



Roads & Bridges Committee
NOTICE OF MEETING

Thursday, May 18, 2017 ~ 4:00 pm
112 Algonquin Road

AGENDA

1. Call to Order & Roll Call
2. Public Comments
3. [Vote] [Minutes April 20, 2017](#)
4. Discussion Items
 - 4.1 [2017 Road Program – Bid Review](#)
 - 4.2 [IL 25 Village Property Access Review](#)
 - 4.3 [Village of Algonquin – Glenmoor Subdivision Resurfacing](#)
 - 4.4 [2017 Culvert Inventory- Progress Update](#)
 - 4.5 [Longmeadow Parkway Project Update](#)
5. Adjournment

Chairman: Brian Cecola

NOTICE AS POSTED

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

Others Present: Ken Meek, GHA

1. ORGANIZATIONAL: The meeting of the Village of Barrington Hills Roads & Bridges Committee was called to order by Chairman Cecola at 3:58 PM.

2. PUBLIC COMMENTS: None.

3. APPROVAL OF MINUTES: The minutes of the Roads & Bridges Committee Meeting of March 16, 2017 were approved as written.

4.1 2017 ROAD PROGRAM – FINAL EOPC & BID SCHEDULE

Mr. Strahan noted that the scope of the 2017 Road Program had been discussed at the March Roads & Bridges Committee meeting, including Ridge Road, Old Hart Road, and West Cuba Road as well as resurfacing of the asphalt parking lots at the Village Hall. Mr. Strahan also noted two other items that were noted by Village staff, which included a drainage issue adjacent to a culvert on Hills & Dales Road as well as installation of a gravel access for a Village parcel along IL Rte. 25. Mr. Kosin noted the need for the proposed access along IL 25 to support the public use of the property. Mr. Strahan noted that the notice would be sent out for a bid advertisement on Tuesday, April 25th, bids would be due on Thursday, May 11th, reviewed by the Roads & Bridges Committee on Thursday, May 18th, and considered by the Village Board on Tuesday, May 23rd.

4.2 SPRING DRAINAGE ISSUES: Mr. Strahan noted four drainage concerns that had been forwarded to Village staff after spring rainfall events. Mr. Strahan showed a video of stormwater flow at 41 Old Hart Road, which is planned to be addressed as part of the 2017 Road Program. Mr. Strahan discussed the existing culvert at Hills & Dales and noted consideration was being given to a modification of the upstream side of the culvert to reduce clogging. He also discussed a drainage complaint that had been received along Round Barn Lane and showed a video that had been forwarded to Village staff showing the existing stormwater flow in the ditches. There was also discussion of email correspondence that had been received from Lake County Stormwater Management Commission regarding 241 Oak Knoll.

4.3 2017 CULVERT INVENTORY: Mr. Strahan noted that the initial field work had been completed and data is currently being loaded into the Village GIS. He noted a more complete update was anticipated for the May meeting. Mr. Kosin noted the value of the culvert inventory and the importance

4.4 SEASONAL LOAD LIMITS: Mr. Strahan noted that the seasonal weight restrictions on Village roadways would be lifted on April 24th. Mr. Kosin noted that with concurrence of the Chair the overweight signage would be adjusted accordingly.

4.5 TOWNSHIP HIGHWAY COMMISSIONERS: Mr. Kosin noted that based on the results of local elections in early April, new Township Highway Commissioners were anticipated in Cuba, Algonquin, and Dundee Township. He noted that the new highway commissioners would be contacted once results were certified.

4.6 STATE/COUNTY PROJECT UPDATES: (See Item 4.8)

4.7 IDOT – COUNTY LINE ROAD SIGNAGE: Mr. Strahan noted that the signage request near Country Oak Drive had been submitted to IDOT. IDOT has received the submittal and indicated they would review the area. Trustee Gohl asked if a continuous no passing zone had ever been requested along County Line Road. Mr. Kosin noted his recollection that a no passing zone had been granted at one time, but had not been carried forward over the course of various patching and resurfacing operations. Mr. Kosin noted he would renew this consideration with IDOT.

4.8 LONGMEADOW PARKWAY UPDATE: Mr. Strahan noted that Section B of the Longmeadow Parkway project had begun, and then been immediately suspended by court order to allow consideration of potential impacts to an endangered bee species. A hearing had been scheduled for April 28th to consider the matter further.

OTHER DISCUSSION ITEMS: Chairman Cecola thanked Trustee Gohl for his contributions to the Roads & Bridges Committee.

5. ADJOURNMENT: The meeting was adjourned at 4:25.

DRAFT

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: May 12, 2017

Re: 2017 Road Program
Bid Review

Bids for the 2017 Road Program were received on Thursday, May 11th, 2017. The following documents are attached and will be included in the board packet for the meeting on Tuesday, May 23, 2017:

- Bid Recommendation Letter recommending award of the contract to Lorig Construction.
- Road Program Summary Document
- Draft Board Resolution & Contact Form

Similar to other road resurfacing programs that we have observed this spring, asphalt prices continued the trend that began in 2016 with prices well below previous years. The unit prices provided for HMA binder and surface by Lorig Construction were \$49.00/TN and \$55.00/TN, respectively. The last time a tonnage price below \$50/TN was submitted for a resurfacing program in Barrington Hills was 2008. Our estimate assumed there would be a slight increase over last year's pricing; the cost per linear foot actually decreased by approximately 5%.

The total amount budgeted for Road Maintenance Contracts in 2017 is \$960,000.00, approximately \$190,000 above the low bid from Lorig Construction. Additional anticipated expenditures include the following:

- Repair/modification of the Hills N Dales Road culvert inlet structure (as discussed at the April R&B Committee meeting; estimated addition- \$15,000).
- IL 25 Access Improvements (discussed at April R&B Committee meeting; estimated addition- \$10,000)

If desired by the Committee, other additions to the contract could be considered based on the low bid price submitted.

May 19, 2017

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

Re: 2017 Village Road Program
Bid Recommendation

Dear Mr. McLaughlin:

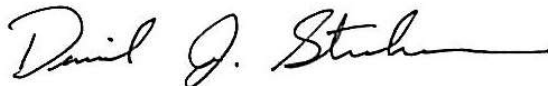
On Thursday, May 11, 2017 at 2:00 PM bids for the above referenced project were received, opened and read aloud at the Village Hall. Attached is an analysis of the 2017 Road Program and the bid tabulations and summary of the bids received. The 2017 Road Program includes culvert replacement, patching, and resurfacing. Location of work includes Ridge Road (County Line Road to Merri Oaks), Old Hart Road (County Line Road to terminus), West Cuba Road (limits of bridge resurfacing to Plum Tree Road), and resurfacing of the Village Hall parking lot.

Seven bids were received for this year's road program. The low bidder was Lorig Construction of Des Plaines, IL. Lorig Construction submitted a bid of \$770,881.54. Arrow Road of Mount Prospect, IL submitted the second lowest bid at \$794,345.35. The Engineer's Opinion of Probable Cost for this project was \$947,044.70. The amount in the 2016 budget for "Road Maintenance Contracts" is \$960,000.00.

Lorig Construction also completed the 2016 Road Program for the Village. The project went smoothly and the work was done well. **We recommend that the Village Board award the 2017 Road Program work package to Lorig Construction in the amount of \$770,881.54.**

Lastly, as with any other construction project, it is recommended that the Village Board factor in a 10% contingency factor for additions or changes due to unforeseen conditions (generally below grade) to the proposed construction improvements. As always, our office will keep the board apprised of any significant changes in the project scope. We anticipate the starting date for the 2017 Road Program would be mid- to late July. The contract documents specify a completion date of September 22, 2017.

Sincerely,
Gewalt Hamilton Associates, Inc.



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

cc: Brian Cecola, Road and Bridges Chair
Robert Kosin, Village Administrator

MEMORANDUM

To: Board of Trustees
Village of Barrington Hills

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

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

www.gha-engineers.com

Date: May 12, 2017

Re: 2017 Road Program Summary

Bids were received for the 2017 Road Program on Thursday, May 11th, 2017. The following pages provide a summary of the work to be completed as well as a review of the bids received.

2017 Road Program Summary

The goals of the Barrington Hills Road Program are to repair and maintain the pavement conditions of 39.0 miles of Village roadways to an acceptable condition, and to reduce maintenance costs to the Village over the life of the roadways. The 2017 Road Program includes culvert replacements, patching, and resurfacing. Location of work includes Ridge Road (County Line Road to Merri Oaks), Old Hart Road (County Line Road to northern Terminus), and West Cuba Road (Limits of Bridge resurfacing to Plum Tree Road). In addition, the project includes resurfacing of the asphalt parking lots

Ridge Road

- Physical Conditions- Ridge Road
 - 7,973 linear feet (1.51 miles) from County Line Road to Merri Oaks Road
 - Existing Width Varies- Average 23'.
 - Limited platted right-of-way within project limits (See Fig. 1)
 - Last Resurfacing- 2006

PLATTED MUNICIPAL ROW

- ◆◆◆◆ ONE SIDE ONLY
- BOTH SIDES

Fig. 1- Location of Platted ROW - Ridge Road

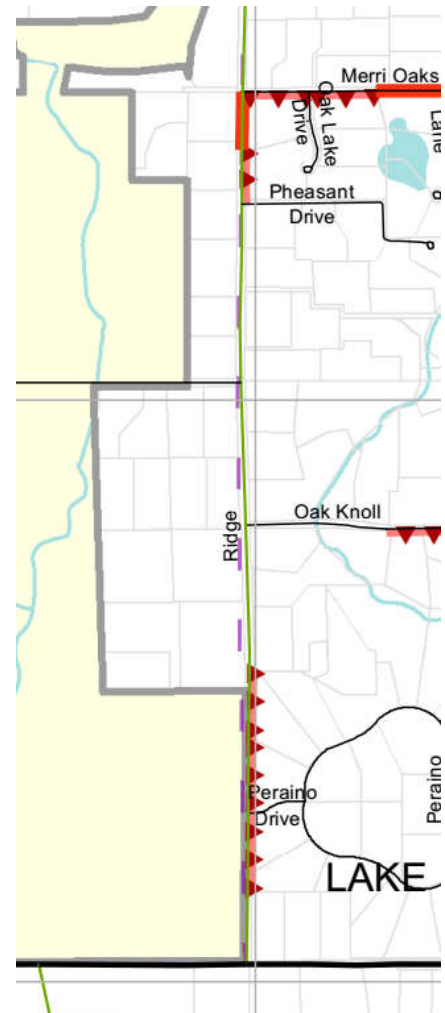




Fig. 2- Ridge Road facing north toward intersection with Oak Knoll Road



Fig. 3- Ridge Road facing north toward Merri Oaks Road

Old Hart Road

- Physical Conditions- Old Hart Road
 - 3,350 linear feet (0.63 miles) from County Line Road to Terminus
 - Existing Width Varies - 21' average.
 - Platted right-of-way along FCRR Subdivision (prescriptive easement only)
 - Bridge at Flint Creek crossing (Maintenance performed in 2015).

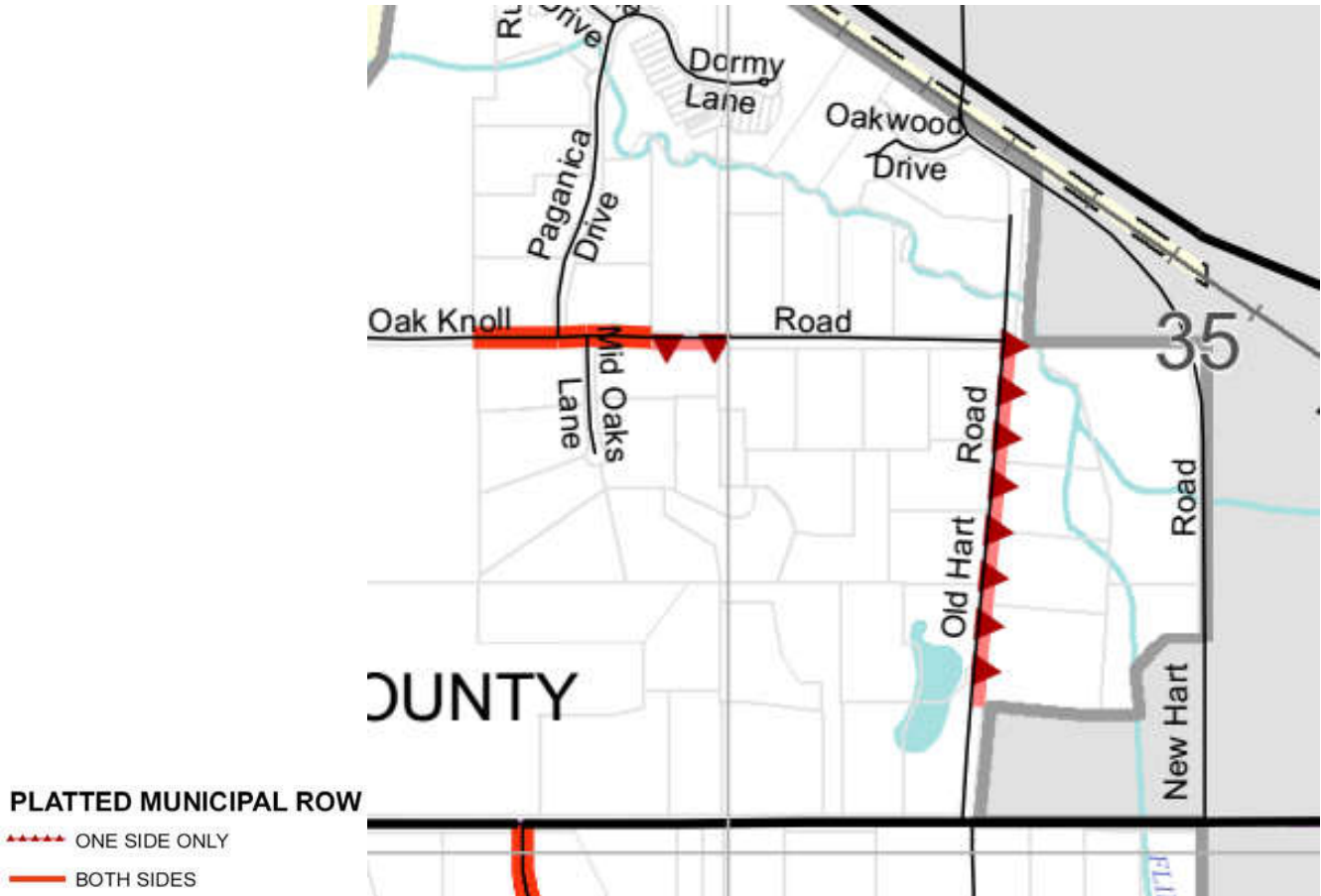


Fig. 4 - Location of Platted ROW – Old Hart Road



Fig. 5 – Old Hart Road facing north toward Oak Knoll Road



Fig. 6 – Old Hart Road- North at Existing Culvert to be Bypassed

W. Cuba Road

- Physical Conditions
 - W. Cuba Road- 3,546 linear feet (0.66 miles) from limits of Bridge resurfacing to
 - Existing Width - 20' average
 - Limited platted Right-of-way (Only at Veterans' Crossing; See Fig. 9)

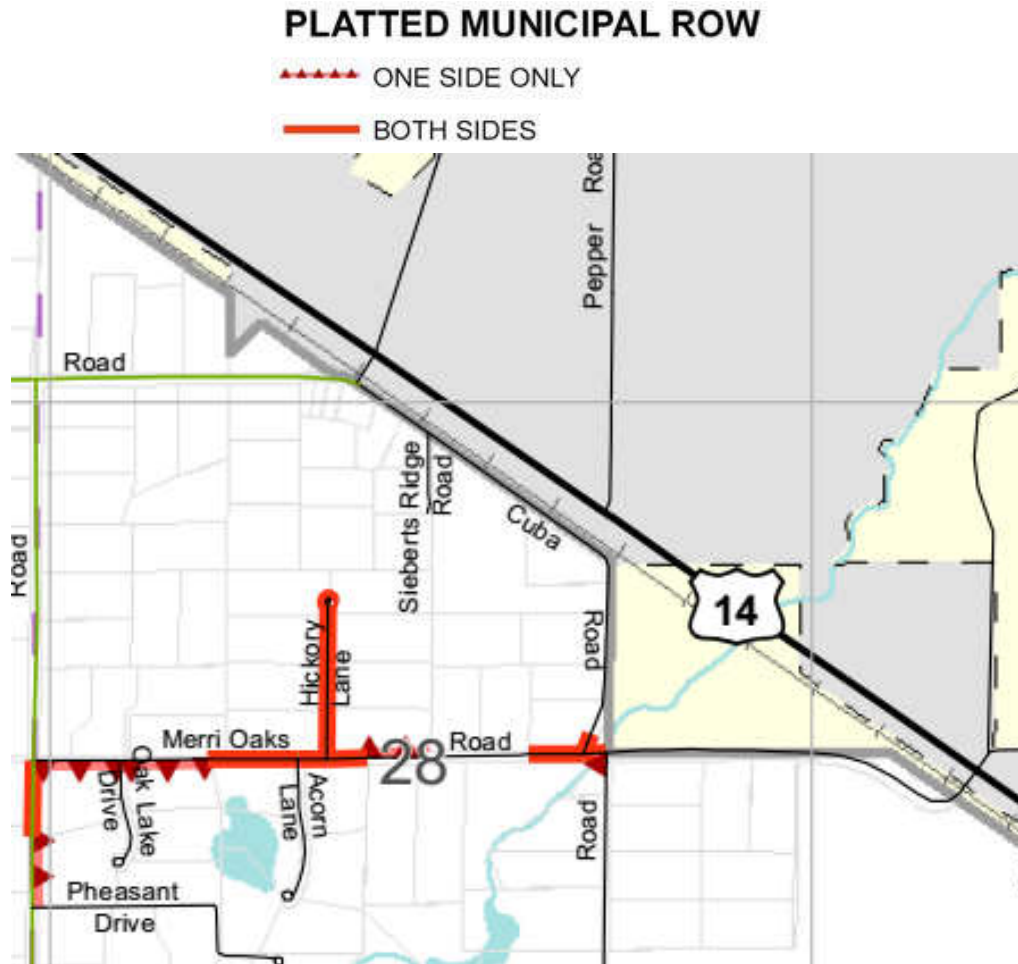


Fig. 9 - Location of Platted ROW- Cuba Road



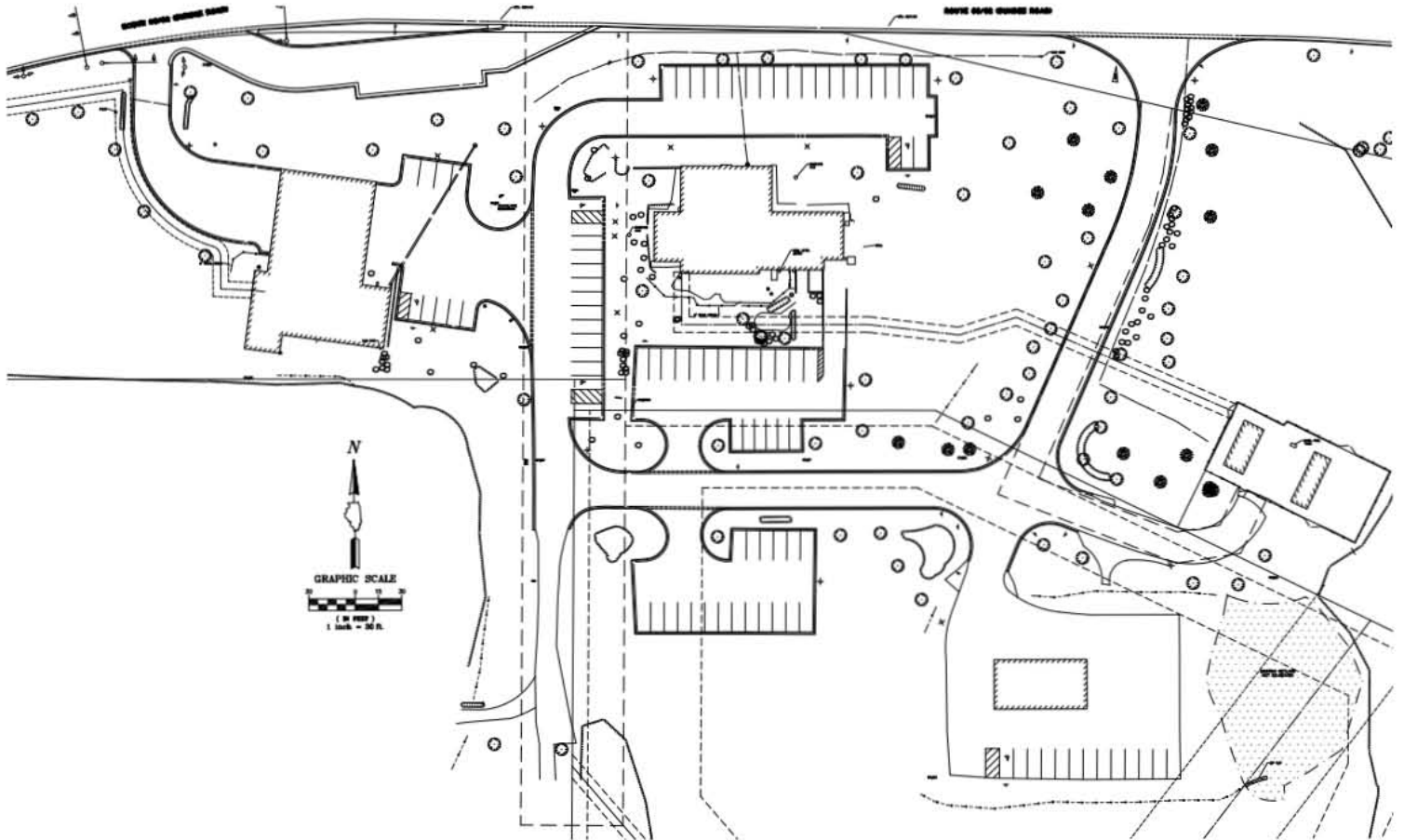
Fig. 10 – W. Cuba Road looking south towards Merri Oaks Road



Fig. 11 – W. Cuba Road- Eroded Ditch Drainage

Village Hall Asphalt Parking Lots

- Physical Conditions
 - 6,555 square yards of asphalt pavement (equivalent of 2,928 FT/0.55 miles of roadway)
 - Constructed as part of IDOT IL 62 project in 1994.
 - Public access roadway serves Village Hall, Maintenance Barn, Fire Station, and three residential parcels to the south of Village Hall.



2017 Road Program- Bid Summary

Seven bids for the 2017 Road Program were received on Thursday, May 11, 2017. Below is a summary of the bids received:

• Lorig Construction Company (Des Plaines, IL)	\$770,881.54 (\$43.32/FT)*
• Arrow Road Construction (Mount Prospect, IL)	\$794,345.35
• Geske & Sons, Inc. (Crystal Lake, IL)	\$845,892.54
• Schroeder Asphalt (Huntley, IL)	\$915,747.94
• Brothers Asphalt (Addison, IL)	\$916,843.01
• Chicagoland Paving (Lake Zurich, IL)	\$939,900.00
• JA Johnson Paving (Arlington Heights, IL)	\$1,011,900.69
• <i>Engineer's Opinion of Probable Cost</i>	<i>\$947,044.70 (\$53.21/FT)</i>

**Price per foot converts square yardage of Village Hall parking lots to an equivalent length of 20'-wide roadway.*

The low bid submitted by Lorig Construction represents a significant decrease (5.6%) over the low bid unit prices submitted last year. Below, the adjusted cost per linear foot of this year's project is compared to adjusted costs over the last several years:

• 2010 Resurfacing Cost:	\$39.58/LF
• 2011 Resurfacing Cost (Patching on other roads removed):	\$42.38/LF
• 2012 Resurfacing Cost (Caesar Storm & Steeplechase culverts removed):	\$43.87/LF
• 2013 Resurfacing Cost	\$41.90/LF
• 2014 Resurfacing Cost (Culvert Replacements removed):	\$59.11/LF
• 2015 Resurfacing Cost (Culvert Replacements removed):	\$56.28/LF
• 2016 Resurfacing Cost (Culvert Replacements removed):	\$44.16/LF
• 2017 Resurfacing Cost (Culvert Replacements removed):	\$41.68/LF

2017 Roads & Bridges Budget Summary

• Road Maintenance Contracts	<u>\$960,000.00</u>
Total Budgeted Amount	\$960,000.00

There are sufficient funds budgeted to complete the full scope of resurfacing included in the bid package, totaling 2.82 miles as well as resurfacing of the Village Hall asphalt parking lots.

GHA Bid Recommendations

We recommend that the Village Board award the 2017 Road program work package in the amount of \$770,881.54 to Lorig Construction.

cc: Robert Kosin, Director of Administration

**A RESOLUTION AUTHORIZING THE ISSUANCE OF NOTICE OF AWARD
FOR THE 2017 ROAD PROGRAM PROJECT
BY THE VILLAGE OF BARRINGTON HILLS, ILLINOIS**

WHEREAS, the Village of Barrington Hills (the "Village") is a home-rule municipality pursuant to Article VII, Section 6, of the Constitution of the State of Illinois, and as such is authorized to take all reasonable action pertaining to its affairs in accordance therewith; and

WHEREAS, in the opinion of a majority of the corporate authorities of the Village of Barrington Hills, Illinois (hereinafter the "Village") it is advisable, necessary and in the public interest that the Village contract for the improvement and maintenance of various roads within the Village as described in the 2017 Road Program (the "Project"); and

WHEREAS, the Village authorized the advertisement of bids for the Project and pursuant to the authorization, a notice soliciting bids was published and plans, specifications and proposal forms (hereinafter the "Bid Documents") were made available to prospective bidders; and

WHEREAS, sealed bids were accepted and opened on May 11, 2017; and

WHEREAS, the Village received and evaluated bids from seven (7) potential contractors; and

WHEREAS, the Village Engineer has analyzed each of the bids and recommended that the Village award Lorig Construction Company (the "Contractor") the contract for the Project as the Contractor has been found to have provided the lowest responsible bid for the installation of the Project; and

WHEREAS, the Contractor has not been disqualified from bidding and its proposal met, without exception, all of the requirements of the Bid Documents.

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

SECTION ONE: That the recitals set forth above are incorporated herein and made a part hereof.

SECTION TWO: It is hereby determined that it is advisable, necessary and in the public interest that the Village contract for the installation of the Project.

SECTION THREE: It is hereby determined that Contractor has not been disqualified from bidding and its proposal met, without exception, all of the requirements of the Bid Documents, including, without limitation, the provisions of the Illinois Prevailing Wage Act (820 ILCS 130/1, et seq.).

SECTION FOUR: It is hereby determined that the bid proposal of Contractor provides the lowest responsible bid for the installation of the Project.

SECTION FIVE: That the President be and is hereby authorized and directed to execute and the Village Clerk be and is hereby authorized and directed to attest on a Contract for the installation of the Project along with all other written contract documents attached (hereinafter the "Contract"), a copy of which Contract is attached hereto as Exhibit A and made a part hereof, which Contract shall require compliance with the Illinois Prevailing Wage Act; PROVIDED that Contractor returns to the Village said Contract along with the proper contract bonds and policies of insurance within fifteen (15) calendar days from the date of the Notice of Award.

SECTION SIX: That this Resolution shall be in full force and effect upon its passage and approval in accordance with law.

AYES: _____ NAYS: _____ ABSENT: _____

PASSED AND APPROVED by the President and Board of Trustees of the Village of Barrington Hills, this 23rd day of May, 2017.

APPROVED:

ATTEST:

Village President

Village Clerk



PROPOSAL SUBMITTED BY		
Lorig Construction Company		
Contractor's Name		
250 E. Touhy Ave.		
Street		P.O. Box
Des Plaines	IL	60018
City	State	Zip Code

STATE OF ILLINOIS

COUNTY Lake/McHenry
Village of Barrington Hills
 (Name of City, Village, Town or Road District)

FOR THE IMPROVEMENT OF
 STREET NAME OR ROUTE 2017 Road Program
 SECTION NO. N/A
 TYPES OF FUNDS General

SPECIFICATIONS (required)

PLANS (required)

CONTRACT BOND (when required)

For Municipal Projects
 Submitted/Approved/Passed

Mayor President of Board of Trustees Municipal Official

Date

Department of Transportation

Concurrence in approval of award

Regional Engineer

Date

For County and Road District Projects
 Submitted/Approved

Highway Commissioner

Date

Submitted/Approved

County Engineer/Superintendent of Highways

Date

County Lake/McHenry
Local Public Agency Barrington Hills
Section Number N/A
Route Various

1. THIS AGREEMENT, made and concluded the _____ day of _____, _____
Month and Year

between the Village of Barrington Hills
acting by and through its Board of Trustees known as the party of the first part, and
Lorig Construction Company his/their executors, administrators, successors or assigns,
known as the party of the second part.

2. Witnesseth: That for and in consideration of the payments and agreements mentioned in the Proposal hereto attached, to be made and performed by the party of the first part, and according to the terms expressed in the Bond referring to these presents, the party of the second part agrees with said party of the first part at his/their own proper cost and expense to do all the work, furnish all materials and all labor necessary to complete the work in accordance with the plans and specifications hereinafter described, and in full compliance with all of the terms of this agreement and the requirements of the Engineer under it.

3. And it is also understood and agreed that the LPA Formal Contract Proposal, Special Provisions, Affidavit of Illinois Business Office, Apprenticeship or Training Program Certification, and Contract Bond hereto attached, and the Plans for Section N/A, in the Village of Barrington Hills, approved by the Illinois Department of Transportation on _____, are essential documents of this contract and are a part hereof.
Date

4. IN WITNESS WHEREOF, The said parties have executed these presents on the date above mentioned.

Attest: _____ Clerk
(Seal) The Village of Barrington Hills
By _____
Party of the First Part
(If a Corporation)

Corporate Name _____
By _____
President Party of the Second Part
(If a Co-Partnership)

Attest: _____
Secretary

Partners doing Business under the firm name of _____
Party of the Second Part
(If an individual)
_____ Party of the Second Part



112 Algonquin Road
Barrington Hills, IL 60010
847.551.3000
village@vbhil.gov
www.vbhil.gov

May 4, 2017

Mr. Jonathan E. Karabowicz, PE
Illinois Department of Transportation
Region 1/District 1/Bureau of Traffic
201 West Center Court
Schaumburg, Illinois 60196

Re: Village of Barrington Hills
Request for Permit Review
Barrington Hills

Dear Mr. Karabowicz:

The Village of Barrington Hills is requesting a permit to allow minimal driveway access to a Village owned parcel off of IL Route 25 to facilitate nominal maintenance of the property going forward. The enclosed documents are provided to illustrate the scope of the proposed work.

Enclosed are 2 copies of a project exhibit showing minimal work within state Right-of-way, project location map, aerial topography maps, and a photograph log taken out on the project site. Because the entrance is proposed near a high elevation point, drainage will be mitigated by runoff to storm sewer directly north and ditch line grading to the south. Work in this area will include the removal of approximately 20 linear feet of B6.24 Curb and Gutter, replacement with depressed curb and a 20' x 20' aggregate driveway path (8" surface course) for property maintenance.

Please feel free to contact me at 847-821-6252 or kmeek@gha-engineers.com if you have any questions or require additional information.

Sincerely,

Robert Kosin
Director of Administration

cc: Ken Meek, GHA, Civil Engineer
Brian Cecola, Roads & Bridges Chairman

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



PIN=03-01-300-023



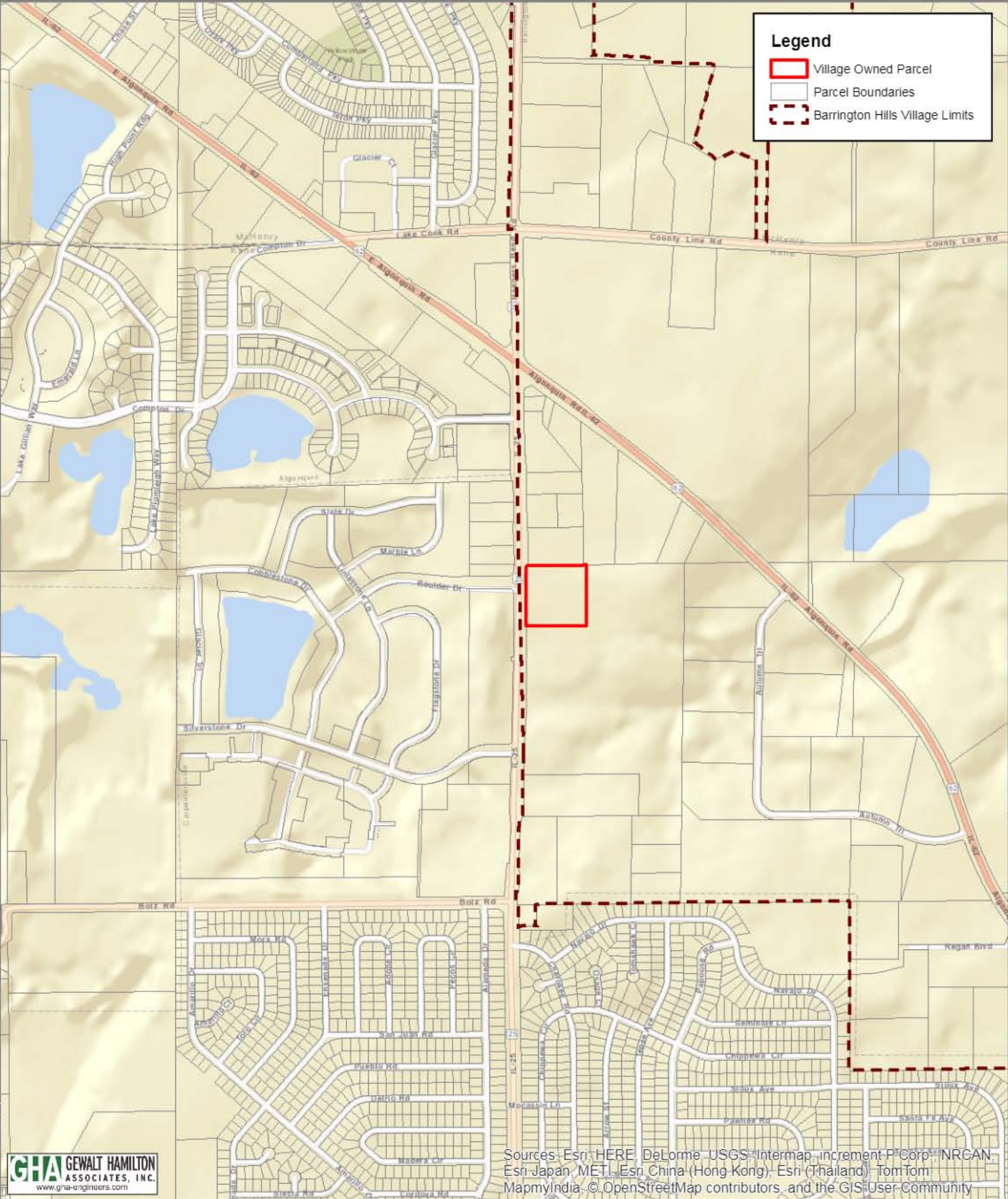
1 in = 376 ft

Barrington Hills IL 25 Parcel

Village of Barrington Hills

Legend

-  Village Owned Parcel
-  Parcel Boundaries
-  Barrington Hills Village Limits



Source: Kane County GIS



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

File: G:\190909\93556\401 Map\VBH RT25 Parcel\VBH RT25 Parcel Location map.mxd
Drawn By: grawton



1 inch = 1,000 Feet

Location Map

Barrington Hills, IL



Village of Barrington Hills
112 Algonquin Road
Barrington Hills, IL 60010

MUNICIPAL UTILITY/FACILITY ACCEPTANCE ON A VILLAGE ROAD

(Please print or type)

APPLICANT (Name and address): John Schmitt, Village President, Village of Algonquin
2200 Harnish Drive, Algonquin, IL 60102 Telephone Number: 847-658-2700

being a municipal corporation in the State of Illinois, County of Lake, hereby requests permission from the Village Engineer of Barrington Hills to locate and maintain the below described Municipal Utility/Facility within the right-of-way or prescriptive easement limits of a Village Road in accordance with the requirements of the Village of Barrington Hills. This Municipal Utility/Facility is described as follows:

1. **Name of Village Road:** Haegers Bend Road

2. **Location** (distance from nearest intersection, side of road, etc.): At the intersections with Ivy Lane and Redwood Drive

3. **Type of Municipal Utility/Facility** (culvert, sidewalk, etc.): structure adjustments, tree removal, curb and gutter removal and replacement, milling and base stabilization at Ivy Lane;
sidewalk and curb and gutter removal and replacement, milling and base stabilization at Redwood Drive.

4. **Utility/Facility to be constructed by:** Municipal Crews (Contact Person) _____

Contractor (name, address, telephone): Arrow Road Construction
3401 S. Busse Road, Mt. Prospect, IL 60056-0334, 847-437-0700

Developer (name, address, telephone): _____

Other (name, address, telephone): _____

5. **Comments** (if needed): _____

NOTE: This Acceptance is subject to the General Conditions as printed on the reverse side of this form. The Application is only valid when an original signature is provided on page 2.

**GENERAL CONDITIONS FOR MUNICIPAL UTILITY/FACILITY ACCEPTANCE
ON A VILLAGE OF BARRINGTON HILLS ROAD**

1. In submitting this Acceptance, the Municipality agrees to comply with the various policies, conditions and requirements of the Village of Barrington Hills, whether written or verbal, and the requirements of the Village Code, as amended.
2. The Municipality shall supply, at its expense, such information or submittals as may be required for review and to make such changes or revisions as required by the Village of Barrington Hills.
3. Lack of an immediate response to this application form or any information or submittals supplied for review and/or comment shall not be construed as approval or acceptance by the Village Engineer or the Village of Barrington Hills, nor shall they be held responsible for any costs or delays due to the processing time required.
4. The review of the Municipal Utility/Facility shall be based on the primary use of the Village right-of-way for the safe and efficient movement of local vehicular traffic and the maintenance and improvements needed to support such primary use.
5. The Village of Barrington Hills shall not be responsible for providing room within the Village right-of-way for the Municipal Utility/Facility.
6. This Acceptance does not relieve the Municipality from complying with any statutes, regulations, ordinances or administrative orders of the Federal, State or County Governments or any political subdivision or administrative agencies that may apply to the Municipal Utility/Facility.
7. If any proposed improvements are located outside of the Village of Barrington Hills right-of-way or prescriptive easement, the Municipality shall obtain permission from the legal property owner where the Municipal Utility/Facility will be located.
8. Unless otherwise stated in writing by the Village of Barrington Hills, the Municipality and its successors and assigns shall be responsible for the following:
 - a. The operation and maintenance of the Municipal Facility within the Village of Barrington Hills right-of-way or prescriptive easement. Such operation and maintenance shall include keeping the Municipal Facility in a safe condition for use by the Public, not creating any hazardous conditions, providing any special maintenance such as cleaning ice and snow from sidewalks or additional mowing of adjacent turf areas, making changes or revisions to the Municipal Facility needed because of the maintenance operations of the Village or use of the Village right-of-way or prescriptive easement by the General Public and restoring areas disturbed by repairs, maintenance, extensions, service connections, and/or other work done to the Municipal Facility without a permit being issued.
 - b. Any additional costs to the Village for road improvements and/or maintenance work due to the location and/or use of the Municipal Facility within the Village of Barrington Hills right-of-way or prescriptive easement. Such costs can include adjustments needed to the Municipal Facility to accommodate said road improvements and/or maintenance work and/or damage to Village Property and/or equipment.
 - c. For indemnifying, defending and holding harmless the Village of Barrington Hills including their elected and duly appointed officials, agents, employees and representatives from and against any and all claims, suits, actions, losses, expenses, damages, injuries, deaths, judgments and demands arising from and relating to the location and/or use of the Municipal Facility within the Village of Barrington Hills right-of-way or prescriptive easement regardless of any limitations of insurance coverage.
9. If a separate application is made by an Applicant other than the Municipality to construct the Utility/Facility, then the Municipality, by submitting this Acceptance form, hereby acknowledges that it will become the successor or assign of this Applicant for the said Utility/Facility.

ATTEST:

Sherald S. Kautz
(Municipal Clerk)
by: Michelle Weber
Michelle Weber
Deputy Village Clerk

ACCEPTED BY:

John P. Set
Municipal Mayor/President
February 5, 2016
Date

MEMORANDUM

625 Forest Edge Drive, Vernon Hills, IL 60061

TEL 847.478.9700 ■ FAX 847.478.9701

www.gha-engineers.com

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

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

Date: May 16, 2017

Re: 2017 Culvert Inventory

At the request of the Village, GHA staff has undertaken an inventory of all culverts crossing Village maintained roadways. Initial field work was completed in February and March. The field data has been uploaded to the Village's web map and we are currently reviewing against existing GIS data to confirm all culverts were located. As a result of this work some additional field work is planned to pick up any data that was missed during our initial field work.

We anticipate a full report will be provided at the June Roads & Bridges meeting. A summary of work completed to date is provided below.

Summary Data

To date a total of 227 roadway culverts were inspected as part of the culvert inventory. For each culvert, observations were made and an inspection report was generated for each visible end of the culvert. Physical features such as material type, diameter, depth below the roadway, and location were noted, a photograph was taken, and a GPS data point was generated. In addition, field personnel assessed the level of deterioration as well as the amount of sediment in and around the pipe.

Material Type	Number	Percentage
CMP (Corrugated Metal Pipe)	56	24.7%
CPP (Corrugated Plastic Pipe)	3	1.3%
DIP (Ductile Iron Pipe)	3	1.3%
RCP (Reinforced Concrete Pipe)	165	72.6%

For reference, when the culvert inventory was last completed in 2010, less than half (approximately 40%) of the culverts inventoried were concrete. The change in the inventory represents efforts as part of the annual road program to replace old metal culverts with concrete culverts, which tend to have a longer lifespan than similar metal culverts.

Stop Longmeadow continues efforts to stop construction on Longmeadow Parkway

By **HANNAH PROKOP** - hprokop@shawmedia.com

May 6, 2017

[ALGONQUIN](#) – Although construction has started again on Longmeadow Parkway in Algonquin, a group opposed to the \$115 million road project isn't giving up hope that the project can be stopped.

Work was [halted for nearly two weeks](#) when U.S. District Judge Sharon Johnson Coleman issued a temporary restraining order on the project after the Stop Longmeadow group alleged that construction would be a threat to the habitat of an endangered bumblebee.

An extension of that order was not granted on April 28 because Stop Longmeadow did not present strong enough evidence that the bee's habitat will be affected, according to a statement from Coleman.

Stop Longmeadow's bee expert, entomologist Sydney Cameron, submitted an affidavit saying that construction is "likely to negatively and irreparably affect the rusty-patched bumblebee population in that area."

However, Coleman said, the affidavit was "quite generally stated."

The court's concern about the environmental effect on the habitat of the bees is eased by the U.S. Fish and Wildlife Service's ongoing assessment of the remainder of the construction project, Coleman said in the statement.

"This court must also consider the balance of harms and the public interest when there is a significant and certain daily loss of public funds as compared with a more speculative environmental impact," the judge wrote.

Because it's early in the construction season, it's too soon to tell whether the delay will result in a significant increase in the project's cost, said Kane County Division of Transportation Director and County Engineer Carl Schoedel and Assistant Director of Transportation Steve Coffinbargar.

“The hope and the goal of the county and the contractor is to get the project done on time and within the budget,” Schoedel said.

The phase being worked on now is expected to cost about \$13 million and stretches from Randall Road to Karen Drive. The total \$115 million project includes building a four-lane, 5-mile toll road and a four-lane Fox River bridge crossing aimed at reducing traffic congestion in northern Kane County.

Joshua Barney, Stop Longmeadow’s attorney, is due back in federal court May 19.

“The first thing we want to do is we want to make the U.S. government and Kane County comply with the law, which requires quite a bit more due diligence than what they did on the effects of the work they’re doing,” Barney said, [referencing the Finding of No Significant Impact](#) that the Federal Highway Administration issued for the project.

Although the lawsuit could take more than a year to sort out, Barney said Stop Longmeadow still is confident it can halt work because permits and funding have not yet been issued for all sections of the road.

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Longmeadow opponents find new hope in spiked Kane County land deal



James Fuller

Opponents of the Longmeadow Parkway project found new hope Thursday in a National Park Service ruling that invalidates a land swap Kane County officials need for the current path of the 5.6-mile roadway and possible toll bridge.

However, county officials said the decision wouldn't hinder ongoing construction on the project.

The National Park Service ruling came to light in documents filed in federal court this week related to an ongoing lawsuit opponents filed to stop the parkway. The history of the decision dates back to a deal involving Kane County and the Dundee Township Park District. The county used federal funds to buy a 10-acre portion of Hickory Hills Park it needed for the parkway path. In trade, the county gave the park district land the district coveted near the Brunner Forest Preserve.

The problem is the federal grant the county used for the land swap says "land already in public ownership is generally ineligible to serve as replacement property."

Longmeadow opponents triggered a review of the deal by the National Park Service. The park service ruled the agreement invalid and affirmed its decision in an appeal the county made in late April.

"The decision by the National Park Service validates what we have known all along, that Kane County didn't follow the law regarding Longmeadow Parkway," said Geoffrey Petzel, the original plaintiff in the lawsuit to stop the parkway.

The project won't be halted because of the ruling, according to Carl Schoedel, the county's transportation director. He said there are exceptions to the park service's rule about not trading public land for existing public land. He believes the county meets the requirements for an exception and is hopeful the park service will consider the decision via a new application the county will submit.

"The bottom line is we will do whatever is required of us by the National Park Service to fulfill our obligations and move this project forward," Schoedel said.

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He explained the original deal with the park district occurred via a plan determined at the recommendation of the Illinois Department of Natural Resources.

According to the park services rules, if the county doesn't meet the requirements for an exception, another possible solution would involve the county buying a new parcel of roughly equal value to the Hickory Hills Park site to give to the park district.



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