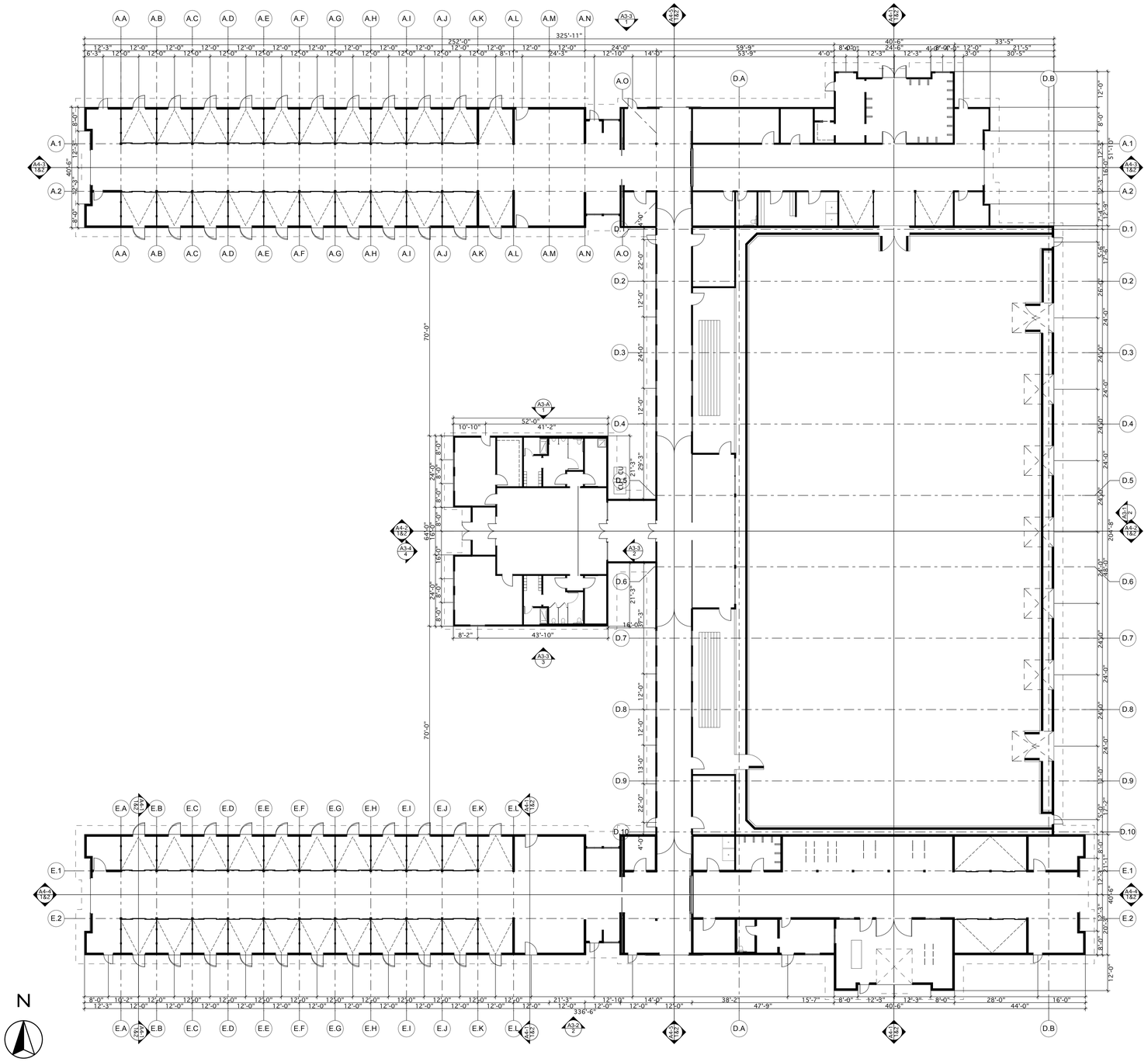
Lighting

SHEET NUMBER

A15.2

Communication: Application and Site Plan (Barrington Hills Farm - Equestrian Facility)

BIM Server: bim.blackburnarch.com - BIM Server 19/Davis/160108 - Davis Master Plan



1 STABLE & ARENA
SCALE: 1/16" = 1'-0"

FLOOR PLAN LEGEND

- WOOD FRAMED WALL WITH BATT INSULATION (SOUND BATTS IN INTERIOR WALLS)
- WOOD FRAMED WALL WITHOUT INSULATION
- CONCRETE SLAB (BROOM FINISH)
- WOOD FLOOR (VERIFY TYPE WITH ARCHITECT)
- 3/4" THICK, NON-SLIP, INTERLOCKING RUBBER MAT
- 1 3/4" THICK INTERLOCKING RECYCLED RUBBER BRICK PAVERS

FLOOR PLAN NOTES

1. SEE SHEET A0-1 FOR GENERAL NOTES, SYMBOLS & ABBREVIATIONS.
2. SEE WALL SECTIONS FOR WALL TYPE DESCRIPTIONS.
3. SEE SHEET A9-1 FOR DOOR & WINDOW SCHEDULES & RELATED DETAILS.
4. SEE STRUCTURAL DRAWINGS FOR STRUCTURAL MEMBER SIZES, SPACING, AND LOCATIONS.
5. ALL APPLIANCES, PLUMBING FIXTURES, & HARDWARE TO BE SELECTED & PROVIDED BY OWNER.
6. PROVIDE FIRE SAFING AT ALL PENETRATIONS THROUGH RATED WALLS.
7. PROVIDE A 5LB DRY CHEMICAL FIRE EXTINGUISHER - WALL MOUNT 4'-0" AFF ADJACENT TO AISLE DOOR OPENINGS @ EACH END.
8. CONSTRUCT ALL WALLS TO UNDERSIDE OF THE STRUCTURAL FRAMING- UNLESS NOTED OTHERWISE. FRAME WALLS WITH ALL POSTS INDICATED ON STRUCTURAL DRAWINGS.
9. ALL INTERIOR GYPSUM BOARD WALLS TO HAVE CONTROL JOINTS AT 30'-0" OC MAX.
10. GUARD RAILS TO BE 42" MIN HEIGHT. OPENINGS IN INTERMEDIATE RAILS NOT TO EXCEED 3.5" IN WIDTH. SECURE TO FRAMING W/ CONCEALED NON-CORROSIVE FASTENERS.
11. PROVIDE WOOD BLOCKING IN WALLS AS REQUIRED. ITEMS REQUIRING BLOCKING INCLUDE, BUT NOT TO LIMTED TO, ARE:
    A. WALL MOUNTED APPLICANCES
    B. WALL MOUNTED PLUMBING FIXTURES
    C. WALL MOUNTED BATHROOM ACCESSORIES
    D. WALL MOUNTED WALL CABINETS
    E. SHELVING
    F. WALL MOUNTED TACK HOOKS & SADDLE RACKS
    G. FIRE EXTINGUISHERS
12. ALL EQUINE DOOR, SCREENS, & STALL FRONTS TO BE PROVIDED BY LUCAS EQUINE EQUIPMENT (859-234-6920) OR APPROVED EQUAL. ALL FASTENER HEADS TO BE POWDER-COATED TO MATCH ADJACENT FINISH.
13. TYP EXTERIOR WALL CONSTRUCTION:
    HARDI PANEL LAP SIDING OVER TYVEK HOMEWRAP OVER 3/4" PLYWOOD SHEATHING OVER 2x6 WOOD FRAMING (STUDS @ 16" OC MAX) W/ BATT INSULATION OVER VAPOR BARRIER OVER INTERIOR FINISH.
14. TYP EXTERIOR STALL WALL CONSTRUCTION:
    HARDI PANEL BOARD AND BATTEN SIDING W/ BATTENS @ 12" OC MAX OVER TYVEK HOMEWRAP OVER 3/4" PLYWOOD SHEATHING OVER 2x6 WOOD GIRTS OVER VAPOR BARRIER OVER INTERIOR FINISH - SEE TYP TYVEK DETAIL 5/A6-1
15. TYP WOOD POSTS & CONNECTIONS:
    ALL WOOD POSTS TO BE 8X8 DOUGLAS FIR (STAIN) W/ 3/4" CHAMFERED EDGES AT ALL EXPOSED EDGES BELOW 8'-0" AFF. ALL COLUMN BASES, CAPS & MISC WOOD CONNECTIONS TO BE 3/16" THICK POWDER-COATED STEEL W/ 5/8" DIA. THROUGH BOLTS. VERIFY ALL WOOD CONNECTIONS W/ A STRUCTURAL ENGINEER.
16. TYP AISLE FLOOR CONSTRUCTION:
    1 3/4" INTERLOCKING, RECYCLED RUBBER BRICKS OVER CONCRETE.
17. TYP STALL FLOOR CONSTRUCTION:
    3/4" THICK, NON-SLIP, INTERLOCKING RUBBER MATS OVER CONCRETE.
18. TYP WASH STALL FLOOR CONSTRUCTION:
    3/4" THICK, NON-SLIP, INTERLOCKING RUBBER MATS OVER CONC SLAB. SLOPE SLAB 1/4" PER FOOT TO RECESSED FLOOR DRAIN W/ SEDIMENT BUCKET- DRAIN TO DAYLIGHT. PERFORATE RUBBER MAT COVERING DRAIN W/ 1/4" DIA HOLES @ 3/4" MAX. CENTERS IN A STAGGERED PATTERN.
19. TYP CONC FLOOR CONSTRUCTION:
    4" THICK, CLEAR-SEALED, TROWEL-FINISH, CONCRETE SLAB OVER VAPOR BARRIER OVER 4" GRAVEL. VERIFY W/ A STRUCTURAL ENGINEER.
20. TYP STALL KICKWALL CONSTRUCTION:
    HORIZ 2x6 PINE BOARDS (STAIN ALL FOUR (4) SIDES) OVER FRAMING. TOP OF KICKWALL IS 4'-0" AFF. BOTTOM THREE (3) BOARDS TO BE PRESERVTREATED. USE RECOMMENDED SCREWS AND COUNTERSINK TO PROVIDE NO EXPOSED FASTENERS IN STALLS.
21. TYP INTERIOR WALL FINISH:
    SEE BUILDING SECTIONS AND INTERIOR ELEVATIONS
22. FLY SPRAY SYSTEM:
    LOCATE FLY SPRAY WQUIPMENT IN UTILITY ROOM (A101 & A135) AND LAYOUT PIPING TO CONCEAL ALL RUNS - VERIFY W/ DESIGNER.
23. INSTALL UTILITY METERS AND ELECTRICAL PANELS PER CODE.
24. ALL RECEPTACLES THROUGHOUT BARN AND EXTERIOR LOCATIONS TO BE GFCI OUTLETS. ALL SWITCHES TO BE ROCKER TYPE - VERIFY W/ OWNER. PROVIDE EXPLOSIVE PROOF SWITCHES & OUTLETS WHERE REQUIRED BY CODE.
25. ALL ELECTRICAL & PLUMBING LINES:
    ALL PIPING & ELECTRICAL LOCATIONS SHOWN IN THESE DRAWINGS ARE DIAGRAMMATIC. CONTRACTORS SHALL COORDINATE WITH ALL TRADES TO VERIFY EXACT ROUTING PRIOR TO START OF WORK. ALL ELECTRICAL AND PLUMBING SHALL BE INSTALLED ABOVE GROUND IN A CONCEALED MANNER WHERE POSSIBLE, UNLESS NOTED OTHERWISE. ALL WIRING TO BE IN BX CABLE OR METAL CONDUIT & INSTALLED IN COMPLIANCE WITH ELECTRICAL AND ALL LOCAL CODES. RUN LINES ALONG BACK SIDE OF STALL FRONT FRAMING. NO LINES TO BE EXPOSED ON AISLE SIDE.

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Barrington Hills Farm
Hooved Animal Rescue & Protection Society

PROJECT No : 215020.00
DATE : March 17, 2016
DRAWN BY : CV
CHECKED BY : CL

60 % CONSTRUCTION DOCUMENTS

DESIGNER'S STAMP

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Rev	Date	Description
	02/05/16	50% PROGRESS SET
	03/17/16	60% PROGRESS SET

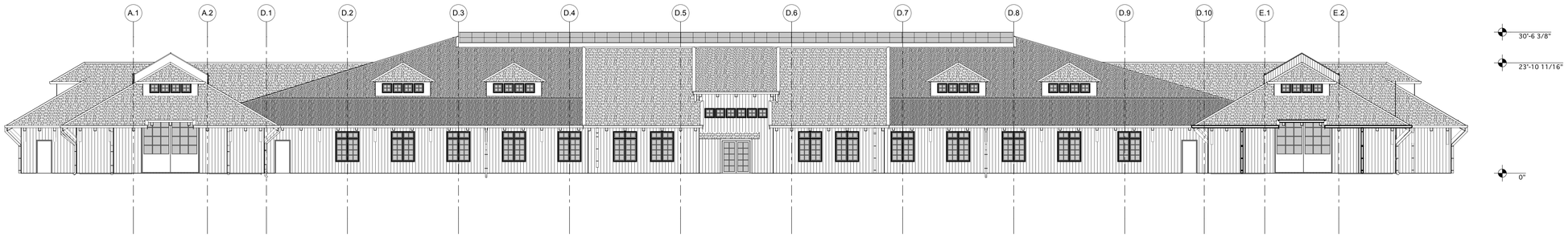
TITLE

STABLE & INDOOR ARENA - FLOOR PLAN

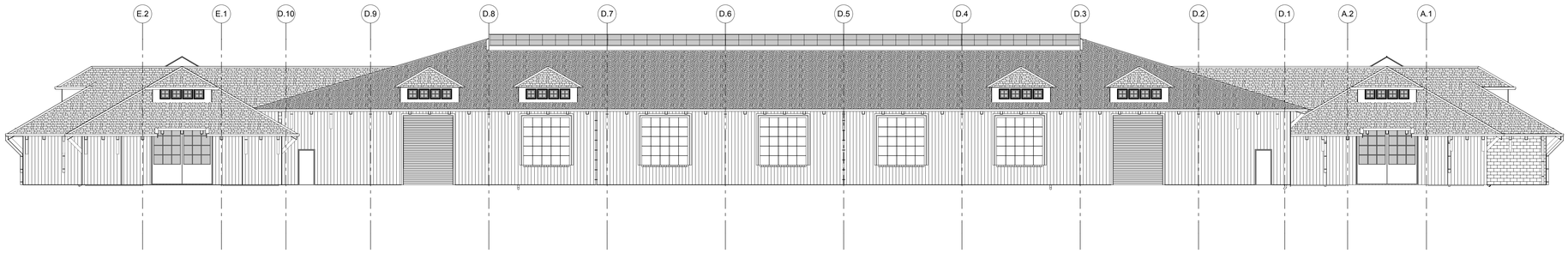
SHEET NUMBER

A1-1

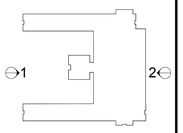
BIM Server: bim.blackburnarch.com - BIM Server 19/Davis/160108 - Davis Master Plan
Communication: Application and Site Plan (Barrington Hills Farm - Equestrian Facility)



1 West Elevation
SCALE: 3/32" = 1'-0"



2 East Elevation
SCALE: 3/32" = 1'-0"



MATERIAL LEGEND

- COMPOSITION LAP SIDING
- GLAZING
- STANDING SEAM MTL ROOF
- CONCRETE MASONRY, PAINTED

GENERAL NOTES

1. HORIZONTAL LAP SIDING (PAINT) - SEE SHEET A1-1 FOR INFO

2. EXTERIOR WALLS SHALL BE APPROVED NON- COMBUSTABLE MATERIAL, IGNITION-RESISTNANT MATERIAL OR HEAVY TIMBER AND SHALL EXTEND FROM THE TOP OF THE FOUNDATION TO THE ROOF W/ SOLID WOOD BLOCKING BETWEEN RAFTERS AT ALL ROOF OVERHANGS. - SEE CBC SECTION 704A.3

3. ALL EXTERIOR WALL OPENINGS, WALL VETNS, GLAZING & DOOR ASSEMBLIES SHALL CONFIRM TO CBC SECTION 704.A.3

4. ALL EAVES AND SOFFITS SHALL MEET THE REQUIREMENTS OF SFM 12-7A-3 OR SHALL BE PROTECTED BY IGNITION-RESISTANT MATERIALS OR NONCOMBUSTIBLE CONSTRUCTION ON THE EXPOSED UNDERSIDE PER CBC SECTION 704A.2.3

ELEVATION NOTES

1	HARDIEPLANK LAP SIDING - 7.25" (6" EXPOSURE) SMOOTH, ARCTIC WHITE	8	STANDING SEAM METAL ROOF	15	6" HALF ROUND GALVANIZED GUTTER
2	HARDIETRIM SUB SILL WINDOW PROFILE - ARTCIC WHITE	9	METAL RAIL SNOW GUARD	16	6" HALF ROUND GALVANIZED DOWNSPOUT
3	HARDIETRIM DRIP CAP - ARCTIC WHITE	10	POLYCARBONITE AND ALUMINUM FRAME SKYLIGHT ASSEMBLY	17	MTL LOUVER W/ OPERABLE DAMPER - SEE WINDOW SCHEDULE
4	HARDIETRIM 5/4 SMOOTH - 7.25", ARCTIC WHITE	11	MTL CLAD WOOD WINDOW - SEE WINDOW SCHEDULE	18	GOOSENECK LIGHT FIXTURE - SEE REFLECTED CEILING PLAN
5	HARDIETRIM 5/4 SMOOTH - 4.5", ARCTIC WHITE	12	OVERHEAD DOOR - SEE DOOR SCHEDULE	19	STEEL FRAMED DUTCH DOOR W/T&G WOOD INFILL
6	HARDIETRIM 5/4 SMOOTH - 9.25", ARCTIC WHITE	13	STL FRAME SLIDING DOOR W/ OVERHEHAD TRACK - SEE DOOR SCHEDULE	20	STEEL FRAMED DOOR W/T&G WOOD INFILL
7	HARDIEPANEL SMOOTH - ARCTIC WHITE	14	CONCRETE MASONRY UNIT - PAINTED	21	SNOW GUARDS

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Barrington Hills Farm
Hooved Animal Rescue & Protection Society

PROJECT No : 215020.00
DATE : February 5, 2016
DRAWN BY : CV
CHECKED BY : CL

50 % CONSTRUCTION DOCUMENTS

DESIGNER'S STAMP

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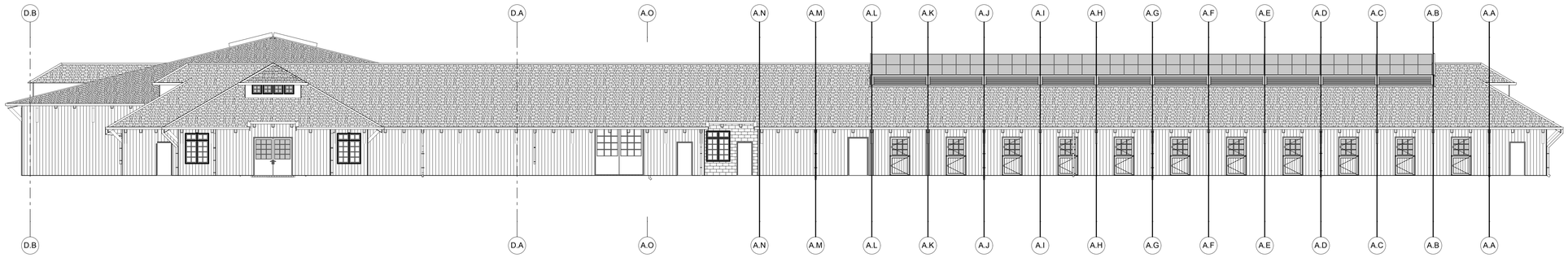
Rev	Date	Description
	02/05/16	50% PROGRESS SET

TITLE
ELEVATIONS

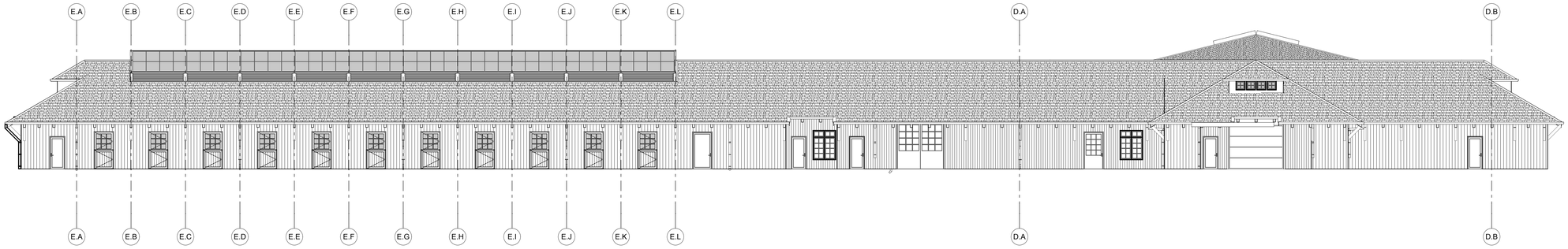
SHEET NUMBER
A3-1

BIM Server: bim.blackburnarch.com - BIM Server 19/Davis/160108 - Davis Master Plan

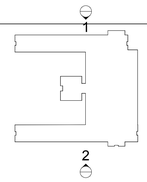
Communication: Application and Site Plan (Barrington Hills Farm - Equestrian Facility)



1 NORTH ELEVATION
SCALE: 3/32" = 1'-0"



2 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



MATERIAL LEGEND

- COMPOSITION LAP SIDING
- GLAZING
- STANDING SEAM MTL ROOF
- CONCRETE MASONRY, PAINTED

GENERAL NOTES

1. HORIZONTAL LAP SIDING (PAINT) - SEE SHEET A1-1 FOR INFO

2. EXTERIOR WALLS SHALL BE APPROVED NON- COMBUSTABLE MATERIAL, IGNITION-RESISTNANT MATERIAL OR HEAVY TIMBER AND SHALL EXTEND FROM THE TOP OF THE FOUNDATION TO THE ROOF W/ SOLID WOOD BLOCKING BETWEEN RAFTERS AT ALL ROOF OVERHANGS. - SEE CBC SECTION 704A.3

3. ALL EXTERIOR WALL OPENINGS, WALL VETNS, GLAZING & DOOR ASSEMBLIES SHALL CONFIRM TO CBC SECTION 704.A.3

4. ALL EAVES AND SOFFITS SHALL MEET THE REQUIREMENTS OF SFM 12-7A-3 OR SHALL BE PROTECTED BY IGNITION-RESISTANT MATERIALS OR NONCOMBUSTIBLE CONSTRUCTION ON THE EXPOSED UNDERSIDE PER CBC SECTION 704A.2.3

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Hooved Animal Rescue & Protection Society

PROJECT No : 215020.00
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DESIGNER'S STAMP

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	02/05/16	50% PROGRESS SET

TITLE
ELEVATIONS

SHEET NUMBER
A3-2

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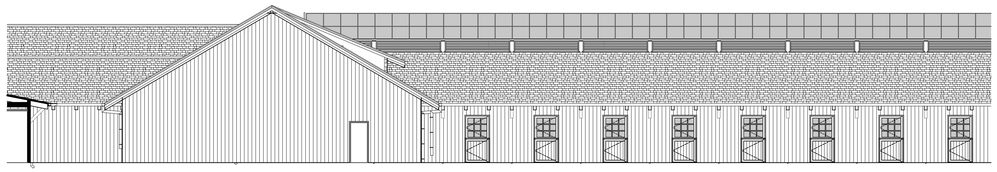
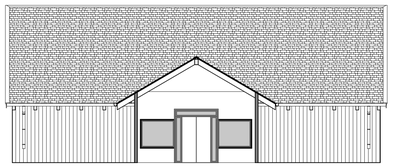
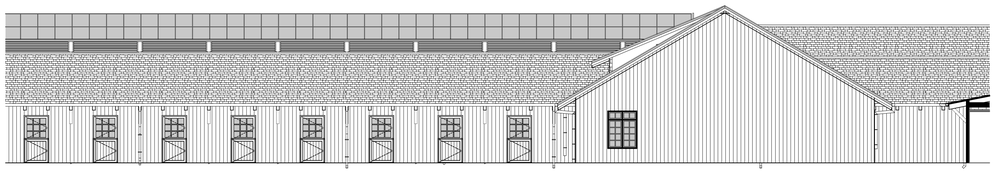
Communication: Application and Site Plan (Barrington Hills Farm - Equestrian Facility)



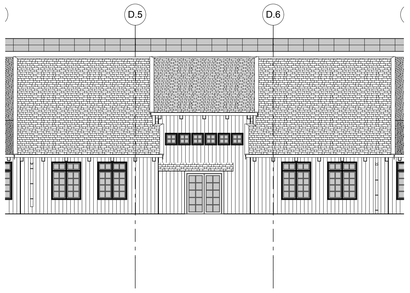
1 NORTH ELEVATION
SCALE: 3/32" = 1'-0"



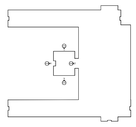
2 EAST ELEVATION
SCALE: 3/32" = 1'-0"



3 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



4 WEST ELEVATION
SCALE: 3/32" = 1'-0"



MATERIAL LEGEND
COMPOSITION LAP SIDING
GLAZING
STANDING SEAM MTL ROOF
CONCRETE MASONRY, PAINTED

GENERAL NOTES

1. HORIZONTAL LAP SIDING (PAINT) - SEE SHEET A1-1 FOR INFO

2. EXTERIOR WALLS SHALL BE APPROVED NON- COMBUSTABLE MATERIAL, IGNITION-RESISTNANT MATERIAL OR HEAVY TIMBER AND SHALL EXTEND FROM THE TOP OF THE FOUNDATION TO THE ROOF W/ SOLID WOOD BLOCKING BETWEEN RAFTERS AT ALL ROOF OVERHANGS. - SEE CBC SECTION 704A.3

3. ALL EXTERIOR WALL OPENINGS, WALL VETNS, GLAZING & DOOR ASSEMBLIES SHALL CONFIRM TO CBC SECTION 704.A.3

4. ALL EAVES AND SOFFITS SHALL MEET THE REQUIREMENTS OF SFM 12-7A-3 OR SHALL BE PROTECTED BY IGNITION-RESISTANT MATERIALS OR NONCOMBUSTIBLE CONSTRUCTION ON THE EXPOSED UNDERSIDE PER CBC SECTION 704A.2.3

ELEVATION NOTES

1	HARDIEPLANK LAP SIDING - 7.25" (6" EXPOSURE) SMOOTH, ARCTIC WHITE	8	STANDING SEAM METAL ROOF	15	6" HALF ROUND GALVANIZED GUTTER
2	HARDIETRIM SUB SILL WINDOW PROFILE - ARTCIC WHITE	9	METAL RAIL SNOW GUARD	16	6" HALF ROUND GALVANIZED DOWNSPOUT
3	HARDIETRIM DRIP CAP - ARCTIC WHITE	10	POLYCARBONITE AND ALUMINUM FRAME SKYLIGHT ASSEMBLY	17	MTL LOUVER W/ OPERABLE DAMPER - SEE WINDOW SCHEDULE
4	HARDIETRIM 5/4 SMOOTH - 7.25", ARCTIC WHITE	11	MTL CLAD WOOD WINDOW - SEE WINDOW SCHEDULE	18	GOOSENECK LIGHT FIXTURE - SEE REFLECTED CEILING PLAN
5	HARDIETRIM 5/4 SMOOTH - 4.5", ARCTIC WHITE	12	OVERHEAD DOOR - SEE DOOR SCHEDULE	19	STEEL FRAMED DUTCH DOOR W/T&G WOOD INFILL
6	HARDIETRIM 5/4 SMOOTH - 9.25", ARCTIC WHITE	13	STL FRAME SLIDING DOOR W/ OVERHEHAD TRACK - SEE DOOR SCHEDULE	20	STEEL FRAMED DOOR W/T&G WOOD INFILL
7	HARDIEPANEL SMOOTH - ARCTIC WHITE	14	CONCRETE MASONRY UNIT - PAINTED	21	SNOW GUARDS

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Barrington Hills Farm
Hooved Animal Rescue & Protection Society

PROJECT No : 215020.00
DATE : February 5, 2016
DRAWN BY : CV
CHECKED BY : CL

50 % CONSTRUCTION DOCUMENTS

DESIGNER'S STAMP

NOT FOR CONSTRUCTION

Rev	Date	Description
	02/05/16	50% PROGRESS SET

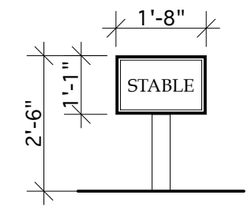
TITLE
ELEVATIONS

SHEET NUMBER
A3-3

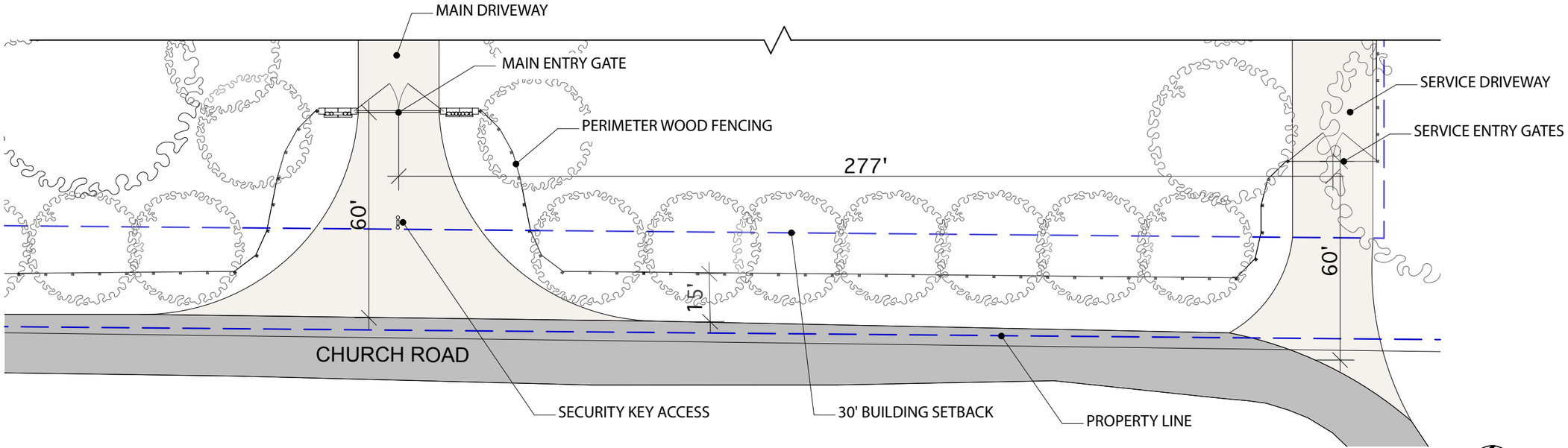
BIM Server: bim.blackburnarch.com - BIM Server 19/Davis/160108 - Davis Master Plan

Communication: Application and Site Plan (Barrington Hills Farm - Equestrian Facility)

3 MAIN ENTRY GATE/SIGN DETAILED ELEVATION
SCALE: 1" = 1'-0"



2 DIRECTIONAL SIGN
SCALE: 3/4" = 1'-0"



1 ENTRY SITE PLAN DETAIL
SCALE: 1/16" = 1'-0"

4.A.1

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Barrington Hills Farm

2790 Spring Creek Rd
Barrington Hills, IL 60010

PROJECT No : 215020.00
DATE : SEPTEMBER 1, 201
DRAWN BY : CV
CHECKED BY : CL

50 % CONSTRUCTION DOCUMENTS

DESIGNER'S STAMP

NOT FOR CONSTRUCTION

CLIENT
BARRINGTON HILLS FARM
2790 SPRING CREEK RD
BARRINGTON HILLS, IL 60010

DESIGNER
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Rev	Date	Description
	06/16/15	50 % SUBMITTAL

TITLE
ENTRY SIGNAGE PL
AND DETAILS

SHEET NUMBER
A8-1

Communication: Application and Site Plan (Barrington Hills Farm - Equestrian Facility)

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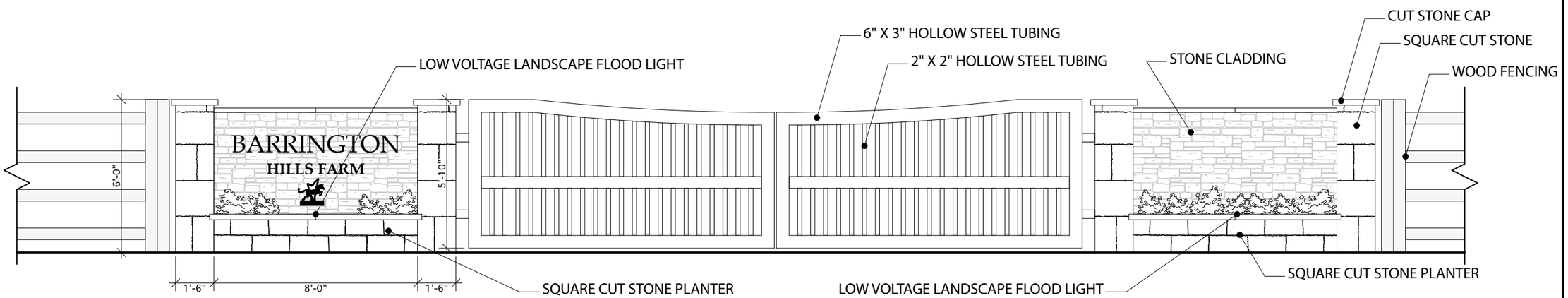
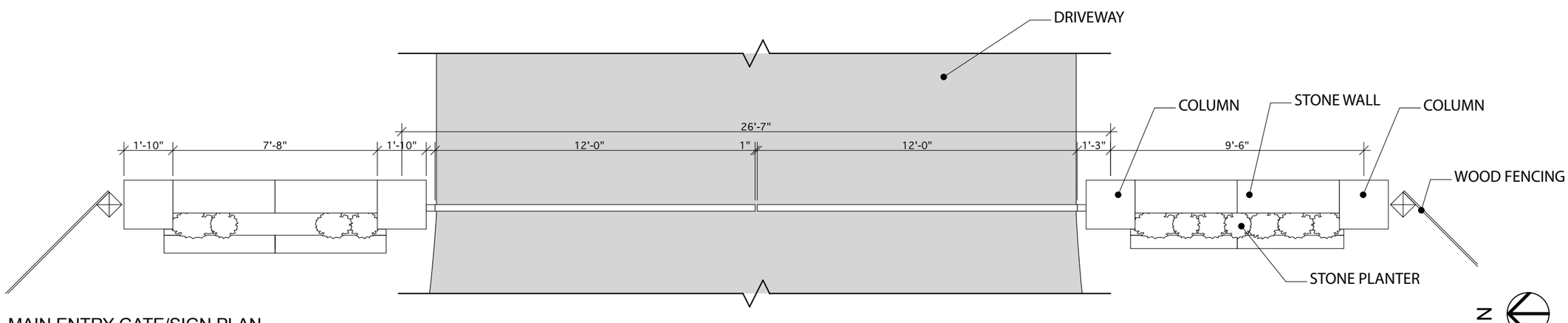


2 MAIN ENTRY GATE/SIGN ELEVATION
SCALE: 1/2" = 1'-0"



1 MAIN ENTRY GATE/SIGN PLAN
SCALE: 1/2" = 1'-0"

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Barrington Hills Farm

2790 Spring Creek Rd
Barrington Hills, IL 60010

PROJECT No : 215020.00
DATE : SEPTEMBER 1, 201
DRAWN BY : CV
CHECKED BY : CL

50 % CONSTRUCTION DOCUMENTS

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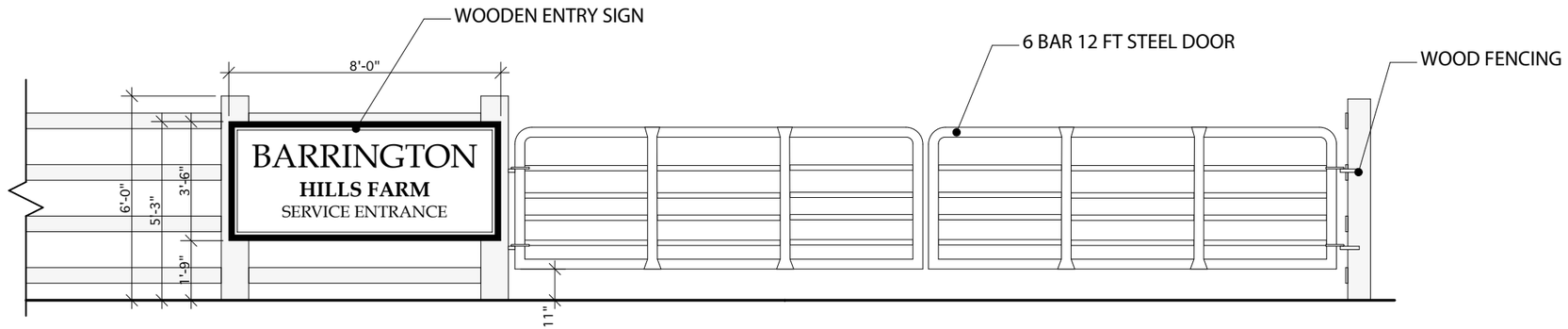
Rev	Date	Description
	06/16/15	50 % SUBMITTAL

TITLE
MAIN ENTRY GATE/ S DETAIL

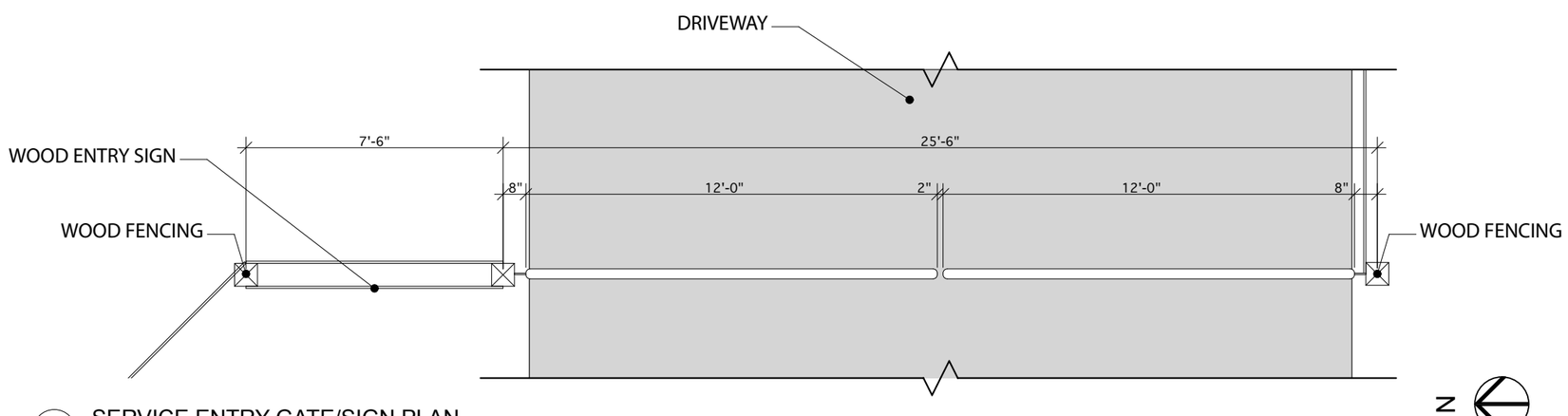
SHEET NUMBER
A8-2

Communication: Application and Site Plan (Barrington Hills Farm - Equestrian Facility)

BIM Server: bim.blackburnarch.com - BIM Server 19/Davis/160108 - Davis Master Plan



2 SERVICE ENTRY GATE/SIGN ELEVATION
SCALE: 1/2" = 1'-0"



1 SERVICE ENTRY GATE/SIGN PLAN
SCALE: 1/2" = 1'-0"

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Barrington Hills Farm

2790 Spring Creek Rd
Barrington Hills, IL 60010

PROJECT No : 215020.00
DATE : SEPTEMBER 1, 201
DRAWN BY : CV
CHECKED BY : CL

50 % CONSTRUCTION DOCUMENTS

DESIGNER'S STAMP

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Rev	Date	Description
	06/16/15	50 % SUBMITTAL

TITLE
SERVICE ENTRY GAT SIGN DETAIL

SHEET NUMBER
A8-3

Communication: Application and Site Plan (Barrington Hills Farm - Equestrian Facility)

BIM Server: bim.blackburnarch.com - BIM Server 19/Davis/160108 - Davis Master Plan

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MEMORANDUM

FROM: McHenry County Planning & Development – Water Resources Division (JSC)

TO: Dennis Sandquist

DATE: April 14, 2016

REGARDING: Staff Plat Review Committee Comments - Barrington Hills Farm Equestrian Facility

---

Based on my review of the provided information for the Staff Plat Review Committee Meeting on April 20, 2016, I have the following comments based on the McHenry County Stormwater Management Ordinance (SMO):

1. As currently submitted, Water Resources has no comments on the submittal.

Additional comments may likely be generated once a full plan set and stormwater calculations are received. If revisions to the site plan are necessary based on other department comments (e.g., environmental health) additional comments may be generated.

For future submittals based on SMO requirements, please keep the following comments in mind:

1. A statement shall be submitted, which is signed by the licensed professional engineer that prepared the development plans, rendering an opinion that the development plans meet the minimum requirements of the Stormwater Management Ordinance. (Article V, Section E.3.a)
2. A full soil erosion and sediment control plan, including details and standard notes, shall be included in the submittal. Please note the area of disturbance will be greater than one acre, so a ILR10 permit from the IEPA will be required.
3. A permit or other documentation from the Village of Barrington Hills allowing the construction of two entrances off Church Road.
4. A drain tile survey for the site shall be submitted. Observation wells, or similar structures for inspecting and maintaining drain tiles, shall be installed at any point where an existing drain tile flows into or out of a development site. Maintenance access shall be provided to the observation well through a deed or plat restriction for regulated development disturbing 5 acres or more. (Article VI, Section B.3.e)
5. The total calculated release rate shall account for all detention basins and all disturbed, undetained areas (southern portion of the site adjacent Stormwater Basin #3 and adjacent Church Road). All releases shall be less than or equal to either of the options below, whichever is more restrictive:
    a. The existing conditions peak runoff rate, or

b. 0.04 cfs/ac for the 2-year, 24-hour storm and 0.15 cfs/ac for the 100-year, 24-hour storm.

6. Provide documentation as to the methodology used to design the stormwater detention basins. The NIPC chart in Appendix 6 of the SMO utilizes different parameters to calculate volumes.
7. Provide documentation as to how the site will maintain a B type soil throughout the site while the design shows some areas of fill volume greater than five feet. Alternatively, provide revised calculations showing increasing the soil type to a C soil in the mass graded areas.
8. Verify the presence of depressional storage on the southern edge of the development near Stormwater Basin #3. Compensatory storage for flood storage volume lost shall be accounted for in either a detention basin or a new depressional storage area.
9. Recorded deed/plat restrictions will be required for all wetlands and buffers throughout the development, if present.
10. A recorded maintenance plan will be required for all wetlands, buffers and the stormwater management system throughout the development, as necessary.
11. Please note, as-built plans will be required for the stormwater management facilities.

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Barrington Hills Farm "Horse Stable/Animal Care Shelter/Horse Arena"

Zoning Enforcement Officer Site Plan Review
Staff Plat Review Committee
April 20, 2016

Existing Conditional Use Permit Standards

☑ Not applicable.

General Site Plan Review Standards (UDO Article 5)

☑ No comments.

Overlay District Standards (UDO Article 13)

Project is within the SARA Overlay district. About 40% of the site contains soils identified by the SARA map as having a high potential for aquifer contamination.

☑ "The maximum impervious surface coverage is limited to… 50%" (13.3.E.2). The proposed development will result in less than 20% impervious surface.

Use Standards (UDO Article 14)

The project consists of four uses in combination: Horse Stable, Horse Arena, Animal Care Shelter, Residence—only one of which, Horse Stable, has any specific standards in the UDO.

Standards related to horses are restricted to minimum parcel size requirements (14.3.V. and 14.5.G).

☑ Minimum parcel size (5 acres) is met allowing for the keeping of horses (without limit as to the number) as well as erection of a horse stable and other equestrian facilities.

There is a two-bedroom residence identified in the project narrative for caretakers.

☑ This use is allowed because the residence is present only to support the agricultural use. Therefore, the residence is deemed to be an extension of the agricultural use of the property.

Required setbacks for structures are met, with the exception of the fence along Church Road.

☒ The fence along Church Road is shown inside the right-of-way. This is prohibited under Section 14.5.H.3.b.

✳ Section 14.5.H.3.a requires that "the finished side of all fences shall face away from the lot or parcel on which it is located."

☑=Standard is satisfied ☒=Standard is not satisfied ◇?=More information needed ✳=Reminder/advisory

Site Development Standards	**(UDO Article 15)**

- ☑ Exterior lighting is identified on the site plan and shown as fully shielded meeting the standards of Section 15.2.A.

Parking	**(UDO Article 16)**

- ☑ There are parking space minimums for offices and animal care shelters. A rough estimate of those portions of the building came to 19 spaces. The site plan provides for 24 spaces, including 2 handicap spaces. There are no specific parking requirements for horse stables. (Table 16-1)
- ☑ Aisle width and stall depth sufficient for head-in parking. (Figure 16-1)
- ◇? Stall width not able to be calculated. Minimum 9 feet. (Figure 16-1)

Landscaping and Screening	**(UDO Article 17)**

- ☑ Parking lot perimeter landscape is not required as the lot does not abut a public street. (17.6.)
- ☑ Interior parking lot landscape is not required as the property is in an agricultural zoning district. (17.7)

Signs	**(UDO Article 18)**

- ☑ Two signs proposed. Each is in compliance with height, square footage, spacing requirements, and front lot line setbacks.(Table 18-1 and 18.11.B) Note: Sign permits will be required.
- ☒ Sign at the service entrance meets the definition of 'pole ground sign,' which is not allowed to be externally illuminated. (18.11.B.4.) Lowering the bottom of the sign to no more than 18" above grade will make this a 'monument ground sign,' which does allow for external illumination.

☑=Standard is satisfied ☒=Standard is not satisfied ◇?=More information needed ✳=Reminder/advisory

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MEMORANDUM

To: Darrell Moore

From: Adam P. Wallen, Building Enforcement Officer

Date: **April 15, 2016**

Re: Staff Plat Review Committee Comments – **Barrington Hills Farm HARPS**

Based on my review of the information provided for the Staff Plat Review Committee Meeting on **April 20, 2016**, I offer the following comments based on the Building Codes and Amendments adopted by McHenry County:

Barrington Hills Farm HARPS

1) The allowable height and building areas will be dictated by ***[2006 IBC Table 503].*** The apparent gross square footage of the primary facility is approximately *38,600-sf*. The potential for Mixed Use and Occupancy Classifications would reduce the subject area but likely require separation of occupancies, see notes below. Where in excess of the allowable floor areas appropriate separation OR a fire suppression system will be required. The follow information determines compliance with section 503:
    a. Based on the documents submitted, the most apparent (Use and Occupancy) Classification ***[2006 IBC 302]*** for the 40-stall horse barn, associated riding arena, clinic and associated support spaces is a Mixed Use and Occupancy ***[2006 IBC 508]*** consisting of **Business Group B (14,848-sf), Storage Group S1/2 (3,712-sf), & Assembly A-4 (20,040-sf).**
    b. ***[2006 IBC 602]*** Construction Classification. The typical construction is list but not classified. See **IBC Table 601**:

2006 IBC TABLE 601 FIRE-RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (hours)

BUILDING ELEMENT	TYPE I		TYPE II		TYPE III		TYPE IV	TYPE V	
	A	B	A[e]	B	A[e]	B	HT	A[e]	B
Structural frame[a]	3[b]	2[b]	1	0	1	0	HT	1	0
Bearing walls Exterior[g] Interior	 3 3[b]	 2 2[b]	 1 1	 0 0	 2 1	 2 0	 2 1/HT	 1 1	 0 0
Nonbearing walls and partitions Exterior	See Table 602								
Nonbearing walls and partitions Interior[f]	0	0	0	0	0	0	See Section 602.4.6	0	0
Floor construction Including supporting beams and joists	2	2	1	0	1	0	HT	1	0
Roof construction Including supporting beams and joists	$1^1/_2$[c]	1[c, d]	1[c, d]	0[d]	1[c,d]	0[d]	HT	1[c, d]	0

c. Required separations shall be located in plan, detailed for the specific application and by the associated UL listing.

2) The electrical service to for the property and each structure will require detailed definition and specifications.
   a. Given the distance from the road and likely demand throughout the site the services will be extensive. The main service from the utility company, transformer, distribution cabinet, and service feeds to each facility/load shall be located, specified, and accurately maintained throughout the project for final records.
3) All publically accessible buildings; places of employment or visitors shall be compliant with the Illinois Accessibility Code.
4) The number of plumbing fixtures for men and women shall comply with the Illinois Plumbing Code.
   a. Employee Toilet Room Facilities.
5) Wash Stalls, isolation stalls, and other rooms of similar that require floor drains may require additional components such as traps, filters, or special waste holding due to the nature of the use.
   a. Coordination with the McHenry County Department of Health and the Septic Designer may be required to identify the final system requirements and components. These modified systems and/or components shall be compliant with the Illinois Plumbing Code.
6) The Fox River Grove Fire District will conduct a review concurrent to the building permit application. Additional comments resulting from the Fire District's adopted ordinances may result.
7) The vehicle garage with a second floor dwelling unit for staff care takers would require Use and Occupancy Classification.
   a. If the permanent use is related to the support of services required of the primary building, it would like be identified as ***[2006 IBC 310]*** **Residential Group R-2**.
   b. If unassociated with the support and services of the primary building the apartment would classified as a single family dwelling unit and regulated by the International Residential code.
      i. The current ordinance would require reconfiguration of the dwelling to comply with the following:
         1. ***[2006 IRC 304.1.1-O]*** The minimum livable ground floor area of a single-family residence shall be no less than eight-hundred (800) square feet.

<u>GENERAL PERMIT CONSIDERATIONS</u>

1) All construction documents submitted for permits shall be prepared by a design professional licensed in the State of Illinois. That architect of record or engineer of record will be required to certify modifications to the scope and any close out documents.
2) Permit submittals shall demonstrate compliance with the current building codes and amendments adopted by McHenry County. The adopted codes currently adopted are:
   a. 2006 International Building Code
   b. 2006 International Mechanical Code

Communication: Building Comments (Barrington Hills Farm - Equestrian Facility)

c. 2006 International Fire Code
d. 2008 National Electric Code
e. The Illinois Plumbing Code
f. The Illinois Accessibility Code
g. The Illinois Energy Conservation Code (2015 International Energy Efficiency Code)

Communication: Building Comments (Barrington Hills Farm - Equestrian Facility)

MCHENRY COUNTY

STAFF PLAT REVIEW

AGENDA ● MAY 4, 2016

Public Meeting	Conference Room B	8:30 AM

667 Ware Rd., Woodstock, IL 60098

I. CALL TO ORDER

Roll Call

II. PUBLIC COMMENT

III. DRAFT MINUTES FOR APPROVAL

1. Staff Plat Review - Public Meeting - Apr 20, 2016 8:30 AM

IV. SITE PLAN REVIEW

A. All Safe Self Storage

1. Application and Site Plan
2. Stormwater Comments
3. Planning Comments
4. Health Comments

V. MEMBER COMMENTS

VI. ADJOURNMENT

MCHENRY COUNTY

STAFF PLAT REVIEW

MINUTES ● APRIL 20, 2016

Public Meeting | **Conference Room B** | **8:30 AM**

667 Ware Rd., Woodstock, IL 60098

I. CALL TO ORDER

PRESENT: Colletti, Wallen, Sandquist, Beets, Levato, Moore
ABSENT:

Mr. Sandquist called the meeting to order at 8:31 a.m.

Also in attendance representing the Barrington Hills Farm Equestrian Facility:
Glenn Christensen, Senior Planner, Manhard Consulting
Cesar Luuan, Project Manager, Blackburn Architects
Joseph Giannini, Civil Engineer

II. PUBLIC COMMENT

None

III. DRAFT MINUTES FOR APPROVAL

1. Staff Plat Review - Public Meeting - Apr 6, 2016 8:30 AM

Motion by Mr. Wallen, seconded by Mr. Levato to approve the Staff Plat Committee minutes of April 6, 2016

Mr. Beets noted some minor corrections.

Ms. Colletti abstained.

RESULT:	**ACCEPTED BY VOICE**

IV. SITE PLAN REVIEW

A. Barrington Hills Farm - Equestrian Facility

Mr. Sandquist mentioned that staff will be providing comments based on the Unified Development Ordinance. Mr. Sandquist also complimented the high quality submittals that were provided for the project.

BUILDING - Adam Wallen
Mr. Wallen stated his comments are based on the assumption that they would be following commercial codes.

Mr. Walled said the major thing is going to be how staff reviews the submittal. It will be the standard approach: uses, occupancy, occupant loads, and then he will look at fire separations. He stated this will be based on a mixed use with the stables being one use, with the arena being the biggest concern. As the arena square footage grows so does the potential need for sprinklers.

Minutes Acceptance: Minutes of Apr 20, 2016 8:30 AM (Draft Minutes for Approval)

Mr. Wallen noted he included 2006 IBC table 601 fire resistance rating requirements for building elements in the agenda packet to identify what the ratings would be. He stated the Building Department will review the plan with the Fire Department together. A copy will be sent to the Fire District for their review.

Mr. Wallen continued with his written comments. He cautioned that the Building Department is in the process of reviewing the 2015 code series, with a target date by the end of the year. Whatever codes are in effect at the time of the submittal, will be the codes required.

DEPARTMENT OF HEALTH - Jeff Levato

Mr. Levato noted that his primary comments are for consideration as they move through the process for the septic tanks. He reviewed his written comments.

Mr. Levato questioned the peak estimated domestic sewage flows. He would like to know how the numbers were arrived at for the guest gallons per day they are utilizing.

There is also some special event sizing indicated, but it is not taken in account with the design. Mr. Levato said if they are going to be opening the restrooms to the general public for special events, that should be added to the septic design.

Mr. Christensen mentioned there will be a covered shelter for the collection of horse waste, and 3-bay dumpster. This was not on the site plan. They pointed on the site plan where the location will be.

ZONING - Darrell Moore

Mr. Moore reviewed his comments. He noted the fence along Church Road is in the right of way. That will be corrected.

Mr. Christensen asked if there were requirements for removal of trees. Mr. Moore stated there are no restrictions outside of a subdivision.

Mr. Sandquist pointed out that Mr. Wallen stated the above ground floor residence can be qualified as part of the commercial building assuming the tenants are related to the commercial building. Alternately, the residence can be qualified as an agricultural use, so long as the tenants are there to care for the animals. If that changes, there would be both building and zoning issues. The building will be labeled animal caretaker residence on the site plan.

There was a discussion on the sign and the parking space width. The sign cannot be illuminated, so they may switch to a monument sign, or remove the illumination. The parking width will be noted on the revised plan.

DEPARTMENT OF TRANSPORTATION - Ray Beets

Mr. Beets had no comments since this is a Township Road. He mentioned they may want to check the scale on some of the drawings.

STORMWATER - Joanna Colletti

Ms. Colletti stated a stormwater permit will be required because the project is going to create more than one acre of disturbance.

Ms. Colletti continued to review her written comments.

Minutes Acceptance: Minutes of Apr 20, 2016 8:30 AM (Draft Minutes for Approval)

She asked about the methodology used to design the stormwater detention basins. The chart in the Stormwater Management Ordinance is a little different from what they used. The chart in the SMO is based on disturbed areas and also percent impervious, and the one they used is based on hydrologically disturbed and curve numbers. She said if they use that methodology that is fine, but clarification is needed on how this matches what is in the Ordinance in Appendix six. She said she did a comparison, and their numbers are higher in required volumes. Ms. Colletti told them she needs to know how they arrived at those figures.

Ms. Colletti said they are allowed one allowable release rate for the entire site, and that will include all four basins individually.

Mr. Levato asked about an easement that abuts the property to the east. He said he did some checking and it looks like it is Com Ed. He asked if it was just power lines or gas. Mr. Levato stated if it is petroleum, they should keep in mind, they have to maintain to a 200 - foot set back.

Mr. Wallen noted that because there are three buildings on the property, they will have three separate building permits and three individual certificates of occupancy.

Mr. Wallen said they will incorporate the shelter with one of the buildings.

Mr. Wallen left the meeting at 9:17 a.m.

Mr. Levato also mentioned they may want to consider salt storage for the wintertime. There is a certain weight for self storage. State standard is over 50,000 pounds, and it needs to be on a hard surface. He added, the salt storage should be 200 feet from the well.

Mr. Sandquist listed the items that will need to be required on the revised site plan:

* The fence in the right-of-way on the preliminary site plan needs to be corrected
* The site plan sheet should specify the parking stall width
* The potential or proposed septic areas on the site plan should be specified
* Note that the water well must have at least a 50-foot lateral setback from confinement areas
* The pole sign cannot be illuminated so it can be changed to a monument sign or the illumination removed
* The dwelling unit should be relabeled as an animal caretaker residence
* The Drawing scale should be checked and corrected
* The location of the trash enclosures should be identified on the plan

Motion by Mr. Beets, seconded by Ms. Colletti to approve the Barrington Hills Farm site plan with the condition that the items listed above are provided on the revised site.

All members voted aye, motion passed.

V. MEMBER COMMENTS

None

VI. ADJOURNMENT

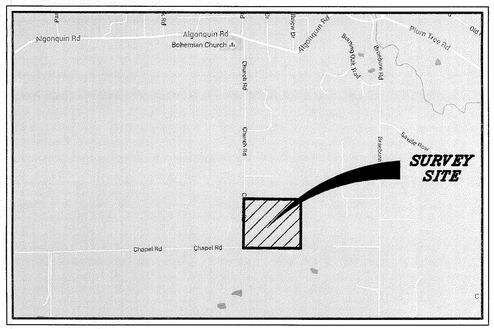
Motion by Ms. Colletti, seconded by Mr. Moore to adjourn. All members voted aye, motion passed.

The meeting adjourned at 9:20 a.m.

Minutes Acceptance: Minutes of Apr 20, 2016 8:30 AM (Draft Minutes for Approval)

Barrington Hills Farm Driveway Access

TOPOGRAPHIC SURVEY



LOCATION MAP

NOT TO SCALE

BENCHMARKS

REFERENCE BENCHMARK: (NGS PID:NH0159)
SURVEY MARK DISK
ABOUT 0.35 MILE NORTH ALONG THE CHICAGO AND NORTH WESTERN RAILWAY FROM THE STATION AT ALGONQUIN, 0.1 MILE NORTH OF MILE POLE 53, 12 FEET NORTHEAST OF THE NORTHEAST RAIL, IN TOP OF THE NORTHWEST ABUTMENT (BRIDGE SEAT) OF STEEL BRIDGE 656 WITH STONE ABUTMENTS OVER A SMALL STREAM, 9 FEET SOUTHWEST OF THE NORTHEAST END OF THE ABUTMENT, AND ABOUT 8 FEET BELOW THE LEVEL OF THE TRACK.

ELEVATION= 754.75 **DATUM=NAVD88–GEOID 12A**

SITE BENCHMARK NO 1:
SET RAIL ROAD SPIKE IN WEST FACE OF POWER POLE WITH LIGHT LOCATED 50'± NORTH OF THE SOUTHWEST PROPERTY CORNER, 27'± NORTH OF THE CENTERLINE OF CHAPEL ROAD & 22'± EAST OF THE CENTERLINE OF CHURCH STREET.

ELEVATION=880.17 **DATUM=NAVD88–GEOID 12A**

SITE BENCHMARK NO 2:
SET RAIL ROAD SPIKE IN WEST FACE OF POWER POLE LOCATED 47'± SOUTH OF THE NORTH PROPERTY LINE AND 29'± EAST OF THE CENTERLINE OF CHURCH STREET .

ELEVATION=869.22 **DATUM=NAVD88–GEOID 12A**

LEGAL DESCRIPTION

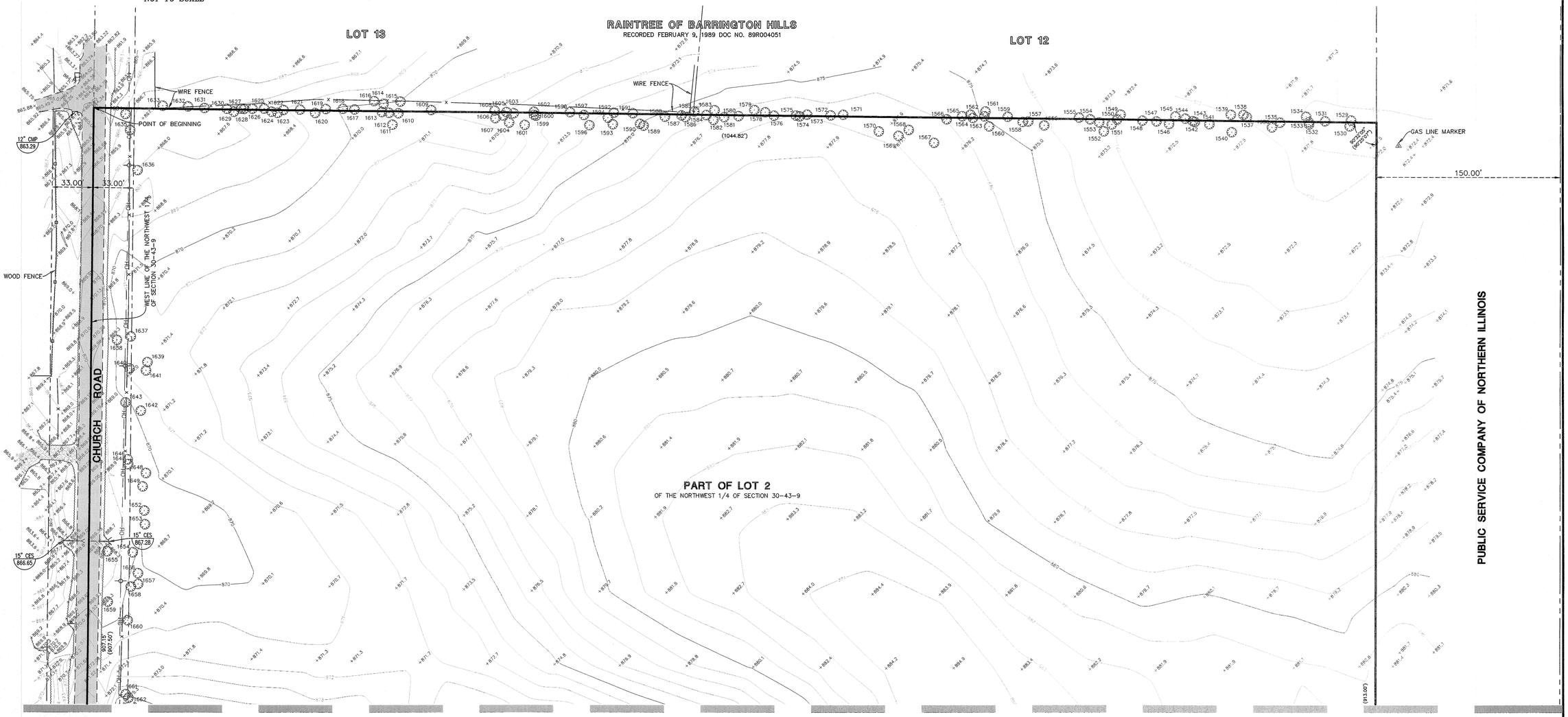
THAT PART OF LOT 2 OF THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 43 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT A POINT IN THE WEST LINE OF SAID NORTHWEST QUARTER LYING 1,731.10 FEET SOUTH, AS MEASURED ON SAID LINE, FROM THE NORTHWEST CORNER OF SAID NORTHWEST QUARTER THEREOF, FOR A POINT OF BEGINNING; THENCE SOUTH ALONG SAID WEST LINE OF SAID QUARTER SECTION, 907.50 FEET TO THE SOUTHWEST CORNER OF SAID NORTHWEST QUARTER; THENCE EAST ALONG THE SOUTH LINE OF SAID NORTHWEST QUARTER, 1052.8 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF THE PUBLIC SERVICE COMPANY OF NORTHERN ILLINOIS; THENCE NORTH ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 913.00 FEET TO A POINT LYING 1044.82 FEET EAST FROM THE PLACE OF BEGINNING; THENCE WEST ALONG A LINE FORMING AN ANGLE OF 90 DEGREES 25 MINUTES 07 SECONDS FROM SOUTH TO WEST WITH THE LAST DESCRIBED RIGHT OF WAY LINE, A DISTANCE OF 1044.82 FEET TO THE POINT OF BEGINNING, IN MCHENRY COUNTY, ILLINOIS.

BASIS OF BEARINGS

BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM OF 1983, EAST ZONE–2011 ADJUSTMENT, ADJUSTED TO GROUND VALUES, AS ESTABLISHED UTILIZING TRIMBLE VRS REAL–TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)

N

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 inch = 40 ft.



SEE SHEET 2

LEGEND

- EX. PROPERTY LINE
- EX. EASEMENT LINE
- EX. SECTION LINE
- EX. CHAIN–LINK FENCE
- EX. WOOD FENCE
- EX. WROUGHT IRON FENCE
- EX. WIRE FENCE
- EX. STORM LINE
- EX. WATERMAIN LINE
- EX. UNDERGROUND ELECTRIC
- EX. UNDERGROUND FIBER OPTIC
- EX. UNDERGROUND CABLE TELEVISION
- EX. UNDERGROUND TELEPHONE
- EX. UNDERGROUND GAS
- EX. OVERHEAD WIRES
- EX. TREE/BRUSH LINE
- EX. WETLANDS
- EX. WATER LINE
- EX. 1 FOOT CONTOURS
- EX. FLARED END SECTION (FES)
- EX. RIP–RAP
- EX. JULIE GAS MARKER
- EX. JULIE ELECTRIC MARKER
- EX. TELEPHONE MARKER
- EX. TELEVISION LINE MARKER
- EX. FIBER OPTIC LINE MARKER
- EX. UTILITY POLE
- EX. UTILITY POLE WITH LIGHT
- EX. GUY WIRE
- EX. SIGN
- EX. MAILBOX
- EX. SPOT ELEVATION
- EX. BUSHES
- EX. DECIDUOUS TREE WITH TRUNK DIAMETER IN INCHES
- EX. CONIFEROUS TREE WITH HEIGHT IN FEET
- EX. CONCRETE
- EX. AGGREGATE
- EX. BITUMINOUS PAVEMENT
- EX. RIM ELEVATION (756.00)
- EX. INVERT ELEVATION (754.00)

SURVEY PREPARED FOR

J.R. AND DAWN DAVIS
BARRINGTON HILLS FARMS
2790 SPRING CREEK ROAD
BARRINGTON HILLS , IL 60010

JAMES D. BAKER
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3648
VERNON HILLS, ILLINOIS

DATE: DECEMBER, 15 2015

EXPIRES: 11/30/16

DATE	REVISIONS	DRAWN BY

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Construction Managers • Environmental Scientists • Landscape Architects • Planners

BARRINGTON HILLS FARMS
CHURCH ROAD, BARRINGTON HILLS, ILLINOIS
TOPOGRAPHIC SURVEY

PROJ. MGR.:	RD
PROJ. ASSOC.:	JDB
DRAWN BY:	PJD
DATE:	11/25/15
SCALE:	1"=40'

SHEET 1 OF 2
BHFMC

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December 15, 2015 – 14:22 Dwg Name: P:\Bhfmc001\dwg\Surv\Final Drawings\Topography\BHFMC-1.dwg Updated By: pdorazio

TOPOGRAPHIC SURVEY

SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON.

2. COMPARE THIS PLAT, BENCHMARKS AND ALL SURVEY MONUMENTS BEFORE BUILDING, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO THE SURVEYOR.

3. THIS SURVEY IS SUBJECT TO MATTERS OF TITLE, WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT. EASEMENTS, SETBACKS AND OTHER RESTRICTIONS WHICH MAY BE FOUND IN A CURRENT TITLE REPORT, LOCAL ORDINANCES, DEEDS OR OTHER INSTRUMENTS OF RECORD HAVE NOT BEEN SHOWN.

4. ONLY THE IMPROVEMENTS WHICH WERE VISIBLE FROM ABOVE GROUND AT THE TIME OF SURVEY AND THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE ARE SHOWN ON THE FACE OF THIS PLAT. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.

5. THIS SURVEY MAY NOT REFLECT ALL UTILITIES, OR IMPROVEMENTS, IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING OR ARE COVERED BY LEAVES OR OTHER OBSTRUCTIONS. THERE MAY BE ADDITIONAL UTILITIES OR IMPROVEMENTS THAT HAVE NOT BEEN SHOWN.

6. MANHOLES, INLETS AND OTHER UTILITY RIMS OR GRATES SHOWN HEREON ARE BASED ON THE FIELD LOCATION OF THE SAME AND ONLY REPRESENT SUCH UTILITY IMPROVEMENTS WHICH ARE VISIBLE FROM ABOVE GROUND AT TIME OF THE SURVEY. UNDERGROUND OBSERVATIONS HAVE NOT BEEN MADE TO VERIFY THE ACTUAL EXISTENCE OF UNDERGROUND UTILITIES.

7. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE OR UTILITY LINE. CONTROLLED UNDERGROUND EXPLORATORY EFFORT TOGETHER WITH "J.U.L.I.E." MARKINGS IS RECOMMENDED TO DETERMINE THE FULL EXTENT OF UNDERGROUND SERVICE AND UTILITY LINES. CONTACT J.U.L.I.E. AT 1-800-892-0123.

8. THIS SURVEY WAS PREPARED FOR J.R. AND DAWN DAVIS (BARRINGTON HILLS FARMS) BASED ON A FIELD SURVEY COMPLETED ON NOVEMBER 25, 2015. BOUNDARY LINES SHOWN HEREON ARE BASED ON A PLAT OF SURVEY (ALTA SURVEY) PREPARED BY MANHARD CONSULTING LTD. DATED SEPTEMBER 18, 2014.

9. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A TOPOGRAPHIC SURVEY. MANHARD CONSULTING, LTD. IS A PROFESSIONAL DESIGN FIRM, REGISTRATION NUMBER 184003350, EXPIRES APRIL 30, 2017.

LEGAL DESCRIPTION

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BENCHMARKS

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GRAPHIC SCALE

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(IN FEET)
1 inch = 40 ft.

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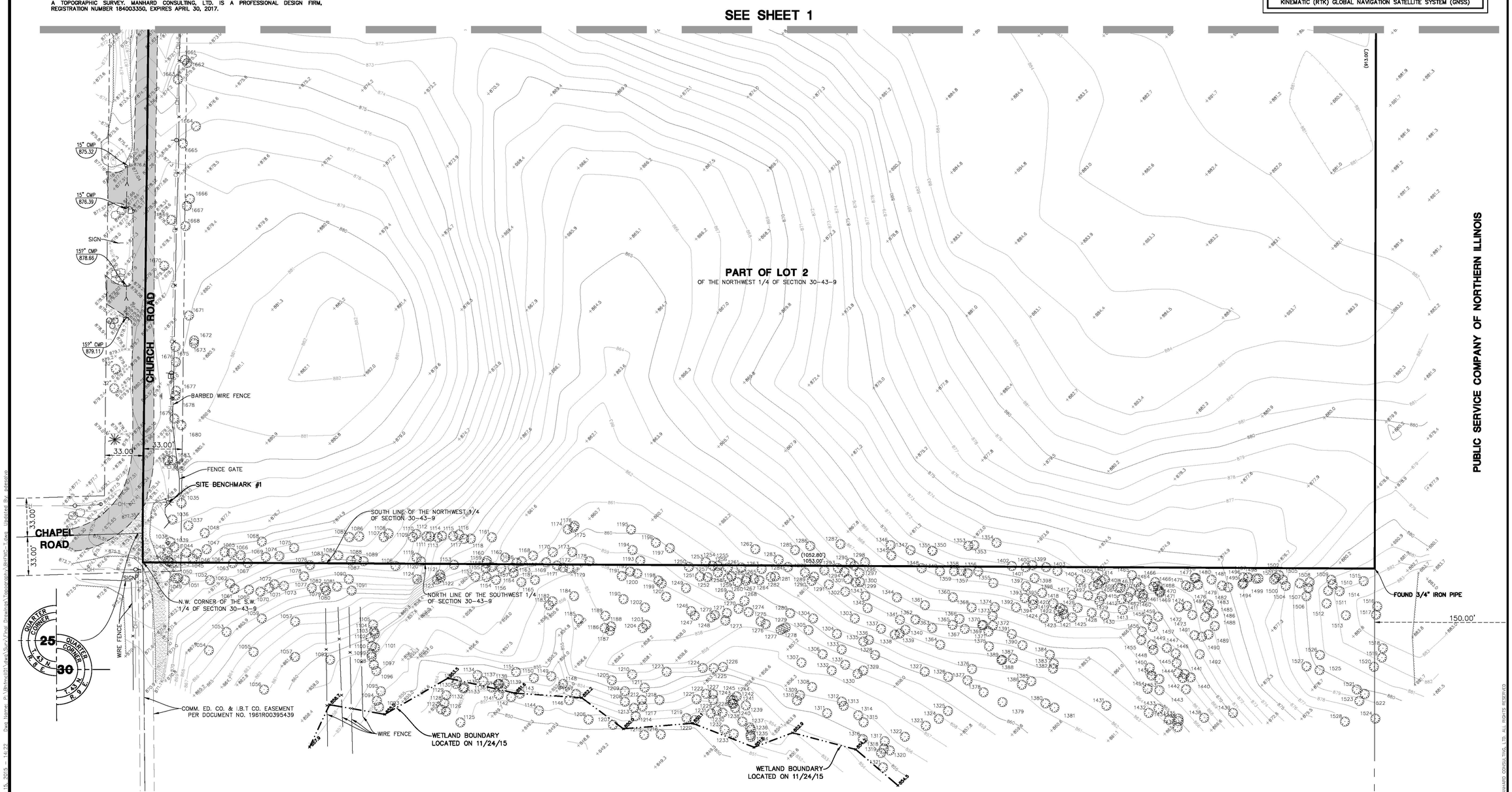

DATE	REVISIONS	DRAWN BY

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800 Woodlands Parkway, Vernon Hills, IL 60061 ph:847.634.5550 fx:847.634.0095 manhard.com
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Construction Managers • Environmental Scientists • Landscape Architects • Planners

BARRINGTON HILLS FARMS

CHURCH ROAD, BARRINGTON HILLS, ILLINOIS

TOPOGRAPHIC SURVEY

PROJ. MGR.:	RD
PROJ. ASSOC.:	JDB
DRAWN BY:	PJD
DATE:	11/25/15
SCALE:	1"=40'

SHEET 2 OF 2

BHFMC

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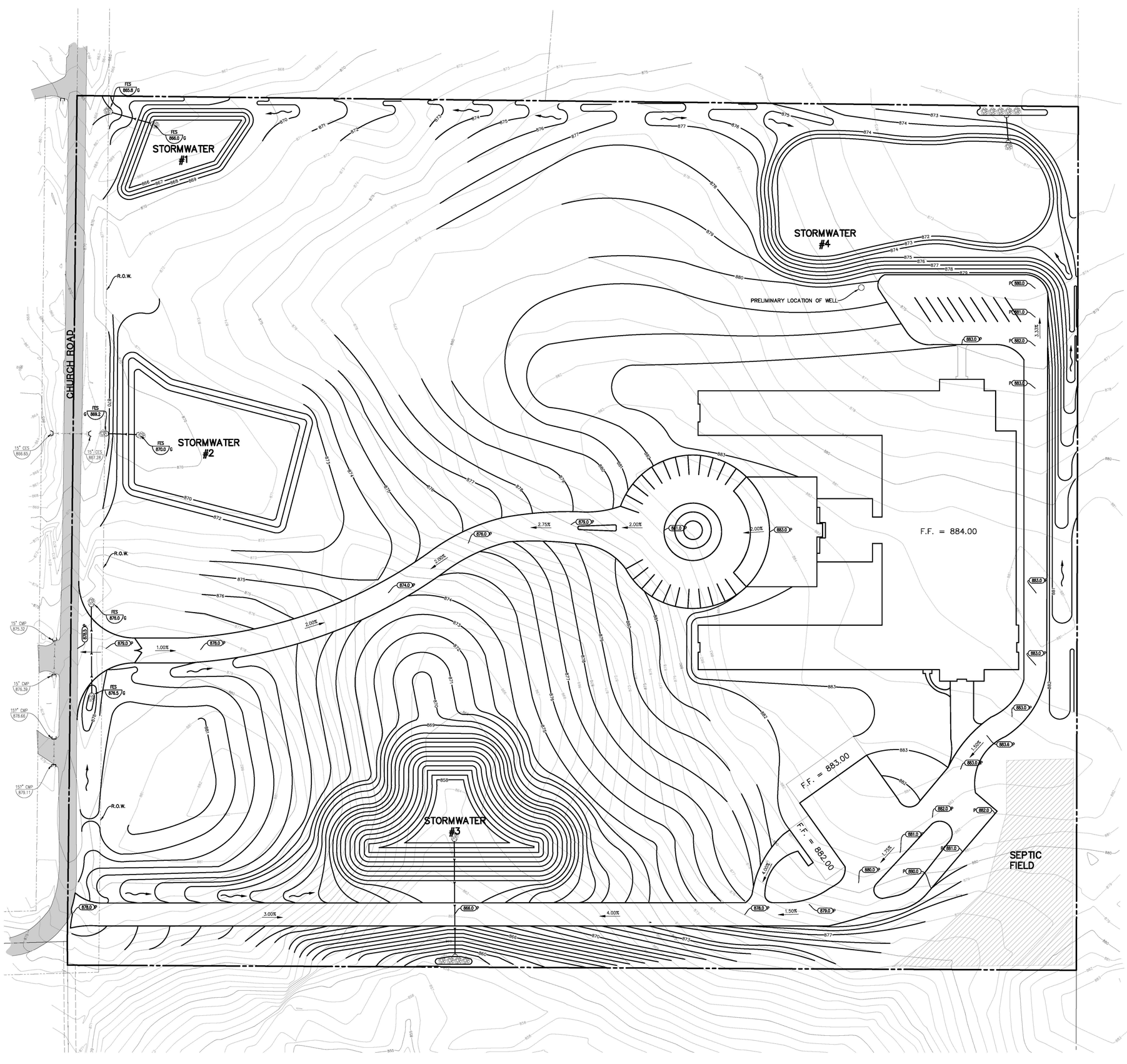

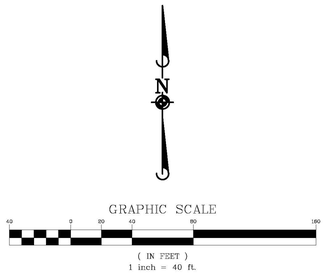

SEPTIC FIELD

STANDARD SYMBOLS

EXISTING		PROPOSED
	STORM SEWER	
	SANITARY SEWER	
	COMBINED SEWER	
FM	FORCEMAIN	FM
	DRAINTILE	
W	WATER MAIN	W
E	ELECTRIC	E
G	GAS	G
T	TELEPHONE	T
OH	OVERHEAD WIRES	OH
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	STORM INLET	
	CLEANOUT	
	HAY BALES	
	RIP RAP	
	VALVE IN VAULT	
	VALVE IN BOX	
	FIRE HYDRANT	
	BUFFALO BOX	
	FLARED END SECTION	
	STREET LIGHT	
	SUMMIT / LOW POINT	
785.30 / 790.25	RIM ELEVATION / INVERT ELEVATION	795.25 / 790.30
	DITCH OR SWALE	
	DIRECTION OF FLOW	
	OVERFLOW RELIEF SWALE	
764	1 FOOT CONTOURS	764
	CURB AND GUTTER	
	DEPRESSED CURB AND GUTTER	
	REVERSE CURB AND GUTTER	
	SIDEWALK	
	DETECTABLE WARNINGS	
	PROPERTY LINE	
	EASEMENT LINE	
	SETBACK LINE	
	MAIL BOX	
	SIGN	
	TRAFFIC SIGNAL	
	POWER POLE	
	GUY WIRE	
	GAS VALVE	
	HANDHOLE	
	ELECTRICAL EQUIPMENT	
	TELEPHONE EQUIPMENT	
	CHAIN-LINK FENCE	
792.8	SPOT ELEVATION	792.8
	BRUSH/TREE LINE	
6"	DECIDUOUS TREE WITH TRUNK DIA. IN INCHES (TBR)	6"
25'	CONIFEROUS TREE WITH HEIGHT IN FEET (TBR)	25'
S	SILT FENCE	S
	RETAINING WALL	
	WETLAND	

DATE	REVISIONS	DRAWN BY

Manhard CONSULTING LTD
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Construction Managers • Environmental Scientists • Landscape Architects • Planners

BARRINGTON HILLS FARM
McHENRY COUNTY, ILLINOIS
PRELIMINARY STORM WATER EXHIBIT

PROJ. MGR.: RAD
PROJ. ASSOC.: JMG
DRAWN BY: JMG
DATE: 02-26-16
SCALE: 1"=40'

SHEET 1 OF 1

BHF.MCIL01

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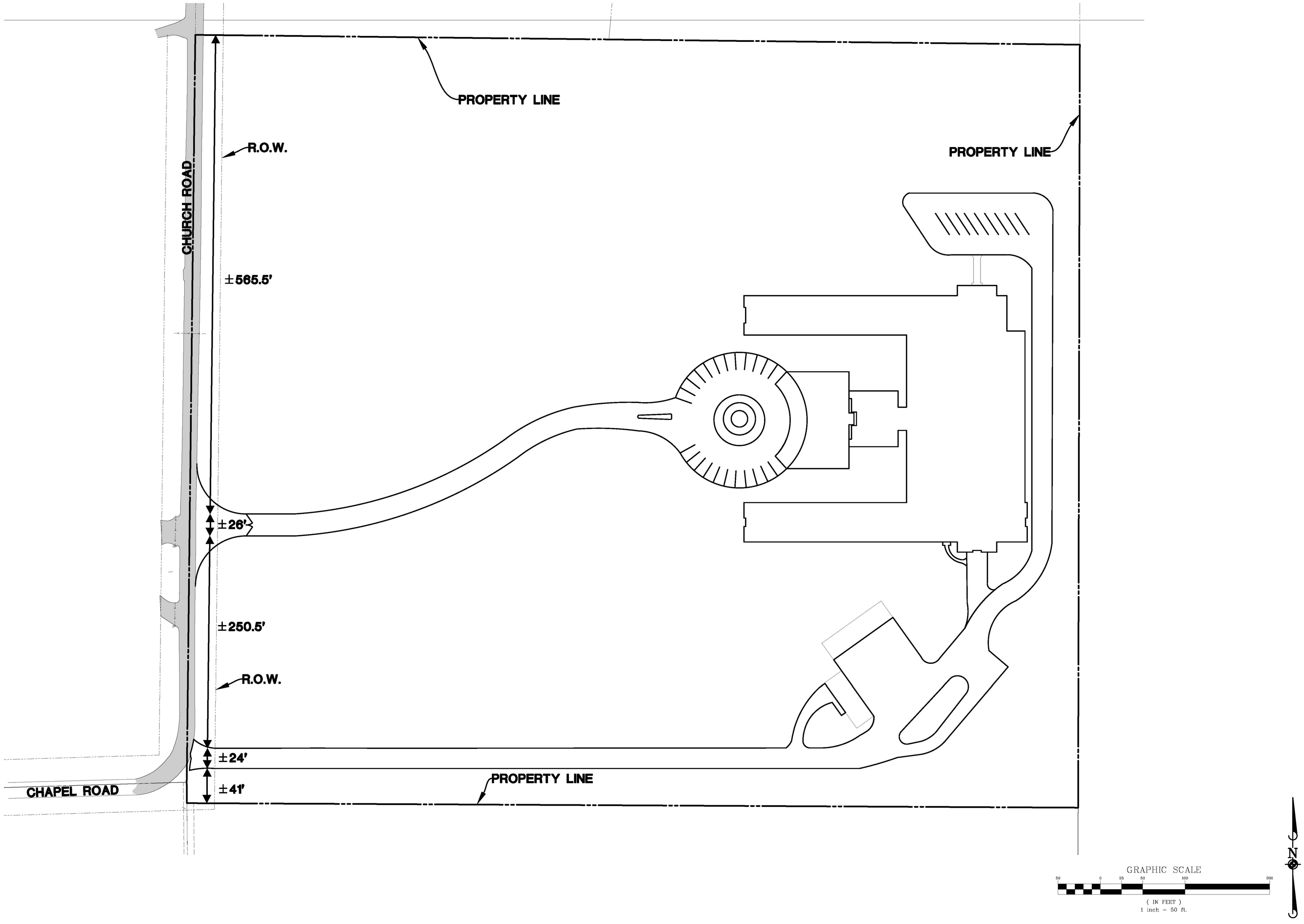
Feb 26, 2016 - 9:14:25 Rpt Scale: 1=40 Scale Factor: 1 Plot Scale: 1=40 Plot Date: Feb 26, 2016 Plot Time: 9:14:25 Plotted By: Jeffrey



DATE	REVISIONS	DRAWN BY

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Construction Managers • Environmental Scientists • Landscape Architects • Planners

BARRINGTON HILLS FARM

McHENRY COUNTY, ILLINOIS

DRIVEWAY PERMIT APPLCIATION

PROJ. MGR.: RAD
PROJ. ASSOC.: JMG
DRAWN BY: JMG
DATE: 12-18-15
SCALE: 1" = 50'

SHEET

EXB.

BHF.MCIL01

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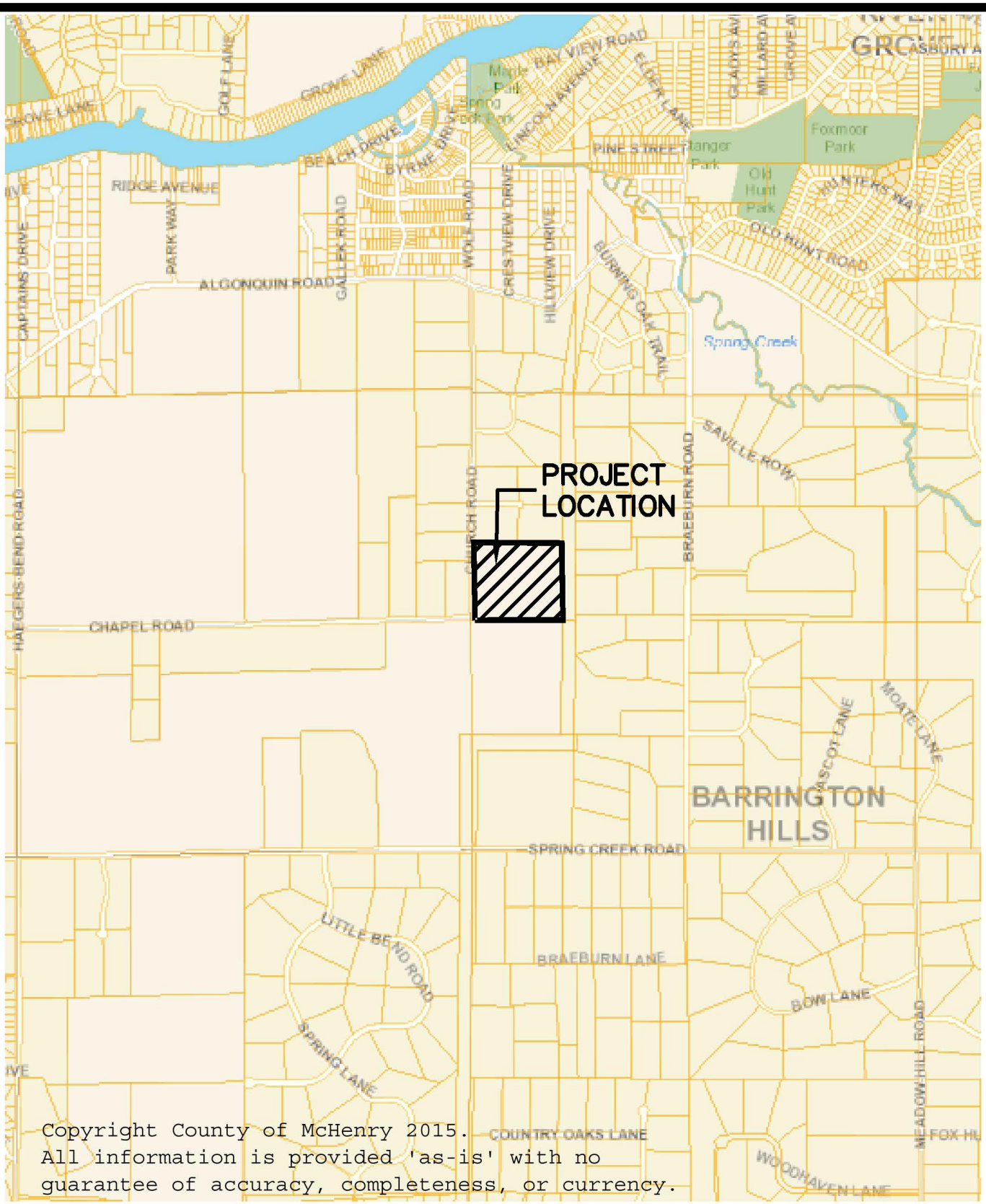
December 18, 2015 - 12:03 Dwg Name: P:\Manard\Jobs\Fox\Fox Dragons\Exhibits Fox\Townhall DRIVEWAY PERMIT EXHIBIT.dwg Updated By: jdavid



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Civil Engineers · Surveyors · Water Resources Engineers · Water & Wastewater Engineers
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PROPOSED EQUESTRIAN FACILITY
VILLAGE OF BARRINGTON HILLS, IL
PROJECT LOCATION MAP

PROJ. MGR.: RAD
DRAWN BY: ACF
DATE: 12/15/15
SCALE: N.T.S.

SHEET
EXHIBIT 2
BHF.MCIL01

Dwg Name: P:\Bhfmcil01\dwg\StormWater\Exhibits\Report Maps.dwg Updated By: jgiannini 10:16

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

June 6, 2016

Mr. Joseph M. Giannini
Manhard Consulting, Ltd.
900 Woodlands Parkway
Vernon Hills, Illinois 60061

Re: Barrington Hills Farm- Church Road @ Chapel Road
Church Road Access Requirements

Dear Mr. Giannini:

Our office has reviewed the preliminary plans for the proposed development located at the northeast corner of Church Road and Chapel Road. While the development is outside of the Village limits, access to the property will be from Church Road which is maintained by the Village of Barrington Hills. Our review is based on the following documents:

- Preliminary Storm Water Exhibit (1 sheet) prepared by Manhard Consulting Ltd., dated February 26, 2016 and received May 16, 2016.
- Driveway Permit Exhibit (1 sheet) prepared by Manhard Consulting, Ltd., dated December 18, 2015 and received May 16, 2016.

Based on our review, we offer the following comments.

1. Both exhibits indicate a 33' right-of-way along the east side of Church Road along the property's frontage, but Village does not have any record of a previous right-of-way dedication in this area. As a condition to the proposed Church Road access a plat of dedication should be provided to the Village for review and signature.

2. It is understood that the McHenry County Department of Planning and Development will review the onsite storm water management system for the development. However, additional information is requested regarding existing and proposed release rates for the areas discharging to Church Road. Prior to approval it should be demonstrated that the existing drainage facilities within Church Road downstream of the property are adequate to accept the proposed stormwater discharge resulting from the proposed development.

3. The proposed development will be subject to an overweight permit from the Village of Barrington Hills. The final submittal should include an estimate of the overweight trucks trips required to complete the proposed improvements.

4. Additional information should be provided regarding the proposed use of the property and anticipated traffic loadings to assess potential impacts to Chapel Road and Church Road. Existing traffic on these roads is light based on existing residential uses, with a total ADT of approximately 200 trips per day on each road.

5. Per Section 10-1-7 of the Village ordinance, "Unless conditions indicate otherwise, only one driveway will be permitted for each residential, commercial, or institutional property." Additional

information should be provided to demonstrate why two points of access would be required for the property. If a second point of access is approved, consideration should be given to the location of the southern access relative to the Chapel/Church intersection.

The above review comments are provided based on the preliminary engineering information provided. Additional comments may be generated as the final documents are submitted. Please include with the final engineering submittal a cover letter with a written response to each of the above comments.

Sincerely,
Gewalt Hamilton Associates, Inc.

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

cc: Robert Kosin, VBH Director of Administration
Ken Garrett, VBH Building Department

Chapter 1
DRIVEWAYS

10-1-1: DRIVEWAYS, DEFINITIONS AND PURPOSE:

Driveways are privately owned roads which connect residences, buildings, parking lots and other areas with public roads and highways. Although driveways are essential to provide access to these facilities,, they can produce hazardous roadway conditions. Engineering studies show that as residential and commercial development expands along public roadways, accident rates increase. The purpose is to review the design and frequency of driveways in order to minimize the incidence of accidents and thereby maintain a reasonable and safe traffic flow along the Village roadways. (Ord. 96-4, 4-22-1996)

10-1-2: PERMIT REQUIRED:

A permit shall be required in the following circumstances:

(A) Residential driveways serving more than twenty five (25) vehicle trips per day.

(B) Commercial and institutional driveways.

(C) The construction of any access driveway or the revision of any existing driveway within the right of way along a Village roadway, if such driveway can not meet the general design criteria described herein. (Ord. 96-4, 4-22-1996)

10-1-2-1: PERMIT GENERAL CONDITIONS:

The permit will be issued by the Village Engineer. All construction work performed is subject to any imposed conditions of the permit with accompanying approved plans, drawings, sketches or other attachments. A guide called "Policy on Permits for Access Driveways to State Highways" has been published by the Illinois Department of Transportation. The design standards from this publication are discussed in the following sections of this Chapter. The provisions of this publication should be used alongwith other engineering considerations to guide the owners (applicants) and the Village in its review of permit applications. (Ord. 96-4, 4-22-1996)

10-1-2-2: OBTAINING PERMITS, FEES, PENALTY:

(A) Each application for permit required under the provisions of this Chapter shall be made to the Village Engineer. A sketch or plan of the proposed driveway(s) shall be submitted showing the location of the driveway and adjacent uses including other driveways within five hundred feet (500').

(B) Upon receipt of the plan, the Village Engineer will review the proposal and either issue a permit or explain reasons for denial of a permit.

(C) A fee in the amount of one hundred dollars ($100.00) will be required upon submission of the application for permit.

(D) If a property owner does not first obtain a driveway permit under the provisions of this Chapter, as specified, he shall be denied use of the illegally installed access and such access may be closed by the Village. (Ord. 96-4, 4-22-1996)

10-1-3: DESIGN CRITERIA:

Driveways accessing major arterials require more stringent requirements than those accessing collector or local roads. Standards for all driveways, however, should minimize potential accidents and conflicts between through vehicles and those entering and leaving the driveway. The objectives to be achieved through the use of proper driveway spacing criteria include, but are not limited to:

(A) Minimize the speed differential between through vehicles and those using the driveway.

(B) Eliminate encroachment of turning vehicles on adjacent lanes.

(C) Prohibit motorists from using driveways as a cut through to avoid roadway construction.

(D) Provide sufficient space between driveways to reduce interference from traffic using adjacent driveways.

(E) Discourage motorists from parking on roads or backing out onto the highway or road.

(F) Preserve the original intent of the roadway, pedestrian walkway and drainage facilities.

(G) Provide adequate sight distance of oncoming traffic for motorists exiting the driveway. (Ord. 96-4, 4-22-1996)

10-1-4: DESIGN STANDARDS, RESIDENTIAL:

The following minimum design standards shall be required:

(A) Width Of Drive: All permitted residential, noncommercial or noninstitutional driveways should have a width between ten feet (10') and twenty feet (20') with appropriate flares at the curb or pavement edge.

(B) Flare Radii: The recommended radii for residential driveways is five feet (5') at minimum and fifteen feet (15') maximum.

(C) Angle Of Driveway: The driveway centerline should generally be at a right angle (90°) to the pavement edge and follow this angle from the roadway to the right of way line, or to a minimum distance of forty feet (40') from the edge of the pavement. (Ord. 96-4, 4-22-1996)

(D) Drainage: Each driveway approach shall be installed to such a slope or height and such slope or height shall be thereafter maintained, so as not to interfere with the drainage from the crown of the public road or the shoulder of the roadbed toward the nearest downstream ditch or storm drain opening, as may be necessary to accommodate the flow of surface water now existing along such road at its present grade. Each driveway so designed shall include the prevention of any erosion(s) or transfer of sediment or material from the owner's property onto the village roadway(s). (Ord. 04-16, 12-20-2004)

10-1-5: DESIGN STANDARDS, INSTITUTIONAL AND COMMERCIAL:

The following minimum design standards shall be required:

(A) Width Of Driveway: All commercial and institutional driveways are limited to a maximum width of twenty five feet (25') measured at right angles (90°) to the centerline of the driveway, exclusive of

flares. The maximum opening along the pavement should be no more than forty feet (40'), measured six feet (6') back from the pavement edge.

(B) Flare Radii: The radii should be between ten feet (10') and twenty five feet (25').

(C) Angle Of Driveway: Generally, the driveway should be at a right angle (90°) to the roadway. The angle can be reduced to sixty degrees (60°) for two-way driveways or forty five degrees (45°) for multiple (one-way) entrances. (Ord. 96-4, 4-22-1996)

10-1-6: DESIGN STANDARDS, GRADES:

Driveways should have a grade that slopes away from the roadway surface at a rate equal to the slope of the shoulder but not less than three-sixteenths inch ($^{3}/_{16}$") nor greater than one inch (1") per foot. The slope should continue for a distance equal to the shoulder width. Beyond the shoulder the driveway grade should not exceed ten percent (10%). (Ord. 96-4, 4-22-1996)

10-1-7: DESIGN STANDARDS, SPACING:

Unless conditions indicate otherwise, only one driveway will be permitted for each residential, commercial, or institutional property. Pursuant to the design criteria of this chapter, commercial property may be allowed a maximum of two (2) driveways. A minimum distance of four hundred forty feet (440'), and preferably six hundred sixty feet (660'), shall be required between the centerlines of commercial entrances and similar developments that generate high traffic volumes. However, service driveways into these centers, which are not used by the general public, may be closer than four hundred forty feet (440') as long as they do not encroach on turning lanes. The minimum distance of four hundred forty feet (440') is also desirable between major commercial entrances and the nearest public roadway. For residential driveways requiring a permit, the minimum distance between the driveways and the nearest public roadway should be fifty feet (50').

If two (2) or more property owners have a legal agreement describing their joint right to property access, they may be allowed access from the same location as long as all other provisions of this title are followed. (Ord. 96-4, 4-22-1996)

9-2-6: VEHICLE LENGTH AND WEIGHT REGULATIONS:

9-2-6-1: EXCEPTIONS TO LENGTH REGULATIONS:

The length regulations adopted in this Title by reference to the Illinois Vehicle Code shall not apply to: agricultural implements; vehicles with loads of livestock (including horses), hay, straw, corn, grain, fodder, fertilizer or other similar farm products or farm byproducts used in the direct production of agriculture; vehicles (including loads) required for emergency repair of public utility facilities or properties; vehicles (including loads) required for repair of septic systems or water wells; vehicles (including loads) operated by home heating supply companies; firefighting equipment; vehicles (including loads) or equipment used for snow and ice removal under contract with the Village; vehicles (including loads) used in the transport or disposal of garbage, refuse or septage; or vehicles (including loads) operating under an overweight permit as provided in this Chapter. (Ord. 91-21, 8-26-1991)

9-2-6-2: AXLE LOADS AND MAXIMUM WEIGHTS:

(A) No vehicle or combination of vehicles, unladen or with load, shall exceed the maximum weight of twelve thousand (12,000) pounds per axle on the road surface.

(B) No vehicle or combination of vehicles, regardless of the number of axles, shall exceed a maximum weight of thirty six thousand (36,000) pounds, whether said vehicle or combination of vehicles is unladen or with load. (Ord. 85-1, 1-28-1985)

(C) Said weight limitations shall not apply to: agricultural implements; vehicles with loads of livestock (including horses), hay, straw, corn, grain, fodder, fertilizer or other similar farm products or farm byproducts used in the direct production of agriculture; vehicles (including loads) required for emergency repair of public utility facilities or properties; vehicles (including loads) required for repair of septic systems or water wells; vehicles (including loads) operated by home heating supply companies; firefighting equipment; vehicles (including loads) or equipment used for snow and ice removal under contract with the Village; vehicles (including loads) used in the transport or disposal ofgarbage, refuse or septage; or vehicles (including loads) operating under an overweight permit as provided in this Chapter. (Ord. 91-21, 8-26-1991)

(D) The following roads maintained by, and under the jurisdiction of the Village are subject to said weight limitations:

Aberdeen Drive (east and west) off Crabapple Drive

Barrington Hills Road from Donlea Road north and west to terminus

Braeburn Road from north Village limits south to Spring Creek Road

Buckley Road from Cuba Road south to Oak Knoll Road

Butternut Road from Donlea Road south to terminus

Caesar Drive from Lake-Cook Road south to terminus

Chapel Road from Haeger's Bend Road east to Church Road

Church Road from Chapel Road north to Algonquin/River Road

Country Oaks Drive from Lake-Cook Road north to terminus

Country Oaks Lane from Country Oaks Drive west to terminus

Crabapple Drive from Donlea Road south to terminus

Creekside Lane from Sutton Road east to terminus

Cross Timber Road from Braeburn Road east to terminus

Cuba Road from Plum Tree Road southeast and south to Merri-Oaks Road and east to Chicago and Northwestern Railroad

Dana Lane from Caesar Drive west to terminus

Dundee Lane from Dundee Road (Route 68) to Hawthorne Road (Route 59)

Haeger's Bend Road from Lake-Cook Road north to Chapel Road

Haeger's Bend Road from Lake-Cook Road north to Village limits

Hawley Woods Road from Otis Road southwest to Old Dundee Road

Hawthorne Lane from Otis Road southeast to Hawthorne Road (Route 59)

Healy Road from Penny Road south to Village limits

Healy Road from Dundee Road (Route 68) southwest to Penny Road

Helm Road from Algonquin Road (Route 62) west to Village limits

Hills and Dales Road from Brinker Road east and north to Otis Road

Honeycut Road from Hills and Dales Road south to terminus

Lake View Lane from Dundee Road (Route 68) north to terminus

Leeds Drive from Crabapple Drive west to terminus

Longmeadow Court from Longmeadow Drive north to end

Longmeadow Drive from Bateman Road west to Rolling Hills

Meadow Hill Road from Lake-Cook Road north to Spring Creek Road

Merri-Oaks Road from Ridge Road east to Cuba Road

Oak Knoll Road from Ridge Road east to Old Hart Road

Old Dundee Road from Routes 59/68 to Routes 59/68 at Algonquin Road (Route 62)

Old Hart Road from Lake-Cook Road north to terminus

Plum Tree Road from Chicago and Northwestern Railroad west to Village limits

Rebecca Drive from Sutton Road west to terminus

Ridge Road from Lake-Cook Road north to Plum Tree Road

River Road within Village limits

Rock Ridge Road from Plum Tree Road south to end

Rolling Hills Drive from Bateman Road from west to end

Spring Creek Road from Ridge Road west to Village limits

Springwood Lane from Algonquin Road (Route 62) to terminus

Steeplechase Road on circle route from Lake-Cook Road toLake-Cook Road

Surrey Lane (east and west) from Plum Tree Road north

Tamarack Lane from Sutton Road west to terminus

Three Lakes Road from Lake-Cook Road south to terminus

Tricia Lane from Sutton Road east to terminus

Wagon Wheel Lane between east and west Surrey Lane

Woodcreek Road from Dundee Road (Route 68) south to terminus (Ord. 85-1, 1-28-1985; amd. Ord. 89-16, 11-20-1989; Ord. 89-17, 12-18-1989; Ord. 99-10, 10-25-1999)

(E) Penalty: Any person violating this Section shall be fined as provided in Section 9-9-4 of this Title. (Ord. 86-3, 2-24-1986)

9-2-6-3: TEMPORARY PROHIBITION OF CERTAIN CLASSES OF VEHICLES:

(A) Whenever any highway or road, or parts thereof, under the jurisdiction of the village, by reason of

deterioration, rain, snow or other climatic conditions will be seriously damaged or destroyed by the use of trucks or other commercial vehicles, the operation of said vehicles thereon in excess of twenty thousand (20,000) pounds, shall be prohibited. (Ord. 87-1, 1-26-1987)

(B) Said weight limitations shall not apply to: agricultural implements; vehicles with loads of livestock (including horses), hay, straw, corn, grain, fodder, fertilizer or other similar farm products or farm byproducts used in the direct production of agriculture; vehicles (including loads) required for emergency repair of public utility facilities or properties; vehicles (including loads) required for repair of septic systems or water wells; vehicles (including loads) operated by home heating supply companies; firefighting equipment; vehicles (including loads) or equipment used for snow and ice removal under contract with the village; vehicles (including loads) used in the transport or disposal of garbage, refuse or septage; vehicles traveling pursuant to seasonal permits issued during the period of a temporary weight limit. (Ord. 91-21, 8-26-1991; amd. Ord. 06-07, 3-27-2006)

(C) The chairman of roads and bridges committee or the chief of police, acting upon the advice of the village engineer, is hereby authorized to determine and designate the time and the highways, roads, or parts thereof which will be so seriously damaged or destroyed, as above provided, and shall so advise the board of trustees of the village. The chairman or the chief, upon approval of the board of trustees by resolution,may prohibit the operation of trucks or other commercial vehicles over and upon such roads or highways, or parts thereof, so designated, provided that said prohibition shall not exceed ninety (90) days in any one calendar year.

(D) After enactment of such resolution, the roads and bridges committee shall cause to be erected and maintained signs designating the provision of the resolution at each end of that portion of any highway or road, or parts thereof, affected thereby. The resolution shall not be effective unless and until such signs are erected and maintained.

(E) If the president of the village (or, in his absence, the president pro tem) shall determine that any roads or highways, or parts thereof, might suffer serious damage prior to the time in which the board of trustees could meet for the purpose of approving remedial action as provided in subsections (C) and (D) of this section, then in such emergency the president (or in his absence, the president pro tem) may act alone in prohibiting the operation of trucks or other commercial vehicles over and upon such roads or highways, or parts thereof, and may direct the erection of signs at each end of such road or highway, or parts thereof, affected thereby.

The board of trustees, at its next regular meeting called after action taken by the president or president pro tem as provided above, shall either confirm said action by resolution and extend said prohibition for a period not to exceed ninety (90) days or direct, by resolution, that the signs be removed and declare that no emergency exists. (Ord. 85-1, 1-28-1985)

(F) Any person violating this section shall be fined as provided in section 9-9-4 of this title. (Ord. 86-3, 2-24-1986)

9-2-6-4: OVERWEIGHT PERMITS; FEES:

(A) Overweight Permits Required: Every vehicle exceeding the weight limitations in this chapter, except those vehicles expressly exempted, shall obtain an overweight permit prior to operating on any road under the maintenance jurisdiction of the village. No permit shall be issued unless the vehicle is engaged in an activity specified in subsection (E) of this section.

(B) Application For Overweight Permit: Application for an overweight permit shall be submitted in writing to the building department on the form provided and shall include at a minimum:

1. The type of vehicle(s);
2. The weight to be transported;
3. The content to be transported;
4. The number of trips required;
5. The length of time necessary to complete the activity;
6. The route to be taken by the vehicles;
7. The destination of the vehicles within the village;
8. The name of the carrier, if different than the applicant.

(C) Action On The Application: No application for an overweight permit shall be deemed complete unless the signature of the building officer or his designee is affixed thereto indicating that the application contains all information required in subsection (B) of this section. When an overweight permit is required, no building permit or site development permit shall be valid until the overweight permit fee is paid and the overweight permit is issued by the police chief or his designee.

(D) Issuance Of Permit: Upon receipt of a completed application and proof of payment of the fee, the police chief or his designee shall issue an overweight permit, subject to the following conditions:

1. In consideration of seasonal or other time limitations, the police chief shall restrict the number or time of daily trips authorized by each permit, as is consistent with the public safety.
2. In establishing the routes to be traveled, the police chief shall establish the most direct and shortest route consistent with the public safety, taking into consideration existing traffic, the character of the road or roads, and the configuration of the terrain.
3. All permits shall be nontransferable and shall be valid only for the applicant or his agent or employee.
4. Every permit shall be in writing and shall be open to inspection by any police officer or agent of the village.

(E) Fees For Overweight Permits: Permit fees shall be determined at the time an application for a building permit or site development permit is filed, based on the information provided in the application for building permit or site development permit, or, if the vehicle is to be engaged in an activity that does not require such a permit, from the information provided on the application for an overweight permit. The fees shall be set and charged as follows:

1. Single load, for limited and defined purposes including, but not limited to, landscaping or driveway construction, alteration, or repair: Fifty dollars ($50.00);

2. Activity involving construction, alteration, repair or addition to buildings or structures: Fifty dollars ($50.00) plus twenty cents ($0.20) per square foot.

3. For any vehicle engaged in an activity which is not specified in subsections (E)1 and (E)2 of this section, but which requires a building permit or site development permit, such as the installation of subdivision improvements, or for contractors acting on village awarded contracts, or on its own initiative, the roads and bridges committee of the board of trustees shall ascertain the scope of the work to be performed, specify the conditions under which the work will be performed, and set the requisite fee based on:

   a. The number of trips which the activity will require, and

   b. The potential impact on the road which will be utilized. (Ord. 85-1, 1-28-1985)

4. Any vehicle requiring a permit during the period of a temporary weight limit (see section 9-2-6-3 of this chapter) shall rebate to the village a fee of one hundred dollars ($100.00) per load regardless if it obtained a permit prior to the imposition of the temporary limit. (Ord. 06-07, 3-27-2006)

(F) Payment Of Fees: Payment of fees authorized by this chapter shall be made to the village treasurer at the time the application for an overweight permit is submitted to the building department. All fees received under the terms of this section shall be deposited in the General Fund. (Ord. 85-1, 1-28-1985)

9-2-7: PROHIBITION OF THROUGH TRAFFIC ON VILLAGE HIGHWAYS:

(A) No through truck or other commercial vehicle, with a gross weight in excess of twelve thousand (12,000) pounds, singularly or in combination, whether loaded or unloaded, shall utilize any highway or road, or part thereof, under the maintenance jurisdiction of the village.

(B) Every truck or commercial vehicle utilizing a road or highway under the maintenance jurisdiction of the village from an origin or to a destination within the village shall otherwise conform to the requirements of section 9-2-6 of this chapter.

(C) Upon enactment of this section, the roads and bridges committee, with the approval of the board of trustees by resolution, shall cause to be erected and maintained signs designating the prohibition of through trucks or other commercial vehicles at each end of that portion of any highway or road, or parts thereof, affected thereby. This provision shall not be effective unless and until such signs are erected and maintained. (Ord. 85-1, 1-28-1985)

Robert Kosin <rkosin@barringtonhills-il.gov>

Fwd: Longmeadow Construction Status

Dan Strahan <dstrahan@gha-engineers.com> Mon, Jul 11, 2016 at 11:57 AM
To: Robert Kosin <rkosin@barringtonhills-il.gov>

Current information below regarding Section D of the Longmeadow Parkway project...

Dan Strahan, P.E., CFM
Associate/Senior Engineer

GEWALT HAMILTON ASSOCIATES, INC.
625 Forest Edge Drive | Vernon Hills, IL 60061
Office: (847)-478-9700 | Fax: (847)-478-9701
Direct: (847)-821-6233 | Email: dstrahan@gha-engineers.com
www.gha-engineers.com

---------- Forwarded message ----------
From: **Rickert, Tom** <rickerttom@co.kane.il.us>
Date: Mon, Jul 11, 2016 at 9:03 AM
Subject: RE: Longmeadow Construction Status
To: Dan Strahan <dstrahan@gha-engineers.com>
Cc: "Coffinbargar, Steve" <coffinbargarsteve@co.kane.il.us>

Hi Dan,

Our target letting date is January 20, 2017, pending right of way, permitting and related items. The right of way acquisition continues to proceed with IDOT handling the remaining right of way on that section due to it being on Route 62 and Route 25.

Mike said he will also be sending you a set of plans for that section soon, for review and comment by the Village.

Tom