

Bleck Engineering Company Inc.

professional engineers

September 7, 1976

Mr. Martin L. Cassell, Chairman
Barrington Hills Plan Commission
Sutton Road
Barrington, Illinois 60010

RE: Rock Ridge Farm Subdivision

Dear Mr. Cassell:

We have reviewed the preliminary plat for the above subdivision and offer the following comments for your consideration.

ROCK RIDGE FARM NORTH

1. A certificate by a registered professional engineer or land surveyor stating the source and accuracy of data shown has not been placed on the plat.
2. Existing topographic features within 200 feet of the proposed subdivision have not been shown.
3. The relationship between the right of way of Plum Tree Road and the existing property line has not been shown.
4. The existing improvements in Plum Tree Road have not been shown. If non-existent, a statement to this effect should be made. Included in this should be utility improvements, i.e., gas and electric.
5. The existing right of way width of Plum Tree Road has not been shown. We recommend that if there is not a right of way width of record that one be dedicated at this time. Minimum half right of way width of 33 feet, desirable of 40 feet.
6. A flood hazard statement has not been placed on the plat.
7. Statement of compliance with "Plats Act," Chapter 109, paragraph 2 has not been placed on the plat.

*to be added
fines*

ROCK RIDGE FARM SOUTH

- ✓ 1. Same as no. 1 above (north)
- ✓ 2. Same as no. 2 above (north)

3. Bearings are not given for all exterior property lines.

civil / municipal / streets / highways / sewers / waterworks

850 South Green Bay Rd./Waukegan, Illinois/60085 (312) 244-2700

*missing still
on piece that was
because you don't
have the plat,
sold*

✓ means done

- ✓ 4. Same as no. 3 above (north)
- ✓ 5. Same as no. 4 above (north)
- ✓ 6. Owner of the property on the NW corner of the tract has not been given.
- ✓ 7. Same as no. 5 above (north). Total width of Plum Tree Road would be 66 feet minimum, 80 feet desirable. *comply to but ask that it be considered part of the total acreage*
8. Same as no. 6 above (north) *not on prelim*
9. The length of the cul-de-sac is excessive. Maximum allowed by ordinance is 2000' vs 3150' proposed. *can't change*
- ✓ 10. Just south of Spring Creek, a street gradient of 11% is indicated. This should be reduced to 10%.
11. Same as no. 7 above (north) *exception, not on prelim plat*
12. Sheets should be labeled as sh 1 of 2 and sh 2 of 2. *comply*

The building set back lines on both plats should be labeled. We further recommend that set back lines along private road easements should be 75 feet from centerline so as to provide a distance of 50 feet back from the road easement instead of 25 feet as shown. *comply to ord of 50'*

The two connections to Plum Tree Road are offset by about 450 feet with the north tract connecting at the crest of a hill and the south tract connecting at an elevation about 19 feet lower. We are concerned about this because of the necessity of adequate stopping sight distance for vehicles coming over the crest of the hill. We, therefore, recommend the development engineer make such studies as necessary to ascertain adequate sight distance on Plum Tree Road for a design speed of 40 mph (35 mph average travel speed.) If adequate sight distance is not available, the entrance to the south tract should moved east to a point where adequate sight distance is available. If this is not possible, consideration should then be given to improving Plum Tree Road to provide the required sight distance. *it is 175' over what is required*

If you have any questions on the above data, please call.

Yours truly,

BLECK ENGINEERING CO., INC.

R. E. Lenzini

R. E. Lenzini

CC: Barbara P. Hansen
94 Hawthorne Road
Barrington, Illinois 60010