

# VILLAGE OF BARRINGTON HILLS

## Roads & Bridges Committee

### NOTICE OF MEETING



Thursday, October 20, 2016 ~ 4:00 pm  
112 Algonquin Road

#### **AGENDA**

1. Call to Order & Roll Call
2. Public Comments
3. [Vote] Minutes September 22, 2016
4. Discussion Items
  - 4.1 2017 Roads & Bridges - Budget Discussion
  - 4.2 Oak Knoll Road Drainage
  - 4.3 Longmeadow Parkway Update
5. Adjournment

Chairman: Brian Cecola

**NOTICE AS POSTED**

## VILLAGE OF BARRINGTON HILLS

### Roads & Bridges Committee

#### Meeting Minutes

September 22, 2016



Committee Members Present: Trustee Brian Cecola, Chair  
Trustee Fritz Gohl, Co-Chair  
Robert Kosin, Village Administrator  
Dan Strahan, Village Engineer

Others Present: Randy Marks, Cuba Township Highway Commissioner

**1. ORGANIZATIONAL:** The meeting of the Village of Barrington Hills Roads & Bridges Committee was called to order by Chairman Cecola at 4:02 PM.

**2. PUBLIC COMMENTS:** None.

**3. APPROVAL OF MINUTES:** The minutes of the Roads & Bridges Committee Meeting of August 25, 2016 were approved as written.

**4.6 2016-2017 SNOW PLOWING UPDATE (MOVED TO TOP OF AGENDA):**

Commissioner Marks reviewed the Township policy regarding mailbox replacement during snow removal operations and advised residents to check the condition of their mailbox prior to the start of snow removal season. Trustee Gohl noted that this policy applies to Village maintained roads only. Commissioner Marks noted that the Township would be clearing roadside trees and vegetation in preparation for the season as that can affect the ability of the trucks to clear the pavement. Commissioner Marks also reviewed the call out policies and procedures. In response to a question from Chairman Cecola, Mr. Kosin noted that the Village's IGA includes a fixed cost for snow plowing and an additional material cost based on the amount of salt and deicing liquid applied to the roadway. Commissioner Marks noted that salt had been procured for the year for a total of 1,000 tons in storage, with 2,500 tons purchased and an option for an additional 500 tons if needed. Commissioner Marks noted that salt prices are expected to come down from approximately \$70 in 2015 to 20-25% lower in 2016.

**4.1 VETERANS' CROSSING CONSTRUCTION UPDATE:** Mr. Strahan noted that the bridge has been open for a just over a month. Mr. Kosin noted that benches are being considered for installation at the Veterans' Crossing memorial, with a potential dedication ceremony on November 11. It was noted that two contract items as well as minor punchlist work remained to complete the project. Chairman Cecola noted that he had received an email requesting stop bars be placed at the intersections adjacent to the bridge. Trustee Gohl noted the sight distance limitations at these intersections. Mr. Kosin noted that Cuba Township would be clearing the intersection and that the signs at the intersection would be replaced. Mr. Strahan noted that the pavement marking program had begun, and that it may be possible to have the contractor add stop bars at this intersection as an addition to the contract.

**4.2 2016 ROAD PROGRAM UPDATE:** Mr. Strahan noted that the contract work was complete with minor punchlist landscaping items remaining. The contract total is expected to be just under the budgeted amount of \$912,000.00. It was noted that reimbursement for damages on Lakeview Lane was in process. Mr. Strahan noted that GHA is working with Lorig to get the first pay request for the project submitted.

**4.3 PRELIMINARY BUDGET- 2017 ROAD PROGRAM:** Mr. Strahan reviewed budgeted expenditures in 2016 and noted the 2017 budget was likely to be discussed in October. Mr. Kosin noted that MFT funds may be limited depending upon the state's action relative to the budget. Mr. Strahan noted that two roads originally scheduled in 2017 had been moved up and completed in 2016 due to low bid prices and reviewed the remaining roads for consideration. The Committee also reviewed the status of the Cuba Road Bridge Restoral Expense line item of the budget. Chairman Cecola recommended that the line item remain and some contribution be made on an annual basis.

**4.4 OLD HART ROAD BID RESULTS:** Mr. Strahan noted that eleven bids had been received for construction of a proposed culvert on Old Hart Road. The low bid had been received from Copenhaver Construction in the amount of \$29,936.00. Mr. Strahan noted that based on previous discussions with a contractor prior to the bid, the anticipated cost was \$15,000-\$20,000. Mr. Strahan noted that the bids would be reviewed and presented to the Village Board for consideration. Mr. Strahan also reviewed coordination efforts with the existing homeowners and the Barrington Hills Riding Club.

**4.5 CHURCH ROAD ROW DEDICATION:** Mr. Strahan reviewed previous discussions regarding this project, which called for dedication of right-of-way along the east side of Church Road as part of the Barrington Hills Farm project. Mr. Kosin noted that the parcel was located in unincorporated McHenry County, while the roadway is maintained by Barrington Hills. It was noted that a resolution to accept the right-of-way would be considered at the Village Board meeting. Chairman Cecola requested clarification on the process. Mr. Strahan noted that a similar application with two driveway access had been received in the past for a property to the north on Church Road, and the same process was followed requesting that the applicant demonstrate adequate sight distance for the second driveway. Mr. Strahan summarized the results of the sight distance review and noted the options provided to the permit applicant and the current status of access design.

**5. ADJOURNMENT:** The meeting was adjourned at 5:08.

# 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: October 17, 2016

Re: Proposed 2017 Roads & Bridges Budget

Below is our recommended budget request for the various line item expenditures within the Roads & Bridges Fund for 2017:

## Revenue

Description	2016 Budget	2016 Actual Through 8/31/16	2017 Preliminary Budget
Property Tax- Road & Bridge	\$1,646,500	\$1,552,143.77	\$1,465,000.00
Miscellaneous Revenue	\$108,000.00	\$70,526.15	\$0.00
Road & Bridge Twn Taxes	\$75,000.00	\$44,944.87	\$75,000.00
<b>Total Revenue</b>	<b>\$1,829,500.00</b>	<b>\$1,667,614.79</b>	<b>\$1,540,000.00</b>

## Expenditures

Description	2016 Budget	2016 Actual Through 8/31/16	2017 Budget Recommendation
Road Maintenance Contracts	\$912,000.00	\$90,293.53	\$984,000.00
Snow Plowing Contracts	\$240,000.00	\$98,964.53	\$220,000.00
Mowing/Cleanup Contracts	\$40,000.00	\$51,153.50	\$70,000.00
Sign Purchase/Installation	\$12,000.00	\$9,882.05	\$12,000.00
Drainage Management	\$15,000.00	\$4,861.00	\$40,000.00
Engineer Fees	\$315,000.00	\$87,617.67	\$180,000.00
Road Striping	\$25,000.00	\$132.00	\$1,000.00
Equipment Maintenance	\$1,000.00	\$0.00	\$1,000.00
Road Patching Contracts	\$15,000.00	\$422.50	\$20,000.00
Equipment Purchases	\$1,000.00	\$0.00	\$1,000.00
Bridge Inspections	\$8,500.00	\$2,681.50	\$1,000.00
Cuba Road Bridge Restoral Expenses	\$245,000.00	\$230,026.82	\$10,000.00
<b>Total Expenditures</b>	<b>\$1,829,500.00</b>	<b>\$576,035.17</b>	<b>\$1,540,000.00</b>

The following is a summary of the recommended budget amount for each line item of expenditures.

### **Road Maintenance Contracts**

The largest component of the Roads & Bridges fund is typically the Road Maintenance Contracts line item. The Village has taken advantage of recent low bid prices, moving up Hawthorne Lane and River Road, both originally scheduled in 2017, to 2016.

Below is a list of the remaining roads originally scheduled for resurfacing in 2017 and 2018, in order of ascending Pavement Condition Index (PCI) as measured during the 2015 pavement inventory:

Street	From	To	Length (ft)	Cum. Length (Miles)	PCI	Prelim. Budget Cost
VH Asphalt	Village Hall	Village Hall	2950*	0.56	15	\$164,000.00
Chapel	Church Road	Haeger's Bend Road	5,172	1.54	17	\$273,000.00
Church	Chapel Road	Algonquin Road	3,874	2.27	19	\$202,000.00
HaegersBnd	Chapel Road	Village Limits	2,409	2.73	20	\$147,000.00
River/Algo	East of Braeburn	West of Church	4,470	3.57	21	\$273,000.00
HickoryLn	Merri-Oaks	Terminus	1,260	3.81	22	\$72,000.00
RidgeRd	Oak Knoll Road	Merri Oaks Road	3,952	4.56	23	\$243,000.00
RidgeRd	County Line Road	Oak Knoll Road	3,988	5.32	28	\$250,000.00
MerriOaksRd	Cuba Road	Ridge Road	3,600	6.00	31	\$192,000.00

\*"Length" given for Village Hall Parking Lot is an equivalent roadway length for a 20' wide road with the same surface area as the asphalt parking lots at the Village Hall.

Consideration could be given to delaying resurfacing on Chapel Road and Church Road, given the anticipated construction of the Barrington Hills Farm project at the intersection of Chapel & Church, in which case it may make sense to rearrange the order of the roads above. The initial budget projection below assumes that resurfacing is not delayed but based on the pavement condition ratings.

Street	From	To	Length (ft)	Prel. Budget Cost
Chapel	Church Road	Haeger's Bend Road	5,172	\$272,000.00
Church	Chapel Road	Algonquin Road	3,874	\$202,000.00
HaegersBnd	Chapel Road	Village Limits	2,409	\$147,000.00
River/Algo	East of Braeburn	West of Church	4,470	\$273,000.00
VH Asphalt	Village Hall	Village Hall	NA	\$90,000.00
<i>TOTAL:</i>			<i>15,925= 3.02 Miles</i>	<i>\$984,000.00</i>

The Village also has MFT funds available for use in 2017 if desired. The MFT fund balance as of August 31, 2016 was \$143,582.61.

### Snow Plowing Contracts

Snow plowing expenses, as established through the IGA with Cuba Township, are based on an annual fee (billed in six installments between November and April) that increases 3% annually in addition to the cost of materials which is billed separately. The budgeted amount was raised from \$200,000 in 2014 to \$260,000 in 2015 based on exceeding the budgeted amount in 2014 (actual spent was \$206,444.76) and increases in unit prices provided by Cuba Township. The total spent during the 2015 budget year was \$204,032.57. Based on spending to spending on this line item for the 2016 budget year is expected to be below \$200,000.00.

Based on previous expenses during above average winters and the current reduction in salt prices, we recommend the amount budgeted for Snow Plowing Contracts be reduced from \$240,000.00 to \$220,000.00.

### **Mowing/Cleanup Contracts**

This line item reflects costs for roadside mowing contracts as well as tree and brush cleanup after storm events. As a result, expenditures can fluctuate based on the number of severe storm events in a given year. Based on the December 2015 Treasurer's Report, expenditures in 2014 and 2015 totaled \$40,015.00 and \$66,767.75, respectively.

We would recommend the budgeted amount for 2017 be \$40,000.

### **Sign Purchase/Installation**

Typically, \$12,000-\$14,000 is budgeted to cover replacement of various signage and miscellaneous requests over the course of the year. Based on the December 2015 Treasurer's Report, expenditures in 2014 and 2015 totaled \$8,412.87 and \$15,387.46, respectively.

We recommend the budgeted amount for 2017 be \$12,000.

### **Drainage Management**

The 2016 budgeted amount was minimal as no significant drainage improvement projects were anticipated. The Roads & Bridges Committee meeting will include discussion of existing drainage conditions along Oak Knoll Road and Old Hart Road. We recommend a budget amount of \$40,000 to cover any minor drainage improvements or culvert replacements that may be required.

### **Engineer Fees**

Typically this budget amount covers engineering fees for design and construction of the road and drainage programs, associated resident coordination, Roads & Bridges meetings, and various other tasks that arise over the course of the year. The amount budgeted for 2016 for these tasks included a base amount of \$180,000.00, as well as an additional \$135,000 for a potential joint project with the Cook County Division of Transportation & Highways to design roadway improvements on Brinker Road. This project did not move forward. Engineering expenses totaled \$170,448.12 in 2015 and are anticipated to be below this amount in 2016.

We recommend the budgeted amount for 2017 be \$180,000.

### **Road Striping**

As discussed earlier this year, there is typically a bi-annual road striping program to refresh the pavement markings on specific higher volume roadways in the Village, which occurred this year. Typically \$25,000.00 is budgeted for this work, while during "off years", \$1,000 is budgeted in case minor touch-ups are needed.

As the pavement marking program was completed in 2016, we recommend the budgeted amount for 2017 be reduced to \$1,000.00.

### **Equipment Maintenance**

Traditionally \$4,000 has been budgeted to cover annual maintenance costs for the solar mobile speed sign; however, the sign was not utilized in 2015 or 2016 as Cuba Township has their own unit. A nominal \$1,000.00 was budgeted for this line item in 2016 and has not been used to date.

We recommend the budgeted amount for 2017 be \$1,000.

### **Road Patching Contracts**

The amount budgeted typically covers cold patching completed during the winter and early spring or under emergency circumstances and are typically coordinated by Village staff. This patching is separate from the patching completed during the annual road program. The budget is typically driven

by late winter/early spring weather conditions as freeze thaw cycles damaged susceptible pavements and expenditures are variable.

Based on the December 2015 Treasurer's Report, expenditures in 2014 and 2015 totaled \$4,303.75 and \$29,882.59, respectively. We would recommend maintaining the budgeted amount for 2017 be \$20,000.00.

#### **Equipment Purchases**

No specific equipment purchases were anticipated or have been made in 2016. We recommend a budget amount of \$1,000 to cover any minor purchases that arise during the year.

#### **Bridge Inspections**

The Village maintains four bridges that require bi-annual inspections. All four bridges have been or will be inspected by the end of 2017. During years when the bi-annual inspections are not required a smaller amount is budgeted to cover any minor inspection requirements that may arise.

We recommend the budgeted amount for 2017 be \$1,000.

#### **Cuba Road Bridge Restoral Expenses**

The Veterans' Crossing project is substantially complete, although tree replacement will not be completed until the spring of 2017. As a result, the final pay request is anticipated in 2017. The Roads & Bridges Committee also discussed re-naming this fund and setting aside an amount annually for bridge repairs and replacement this is available when needed.

We recommend the budgeted amount for 2017 be \$10,000.00 to cover final costs for the Veterans' Crossing project. This amount can be increased if the Committee desires to begin setting aside funds for future bridge repair and replacement costs.

## 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: October 17, 2016

Re: Oak Knoll Road Drainage

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At the September Village Board meeting, Trustee Konicek questioned why a project on Old Hart Road had been taken out to bid when drainage improvements along Oak Knoll Road had not been pursued. Based on further discussion, the questioned centered around two adjacent drainage issues on Oak Knoll Road: (1) An existing drain tile crossing Oak Knoll Road from 235 Oak Knoll Road to 238 Oak Knoll Road, and (2) An existing depressional storage/wetland area at 20469 Mid Oaks Lane. A summary of actions taken to date in each area are provided below:

### **235/238 Oak Knoll Drain Tile**

In 2003 GHA was contacted by Scott Sinnett, a contractor working for the upstream property owner (237 Oak Knoll Road). Mr. Sinnett had replaced an old clay drain tile up to Oak Knoll Road and obstructions remains, so requested the Village replace the portion crossing Oak Knoll Road. This work was completed in 2004 with replacement of the existing 8" clay with 12" RCP from the south edge of the easement to the north edge of the easement.

Subsequently our office has met with the downstream property owner (238 Oak Knoll Road) on a few occasions, most recently in 2015. The property owner had contacted Trustee Koniceck, who had forwarded his email and requested that we contact him. The attached email summarizes our correspondence with the property owner. There are legal options he could pursue as well as a relatively small fix of the existing drain tile that would address his issue of water ponding south of the driveway.

### **20469 Mid Oaks Lane Depressional Area**

Along the east half of the property at 20469 Mid Oaks Lane there is a small wetland area that adjoins Oak Knoll Road. During significant storm events and during the spring thaw, the water level rises within the wetland area and comes close to the south edge of Oak Knoll Road. The water recedes very slowly as there is no apparent gravity outfall for the area. In the past the property owner has used a pump to draw the water level down. GHA met with the property owner in 2013 and agreed to complete a drain tile survey to investigate the claim that 2004 drain tile work described above had somehow caused his pond to stop draining. The attached drain tile survey demonstrates that the wetland has only one outlet, a drain tile directed north across Oak Knoll Road towards Flint Creek, which has likely become clogged and inoperable over time.

Past Roads & Bridges chairs have elected not to pursue drainage improvements at this location. The Village could replace the portion of the drain tile within Oak Knoll Road, as was done for the drain tile to the east between 235 and 238 Oak Knoll. However, in this case it is unlikely that replacing only this portion will restore the functionality of the drain tile. Another option would be to construct a storm sewer



down Oak Knoll Road, draining this depressional area into the existing ditchline on the south side of Oak Knoll Road towards the golf course. However, this ditchline drains west toward the Barrington Hills Country Club golf course, an area in which the roadway has overtopped substantially during heavy rainfall events.



Dan Strahan <dstrahan@gha-engineers.com>

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## Billman Property Flooding

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Dan Strahan <dstrahan@gha-engineers.com>

Mon, Sep 26, 2016 at 8:22 PM

To: Colleen Konicek <ckonicek@barringtonhills-il.gov>, "Brian D. Cecola" <bcecola@barringtonhills-il.gov>

Cc: Robert Kosin <rkosin@barringtonhills-il.gov>

Trustees Konicek & Cecloa,

Figured I'd forward this on now as you may still be meeting; the email below summarizes the Oak Knoll Road drainage discussions that have occurred in the past. As requested we will renew this conversation in the coming weeks.

Dan

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



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](mailto:dstrahan@gha-engineers.com)

[www.gha-engineers.com](http://www.gha-engineers.com)

On Tue, Aug 4, 2015 at 12:44 PM, Dan Strahan <dstrahan@gha-engineers.com> wrote:

There are a couple of distinct drainage issues referenced in the emails. First regarding the drain tile crossing through Mr. Billman's property (238 Oak Knoll), attached is an excerpt from the atlas page that shows the overall length of the tile in question between 235 Oak and 238 Oak Knoll. The purple segment by the road was replaced by the Village in 2004 as discussed in the email that Bob had attached. Though the parcels on the atlas don't reflect it, there is no dedicated right-of-way through Oak Knoll Road at this location. Catch basins were placed along the length of the pipe at approximately 33' from the centerline of Oak Knoll on either side, and the existing clay pipe was replaced with concrete. While it is possible that this segment may be clogged or causing a problem now, the problem would show up on the south side of the road rather than Mr. Billman's property. If there is a blockage that is resulting in flooding on Mr. Billman's property it is most likely caused by a portion of the pipe outside of the Village's easement, but further detail on the nature of his complaint would be helpful.

We've had a number of conversations with Mr. Mielke over the years and ultimately had Huddleston McBride prepare a drain tile survey in 2013. Mr. Mielke's contention had been that the project referenced above resulted in a blockage to a line that drains his pond to the east. The drain tile survey found that there is only a line heading north out of his pond, which would not have been affected by the Village's project. While the Village could replace the portion across Oak Knoll, there remains a lengthy distance north of Oak Knoll that would also need to be maintained to drain this pond.

Dan

On Mon, Aug 3, 2015 at 2:20 PM, Robert Kosin <rkosin@barringtonhills-il.gov> wrote:

Understood but as you have been told there is more local history than research, and that is what will be provided from the Village Engineer.

Until more information is provided from those records, here are some givens

There is no Village rights of way on Oak Knoll Road from Buckley east to Old Hart but for the portion between Paganica and Mid-Oaks Lane which is a dedicated ROW.

A storm sewer atlas has been created pursuant to the NPDES program and the sheets pertaining to Oak Knoll Road will be retrieve. Sewers or culverts as found within the ROW or under the pavement are added to the atlas. If culverts require repaired, they are replaced in-kind but most often with concrete rather than galvanized metal.

Culvert clean-outs, ditch maintenance and general drainage work is invoiced and reviewed with the Chairman of Roads & Bridges.

On Mon, Aug 3, 2015 at 1:47 PM, Colleen Konicek <[ckonicek@barringtonhills-il.gov](mailto:ckonicek@barringtonhills-il.gov)> wrote:  
Please keep me in the loop as to what you find.

My understanding from talking to Earl, and he is generally good on his history, particularly that involving his own property, is the village erected a culvert on his property that should have been erected on the village's right-of-way, but someone made a mistake and put it on his property. He believes that may be blocked. Thus, as I said, if it involves more than checking the culvert for any blockage, please do no engage in any activity on his property without consulting him first.

With respect to the Mielke's property, they have stopped me on the road and asked questions about the flooding at their location, as well. I can tell you from having lived on that road since I was in 4th grade that that area did not flood until the last 10 years or so. Something happened to change it.

Colleen Konicek Hannigan  
Trustee, Village of Barrington Hills  
112 Algonquin Road  
Barrington Hills, IL 60010-5199  
[847.551.3005](tel:847.551.3005)

On Aug 3, 2015, at 10:16 AM, Robert Kosin <[rkosin@barringtonhills-il.gov](mailto:rkosin@barringtonhills-il.gov)> wrote:

Attached find a description of the drainage history in the area of the Billman property. All in all remnants of the drainage system of Hart Hills Farms.

By copy to the Village Engineer and current Chairman of Roads & Bridges can advise as to the what if any activities of the Village in that area of Oak Knoll occurred to-date and convey to the property owner.

On Mon, Aug 3, 2015 at 9:26 AM, Colleen Konicek <[ckonicek@barringtonhills-il.gov](mailto:ckonicek@barringtonhills-il.gov)> wrote:

Dan & Bob: A friend and neighbor, Earl Billman (Oak Knoll Rd., 3 drives east of Paganica - I'll get back to you with the exact address) contacted me the other day regarding standing water in his front yard. He has a couple theories as to why this is a recent phenomenon, one being that the drainage that the village installed on his property several years ago is blocked. It's my understanding from our prior conversations that it is the village's responsibility to make sure that these drainage areas are kept clear and free flowing. If that's the case, please have somebody go out and check the drainage on Earl's property. Also, it is my understanding from my conversations with Earl that the village made a mistake when it installed the drainage and improperly placed it on Earl's right of way. As such, if there is any work that needs to be done as a result of the inspection that could potentially impact his property he would like to be contacted in advance of any of that work taking place.

Colleen Konicek Hannigan  
Trustee, Village of Barrington Hills  
112 Algonquin Road  
Barrington Hills, IL 60010-5199

[847.551.3005](tel:847.551.3005)

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

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Robert Kosin  
Village of Barrington Hills  
112 Algonquin Rd, Barrington Hills, IL 60010-5199  
[847.551.3000](tel:847.551.3000) | [BarringtonHills-il.gov](http://BarringtonHills-il.gov)

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[<Mail\\_245\\_Oak\\_Knoll\\_2April2010.pdf>](#)

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Robert Kosin  
Village of Barrington Hills  
112 Algonquin Rd, Barrington Hills, IL 60010-5199  
[847.551.3000](tel:847.551.3000) | [BarringtonHills-il.gov](http://BarringtonHills-il.gov)

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Dan Strahan, P.E., CFM  
Associate/Senior Engineer  
Gewalt Hamilton Associates, Inc.  
625 Forest Edge Drive  
Vernon Hills, IL 60061  
[\(847\)-478-9700](tel:(847)-478-9700) (Main)  
[\(847\)-821-6233](tel:(847)-821-6233) (Direct)

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## 2 attachments



**230-237 Oak Knoll Atlas.pdf**  
1150K



**10-4-35-PaperSpace.pdf**  
1054K

# VILLAGE OF BARRINGTON HILLS STORM SEWER INVENTORY - MAP BOOK

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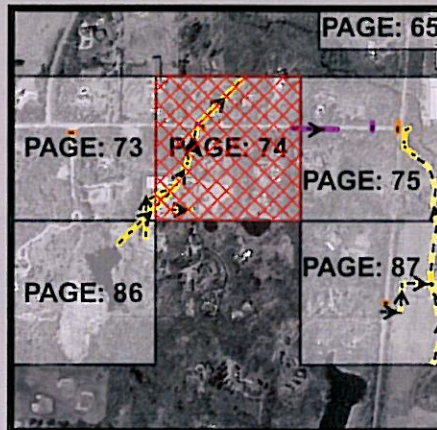
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SOURCE: IMAGERY: DSIS; IMAGE CAPTURE APRIL, 2005  
TOPOGRAPHY: NIPC, 2ft Interval



PAGE LOCATION MAP



PAGE PROXIMITY MAP  
(CURRENT PAGE: 74)

### Legend

- |              |                        |         |
|--------------|------------------------|---------|
| △ FES        | → OTHER                | --- PVC |
| □ Headwall   | → CMP                  | --- RCP |
| ● Catchbasin | → DIP                  | --- VCP |
| ■ Inlet      | → Perforated PVC       |         |
| ● Manhole    | ↔ Unresolved Pipe Ends |         |



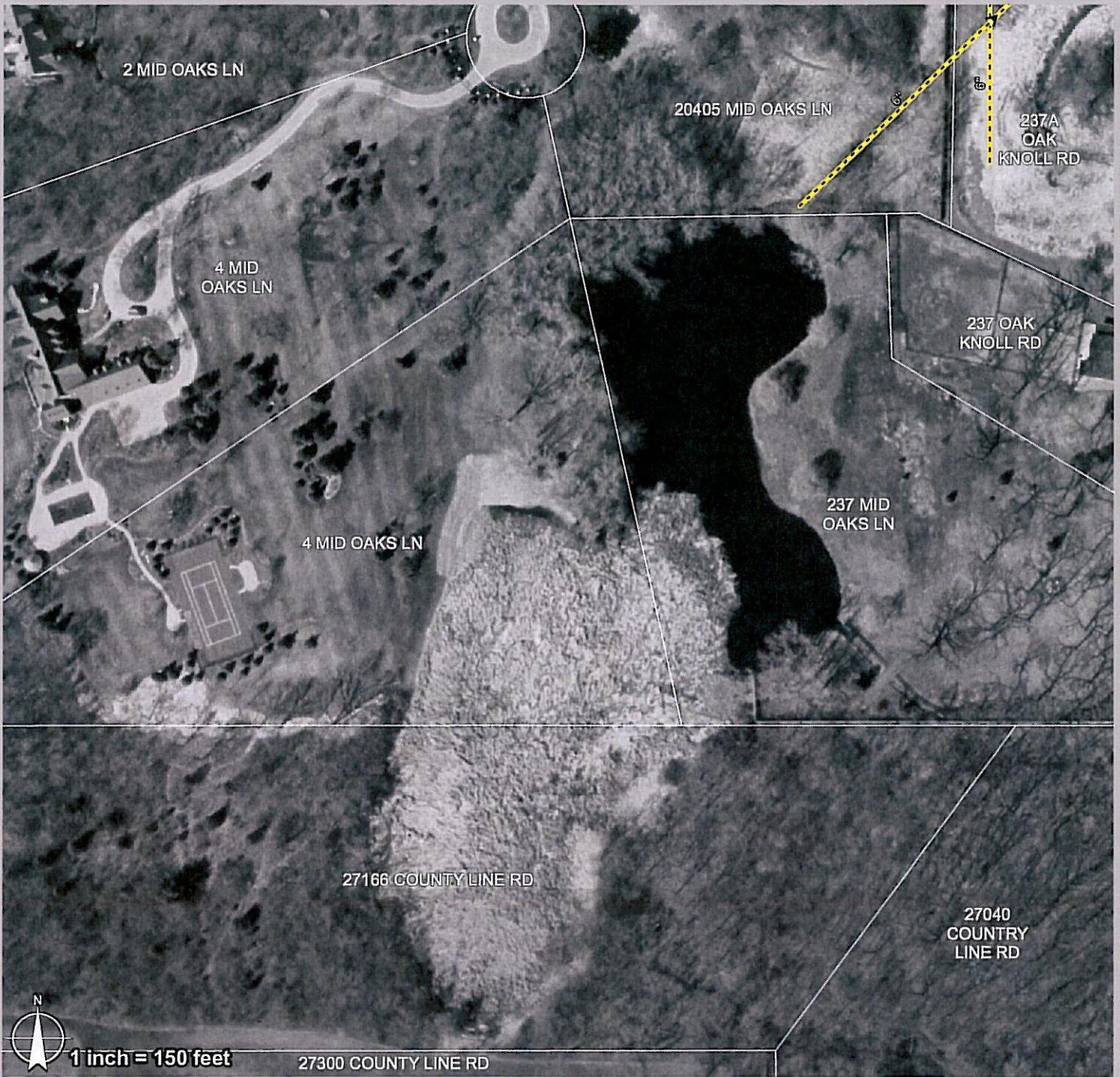
**GHA** GEWALT HAMILTON  
ASSOCIATES, INC.  
[www.gha-engineers.com](http://www.gha-engineers.com)

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# VILLAGE OF BARRINGTON HILLS STORM SEWER INVENTORY - MAP BOOK

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PAGE: 86



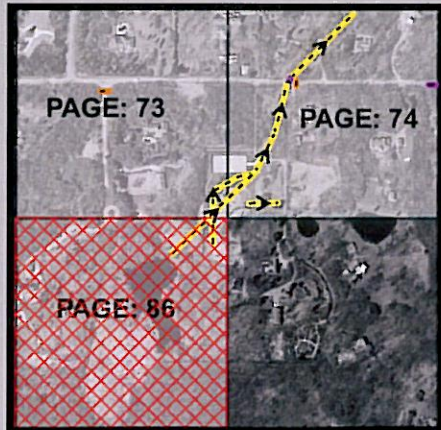
SOURCE: IMAGERY: USGS, IMAGE CAPTURE APRIL, 2005  
TOPOGRAPHY: NIRC, 2ft Interval

**Legend**

- |              |                        |       |
|--------------|------------------------|-------|
| △ FES        | → OTHER                | → PVC |
| □ Headwall   | → CMP                  | → RCP |
| ● Catchbasin | → DIP                  | → VCP |
| ■ Inlet      | → Perforated PVC       |       |
| ● Manhole    | ↔ Unresolved Pipe Ends |       |



PAGE LOCATION MAP



PAGE PROXIMITY MAP  
(CURRENT PAGE: )



**GHA** GEWALT HAMILTON  
ASSOCIATES, INC  
www.gha-engineers.com

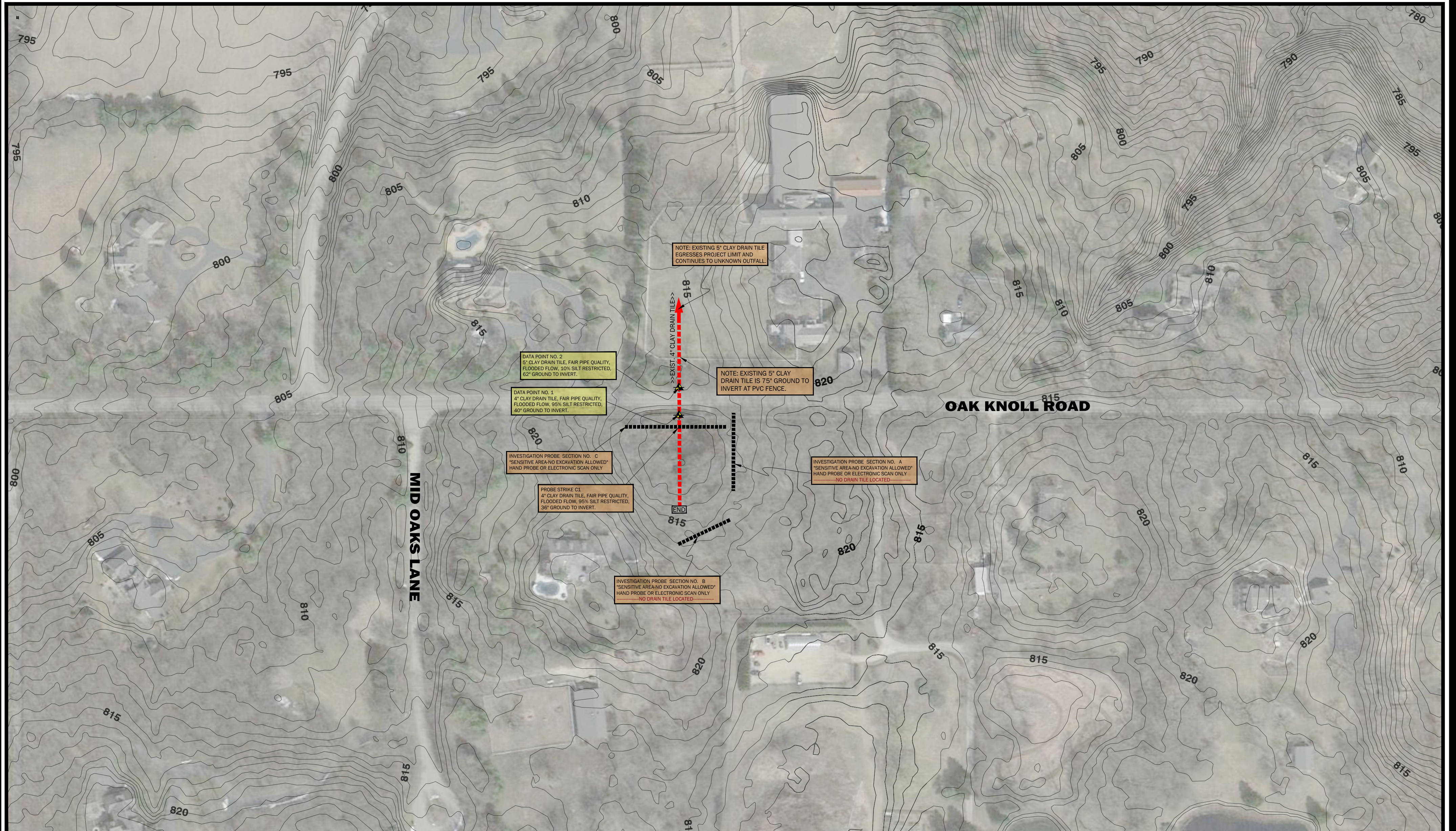
**PAGE: 86**

# EXISTING AGRICULTURAL DRAIN TILE INVESTIGATION PLAN

## OAK KNOLL AT BARRINGTON HILLS

PREPARED FOR GEWALT HAMILTON ASSOCIATES, INC.

SECTION NO. 35, CUBA TWP., LAKE CO., IL.



PROJECT CLIENT:  
**GEWALT HAMILTON ASSOCIATES, INC.**  
 DAN STRAHAN, P.E., PROJECT MANAGER  
 820 LAKESIDE DRIVE, GURNEE, IL., 60031

APPROVED BY AND DATE:  
 TOM HUDDLESTON 6/18/13  
 ACKNOWLEDGMENTS:  
 HUDDLESTON DRAINAGE MAP and ARCHIVE SYSTEMS  
 DRAWN BY AND DATE:  
 TOM HUDDLESTON 6/18/13

ORIGINAL ISSUED ON:  
 6/18/13  
 FIELD FILE NO. NO. 10-4-35  
 DRAWING NO. 10-4-35

REVISIONS	DATE	BY	DESCRIPTION

WEATHER CONDITIONS: SUN/WARM - 85o  
 DRAWING SCALE: 1" TO 100'  
 SHEET NO. ONE OF ONE



**HUDDLESTON McBRIE**  
 PROFESSIONAL LAND DRAINAGE SERVICES  
 9504 FOWLER RD., ROCHELLE, ILLINOIS PHONE 815-562-6007

## MEMORANDUM

To: Brian Cecola, VBH Chairman Roads & Bridges

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

Date: October 17, 2016

Re: Longmeadow Parkway

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The Village received notice last week that the Kane County Transportation Committee would consider a resolution, "Designating Municipal Extensions of Kane County Highway No. 86 (Longmeadow Parkway) at their October 18<sup>th</sup>, 2016 meeting. Village staff contacted Mr. Steve Coffinbarger (Asst. Director of Transportation for Kane County) last week for clarification as the language of the resolution was unclear as to its intended affects and appeared to be incorrect with regards to Autumn Trail, which was characterized as a Village street.

Mr. Coffinbarger spoke with Bob Kosin and I and clarified that the County will maintain jurisdiction over Longmeadow Parkway after construction. Bob and I pointed out that Autumn Trail is a privately maintained roadway and recommended revisions to the ordinance language to clarify this. Mr. Coffinbarger stated that he was not aware of this jurisdiction and would review the resolution with County staff to affect the required revisions. Mr. Coffinbarger later followed up via email, stating that since Autumn Trail was dedicated and the IDOT database shows it as a Village street, the Assistant State's Attorney did not feel any revision to the ordinance was required.

Kane County is currently anticipating a January 20, 2017 letting (bid opening) date for the project. To maintain this schedule would require that any right-of-way acquisition be certified by November 30, 2016.





## RESOLUTION/ORDINANCE EXECUTIVE SUMMARY

### Resolution No.

Designating Municipal Extensions of Kane County Highway No. 86  
(Longmeadow Parkway)

**Committee Flow:** Transportation Committee, Executive Committee, County Board

**Contact:** Tom Rickert, 630.406.7305

### Budget Information:

Was this item budgeted? N/A	Appropriation Amount: N/A
If not budgeted, explain funding source: N/A	

### Summary:

Phase II Engineering and right of way acquisition continue for the remainder of the Longmeadow Parkway corridor with a significant portion of that effort now complete. As part of the upcoming construction phases, the County is designating that portion of the corridor as a municipal extension of Kane County Highway No. 86 (Longmeadow Parkway) within the Villages of Carpentersville and Barrington Hills in accordance with Illinois Highway Code.

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO.

**DESIGNATING MUNICIPAL EXTENSIONS OF KANE COUNTY HIGHWAY NO. 86  
(LONGMEADOW PARKWAY)**

WHEREAS, the County of Kane, in coordination and cooperation with northern Kane County municipalities, has since the early 1990's planned for a crossing of the Fox River by way of a bridge located in the vicinity of Bolz Road in Carpentersville, Illinois; and

WHEREAS, in order to make the movement of traffic across the bridge safe, effective and efficient, the County of Kane has planned for highway approaches to the proposed bridge across the Fox River from the east and the west; and

WHEREAS, the approaches to the proposed bridge have been referred to as the Longmeadow Parkway Corridor which extends from the Huntley/Boyer Road intersection to the west to the intersection of Autumn Trail and Illinois Route 62 to the east; and

WHEREAS, the Longmeadow Parkway Corridor is comprised of existing State and County highways and municipal streets and also includes new segments of new highway on new locations; and

WHEREAS, the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT) have approved the alignment of the Longmeadow Parkway Corridor; and

WHEREAS, the County of Kane is authorized by the Illinois Highway Code, (605 ILCS 5/5-106) to, with the approval of IDOT: (i) cause various municipal streets to become municipal extensions of County highways and (ii) designate a route for a municipal extension of a county highway on a new location within a municipality; and

WHEREAS, the Village of Barrington Hills and the Village of Carpentersville are municipalities located in whole or in part within the boundaries of the County of Kane; and

WHEREAS, Autumn Trail is an existing street in the Village of Barrington Hills, Illinois; and

WHEREAS, the County of Kane desires to designate that part of Autumn Trail within the limits of the Village of Barrington Hills as described in Exhibit "A" attached hereto as a municipal extension of Kane County Highway No. 86 (also known as "Longmeadow Parkway") in order to end Kane County Highway No. 86 at Illinois State Route 62 within the Village of Barrington Hills; and

WHEREAS, the County of Kane additionally desires to designate that area within the limits of the Village of Barrington Hills as described in the Exhibit "B" attached hereto as a municipal extension of County Highway No. 86 (Longmeadow Parkway) on a new location in the Village of Barrington Hills in order to end Kane County Highway No. 86 at Illinois State Route 62 within the Village of Barrington Hills; and

WHEREAS, the County of Kane further desires to designate that area within the limits of the Village of Carpentersville as described in the Exhibit "C" attached hereto as a municipal extension

of County Highway No. 86 (Longmeadow Parkway) on a new location in the Village of Carpentersville in order to form a continuous route for Kane County Highway No. 86 (Longmeadow Parkway) through the Village of Carpentersville.

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the portion of the Village of Barrington Hills' street known as Autumn Trail described in Exhibit A attached hereto is hereby designated a municipal extension of Kane County Highway No. 86 (Longmeadow Parkway) in order to end Kane County Highway No. 86 at Illinois State Route 62 within the Village of Barrington Hills so as to best serve traffic needs.

NOW, THEREFORE, BE IT ALSO RESOLVED by the Kane County Board that the area within the limits of the Village of Barrington Hills as described in the Exhibit "B" attached hereto is hereby designated as a municipal extension of Kane County Highway No. 86 (Longmeadow Parkway) on a new location in the Village of Barrington Hills in order to end Kane County Highway No. 86 at Illinois State Route 62 within the Village of Barrington Hills so as to best serve traffic needs.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the area within the limits of the Village of Carpentersville as described in the Exhibit "C" attached hereto is hereby designated as a municipal extension of County Highway No. 86 (Longmeadow Parkway) on a new location in the Village of Carpentersville in order to form a continuous route for Kane County Highway No. 86 (Longmeadow Parkway) through the Village of Carpentersville so as to best serve traffic needs.

Passed by the Kane County Board on November 8, 2016.

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John A. Cunningham  
Clerk, County Board  
Kane County, Illinois

---

Christopher J. Lauzen  
Chairman, County Board  
Kane County, Illinois

Vote:

16-11 MunExtCH86

## Exhibit A

That part of Oak Leaf Drive (now known as Autumn Trail) of Autumn Trails Subdivision, being a part of the West Half of the Southeast Quarter and the East Half of the Southwest Quarter of Section 1, Township 42 North, Range 8 East of the Third Principal Meridian in Kane County, Illinois, according to the plat thereof recorded February 9, 1978, as Document No. 1443347, described as follows:

Beginning at the southwest corner of Lot 3 in said Autumn Trails Subdivision; thence southeasterly, 468.56 feet (468.55 feet) along the southerly line of said Lot 3, being a curve to the left having a radius of 500.00 feet, the chord of said curve bears an assumed bearing of South 81 degrees 47 minutes 35 seconds East, 451.63 feet; thence North 71 degrees 21 minutes 35 seconds East, 20.00 feet along said southerly line; thence northeasterly, 47.12 feet along the southeasterly line of said Lot 3, being a curve to the left having a radius of 30.00 feet, the chord of said curve bears North 26 degrees 21 minutes 35 seconds East, 42.43 feet to the westerly line of Algonquin Road (IL Route 62) per said subdivision plat; thence South 18 degrees 38 minutes 25 seconds East, 63.00 feet along said westerly line; thence southeasterly 62.41 feet along said westerly line, being a curve to the left having a radius of 2,735.89 feet, the chord of said curve bears South 19 degrees 07 minutes 26 seconds East, 62.41 feet; thence northwesterly 46.53 feet (46.44 feet) along the northeasterly line of Lot 1 in said subdivision, being a curve to the left having a radius of 30.00 feet, the chord of said curve bears North 64 degrees 12 minutes 32 seconds West, 42.00 feet; thence South 71 degrees 21 minutes 35 seconds West, 20.52 feet (20.72 feet) along the north line of said Lot 1; thence continuing northwesterly 530.40 feet along the north line of Lots 1 and 2, being a curve to the right having a radius of 566.00 feet, the chord of said curve bears North 81 degrees 47 minutes 39 seconds West, 511.21 feet; thence continuing northwesterly 96.48 feet along the north line of said Lot 2, being a curve to the left having a radius of 543.50 feet, the chord of said curve bears North 60 degrees 02 minutes 01 second West, 96.36 feet; thence northeasterly 121.55 feet along the northerly line of Longmeadow Parkway extended west, being a curve to the left having a radius of 1,271.38 feet, the chord of said curve bears North 87 degrees 12 minutes 29 seconds East, 121.50 feet to the Point of Beginning.

EXHIBIT B

That part of Lot 3 of Autumn Trails Subdivision, being a part of the West Half of the Southeast Quarter and the East Half of the Southwest Quarter of Section 1, Township 42 North, Range 8 East of the Third Principal Meridian in Kane County, Illinois, according to the plat thereof recorded February 9, 1978, as Document No. 1443347, described as follows:

Beginning at the northeast corner of said Lot 3; thence southeasterly, 550.29 feet along the easterly line of said Lot 3, being a curve to the right having a radius of 2,242.01 feet, the chord of said curve bears an assumed bearing of South 25 degrees 40 minutes 18 seconds East, 548.91 feet; thence South 18 degrees 38 minutes 25 seconds East, 227.97 feet along said east line; thence southwesterly, 47.12 feet along the southeasterly line of said Lot 3, being a curve to the right having a radius of 30.00 feet, the chord of said curve bears South 26 degrees 21 minutes 35 seconds West, 42.43 feet; thence South 71 degrees 21 minutes 35 seconds West, 20.00 feet along the southerly line of said Lot 3; thence westerly, 468.56 feet along said southerly line, being a curve to the right having a radius of 500.00 feet, the chord of said curve bears North 81 degrees 47 minutes 35 seconds West, 451.63 feet to the southwest corner of said Lot 3; thence northeasterly, 291.45 feet along a curve to the left having a radius of 1,271.38 feet, the chord of said curve bears North 77 degrees 54 minutes 08 seconds East, 290.81 feet; thence North 71 degrees 19 minutes 53 seconds East, 44.02 feet; thence North 24 degrees 28 minutes 12 seconds East, 123.79 feet; thence northwesterly, 434.06 feet along a curve to the left having a radius of 2,207.00 feet, the chord of said curve bears North 24 degrees 14 minutes 15 seconds West, 433.36 feet; thence North 60 degrees 07 minutes 42 seconds East, 10.00 feet; thence northwesterly, 114.80 feet along a curve to the left having a radius of 2,217.00 feet, the chord of said curve bears North 31 degrees 21 minutes 19 seconds West, 114.79 feet to the westerly line of said Lot 3; thence North 12 degrees 12 minutes 24 seconds East, 4.94 feet along said westerly line to the northwest corner of said Lot 3; thence South 89 degrees 55 minutes 17 seconds East, 24.69 feet along the north line of said Lot 3 to the Point of Beginning.

-and-

LOT 2 IN AUTUMN TRAILS SUBDIVISION IN THE VILLAGE OF BARRINGTON HILLS, KANE COUNTY, ILLINOIS, EXCEPTING THEREFROM THAT PART DESCRIBED AS: THAT PART OF LOT 2, AUTUMN TRAILS SUBDIVISION, RECORDED FEBRUARY 3, 1978 AS DOCUMENT NO. 1443347, A SUBDIVISION PART OF THE SOUTH HALF OF SECTION 1, TOWNSHIP 42 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A CONCRETE MONUMENT AT THE SOUTHWEST CORNER OF SAID LOT; THENCE NORTH 00 DEGREES 55 MINUTES 56 SECONDS EAST (ASSUMED BEARING) ALONG THE WEST LINE OF SAID LOT 438.94 FEET; THENCE NORTH 89 DEGREES 35 MINUTES 33 SECONDS EAST 264.19 FEET; THENCE EASTERLY 145.82 FEET ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 1428.00 FEET, THE CHORD OF SAID CURVE BEARS NORTH 86 DEGREES 40 MINUTES 02 SECONDS EAST 145.76 FEET; THENCE SOUTH 00 DEGREES 55 MINUTES 56 SECONDS WEST 445.93 FEET TO THE SOUTHEAST CORNER OF SAID LOT; THENCE SOUTH 89 DEGREES 31 MINUTES 43 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOT 409.60 FEET TO THE POINT OF BEGINNING, IN DUNDEE TOWNSHIP, KANE COUNTY, ILLINOIS.

-and-

THAT PART OF THE SOUTH HALF OF SECTION 1, TOWNSHIP 42 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY, ILLINOIS, BEARINGS BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83 DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF LOT 2 IN AUTUMN TRAILS SUBDIVISION RECORDED FEBRUARY 3, 1978 AS DOCUMENT 1443347; THENCE SOUTH 89 DEGREES 34 MINUTES 12 SECONDS WEST, ALONG THE SOUTH LINE OF SAID SECTION 1, 1323.84 FEET TO THE SOUTHEAST CORNER OF GREEN ACRES SUBDIVISION RECORDED OCTOBER 28, 1960 AS DOCUMENT. NO. 932819; THENCE NORTH 01 DEGREE 07 MINUTES 46 SECONDS EAST, ALONG THE EAST LINE OF SAID GREEN ACRES, SAID LINE ALSO BEING THE EAST LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 1, A DISTANCE OF 434.35 FEET FOR THE POINT OF BEGINNING; THENCE CONTINUING NORTH 01 DEGREE 07 MINUTES 46 SECONDS EAST, ALONG SAID EAST LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 1, 364.90 TO THE SOUTHWEST CORNER OF LOT 13 IN SAID AUTUMN TRAILS SUBDIVISION; THENCE SOUTH 43 DEGREES 50 MINUTES 57 SECONDS EAST, ALONG THE SOUTH LINE OF SAID LOT 13, 206.40 FEET TO A BEND IN SAID SOUTH LINE; THENCE NORTH 89 DEGREES 34 MINUTES 50 SECONDS EAST, ALONG SAID SOUTH LINE, 1175.60 FEET TO THE WEST LINE OF SAID LOT 2; THENCE SOUTH 00 DEGREES 55 MINUTES 37 SECONDS WEST, ALONG SAID WEST LINE, 210.06 FEET; THENCE SOUTH 89 DEGREES 34 MINUTES 50 SECONDS WEST, 1225.68 FEET TO A POINT OF CURVATURE; THENCE WESTERLY 96.90 FEET, ON A CURVE TO THE LEFT WITH RADIUS OF 962.00 FEET, CHORD BEARING SOUTH 86 DEGREES 41 MINUTES 42 SECONDS WEST AND CHORD LENGTH OF 96.86 FEET TO THE POINT OF BEGINNING.

-and-

THAT PART OF LOTS 1, 2, 3, 4 AND 5 IN GREEN ACRES, RECORDED OCTOBER 28, 1960 AS DOCUMENT. NO. 932819, BEING A SUBDIVISION OF THE SOUTHWEST QUARTER OF SECTION 1, TOWNSHIP 42 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY, ILLINOIS, BEARINGS BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83 DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 3 IN SAID GREEN ACRES SUBDIVISION; THENCE SOUTH 89 DEGREES 34 MINUTES 12 SECONDS WEST, ALONG THE SOUTH LINE OF SAID GREEN ACRES, 1270.36 FEET TO THE EAST LINE OF ROUTE 25 RIGHT OF WAY AS MONUMENTED; THENCE NORTH 01 DEGREES 17 MINUTES 26 SECONDS EAST, ALONG SAID EAST LINE, 95.59 FEET TO THE SOUTH LINE OF ROUTE 25 RIGHT OF WAY PER CASE EDKA 94 0013; THENCE SOUTH 87 DEGREES 52 MINUTES 05 SECONDS EAST, ON SAID SOUTH LINE, 15.44 FEET, TO THE EAST LINE OF SAID ROUTE 25 RIGHT OF WAY, THENCE NORTH 00 DEGREES 53 MINUTES 18 SECONDS EAST, ON SAID EAST LINE, 99.68 FEET; THENCE NORTH 03 DEGREES 13 MINUTES 49 SECONDS WEST, ON SAID EAST LINE, 134.91 FEET; THENCE NORTH 01 DEGREES 06 MINUTES 07 SECONDS EAST, ON SAID EAST LINE, 300.00 FEET; THENCE NORTH 09

DEGREES 51 MINUTES 44 SECONDS EAST, ON SAID EAST LINE, 61.15 FEET TO THE NORTH LINE OF SAID GREEN ACRES; THENCE NORTH 89 DEGREES 34 MINUTES 37 SECONDS EAST, ON SAID NORTH LINE, 5.66 FEET; THENCE SOUTH 01 DEGREE 17 MINUTES 22 SECONDS WEST, 442.04 FEET; THENCE SOUTH 44 DEGREES 36 MINUTES 38 SECONDS EAST, 47.86 FEET; THENCE NORTH 89 DEGREES 29 MINUTES 23 SECONDS EAST, 80.33 FEET TO A POINT OF CURVATURE; THENCE EASTERLY 490.51 FEET, ON A CURVE TO THE LEFT WITH RADIUS OF 915.00 FEET, CHORD BEARING NORTH 74 DEGREES 07 MINUTES 55 SECONDS EAST AND CHORD LENGTH OF 484.66 FEET; THENCE NORTH 01 DEGREES 16 MINUTES 14 SECONDS EAST, 347.12 FEET TO THE NORTH LINE OF SAID GREEN ACRES; THENCE NORTH 89 DEGREES 34 MINUTES 37 SECONDS EAST, ON SAID NORTH LINE, 673.02 FEET TO THE EAST LINE OF SAID GREEN ACRES, SAID LINE ALSO BEING THE EAST LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 1; THENCE SOUTH 01 DEGREES 07 MINUTES 46 SECONDS WEST, ON SAID EAST LINE, 689.42 FEET TO THE POINT OF BEGINNING.

EXHIBIT "C"

That part of the Southeast Quarter of Section 2, Township 42 North, Range 8 East of the Third Principal Meridian, Kane County, Illinois, bearings based on Illinois State Plane Coordinate System East Zone, NAD 83 described as follows:

Commencing at the southeast corner of said Section 2: thence South 89 degrees 29 minutes 23 seconds West, along the south line of said Section 2, a distance of 107.78 feet for the point of beginning; thence South 89 degrees 29 minutes 23 seconds West, along the South line of said Section 2, 641.18 feet, to a line 748.96 feet west of said southeast corner, as measured along said south line; thence North 00 degrees 30 minutes 37 seconds West, 183.00 feet; thence North 89 degrees 29 minutes 23 seconds East, 639.67 feet; thence North 45 degrees 22 minutes 33 seconds East, 50.28 feet; thence North 01 degree 17 minutes 22 seconds East, 514.10 feet; thence South 89 degrees 10 minutes 08 seconds East, 10.00 feet to the west line of Route 25 right of way per condemnation Case 94EDKA0025; thence South 10 degrees 01 minute 14 seconds East, along said west line, 101.98 feet; thence South 01 degree 17 minutes 22 seconds West, along said west line, 303.32 feet to the north line of Route 25 right of way per Doc. 937034; thence South 89 degrees 29 minutes 23 seconds West, along said north line, 20.01 feet to the west line of said right of way; thence South 01 degree 17 minutes 22 seconds West, along said west line, 274.49 feet to the north line of Route 25 right of way per document 937034; thence South 62 degrees 01 minute 33 seconds West, along said north line, 44.45 feet to the west line of said Route 25 right of way; thence South 00 degrees 31 minutes 37 seconds East, along said west line, 33.00 feet to the point of beginning.

-and-

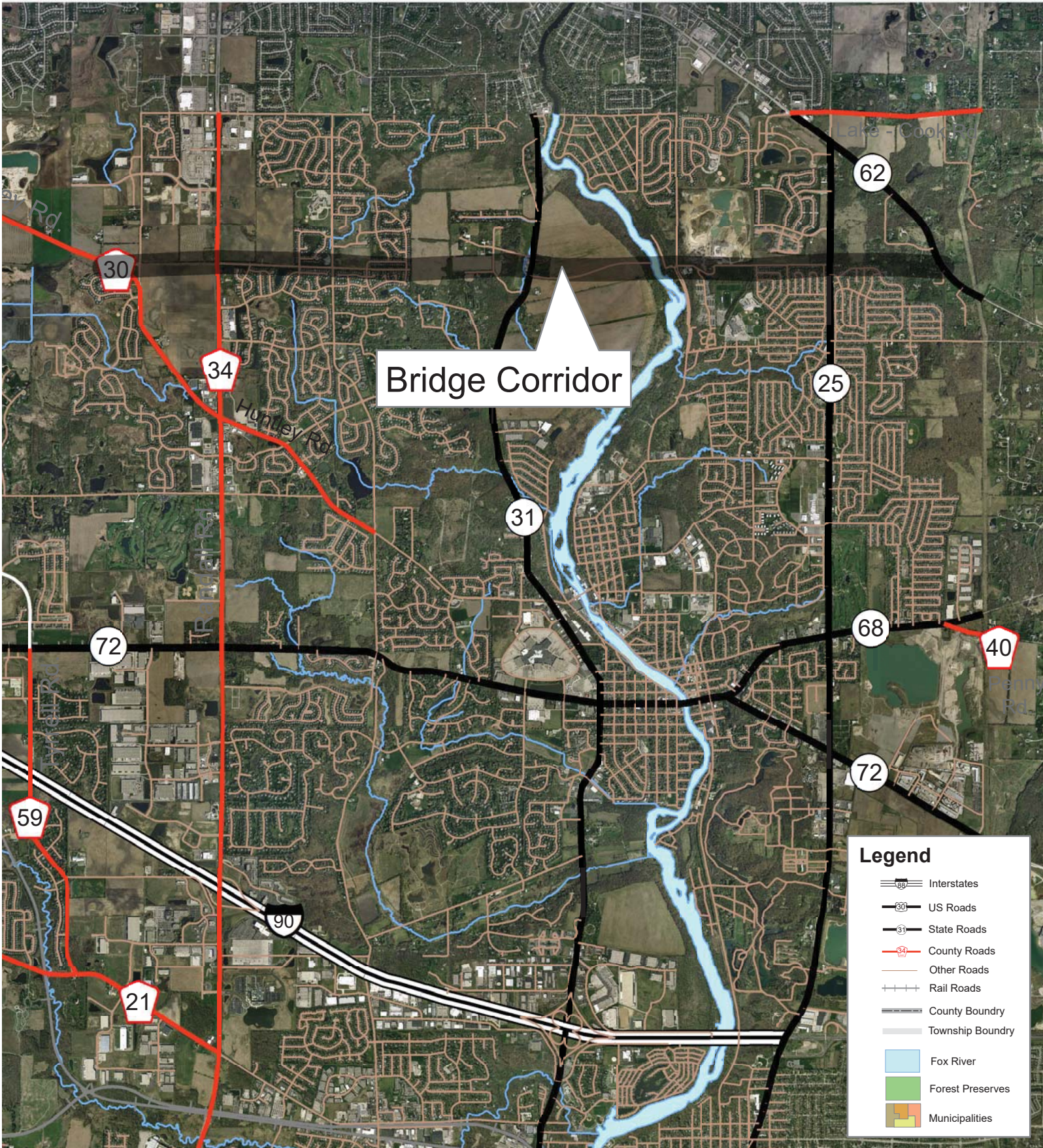
That part of the Southeast Quarter of Section 2, Township 42 North, Range 8 East of the Third Principal Meridian, Kane County, Illinois, bearings based on Illinois State Plane Coordinate System East Zone, NAD 83 described as follows:

Commencing at the southeast corner of said Section 2: thence South 89 degrees 29 minutes 23 seconds West, along the south line of said Section 2, a distance of 748.96 feet; thence North 00 degrees 30 minutes 37 seconds West, 67.00 feet to the north line of Bolz Road right of way per Doc. 2000K013756 for the point of beginning; thence North 00 degrees 30 minutes 37 seconds West, 116.00 feet; thence South 89 degrees 29 minutes 23 seconds West, 20.00 feet to the east line of Bolz Road right of way per Doc. 2003K199321; thence South 00 degrees 30 minutes 37 seconds East, along said east line, 116.00 feet to said the north line of Bolz Road right of way per Doc. 2000K013756; thence North 89 degrees 29 minutes 23 seconds East, along said north line, 20.00 feet to the point of beginning

-and-

That part of Silverstone Lake Unit 4 dedicated to the County of Kane per Document No. 2003K199321, Recorded November 14, 2003 in the office of the Kane County Recorder of Deeds.





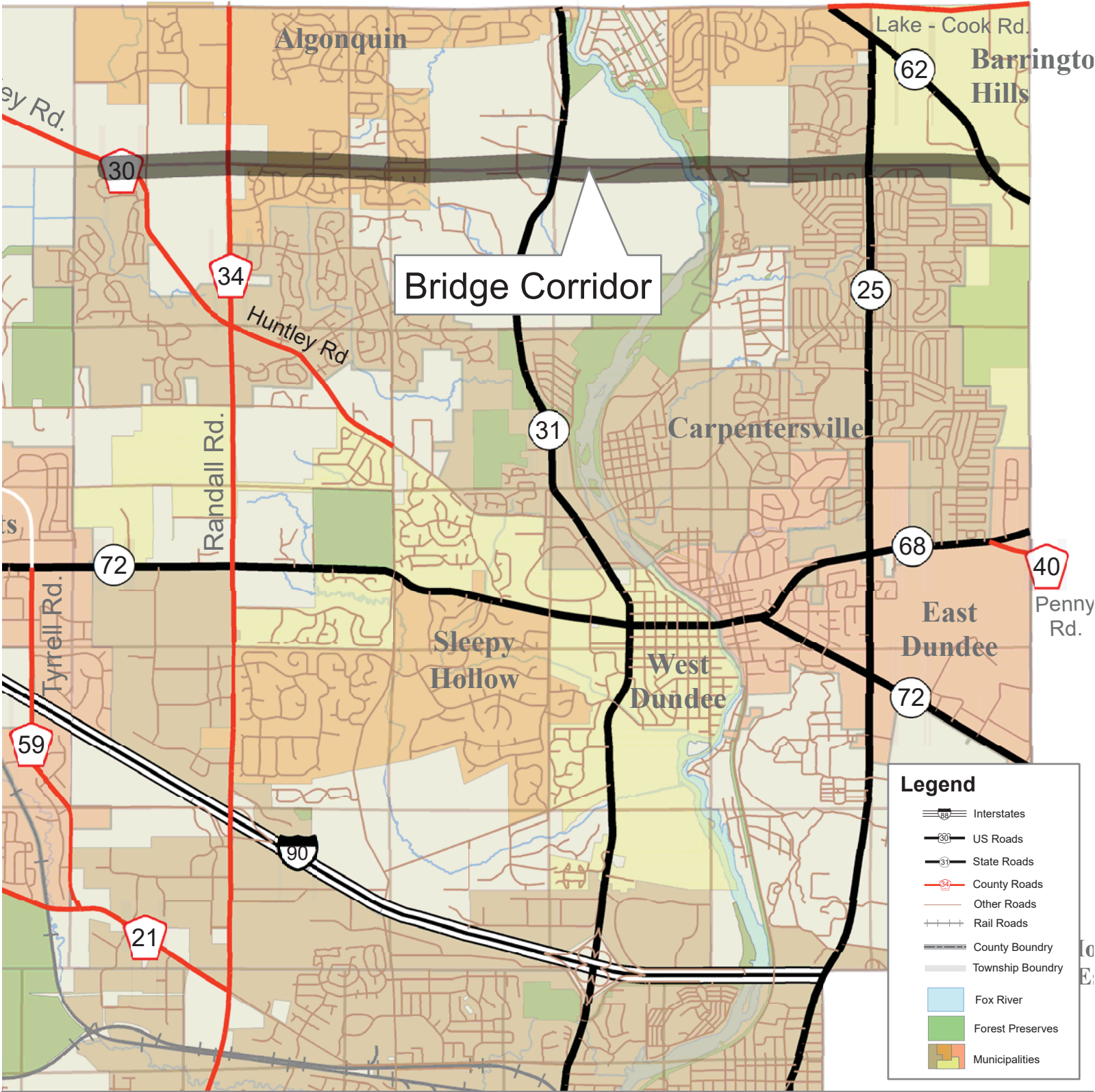
Section Number 94-00215-01-BR  
 Longmeadow Corridor

Hempfield	Rufus	Dustin
Buffington	Plain	Elgin
Village	Campton	St. Charles
Kanawha	Blackberry	Genova
Big Rock	Autumn	Aurora



0 1,000 2,000 4,000 6,000 8,000 Feet  
 0 1 2 Miles

N. County Line Rd.



# Section Number 94-00215-01-BR Longmeadow Corridor

