Roads & Bridges Committee
NOTICE OF SPECIAL MEETING

Monday, January 9, 2017 ~ 4:00 pm
112 Algonquin Road

AGENDA

1. Call to Order & Roll Call

2. Public Comments

3. [Vote] Minutes October 20, 2016

4. Discussion Items
   - 4.1 Enbridge Pipeline Maintenance Project – Algonquin/River Road
   - 4.2 Bridge Inspections 2016 – Veterans Crossing & Green Rail Bridge
   - 4.3 Longmeadow Parkway/Autumn Trail – Kane County DOT
   - 4.4 Snow & Ice Service
   - 4.5 Highland Avenue/Spring Creek Road Project Status
   - 4.6 Barrington Hills Farms & HARPS Facility – Church Road Dedication

5. Adjournment

Chairman: Brian Cecola

NOTICE AS POSTED

Roads & Bridges Committee
Meeting Minutes
October 20, 2016

Committee Members Present:	Trustee Brian Cecola, Chair Trustee Fritz Gohl, Co-Chair Martin McLaughlin, Village President Robert Kosin, Village Administrator Dan Strahan, Village Engineer
Others Present:	Steve Cieslica, Trotter and Associates , Inc. Dan Sheldon, Resident

1. ORGANIZATIONAL: The meeting of the Village of Barrington Hills Roads & Bridges Committee was called to order by Chairman Cecola at 4:00 PM.

2. PUBLIC COMMENTS: Mr. Steve Cieslica introduced himself to the Roads & Bridges Committee and provided a summary of his firm Trotter and Associates, Inc.

3. APPROVAL OF MINUTES: The minutes of the Roads & Bridges Committee Meeting of September 22, 2016 were approved as written.

4.1 2017 ROADS & BRIDGES – BUDGET DISCUSSION Mr. Strahan introduced the topic and suggested Mr. Kosin provide a summary of the budget process. Mr. Kosin noted that Village staff were in the process of working with Lauderbach & Amen to transition to a new budget software which would allow for various budget forms to be consolidated. He noted that the Finance Committee would be meeting the following day to review the budget packet. Mr. Strahan reviewed a memo outlining the various line items proposed for the 2017 Roads & Bridges budget. Trustee Cecola noted his opinion that the Village Hall parking lot could be deferred if another Village roadway required resurfacing further. Mr. Kosin noted that the Village Hall parking lot had already been deferred on multiple occasions.

4.2 OAK KNOLL ROAD DRAINAGE: Mr. Strahan noted that based on questions posed at the September Village Board meeting, a memo had been prepared summarizing the status of two drainage issues along Oak Knoll Road. The first involved a drain tile crossing Oak Knoll Road between 235 and 238 Oak Knoll. The Village had replaced the portion within Oak Knoll Road in 2004, and subsequently had met with the downstream property owner on a few occasions to review options he had with regards to the drain tile. The second issue involved a depressional area to the west of this location, at 20469 Mid Oaks Lane. The Village completed a drain tile survey in 2013 and found a drain tile crossing Oak Knoll Road heading north from the depressional area. It was noted that the portion of the drain tile within the roadway could be replaced, but it was not

anticipated that such a replacement would restore the functionality of the drain tile due to downstream conditions.

4.3 LONGMEADOW PARKWAY UPDATE: Mr. Strahan reviewed correspondence received from Kane County DOT indicating their intention to review and approve a resolution, "Designating Municipal Extensions of Kane County Highway No. 86 (Longmeadow Parkway)". Mr. Strahan noted that Kane County staff perceived Autumn Trail to be a public road based on the initial Plat of Subdivision for Autumn Trail Subdivision. President McLaughlin requested that the residents in the area be informed of this correspondence. Mr. Dan Sheldon, a resident on Autumn Trail, requested clarification on the ownership of Autumn Trail. Mr. Strahan noted that the Plat dedicated a 66' right-of-way for Autumn Trail, but the road was not accepted by the Village and so the residents of Autumn Trail collectively own the right-of-way. Mr. Sheldon also questioned the sound study completed by Kane County DOT, noting that it had ignored one of the neighboring houses on Autumn Trail.

Mr. Strahan also noted that IDOT had selected Epstein Global and Clark Dietz, Inc. to be the lead consultants for the upcoming phase one engineering process for capacity improvements to IL Rte. 62. Mr. Strahan noted that the phase one engineering process is anticipated to last four years and will likely include a series of public meetings to gather resident input. President McLaughlin provided background on previous Village conversations with IDOT regarding the need for safety and capacity improvements, particularly at existing intersections with IL 62, if the Longmeadow Parkway project were to proceed.

OTHER DISCUSSION ITEMS: President McLaughlin commended Dave Nelson and Cuba Township for setting aside a portion of the property to the northeast of Veterans' crossing as a memorial to local veterans.

5. ADJOURNMENT: The meeting was adjourned at 4:42.

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

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: January 5, 2017

Re: Enbridge Pipeline Maintenance
Traffic Control & Haul Route Review

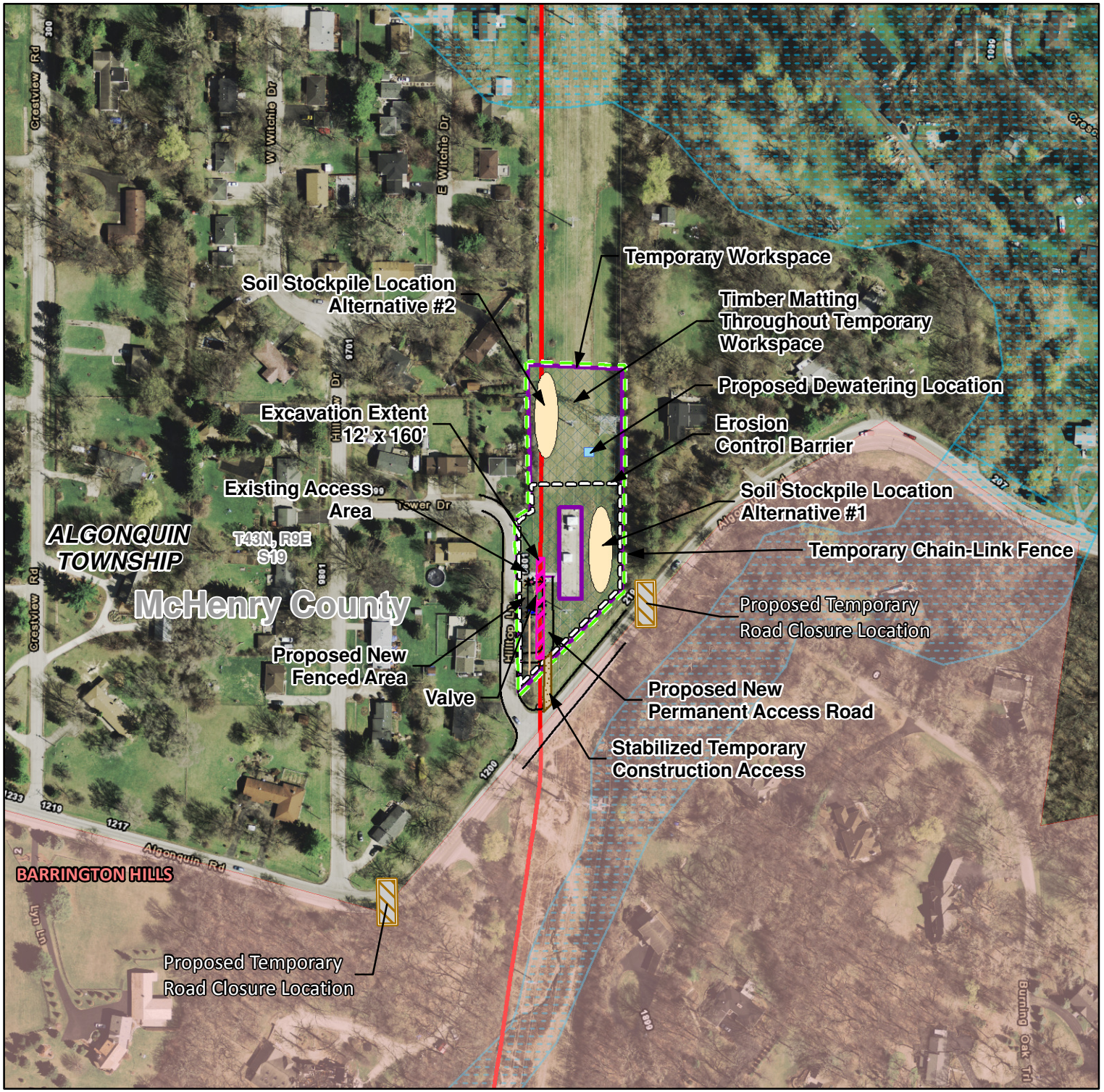
Over the last few weeks Village staff has had ongoing communications with representatives of Enbridge Energy, which operates a petroleum pipeline within the ComEd right-of-way passing through the Village. Enbridge plans to perform maintenance operations on the pipeline just north of Algonquin/River Road as illustrated on the first attached exhibit. The area in question, though located outside of the Village limits, would require access from Algonquin/River Road which is maintained at this location by Barrington Hills. Also, anticipated haul routes into and out of the site would also utilize other Village roadways.

Enbridge had initially requested a full road closure for 2-3 days in mid-March to minimize potential disruption adjacent to the work area. Bob Kosin and I had a conference call with Enbridge representatives on December 13, 2016, and based on the scope of work described it was concluded that only temporary lane closures would be required. We had also discussed haul routes and noted that the likely roadways to access the site would be either Plum Tree Road or Algonquin Road through the Village of Fox River Grove.

After this initial conversation, Enbridge representatives contacted me on December 28, 2016 to discuss further details of their proposed access plans. There are two elements of the proposed traffic control and access routing for which input from the Roads & Bridges Committee is requested:

- Enbridge anticipates a 24- to 36-hour period when a continuous lane closure will be needed to support overnight construction activities. For traffic control purposes, they offered to either install a temporary traffic signal or provide flaggers for this lane closure.
- Enbridge is requesting use of Haegers Bend Road to access the project site due to concerns regarding other potential haul routes. Generally, in the past Haegers Bend Road has been avoided due to poor subbase conditions compared to other roadways. In addition, the timing of this maintenance operation could occur during the seasonal weight restrictions that typically go into effect in mid to late March.

Representatives from Enbridge are anticipated to be present at the January 9th Roads & Bridges Committee meeting to provide further details and answer questions.



- Line 6A
- Temporary Workspace
- Timber Matting
- McHenry County Municipal Boundary
- Soil Stockpile
- Excavation Extent
- Dewatering Area
- Stabilized Temporary Construction Access
- Erosion Control Barrier
- Temporary Chain-Link Fence
- Proposed Temporary Road Closure

FEMA Floodplains

- Special Flood Hazard Areas (1% Annual Chance Flood)

N

0 220 440

Feet

1 Inch = 220 Feet

Imagery: Northeastern Illinois; 2014

Figure 9

ROAD CLOSURE LOCATIONS

Line 6A

Milepost 377.40

ENBRIDGE

Dan Strahan <dstrahan@gha-engineers.com>

Enbridge Valve Site - Algonquin Road

Tony Derrick <Tony.Derrick@lhbcorp.com> Fri, Dec 30, 2016 at 10:43 AM

To: Dan Strahan <dstrahan@gha-engineers.com>
Cc: Bob Kosin <rkosin@barringtonhills-il.gov>

Good morning, Dan. I just wanted to follow up with our discussion the other day and package up the remaining items into an e-mail.

We discussed haul routes for the project and you provided Plum Tree Road as an approved route within the Village of Barrington Hills, provided permits are obtained and police escort present. I also spoke with Fox River Grove and they said we could also use their portion of Algonquin Road from Illinois 14, with similar conditions. I spoke with the contractor in the field who drove these routes and they are concerned about the narrow width of the roads, overhanging tree branches, and encroaching brush/shrubs along these routes.

They are still requesting use of Haegers Bend. Is there any actual restrictions on Haegers Bend that would disqualify it from use? The contractor says that they can get through the intersection at Haegers Bend and Spring Creek Road. While the load width is 11’-2”, the axel/tire width would be passable in spite of the raised median.

I’ve attached a revised haul route diagram for your information and use.

Another item we discussed was the required around the clock work during the pipeline outage. We are estimating that there will be a 24-36 hour timeframe where our crews will need to work around the clock to complete a task during the outage. Are there any noise ordinances that we may be in conflict with? Nearby affected landowners will be notified and compensated for any inconvenience.

Lastly, attached is a lane closure plan using flaggers, adopted using the latest MUTCD standards for this type of road and MPH. Please review and let me know if you approve of the plan.

Let's discuss further once you've had a chance to review the above and attached.

Thank you, and I wish you a Happy New Year!

Tony Derrick – RWA, Permit Specialist

21 West Superior Street, Suite 500, Duluth, MN 55802

Direct 218.279.2488 | Cell 218.251.2769

LHBcorp.com

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From: Dan Strahan [mailto:dstrahan@gha-engineers.com]
Sent: Tuesday, December 27, 2016 3:08 PM
To: Tony Derrick <Tony.Derrick@lhbcorp.com>
Cc: Bob Kosin <rkosin@barringtonhills-il.gov>
Subject: Re: Enbridge Valve Site - Algonquin Road

Tony,

I'm out of the office the remainder of this afternoon but will be back in the morning. I'd be available for a phone call between 8:30 and 10:30 AM tomorrow.

Dan

Dan Strahan, P.E., CFM

Associate/Senior Engineer

GEWALT HAMILTON ASSOCIATES, INC. 1981-2016

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

On Tue, Dec 27, 2016 at 2:57 PM, Tony Derrick <Tony.Derrick@lhbcorp.com> wrote:

> Good morning, gentlemen. I was contacted by the group at Enbridge involved with the project off the north side of Algonquin Road. The project is a valve installation, I believe. Given my experience working with officials in this area, they've asked that I be the main contact for the town and village moving forward.
>
> My main areas of focus are road use and traffic control issues and concerns. I would like to discuss a few things once either of you has the time:
>
> 1. Preferred haul routes for overweight/oversize vehicles.
> 2. Traffic control concerns on Algonquin Road.
>
> My understanding is that no road closures will be allowed at any time during the project. We will be proposing intermittent lane closures using flaggers and advanced warning signs for the majority of the project, but there is a crucial time where a full lane closure will be required. I will submit a traffic plan for your review and acceptance.
>
> I was informed that a few of our trailers will be about 11'-2" wide and hauling a 350 CAT. There original haul route included Haeger's Bend, but I informed them that that route will not work with this dimension. I would like to get together and determine a final haul route for this type of equipment. I believe we've used River Road in the past for some maintenance projects, but let's discuss. We will also want a squad escort, which is also required by the village.
>
> Dan, I did speak to Bob earlier today but know that he is out of the office this week. Are you available sometime this week to take my call?
>
> Thank you
>
> **Tony Derrick – RWA, Permit Specialist**

21 West Superior Street, Suite 500, Duluth, MN 55802

Direct 218.279.2488 | Cell 218.251.2769

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2 attachments

Haul Routes.pdf
217K

L6a_MP377_LANE CLSR-TCP DIA.pdf
223K

Hoffman Park

Trout Valley

Fox Bluff

Cary Rd

V 36 COUNTY

Norge Ski Jump

Fox River Grove

(to Lake Barrington)

ILLINOIS 22

(to Barrington)

Project Location

Algonquin Rd

Plum Tree Rd

Klasen Rd

PARKING

Park-N-Ride

This portion of River Drive posted at 5 tons. I was told this village is protective and getting permits can be difficult

River Dr

Fox River

ILLINOIS 31

West Algonquin Bypass

under const.

Chapel Rd

Church Rd

Braeburn Rd

Barrington Hills/ Fox River Grove approved routes. Contractor worried about narrow roads, low hanging trees, and other hazards.

Spring Creek

Contractor still looking into feasibility of using Haegers Bend.

Bend Rd

Spring Creek Rd

A 48 COUNTY

Highland Av

Haegers

Barrington Hills

Ridge St

Dam

ILLINOIS 31

ILLINOIS 62

Lake Cook Rd

County Line Rd

A 50

42° 10' 00"

NOTES

ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO IL MUTCD.

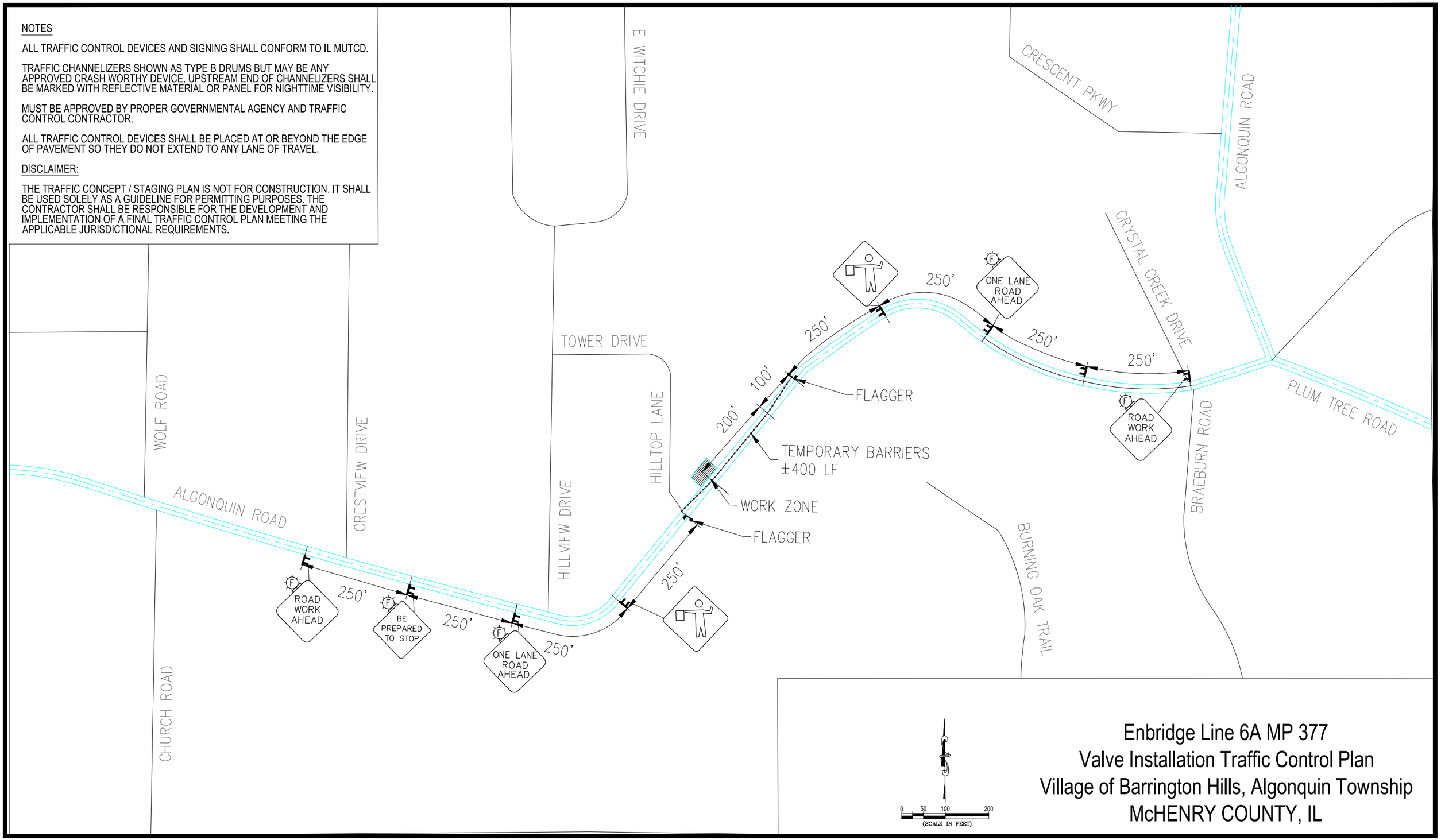
TRAFFIC CHANNELIZERS SHOWN AS TYPE B DRUMS BUT MAY BE ANY APPROVED CRASH WORTHY DEVICE. UPSTREAM END OF CHANNELIZERS SHALL BE MARKED WITH REFLECTIVE MATERIAL OR PANEL FOR NIGHTTIME VISIBILITY.

MUST BE APPROVED BY PROPER GOVERNMENTAL AGENCY AND TRAFFIC CONTROL CONTRACTOR.

ALL TRAFFIC CONTROL DEVICES SHALL BE PLACED AT OR BEYOND THE EDGE OF PAVEMENT SO THEY DO NOT EXTEND TO ANY LANE OF TRAVEL.

DISCLAIMER:

THE TRAFFIC CONCEPT / STAGING PLAN IS NOT FOR CONSTRUCTION. IT SHALL BE USED SOLELY AS A GUIDELINE FOR PERMITTING PURPOSES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DEVELOPMENT AND IMPLEMENTATION OF A FINAL TRAFFIC CONTROL PLAN MEETING THE APPLICABLE JURISDICTIONAL REQUIREMENTS.



Enbridge Line 6A MP 377
Valve Installation Traffic Control Plan
Village of Barrington Hills, Algonquin Township
McHENRY COUNTY, IL

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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: January 5, 2017

Re: 2016 Bridge Inspections

The Village has four structures (Veterans' Crossing on Cuba Road, the Green Rail Bridge on Oak Knoll Road, the Porter Bridge on Oak Knoll Road, and the Spring Creek culverts under Spring Creek Road) that are included in the National Bridge Inventory System. As a result, each of these bridges require biannual inspections by a structural engineer be submitted to IDOT. Wiss, Janney, Elstner Associates, Inc. (WJE) is the Bridge Program Manager and completes these bi-annual inspections.

Bi-annual inspections were last completed in 2014 so were required again in 2016. In July WJE completed the required inspection for the Porter Bridge, and it was discovered concurrently that McHenry County had inspected the Spring Creek Road structure.

In December, WJE completed an inventory inspection on Veterans' Crossing to document the newly constructed conditions as well as a regular bi-annual inspection on the Green Rail Bridge. The respective inspection reports are attached. Below is a summary of key recommendations pertaining to the Green Rail Bridge, for which future repairs are recommended:

> *"…(previously) repaired areas appear to be performing as expected; however, leaking joints between the precast boxes will likely allow deterioration to progress at the repair locations, as well as other joint locations. Therefore, concrete repairs at to the soffit of the precast boxes will likely be an ongoing maintenance item every three to six years. Finally, the steel bridge rail is undergoing corrosion-related section loss and should be programmed for repair or replacement."*

WJE ENGINEERS ARCHITECTS MATERIALS SCIENTISTS

Wiss, Janney, Elstner Associates, Inc.
330 Pfingsten Road
Northbrook, Illinois 60062
847.272.7400 tel | 847.291.4813 fax
www.wje.com

Via Email: dstrahan@gha-engineers.com

December 28, 2016

Mr. Daniel Strahan
Village Engineer - Village of Barrington Hills
Gewalt Hamilton Associates, Inc.
625 Forest Edge Drive
Vernon Hills, IL 60061

Re: Cuba Road Bridge (Structure No. 049-6051)
Village of Barrington Hills
WJE No. 2015.5885

Dear Mr. Strahan:

Wiss, Janney, Elstner Associates, Inc. (WJE) recently completed the inspection of the reconstructed Cuba Road Bridge (Structure No. 049-6051) located in Barrington Hills, Illinois. The Routine Inspection was performed on December 2, 2016 in accordance with the National Bridge Inspection Standards (NBIS) and Illinois Department of Transportation (IDOT) inspection guidelines.

The Cuba Road Bridge carries West Cuba Road / Merri Oaks Road over Flint Creek and is located between Hickory Lane and North Buckley Road. This stretch of West Cuba Road is oriented in an east-west direction. The structure is a segmented precast three-sided arch with an approximate structure length of 38 ft-6 in. The structure measures approximately 43 ft-6 in. long in the direction of water flow.

The structure carries a two-lane concrete roadway and two narrow shoulders. Each side of the bridge contains architectural cast-in-place reinforced concrete bridge rail, and concrete wingwalls are placed at each corner of the bridge. The guardrails are located such that the horizontal roadway clearance is approximately 33 ft-5 in. Figure 1 shows a general view of the bridge.

Condition Survey

Overall the arch structure was observed to be in very good condition. Below is a list of noted findings:

1. Lack of vegetation was noted along the east channel bank, to the south of the bridge (Figure 2).
2. A bulge in the concrete headwall on the north side of the bridge is present near the west abutment. It appears that the bulge is a result of out-of-plane formwork displacement during casting of the concrete (Figure 3).
3. Two spalls between precast arch segments (one exhibiting exposed steel reinforcement) were observed on the arch soffit (Figure 4).
4. Roadways approaching the bridge are still posted for a 5-ton load limit.

Summary and Recommendations

WJE completed an inspection of the Cuba Road Bridge carrying West Cuba Road / Merri Oaks Road over Flint Creek. The bridge is in very good condition, with very minor problems noted. Vegetation should be

planted at the east channel bank in order to prevent future erosion of the bank. Other noted items are minor and do not warrant action at this time.

Sincerely,

WISS, JANNEY, ELSTNER ASSOCIATES, INC.

Douglas Crampton, P.E., S.E.
Inspection Team Leader
Licensed Structural Engineer
Illinois No. 6108

Brian J. Santosuosso, S.E.
Village of Barrington Hills Program Manager

FIGURES

Figure 1. West Cuba Road Bridge looking southeast.

Figure 2. Lack of vegetation along east channel bank, (looking south).

Figure 3. Bulge in north concrete headwall (arrow) at west abutment (looking east).

Figure 4. Spall in precast segment joint with exposed reinforcing steel.

WJE ENGINEERS ARCHITECTS MATERIALS SCIENTISTS

Appendix A

Inspection Report (BBS-BIR)
Bridge File Checklist (BBS BFC)
Inventory / Status Initial Report (S-105-I)
Route / Construction Information Initial Report (S-111-I)

Illinois Department of Transportation

Routine Inspection Report

SN: 049-6051	District: 1	Spans: 1	Appr. Spans:0	Skew: 5.59	ADT: 800	Truck Pct: 8
ADT Un: N/A	Maint. Co: 049-Lake	Twsp: Cuba			Status: 01	
Facility Carried: West Cuba Road / Merri Oaks Road			Feature Crossed: Flint Creek			
Location: 0.25 mi S of US14	Municipality: Barrington Hills		Team/Sub Section: /		Insp/Rte:	
Bridge Name: Cuba Road Bridge			Material & Type: A-PrecastConc./07-Three sided			
Insp. Intervals Routine: 24	Fracture Critical:	Underwater:	Special:		Element Level:	
90 – Inspection Date: 12 / 2 / 2016			90C – Temp. (°F): 37		90B1 – In Depth: ☐	
Is Delinquent: ☐	Reason:					
90A – Agency Program Manager:			90A3 – Consultant Program Manager: B.Santosuosso (WJE)			
90A1 – Team Leader: D.Crampton (WJE)			90A2 – Inspector: M. Jarrett (WJE)			
90B– Inspection Remarks:						
Previous Inspection						

Resources

Time to Inspect (H:M):	__:__	1:30	Traffic Control:	__	N	Boat:	__	N	Waders:	__	Y	Snooper:	__	N
Ladder:	__	N	Manlift:	__	N	Bucket Truck:	__	N	Other:	__				

Inspector's Appraisals

	Prev	New	Comments
58 – Deck Condition:	_	N	
59 – Superstructure Cond:	_	8	Two isolated spalls on the precast concrete elements, < 0.5 square foot each.
60 – Substructure Cond:	_	8	Substructure, except wingwalls, located below ground. No evidence of settlement noted.
62 – Culvert Condition:	_	N	
61 – Channel Condition:	_	7	Lack of vegetation on east channel bank, south of bridge.
71 – Waterway Adequacy:	_	8	
72 – Approach Rdwy Align:	_	8	
111 – Pier Navig Protection:	_	N	

90B – Inspection Remarks:

Refer to WJE report dated December 2016 for detailed discussion and photographs.

This is the initial inspection after the bridge was reconstructed.

New structure replaces SN 049-6049

Additional Inspection Data

	Prev	New
36A – Bridge Railing Adequacy:	_	3

Rail Types: _____

	Prev	New		Prev	New		Prev	New
Approach Guardrail Adequacy: 36B – Transitions:	_	3	36C – Guardrail:	_	3	36D – Ends:	_	3

	Prev	New		Prev	New		Prev	New
108A – Wearing Surface Type:	_	N	108B – Type of Membrane:	_	N	108C – Deck Protection:	_	N

108D – Total Deck Thickness (In.):	____	

	Prev	New
59A – Paint Date (Mo/Yr):	__ / ____	/
59B – Paint Type:	_ _ _ _ _ _ _ _	

Color: Fascia – _____; Inter. – _____;Railing – _____

59C – Utilities Attached:	_ _ _	N N N

		Prev	New
Weight Limit Posting:	70A2 – Single Unit Vehicles:	__	Tons
	70B2 – Combination Type 3S-1 (3 or 4 axles):	__	Tons
	70C2 – Combination Type 3S-2 (5 or more axles):	__	Tons
	70D2 – One Truck at a Time:	__	

Joint Openings (In.) N/A

90B – Inspection Remarks Continued:

	Signature	Date
Inspection Team Leader:	Douglas D. Crampton (WJE)	12 / 27 / 2016
Consultant Program Manager:	Brian J. Santosuosso (WJE)	12 / 27 / 2016
Agency Program Manager:		/ /

Illinois Department of Transportation

Bridge File Checklist

Structure Number: 049-6051

Required Items Per MBE	In Bridge File	Other Location	Not Applicable	Comments/Location Information
Structure Inventory and Appraisal Sheets (Master Structure Report)	☒	☐	☐	
History of Structural Damage	☒	☐	☐	
Photographs	☒	☐	☐	
Chronological History of Inspection Reports[1] – Original Signature Required	☒	☐	☐	
Chronological History of Critical Finding Reports	☐	☐	☒	No critical findings
Surveyed Channel Cross-Sections, soundings, stream profile[2]	☐	☐	☐	
Historical comparison of channel cross-section, channel sounding, stream profile data[2]	☐	☐	☐	
Structure Correspondence	☒	☐	☐	
Fracture Critical Member (FCM) Inspection Plan[3]	☐	☐	☒	
Underwater (UW) Inspection Plan[3]	☐	☐	☒	
Complex Bridge Inspection Plan[3]	☐	☐	☒	
Inspection Requirements (Equipment & Procedures)[3]	☐	☐	☒	
Load Rating Records[4]	☐	☐	☐	
Posting Requirements and Calculations[4]	☐	☐	☐	
Scour Evaluations[2]	☒	☐	☐	
Scour Plan of Action (POA)[2]	☐	☐	☐	
Structure Design Plans	☒	☐	☐	
Structure Design Calculations[4]	☒	☐	☐	
Utilities and Attachments	☐	☐	☒	
Maintenance and Repair History	☒	☐	☐	
Coating/Painting History[2]	☐	☐	☒	
Major Storm Event / Flood Data[5]	☐	☐	☒	
	☐	☐	☐	Electronic Bridge File by Program Manager:
	☐	☐	☐	Wiss, Janney, Elstner Associates, Inc.
	☐	☐	☐	330 Pfingsten Road
	☐	☐	☐	Northbrook, IL 60062
	☐	☐	☐	847-272-7400
	☐	☐	☐	

1. Include Underwater, Fracture Critical Member and Complex Bridge Inspections.
2. Required when applicable.
3. Inspection procedures required for FCM, UW, and Complex Inspections.
4. Maintained at IDOT Bridge Office unless noted otherwise.
5. Flood data required for scour critical bridges (Item 113 ≤ 3) and bridges requiring an UW Inspection.

Illinois Department of Transportation
Structures Information Management System
Inventory / Status Initial Report (S-105-I)

Date: 12 / 27 / 16

Structure Number: 049-6051

Inventory Screen 1

(7) Facility Carried:	Cuba & Merry Oaks	(101) Parallel Designation:	N
(6) Feature Crossed:	Flint Creek	(8E) Replaced By Structure Nbr:	
(9) Location:	0.25 Mi S OF US14	(8D) Replaces Structure Number:	049-6049
(7A) Bridge Name:	Cuba Road Bridge	(49) Structure Length (Total):	38.5
(3B) Maintenance County:	049	(112) AASHTO Structure Length:	36.2
(3B1) Maintenance Township:	04	(51) Bridge Roadway Width:	33.4
(21) Maintenance Responsibility:	04	(32) Approach Roadway Width:	34.0
(42) Service On/Under:	1 / 5	(52) Deck Width:	43.6
		(107/A) Deck Type/Thickness:	N /
(22A) Reporting Agency:	4		
(20) Toll Facility:	0	(48) Longest Span Length:	37.3
(35) Structure Flared:	0	(45/46) Number of Spans Main/Approach:	1 /
(31) Design Load:	93	(43A/B) Main Span Material/Type:	A / 07
(31A) Struct Steel Weight:	0	(44AN/BN) Near Appr Span Matrl/Type #1:	/
		(44AN/BN) Near Appr Span Matrl/Type #2:	/
		(44AF/BF) Far Appr Span Matrl/Type #1:	/
		(44AF/BF) Far Appr Span Matrl/Type #2:	/
(8A1) Bridge Remarks (79 Characters Maximum):		(60A/B) Substr Matrl:	5 / N

Inventory Screen 1

(34A) Skew Direction/Angle:	L / 5° 35' 24"	(8B) Multi-Level Structure Number:	
(33) Bridge Median Type:	0	(62A) Number Culvert Cells:	
(33A) Bridge Median Width:		(62B) Culvert Cell Width:	
		(62C) Culvert Cell Height:	
(38) Navigation Control:	0	(62D) Culvert Opening Area:	
(39) Navigation Vertical Clearance:		(62E) Culvert Fill Depth:	
(40) Navigation Horizontal Clearance:		(16A) State Plane Coordinate Zone:	
		(16B) North Coordinate:	
(50A) Sidewalk Width Right:		(17) East-West Coordinate:	
(50B) Sidewalk Width Left:			
(50C) Sidewalks Under Structure:		(98A) Border Bridge Adjacent State Number:	
		(98B) BorderBridge Adj. State % Responsibility:	
(36E) Guardrails On (Right):	0	(99) Border Bridge Adj. State Struct. Number:	
(36F) Guardrails On (Left):	1		
(8C) RR Crossing Numbers:			
(55B1) RR Lateral Underclearance:			
(54B3) RR Vertical Underclearance:	Ft. In.		

Current Bridge Status

(41A) Bridge Status Date: 12/2/2016
(41) Bridge Status: 1
(8A1) Bridge Remarks (70 Characters Maximum):

Date: 12 / 27 / 16

Illinois Department of Transportation
Structures Information Management System
Route / Construction Information Initial Report (S-111-I)

Structure Number: 049-6051 **Maintenance County:** 049 (LAKE)

Key Route On

(1A,B,C) Key Route Number:	91260	(1D) Appurtenance Type:	0
(1E) Segment:		(1F) Appurtenance Number:	
(1G) Key Route Station:		(1H) Direction of Inventory:	
		(30/29) AADT Year/Count:	2015/000800
(3A) Inventory County:	049	(28) Number Of Lanes:	02
(3A1) Inventory Township/Road District:	04	(102) One Or Two Way Traffic:	2
(4) Municipality:	0323	(109) Estimated % Trucks:	08
(25) Urban Area:	1051	(114-15) Fut AADT Yr/Count:	2032/001169
(26) Functional Class:	05	(110) Designated Truck Route:	
(104) National Highway System:	0	(19) Bypass Length:	03

Key Route On Comments:

Clearances	South Or East	North Or Wes
(47) Max Rdwy Width:	33.4	
(47A/B) Horizontal:	33.4	
(53A/B) Min Vert Ft-In:	99-11	
(10A/B) 10' Vert Ft-In:	99-11	

Marked Route On	Route #1	Route #2	Route #3
(5B) Kind:	8		
(5C) Designation:	1		
(5D) Number:			

Key Route Under

(1A,B,C) Key Route Number:		(1D) Appurtenance Type:	
(1E) Segment:		(1F) Appurtenance Number:	
(1G) Key Route Station:		(1H) Direction of Inventory:	
		(30/29) AADT Year/Count:	/
(3A) Inventory County:		(28) Number Of Lanes:	
(3A1) Inventory Township/Road District:		(102) One Or Two Way Traffic:	
(4) Municipality:		(109) Estimated % Trucks:	
(25) Urban Area:		(114-15) Fut AADT Yr/Count:	/
(26) Functional Class:		(110) Designated Truck Route:	
(104) National Highway System:		(19) Bypass Length:	

Key Route Under Comments:

Clearances	South Or East	North Or Wes
(47) Max Rdwy Width:		
(47A/B) Horizontal:		
(54B1/2) Min Vert Ft-In:	-	-
(10A/B) 10' Vert Ft-In:	-	-
(55B/56) Minimum Lateral:		

Marked Route Under	Route #1	Route #2	Route #3
(5B) Kind:			
(5C) Designation:			
(5D) Number:			

Construction Information

(27A/27) Year/Type:	2016/R
(27B) Route:	FAU1260
(27C) Section Number:	12-00020-00-BR
(27D) Station Number:	38+87.52
(27E) Contract Number:	61B04
(27F) Federal Aid Project:	BRM-4003(107)

(27H) Construction Remarks (79 Characters Maximum):

WJE ENGINEERS ARCHITECTS MATERIALS SCIENTISTS

Wiss, Janney, Elstner Associates, Inc.
330 Pfingsten Road
Northbrook, Illinois 60062
847.272.7400 tel | 847.291.4813 fax
www.wje.com

Via Email: dstrahan@gha-engineers.com

December 28, 2016

Mr. Daniel Strahan
Village Engineer - Village of Barrington Hills
Gewalt Hamilton Associates, Inc.
625 Forest Edge Drive
Vernon Hills, IL 60061

Re: Green Rail Bridge (Structure No. 049-3057)
Village of Barrington Hills
WJE No. 2015.5885

Dear Mr. Strahan:

Wiss, Janney, Elstner Associates, Inc. (WJE) recently completed the inspection of the Green Rail Bridge (Structure No. 049-3057) located in Barrington Hills, Illinois. The Routine Inspection was performed on December 2, 2016 in accordance with the National Bridge Inspection Standards (NBIS) and Illinois Department of Transportation (IDOT) inspection guidelines.

The Green Rail Bridge carries Oak Knoll Road over Flint Creek and is located between Old Hart Road and Buckley Road. This stretch of Oak Knoll Road is oriented in a northwest-southeast direction. The structure is a two-cell precast concrete box culvert with an approximate structure length of 22 ft-4 in. Each cell of the culvert measures approximately 37 feet long in the direction of the water flow.

The culvert carries a two-lane asphalt roadway, approximately 30 ft-4 in. wide. Note that a roadway inspection opening was not made during our visit; therefore, we cannot confirm the presence and/or integrity of any membrane between the asphalt and the culverts or evaluate the condition of the top surface of the concrete box culvert. Figure 1 shows the roadway (Oak Knoll Road) over the culvert facing northwest. Steel-plate beam guardrails line the approach roadway and a steel architectural bridge rail is present along the edges of the culvert structure. The culvert structure is made up of six precast, reinforced concrete box sections joined end to end. Each culvert box section measures 6 feet in length. Concrete headwalls and wingwalls are present at each end of the culvert to contain the roadway embankment. We understand the concrete culvert was constructed in 1988. An elevation view of the two-cell concrete box culvert and integral wing walls is shown in Figure 2. A typical view of the culvert interior is shown in Figure 3.

Condition Survey

Overall the culvert structure was observed to be in satisfactory condition, which corresponds to a condition rating of 6 for *Item 62: Culvert Condition*. The concrete boxes exhibit some minor concrete deterioration including freeze-thaw cracking and efflorescence at the headwalls (Figure 4) and moisture staining and efflorescence present at various joints on the interior of the culvert. Cracked joint sealant was typically observed between cells, and some joints contained failed seals. Areas of concrete repair (performed in 2014) were also inspected and appear to be performing well (Figure 5). It should be noted that the repair area shown in Figure 5 has moisture staining and light efflorescence on the surface of the repair material, indicating that moisture is penetrating the asphalt wearing surface and making its way through the adjacent joint in the precast boxes. The soffit of the precast boxes exhibit isolated areas of cracking with

efflorescence, as shown in Figure 6. Other isolated areas at the precast box joints exhibited unrepaired concrete spalls with exposed steel reinforcement (Figure 7). The horizontal and vertical alignment of the precast box sections is good, as no movement was evident at the joints between concrete segments.

The asphalt roadway is in fair condition overall. One small depression, approximately 1 square foot in size, was observed at the roadway centerline over the northwest end of the culvert structure (Figure 8). In addition, longitudinal and transverse cracking of the asphalt surface (Figure 8) has increased since the 2012 inspection.

The steel bridge rail is in poor condition due to evidence of corrosion and section loss, particularly at the north rail as shown in Figure 9. The concrete headwalls that support the bridge railing exhibit shrinkage cracking, as shown in Figure 10. Standard steel plate-beam guard rails are connected to the steel bridge rail; however, the bridge rails, transitions, and guard rail end terminations do not meet current IDOT standards.

Overall the channel protection was observed to be in satisfactory condition, which corresponds to a condition rating of 6 for *Item 61: Channel & Channel Protection Condition*. The waterway was observed to have areas of erosion along the channel banks (Figure 11). A large tree branch was stuck on the center wall on the north side of the culvert, slightly restricting channel flow. Minor-to-moderate amounts of silt were noted at the floor of the culvert cells. No signs of undermining of the culvert structure were observed at the inlet and outlet.

Summary and Recommendations

WJE completed an inspection of the Green Rail Bridge carrying Oak Knoll Road over Flint Creek (SN 049-3057). The channel protection was rated as satisfactory due to slight erosion of the channel banks and minor obstructions at the cell inlet. The two-cell culvert structure was also observed to be in satisfactory condition overall, with isolated areas of concrete cracking, leaking joints, and minor spalling. Moisture is also saturating the headwalls, which has led to freeze-thaw cracking, moisture staining, and efflorescence. In addition, repaired areas appear to be performing as expected; however, leaking joints between the precast boxes will likely allow deterioration to progress at the repair locations, as well as other joint locations. Therefore, concrete repairs at to the soffit of the precast boxes will likely be an ongoing maintenance item every three to six years. Finally, the steel bridge rail is undergoing corrosion-related section loss and should be programmed for repair or replacement.

Sincerely,

WISS, JANNEY, ELSTNER ASSOCIATES, INC.

Douglas Crampton, P.E., S.E.
Inspection Team Leader
Licensed Structural Engineer
Illinois No. 6108

Brian J. Santosuosso, S.E.
Village of Barrington Hills Program Manager

FIGURES

Figure 1. Green Rail Bridge looking northwest.

Figure 2. Elevation of the two-cell box culvert looking southwest.

Figure 3. Typical view of the culvert interior.

Figure 4. Freeze-thaw cracking and efflorescence observed at the concrete headwalls.

Figure 5. Area of repaired concrete on the soffit (east cell) showing indications of moisture staining through the joint.

Figure 6. Area of soffit concrete cracking with efflorescence near the southeast corner of the culvert.

Figure 7. Unrepaired spall and exposed reinforcing steel in the concrete soffit.

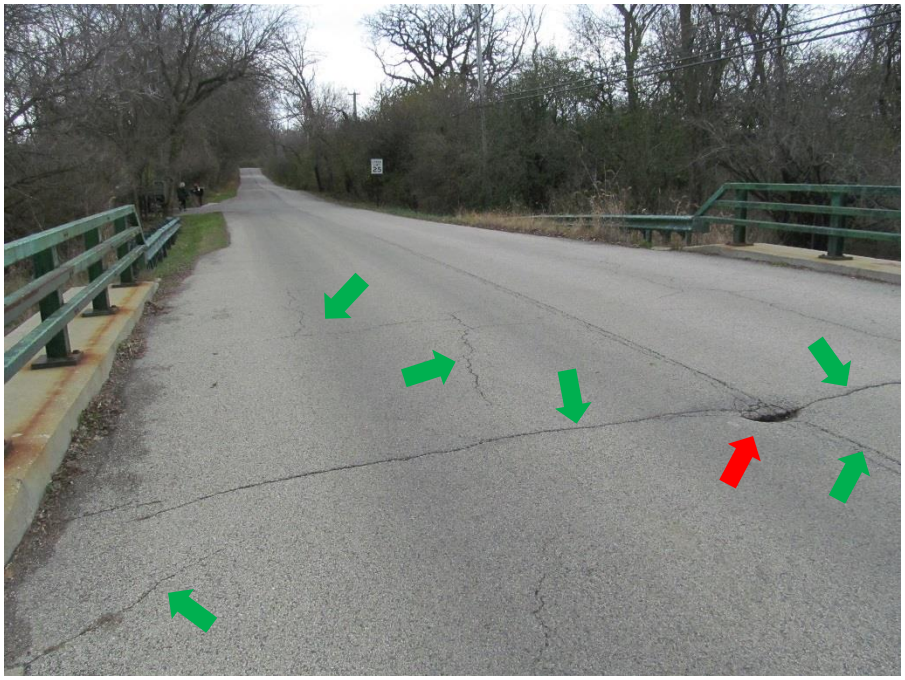

Figure 8. Overall view of the asphalt roadway (facing southeast) showing a depressed area of asphalt pavement (red arrow) and the surrounding cracking (green arrows).

Figure 9. North steel bridge rail exhibiting corrosion with thru-thickness section loss in the middle rail.

Figure 10. Cracking in culvert headwall, observed at isolated locations on both headwalls.

Figure 11. View of the channel facing southwest, note circled area shows sloughing / erosion of the west channel bank.

WJE ENGINEERS ARCHITECTS MATERIALS SCIENTISTS

Appendix A

Inspection Report (BBS-BIR)
Bridge File Checklist (BBS BFC)

Illinois Department of Transportation

Routine Inspection Report

SN: 049-3057	District: 1	Spans: 2	Appr. Spans:0	Skew: 0	ADT: 250	Truck Pct: 4
ADT Un: N/A	Maint. Co: 049-Lake	Twsp: Cuba			Status: 01	
Facility Carried: Oak Knoll Road			Feature Crossed: Flint Creek			
Location: 0.5 mi N of Lake-Cook Rd.	Municipality: Barrington Hills		Team/Sub Section: /		Insp/Rte:	
Bridge Name: Green Rail Bridge			Material & Type: 1-Conc./19-Culvert			
Insp. Intervals Routine: 24	Fracture Critical:	Underwater:	Special:	Element Level:		
90 – Inspection Date: 12 / 2 / 2016		90C – Temp. (°F): 37		90B1 – In Depth: ☐		
Is Delinquent: ☐	Reason:					
90A – Agency Program Manager:		90A3 – Consultant Program Manager: B.Santosuosso (WJE)				
90A1 – Team Leader: D.Crampton (WJE)		90A2 – Inspector: M. Jarrett (WJE)				
90B– Inspection Remarks:						
Previous Inspection						

Resources

Time to Inspect (H:M):	1:00	1:30	Traffic Control:	N	N	Boat:	N	N	Waders:	Y	Y	Snooper:	N	N			
Ladder:	N	N	Manlift:	N	N	Bucket Truck:	N	N	Other:								

Inspector's Appraisals

	Prev	New	Comments
58 – Deck Condition:	N	N	
59 – Superstructure Cond:	N	N	
60 – Substructure Cond:	N	N	
62 – Culvert Condition:	6	6	Concrete deterioration includes freeze-thaw cracking, moisture staining, and localized spalling with exposed reinforcement.
61 – Channel Condition:	6	6	Slight erosion of stream banks with minor inlet obstruction noted.
71 – Waterway Adequacy:	8	8	
72 – Approach Rdwy Align:	8	8	
111 – Pier Navig Protection:	N	N	

90B – Inspection Remarks:

Refer to WJE report dated December 2016 for detailed discussion and photographs.

Concrete repairs performed in localized areas in Summer 2014. Work included application of a silane sealer to the concrete headwalls.

Corrosion noted on steel bridge rails, particularly the north mid-rail has through-thickness section loss.

Additional Inspection Data

	Prev	New
36A – Bridge Railing Adequacy:	_	3

Rail Types: _____

Approach Guardrail Adequacy:	Prev	New
36B – Transitions:	_	2
36C – Guardrail:	_	2
36D – Ends:	_	2

	Prev	New
108A – Wearing Surface Type:	_	N
108B – Type of Membrane:	_	N
108C – Deck Protection:	_	N
108D – Total Deck Thickness (In.):	____	

	Prev	New
59A – Paint Date (Mo/Yr):	__ / ____	/
59B – Paint Type:	_ _ _ _ _ _ _ _	

Color: Fascia – _____; Inter. – _____;Railing – _____

59C – Utilities Attached:	_ _ _ N N N

Weight Limit Posting:

	Prev	New
70A2 – Single Unit Vehicles:	__	Tons
70B2 – Combination Type 3S-1 (3 or 4 axles):	__	Tons
70C2 – Combination Type 3S-2 (5 or more axles):	__	Tons
70D2 – One Truck at a Time:	__	

Joint Openings (In.) N/A

90B – Inspection Remarks Continued:

	Signature	Date
Inspection Team Leader:	Douglas D. Crampton (WJE)	12 / 28 / 2016
Consultant Program Manager:	Brian J. Santosuosso (WJE)	12 / 28 / 2016
Agency Program Manager:		/ /

Illinois Department of Transportation

Bridge File Checklist

Structure Number: 049-3057

Required Items Per MBE	In Bridge File	Other Location	Not Applicable	Comments/Location Information
Structure Inventory and Appraisal Sheets (Master Structure Report)	☒	☐	☐	
History of Structural Damage	☒	☐	☐	
Photographs	☒	☐	☐	
Chronological History of Inspection Reports[1] – Original Signature Required	☒	☐	☐	
Chronological History of Critical Finding Reports	☐	☐	☒	No known critical findings
Surveyed Channel Cross-Sections, soundings, stream profile[2]	☒	☐	☐	Approximate measurements taken during inspection
Historical comparison of channel cross-section, channel sounding, stream profile data[2]	☒	☐	☐	Approximate measurements taken during inspection
Structure Correspondence	☒	☐	☐	From 2012 to 2016
Fracture Critical Member (FCM) Inspection Plan[3]	☐	☐	☒	
Underwater (UW) Inspection Plan[3]	☐	☐	☒	
Complex Bridge Inspection Plan[3]	☐	☐	☒	
Inspection Requirements (Equipment & Procedures)[3]	☐	☐	☒	
Load Rating Records[4]	☐	☒	☐	Master Structure Report indicates rating by IDOT, assigned method
Posting Requirements and Calculations[4]	☐	☒	☐	Master Structure Report indicates rating by IDOT
Scour Evaluations[2]	☐	☐	☒	Closed-bottom culvert structure
Scour Plan of Action (POA)[2]	☐	☐	☒	Closed-bottom culvert structure
Structure Design Plans	☐	☐	☐	Not Available
Structure Design Calculations[4]	☐	☐	☐	Not Available
Utilities and Attachments	☐	☐	☒	
Maintenance and Repair History	☒	☐	☐	Repair history unknown, prior to 2012
Coating/Painting History[2]	☐	☐	☒	
Major Storm Event / Flood Data[5]	☐	☐	☒	
	☐	☐	☐	Electronic Bridge File by Program Manager:
	☐	☐	☐	Wiss, Janney, Elstner Associates, Inc.
	☐	☐	☐	330 Pfingsten Road
	☐	☐	☐	Northbrook, IL 60062
	☐	☐	☐	847-272-7400
	☐	☐	☐	

1. Include Underwater, Fracture Critical Member and Complex Bridge Inspections.
2. Required when applicable.
3. Inspection procedures required for FCM, UW, and Complex Inspections.
4. Maintained at IDOT Bridge Office unless noted otherwise.
5. Flood data required for scour critical bridges (Item 113 ≤ 3) and bridges requiring an UW Inspection.

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

MEMORANDUM

To: Brian Cecola, VBH Chairman Roads & Bridges

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

Date: January 5, 2017

Re: Longmeadow Parkway Update

The Village received has received an approved copy of the Kane County resolution titled, “Designating Municipal Extensions of Kane County Highway No. 86 (Longmeadow Parkway)”.

As discussed at the October Roads & Bridges Committee meeting, the County’s stated intent of the resolution was to assume maintenance responsibility of the portion of Autumn Trail affected by the Longmeadow Parkway project, which they characterized as a Village maintained roadway. Village staff had contacted the County to let them know that Autumn Trail is a privately maintained roadway and recommended revisions to the ordinance language to clarify this. Upon further review, the Assistant State’s Attorney did not feel any revision to the ordinance was required. The Board approved copy of the resolution is attached.

Kane County had been anticipating a January 20, 2017 letting (bid opening) date for the project; however, based on December email correspondence County staff has delayed the project to target the March 10, 2017 letting. This would require that final right-of-way acquisition be certified by January 25, 2017.

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO. 16 - 375

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 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 Exhibit "C" attached hereto as a municipal extension of

STATE OF ILLINOIS
COUNTY OF KANE

DATE Jan. 3, 2017

I, John A. Cunningham, Kane County Clerk and Keeper of the Records in Kane County, Illinois do hereby certify that the attached is a true and correct copy of the original record on file.

In witness whereof, I have hereunto set my hand and affixed the Seal of the County of Kane at my office in Geneva, Illinois.

SEAL OF THE COUNTY OF KANE STATE OF ILLINOIS ORGANIZED JAN. 16, 1836

John A. Cunningham, Kane County Clerk

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 existing street known as Autumn Trail in the Village of Barrington Hills, Illinois 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 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 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.

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

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

Vote:
[Unanimous]

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.

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO. 16 - 375

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 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 Exhibit "C" attached hereto as a municipal extension of

Dan Strahan <dstrahan@gha-engineers.com>

Highland Ave (61C24) Roadway Opening

Shawn Hurtig <shawnhurtig@algonquin.org> Tue, Nov 22, 2016 at 4:20 PM
To: Jeffery Sutrick <jeffs@algonquin.org>
Cc: Vince Kilcullen <vkilcullen@algonquin.org>, Robert Mitchard <bobmitchard@algonquin.org>, Steven Ludwig <steveludwig@algonquin.org>, "Robert Kosin - Village of Barrington Hills (rkosin@barringtonhills-il.gov)" <rkosin@barringtonhills-il.gov>, "Dan Strahan (dstrahan@gha-engineers.com)" <dstrahan@gha-engineers.com>, Susan Morgan <SusanMorgan@algonquin.org>

Jeff,

The contractor will be removing the roadway closure barricades on Highland Ave in the late afternoon tomorrow (Wednesday the 23rd) thus providing the soft opening of the roadway to the public. The Village will have all the regulatory signs installed prior to the opening.

There is still some other work on the roadway that will require daily lane closures up through Dec 2nd, but the roadway will be open to traffic. I will have the Grand Opening announcement issued for Dec. 5th as we do not anticipate any closures after that date.

While the roadway will be open to the public, Presidential Park will remain closed to the public. The contractor will relocate the barricades with the park closed signs to the parking lot entrances to keep people out. I anticipate that the park will be opened to the public in early Spring of 2017. I will keep you posted on the park opening as we get closer to the finish line.

As always, should you have any questions, comments, questions, or concerns regarding this information, please do not hesitate to contact me.

Respectfully submitted,

Mr. Shawn M. Hurtig

Project Manager

Village of Algonquin - Public Works

110 Meyer Drive

Algonquin, IL 60102

Of: # 847-658-2754 x4403

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