

**Prepared for: VILLAGE OF HOMER GLEN**  
14933 S. Founders Crossing  
Homer Glen, IL 60491

**(708) 301-0632**  
**(708) 301-8407 (fax)**

**Village Contact: Michael Salamowicz**  
Development Services Director



**KING DRIVE**  
**SUBDIVISION OBSERVATION REPORT**

**July 25, 2012**

**Prepared by:**  
**Matt Abbeduto, P.E.**  
Construction Engineer

**Reviewed by:**  
**Akram Chaudhry, P.E.**  
Project Manager

**HR GREEN JOB NO. 86120056**

## **King Drive Subdivision Observation Report**

HR Green has performed a review of the available documents for the subdivision improvements located in the King Drive subdivision and field observation of the work completed by the developer. Subsequently, HR Green has compiled a punchlist of unfinished items that were part of the proposed improvements per the available subdivision documents.

The King Drive Subdivision Observation Report includes the following items:

- Punchlist identifying the outstanding and deficient subdivision improvement items
- Detention Basin Verification and Exhibit A
- Parcel Identification (Exhibit B)
- Engineer's Opinion of Probable Cost (E.O.P.C.) (Exhibit C)
- Location Map (Exhibit D)

The following documents were used in preparing the punchlist scope of work:

- Plat of Subdivision
- Improvement Plans for King Drive Subdivision, dated April 1, 2005, prepared by Engineering Resource Associates, Inc.
- Pavement cores performed through HR Green
- Photographs

The following documents were unavailable:

- Landscaping plans
- Record drawings
- Developer agreements
- Soil borings
- Meeting minutes
- Daily field reports

### **I. PUNCHLIST**

It is recommended that acceptance of this subdivision be contingent upon the completion of the noted outstanding and deficient items, and subsequent observation and approval by the Village of Homer Glen.

#### **Roadway**

Roadway improvements were observed for compliance with the approved subdivision improvement plans. The subdivision pavement includes the Hot-Mix Asphalt (HMA) binder course without the HMA surface course. HR Green had pavement cores taken at two random locations on Jessica Lane to identify the actual binder course and aggregate base course thicknesses.

The following table includes the planned pavement depths and actual pavement depths at two locations randomly chosen on Jessica Lane.

Roadway	Plan Surface Depth	Actual Surface Depth	Plan Binder Depth	Actual Binder Depth	Plan Agg. Base Cse. Depth	Actual Agg. Base Cse. Depth
Jessica Lane	1.5"	0"	2.5"	2.4"	12"	9"

Notes:

1. Surface course remains unpaved.
2. Jessica Lane contains a rural cross section with ditching and no curb and gutter.

Pavement distress is evident in various areas along the edge of the roadway due to the lack of plan pavement depths along with the exposure to inadequate drainage off of the pavement into nearby ditching. The pavement distress can be resolved by removing the existing binder course pavement and underlying aggregate/subgrade material and replacement with 12" of new aggregate base course and 2.5" of binder course. Following the pavement patching would be the HMA surface course overlay to complete the roadway improvements. Cold milling the existing surface course pavement to establish a butt joint at the 135<sup>th</sup> Street intersection will also be necessary.

The following pavement improvements are recommended prior to acceptance of the subdivision by the Village of Homer Glen.

Roadway	Pavement Patching (2.5" HMA Binder Course with 12" Aggregate Base Course, Type B)	HMA Surface Course, Mix 'C', N50	HMA Surface Removal – Butt Joint	Aggregate Shoulders, Type B (8")
Jessica Lane	53 SY (20' X 4', 20' X 4', 20' X 4', 20' X 12')	330 Tons (3,791 SY at 1.5")	45 SY (40' X 10')	266 Tons (1,310' X 2' wide along both edges of roadway at 8" deep)

### Storm Sewer Appurtenances

Storm Sewer structures were observed for compliance with the approved subdivision improvement plans. It is recommended that all storm sewer structures be cleaned in addition to the correction of any deficiencies prior the Village of Homer Glen taking ownership and maintenance responsibilities of the storm sewer system.

It is recommended that the following defects be repaired prior to Village acceptance of the subdivision.

Item No.	Structure #	Defect/Corrective Action
1.	CB 13	<ul style="list-style-type: none"> <li>▪ Exists as inlet. Remove inlet and replace with catch basin as proposed.</li> </ul>
2.	CB 14	<ul style="list-style-type: none"> <li>▪ Exists as inlet. Remove inlet and replace with catch basin as proposed.</li> </ul>
3.	CB 7	<ul style="list-style-type: none"> <li>▪ Exists as inlet. Remove inlet and replace with catch basin as proposed.</li> </ul>
4.	CB 8	<ul style="list-style-type: none"> <li>▪ Exists as inlet. Remove inlet and replace with catch basin as proposed.</li> </ul>
5.	CB 2	<ul style="list-style-type: none"> <li>▪ Clean out debris</li> <li>▪ Remove filter fabric</li> </ul>
6.	CB 20	<ul style="list-style-type: none"> <li>▪ Clean out debris</li> <li>▪ Remove filter fabric</li> </ul>
7.	CB 22	<ul style="list-style-type: none"> <li>▪ Could not locate. Assume it does not exist. Install 48" diameter catch basin as proposed.</li> </ul>
8.	MH 17	<ul style="list-style-type: none"> <li>▪ Clean out debris</li> <li>▪ Remove filter fabric</li> </ul>
9.	MH 5	<ul style="list-style-type: none"> <li>▪ Clean out debris</li> <li>▪ Remove filter fabric</li> </ul>
10.	MH 11	<ul style="list-style-type: none"> <li>▪ Clean out debris</li> <li>▪ Remove filter fabric</li> </ul>
11.	FES 1	<ul style="list-style-type: none"> <li>▪ Clean out debris</li> <li>▪ Provide 24" grate</li> </ul>
12.	FES 3	<ul style="list-style-type: none"> <li>▪ Clean out debris</li> </ul>
13.	FES 4	<ul style="list-style-type: none"> <li>▪ Clean out debris</li> <li>▪ Provide 12" grate</li> </ul>
14.	FES 6	<ul style="list-style-type: none"> <li>▪ Clean out debris</li> </ul>
15.	FES 9	<ul style="list-style-type: none"> <li>▪ Clean out debris</li> <li>▪ Provide 12" grate</li> </ul>
16.	FES 10	<ul style="list-style-type: none"> <li>▪ Clean out debris</li> </ul>
17.	FES 12	<ul style="list-style-type: none"> <li>▪ Clean out debris</li> </ul>

18.	FES 15	<ul style="list-style-type: none"> <li>▪ Clean out debris</li> <li>▪ Secure grate to end section</li> </ul>
19.	FES 16	<ul style="list-style-type: none"> <li>▪ Clean out debris</li> </ul>
20.	FES 18	<ul style="list-style-type: none"> <li>▪ Clean out debris</li> </ul>
21.	FES 19	<ul style="list-style-type: none"> <li>▪ Clean out debris</li> <li>▪ Provide 24" grate</li> </ul>
22.	FES 21	<ul style="list-style-type: none"> <li>▪ Clean out debris</li> </ul>
23.	FES 23	<ul style="list-style-type: none"> <li>▪ Could not locate. Assume that it does not exist. Install 15" FES as proposed.</li> </ul>
24.	15" storm sewer (CB 22 to FES 23)	<ul style="list-style-type: none"> <li>▪ Could not locate. Assume it does not exist. Install 50' of 15" storm sewer as proposed.</li> </ul>

Note: CB 22 and FES 23 were proposed per the improvement plans but do not exist. HR Green visually evaluated the topography of the area surrounding the location of proposed structures and recommends further research be performed by the Village of Homer Glen to evaluate the need of installing these drainage structures and associated storm sewer.

### **Wastewater Management**

Sanitary Sewer improvements within the public Right-Of-Way are not proposed according to the King Drive Subdivision improvement plans. The improvement plans identify proposed septic field locations and sizes for each individual lot. As a result of the current and future wastewater management being the responsibility of each privately owned lot, no punchlist comments have been provided.

### **Water Supply**

Water supply (watermain) improvements within the public Right-Of-Way are not proposed according to the King Drive Subdivision improvement plans with exception of a proposed dry fire hydrant. HR Green observed that the PVC fire hydrant was installed along with associated operation equipment. HR Green could not confirm if the fire hydrant or associated equipment were operational. The fire hydrant is proposed to be serviced by "Pond B" as identified in the improvement plans. "Pond B" as identified in the improvement plans was not holding any storm water that could serve the fire hydrant.

The improvement plans identify proposed water service well locations for each individual lot. As a result of the current and future water supply system(s) being the responsibility of each privately owned lot, no punchlist comments have been provided.

## Street Lighting

Street lighting improvements were included in the King Drive Subdivision plans. Visual day time and night time observations of the street lighting were performed and deficiencies were found. The decorative light pole style that exists is similar to, but does not exactly match, the proposed light pole type included in the plans. The punchlist does not include replacing the light poles to match the similar style included in the plans. An unlocked electric control panel with circuit breakers labeled “street lights” was also observed on the west side of Jessica Lane near the property line serving lots 1 and 2. HR Green recommends that the panel be locked for safety purposes.

It is recommended that the following defects be repaired prior to Village acceptance of the subdivision.

Item No.	Street Light Location	Defect/Corrective Action
1.	0+00 LT	▪ North head is not illuminated
2.	2+30 RT	▪ East head is not illuminated
3.	3+40 RT	▪ Both heads are not illuminated
4.	4+50 RT	▪ South head is not illuminated
5.	8+40 RT	▪ North head is not illuminated
6.	9+60 RT	▪ South head is not illuminated
7.	11+20 RT	▪ Light pole does not exist. Install at location per plans and match existing light pole type.
8.	12+45 RT	▪ Light pole does not exist. Install at location per plans and match existing light pole type.

### Notes:

1. Stations listed are approximate locations based on the plans.
2. Each decorative street light pole contains 2 lighting heads.
3. Installation of light poles includes underground electric and foundation related work.

## Signage and Pavement Markings

Signage improvements were not included the King Drive Subdivision plans provided to HR Green. No street name signs, stop signs or other miscellaneous signage was observed aside from a stone plaque including the name “Long Run Estates” located within an entrance monument connected to the entrance/exit gates. Although no signage was

included in the plans, it is recommended to have a street name sign and stop sign provided at the intersection of Jessica Lane and 135<sup>th</sup> Street.

Pavement marking improvements are not included in the improvement plans. HR Green has not identified the need for pavement markings based on the information provided along with the characteristics of the subdivision.

The following table includes the planned and recommended signage improvements to be performed prior to Village acceptance of the subdivision.

<b>Roadway</b>	<b>Stop Signs</b>	<b>Street Name Signs</b>
Jessica Lane	1 EA	1 EA

Notes:

1. The stop signs should be installed based upon a recommended warrant analysis study. Stop signs are recommended to be type R1-1 (30" X 30") with one post.
2. Street name sign types chosen by the Village are recommended to be in accordance with the Manual on Uniform Traffic Control Devices (M.U.T.C.D.).
3. One post will be necessary to accommodate the street name sign.

**Restoration and Landscaping**

Restoration improvements within the public Right-Of-Way are recommended for Village acceptance of the subdivision. The Jessica Lane cross section is a rural type cross section with aggregate shoulders and ditching. HR Green visually observed the existing ditching along both sides of the road and could not determine if the ditch grading meets what was intended per the King Drive Subdivision improvement plans. HR Green was not provided with any existing as-built grading plans and did not perform a topographical survey. It is recommended that grading and shaping of ditches be performed to ensure proper conveyance of storm water as proposed per the improvement plans.

Upon completion of the ditch work, the recommended restoration improvements would consist of weed removal, placement of topsoil, seed, fertilizer and erosion control blanketing within the Right-Of-Way areas. There are no common outlot areas within the subdivision according to the plans, and Ponds A, B and C are located on private lots so restoration improvements outside of the Right-Of-Way have not been included in this report.

An estimated quantity of topsoil needed to complete the restoration improvements within the Right-Of-Way has been included in the punchlist. Furnishing topsoil from outside of the subdivision site will be necessary as there is no on-site topsoil stockpile. Some

excavation may be necessary outside of the ditch grading areas to accommodate a proper amount of topsoil for adequate turf growth and this work would be performed as part of the topsoil placement preparation.

Landscaping plans for the King Drive Subdivision were unavailable for HR Green to compare the intended landscaping improvements to what currently exists. With the understanding that trees will need to be provided within the Right-Of-Way prior to Village acceptance of the subdivision, HR Green has included an estimated quantity of trees following Village of Homer Glen parkway tree spacing criteria (40' c-c) as specified in the Village's Subdivision Ordinance.

The following table includes the recommended restoration and Right-Of-Way tree improvements necessary to obtain Village acceptance of the subdivision.

Roadway / Area	Restoration (Topsoil, Seed, Fertilizer and Erosion Control Blanket)	Right-Of-Way Trees	Grading and Shaping Ditches
Jessica Lane	<b>5,310 SY</b> (West and north sides: 1,250' X 19') (East and south sides: 1,265' X 19')	<b>63 EA</b> (40' spacing within 2,515')	<b>2,515 FT</b> (West and north sides: 1,250') (East and south sides: 1,265')

Notes:

1. Assume an average of 4" of topsoil placement necessary for restoration.
2. Right-Of-Way tree type to be determined by the Village of Homer Glen in accordance with Tree Preservation Ordinance 06-014.

**Gated Entrance Improvements**

A gated entrance exists for the subdivision and it is unknown if the system is operational. There are vehicle detector loops located in the binder course pavement at the location of the gates which may or may not function properly. HR Green observed that the entrance/exit gates have lighting fixtures attached to the gate related monument posts and entrance island monument pedestal, which were not operating or had missing fixtures. It is recommended that the gated entrance be further reviewed to identify that all components pertaining to this feature of the subdivision are operational and repair what needs to be corrected. An estimated cost for the review of the gated entrance has been included in Exhibit C.

**II. DETENTION BASIN VERIFICATION**

**Proposed and Existing Drainage Features Summary**

HR Green performed topographical survey services on the King Drive Subdivision on June 6<sup>th</sup>, 2012. The specific information collected included topography of the subdivision's stormwater detention basins including interconnecting storm sewer pipes and structures adjacent to said detention basins in their existing conditions. The basins were surveyed along their top of bank and down to the surface water elevations. This analysis was based on the Engineering Plans dated 04/01/05 prepared by Engineering Resource Associated, Inc. A drainage report was not available for our analysis. There are three wet stormwater detention basins. See Exhibits A1, A2 and A3. All three ponds are controlled by a dual restrictor manholes. Each manhole contains an interior wall with a 2-year orifice and a 100-year orifice. Below is a summary of the proposed and existing conditions of the control structures.

<b>POND A</b>			
	<b>PROPOSED</b>	<b>EXISTING</b>	<b>DIFFERENCE</b>
WEIR WALL– TOP ELEV.	656.44	656.62	0.18' HIGH
2 YEAR RESTRICTOR INV ELEV. (diameter)	654.50 (6.82")	654.12 (7.5")	0.38' LOW (1.5" TO LARGE)
100 YEAR RESTRICTOR INV ELEV. (diameter)	654.80 (3.68")	654.22 (4")	0.58' LOW (0.32" TO LARGE)
100 YEAR EMERGENCY OVERFLOW WEIR ELEV.	657.10	656.10 (HWL)	1.0' LOW

<b>POND B</b>			
	<b>PROPOSED</b>	<b>EXISTING</b>	<b>DIFFERENCE</b>
WEIR WALL– TOP ELEV.	660.84	661.71 (HWL)	0.87' HIGH
2 YEAR RESTRICTOR INV ELEV. (diameter)	659.50 (3")	659.58 (3")	0.08' HIGH
100 YEAR RESTRICTOR INV ELEV. (diameter)	659.80 (3")	659.63 (3")	0.17' LOW
100 YEAR EMERGENCY OVERFLOW WEIR ELEV.	661.50	661.80	0.30' HIGH

<b>POND C</b>			
	<b>PROPOSED</b>	<b>EXISTING</b>	<b>DIFFERENCE</b>
WEIR WALL– TOP ELEV.	657.44	657.40	0.04' LOW
2 YEAR RESTRICTOR INV ELEV. (diameter)	654.50 (3")	654.15 (3")	0.35' LOW
100 YEAR RESTRICTOR INV ELEV. (diameter)	654.80 (3")	654.30 (3.5")	0.50' LOW (0.5" TO LARGE)
100 YEAR EMERGENCY OVERFLOW WEIR ELEV.	658.10	656.30 (HWL)	1.80' LOW

#### Volume Determination Summary

King Drive Subdivision's stormwater basins existing contour areas were imported into an Excel spreadsheet to calculate the volume of provided storage using the average end area method. The proposed storage volumes were obtained from the engineering plans.

<b>POND A</b>			
	<b>PROPOSED</b>	<b>EXISTING</b>	<b>DIFFERENCE</b>
NWL	654.50	654.10	0.40' LOW
HWL	657.10	656.10	1.00' LOW
STORAGE VOLUME (AC.FT.)	0.536	0.422	0.114 Shortage

<b>POND B</b>			
	<b>PROPOSED</b>	<b>EXISTING</b>	<b>DIFFERENCE</b>
NWL	659.50	659.60	0.10' HIGH
HWL	661.50	661.70	0.20' HIGH
STORAGE VOLUME (AC.FT.)	0.474	0.570	0.096 SURPLUS

<b>POND C</b>			
	<b>PROPOSED</b>	<b>EXISTING</b>	<b>DIFFERENCE</b>
NWL	654.50	664.30	0.20' LOW
HWL	658.10	656.30	1.80' LOW
STORAGE VOLUME (AC.FT.)	0.624	0.347	0.277 Shortage

## **Conclusions**

### Pond A

In Pond A the diameter of the 2 year restrictor orifice was constructed 1.50" larger than was proposed. The 100-year restrictor orifice was constructed 0.32" larger than was proposed. These deviations would result in a stormwater release rate that is greater than the rate proposed. The 100-year emergency overflow was constructed 1.0' lower than the proposed elevation. This results in a reduced storage volume for the basin. This basin does not comply with the design plans. A detailed review of the original drainage calculations or a hydraulic analysis would be required to determine the impact of these deviations.

### Pond B

Pond B was proposed to be a wet pond. At the time of our survey it was not holding any water. This may be a result of the current dry conditions or the bottom of the pond may not be sealed properly. The differences noted above for Pond B do not result in negative impact on the storage volume or release rates for the pond. The pond is in general conformance with the design plans.

### Pond C

Pond C was proposed to be a wet pond. At the time of our survey it was not holding any water. This may be a result of the current dry conditions or the bottom of the pond may not be sealed properly. In Pond C the diameter of the 100-year restrictor orifice was constructed 0.50" larger than was proposed. This deviation would result in a stormwater release rate that is great than the rate proposed. The 100-year emergency overflow was constructed 1.8' lower than the proposed elevation. This results in a reduced storage volume for the basin. This basin does not comply with the design plans. A detailed review of the original drainage calculations or a hydraulic analysis would be required to determine the impact of these deviations.

The combined net shortage of storage volume for all three ponds is 0.295 ac.ft. , which is 18% lower than the proposed volume. If corrective measures are deemed necessary, adjustments to the overflow weir or outfall pipes can be evaluated. Likewise, a detailed analysis of the original design calculations and existing site conditions would be necessary. HR Green can perform this service at an additional cost.

### **III. PARCEL IDENTIFICATION**

HR Green has researched the specific ownership of both private and public improvement property in the King Drive Subdivision. The parcel data was obtained by utilizing 2011 tax records through the Will County Treasurer's Office. There are 6 lots within the subdivision numbered 1 through 6. Please refer to Exhibit B for parcel identification.

### **IV. ENGINEER'S OPINION OF PROBABLE COST**

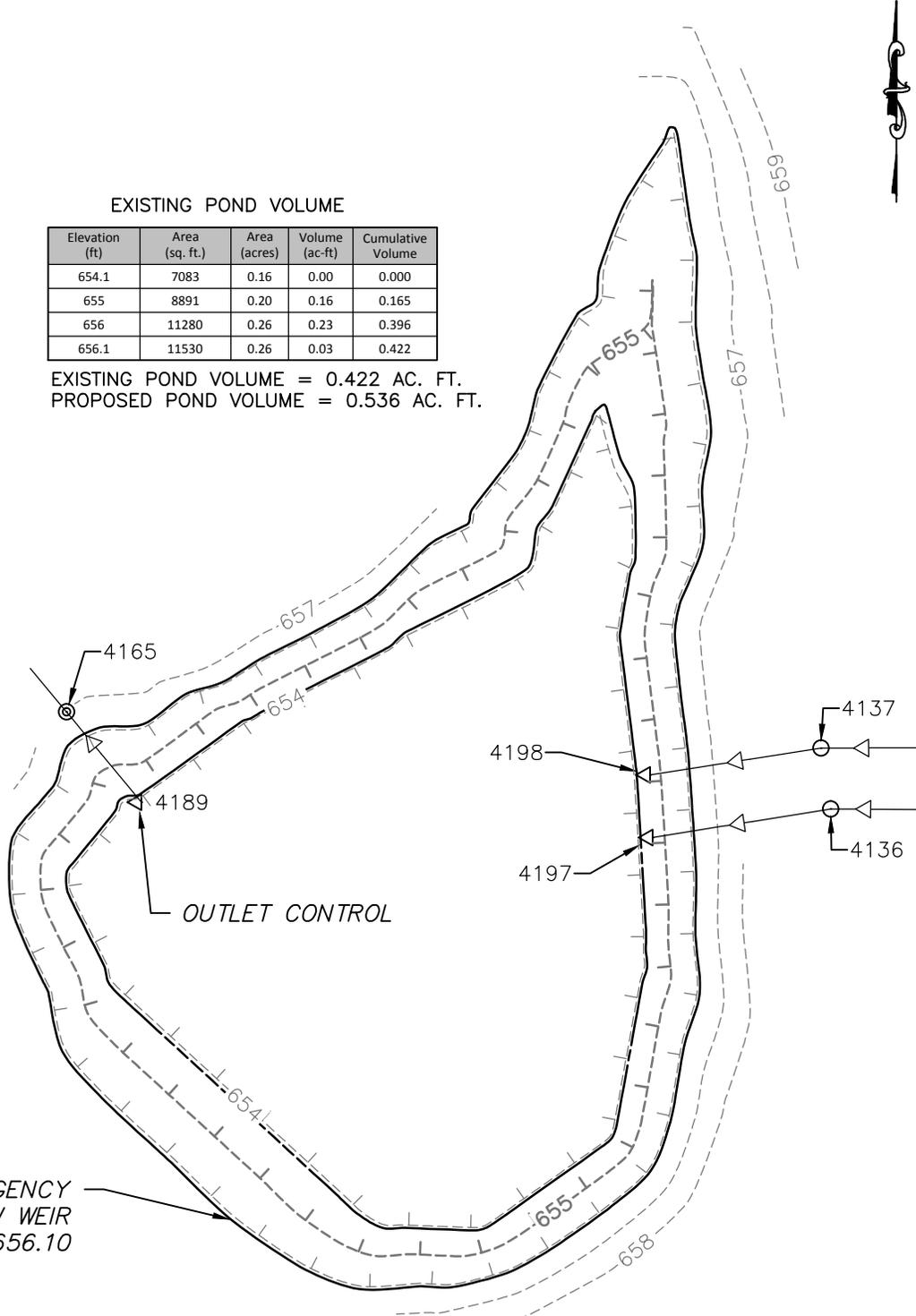
The punch list items included in this report have been identified as construction action items with assigned quantities of work and associated unit pricing necessary to correct the deficiencies and complete the outstanding improvements necessary for Village acceptance of the subdivision. HR Green utilized 2012 unit prices for cost estimation purposes. Please refer to Exhibit C for the Engineer's Opinion of Probable Cost.

EXISTING POND VOLUME

Elevation (ft)	Area (sq. ft.)	Area (acres)	Volume (ac-ft)	Cumulative Volume
654.1	7083	0.16	0.00	0.000
655	8891	0.20	0.16	0.165
656	11280	0.26	0.23	0.396
656.1	11530	0.26	0.03	0.422

EXISTING POND VOLUME = 0.422 AC. FT.  
 PROPOSED POND VOLUME = 0.536 AC. FT.

- POND A
- 4137 STORM CATCH BASIN  
ENGINEERING PLAN ID=2  
RIM=657.88  
INV=654.30 W 24" RCP
  - 4136 STORM CATCH BASIN  
ENGINEERING PLAN ID=20  
RIM=657.78  
INV=654.48 W 24" RCP
  - 4165 STORM MANHOLE (RESTRICTOR)  
ENGINEERING PLAN ID=5  
RIM=657.52  
INV=654.17 SE 12" RCP  
TOP OF WALL=656.62  
ORRFICE\_WEST=654.12 7.5"  
ORRFICE\_EAST=654.22 4"
  - 4198 FLARED END SECTION  
ENGINEERING PLAN ID=3  
INV=654.13 E 24" RCP
  - 4197 FLARED END SECTION  
ENGINEERING PLAN ID=21  
INV=654.23 E 24" RCP
  - 4189 FLARED END SECTION  
ENGINEERING PLAN ID=4  
INV=654.19 NW 12" RCP



#	DATE	BY
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

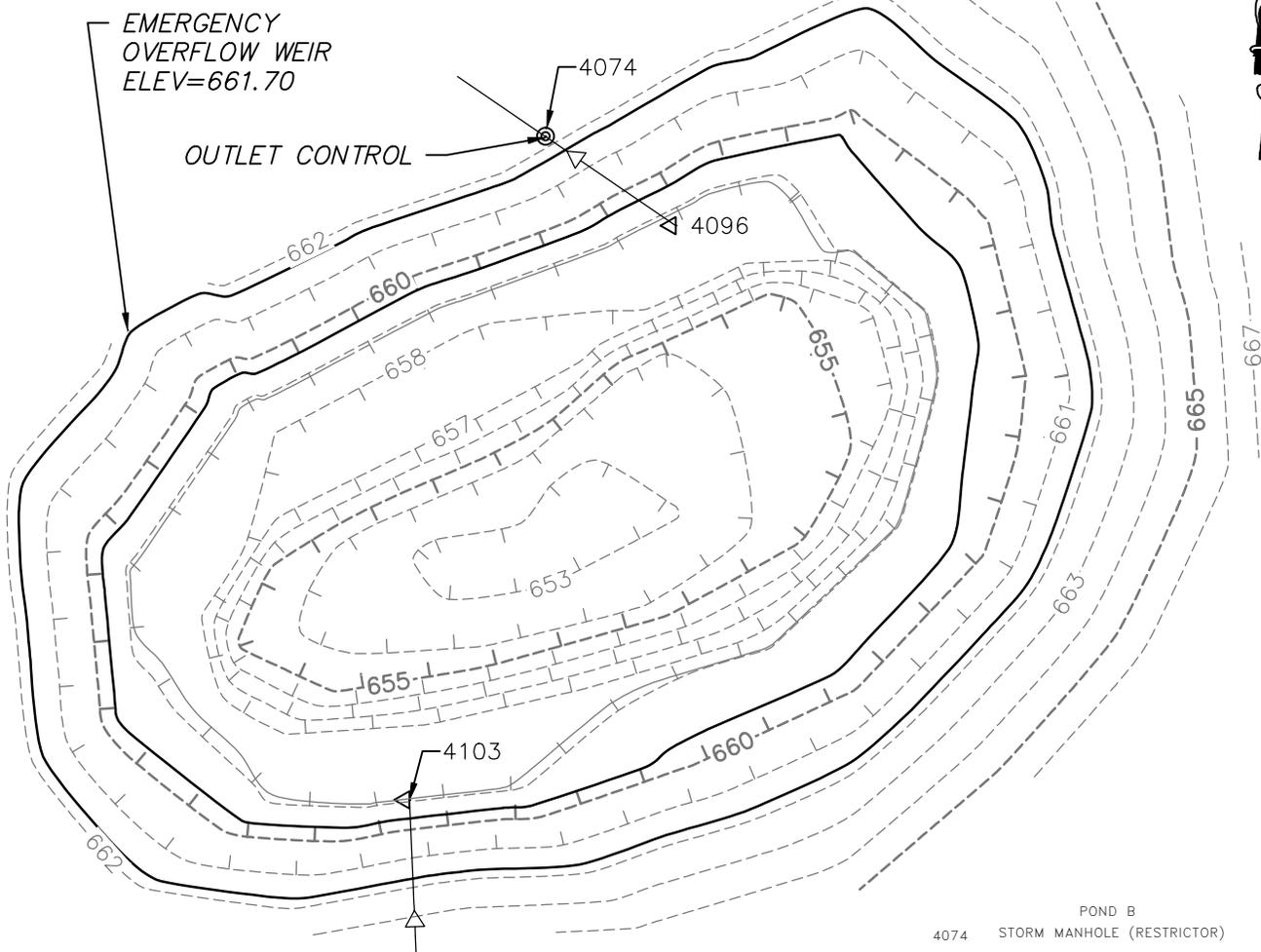
Illinois Professional Design Firm # 184-001322



323 Alana Drive,  
 New Lenox, Illinois 60451  
 t. 815.462.9324 f. 815.462.9328  
 www.secgroupinc.com

KING DRIVE  
 POND A

DATE: 6/20/2012			
HORIZ. SCALE: NOT TO SCALE			
DWN. BY:	DSN. BY:	CHK. BY:	
BDE	N/A	MD	
PROJECT NO. 86120056			
SHEET NO. 1 OF 1			



- POND B
- 4074 STORM MANHOLE (RESTRICTOR)  
 ENGINEERING PLAN ID=11  
 RIM=662.53  
 INV=658.73 SE 12" RCP  
 TOP OF WALL=661.71  
 ORFFICE\_EAST=659.58 3"  
 ORFFICE\_WEST=659.63 3"
  - 4096 FLARED END SECTION  
 ENGINEERING PLAN ID=10  
 INV=658.97 NW 12" RCP
  - 4103 FLARED END SECTION  
 ENGINEERING PLAN ID=9  
 INV=658.19 SW 12" RCP
  - 4061 STORM INLET  
 ENGINEERING PLAN ID=8  
 RIM=661.45  
 INV=659.30 N 12" RCP

EXISTING POND VOLUME

Elevation (ft)	Area (sq. ft.)	Area (acres)	Volume (ac-ft)	Cumulative Volume
659.6	9062	0.21	0.00	0.000
660	10311	0.24	0.09	0.089
661	12680	0.29	0.26	0.352
661.7	14442	0.33	0.22	0.570

EXISTING POND VOLUME = 0.570 AC. FT.  
 PROPOSED POND VOLUME = 0.474 AC. FT.

REVISIONS		
#	DATE:	BY:
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

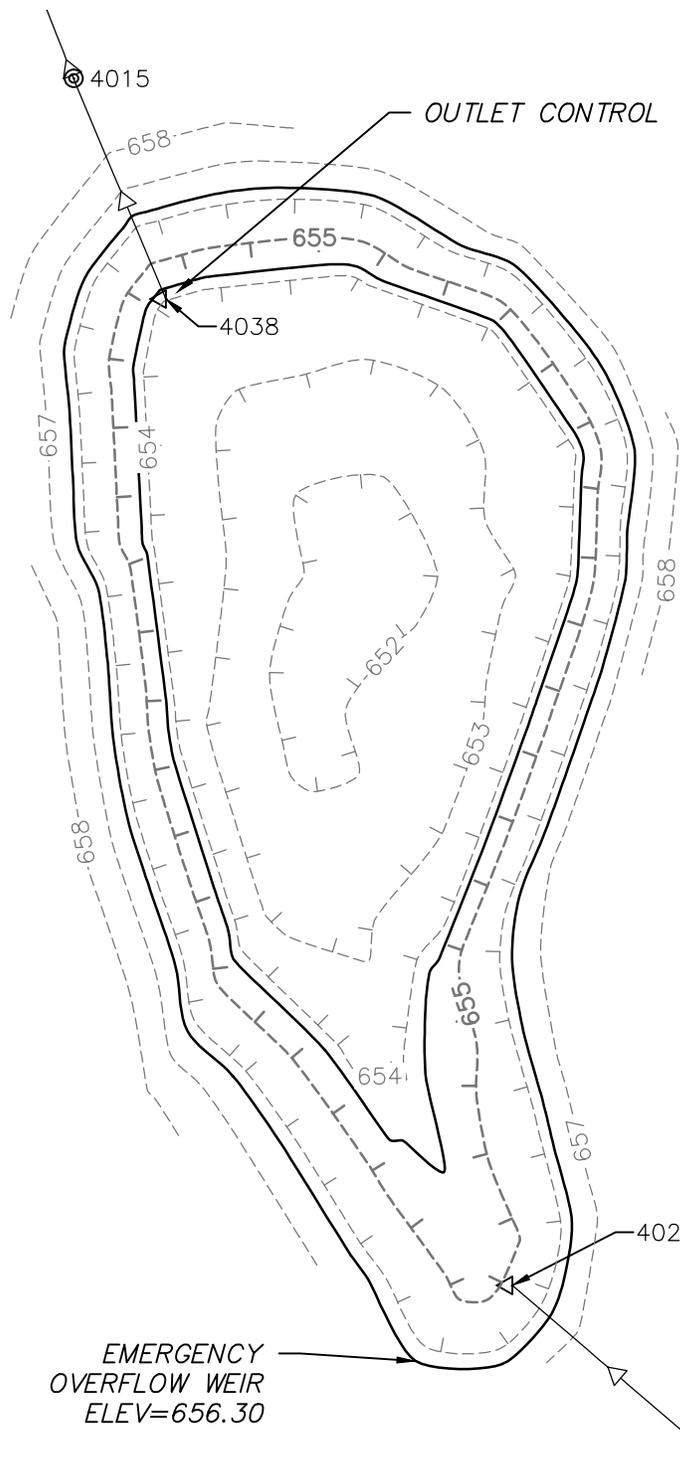
Illinois Professional Design Firm # 184-001322



323 Alana Drive,  
 New Lenox, Illinois 60451  
 t. 815.462.9324 f. 815.462.9328  
 www.secgroupinc.com

KING DRIVE  
 POND B

DATE:  
 6/20/2012  
 HORIZ. SCALE:  
 NOT TO SCALE  
 DWN. BY: DSN. BY: CHK. BY:  
 BDE N/A MD  
 PROJECT NO.  
 86120056  
 SHEET NO.  
 1 OF 1



- POND C
- 4015 STORM MANHOLE  
 ENGINEERING PLAN ID=17  
 RIM=658.55  
 INV=654.15 SE 12" RCP  
 TOP OF WALL=657.40  
 ORFFICE\_WEST=654.15 3.5"  
 ORFFICE\_EAST=654.30 3"
  - 4038 FLARED END SECTION  
 ENGINEERING PLAN ID=16  
 INV=654.32 NW 12" RCP
  - 4029 FLARED END SECTION  
 ENGINEERING PLAN ID=15  
 INV=654.31 SE 12" RCP
  - 4060 STORM INLET  
 ENGINEERING PLAN ID=14  
 RIM=656.69  
 INV=655.04 NW 12" RCP

EXISTING POND VOLUME

Elevation (ft)	Area (sq. ft.)	Area (acres)	Volume (ac-ft)	Cumulative Volume
654.3	5573	0.13	0.00	0.000
655	6969	0.16	0.10	0.101
656	8991	0.21	0.18	0.283
656.3	9622	0.22	0.06	0.347

EXISTING POND VOLUME = 0.347 AC. FT.  
 PROPOSED POND VOLUME = 0.624 AC. FT.

#	DATE	BY
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

Illinois Professional Design Firm # 184-001322



323 Alana Drive,  
 New Lenox, Illinois 60451  
 t. 815.462.9324 f. 815.462.9328  
 www.secgroupinc.com

KING DRIVE  
 POND C

DATE:  
 6/20/2012  
 HORIZ. SCALE:  
 NOT TO SCALE  
 DWN. BY: BDE    DSN. BY: N/A    CHK. BY: MD  
 PROJECT NO.  
 86120056  
 SHEET NO.  
 1 OF 1



## EXHIBIT B King Drive Subdivision Parcel Identification

Lot Number	Permanent Index Number (PIN)	Property Owner	Property Address	Property Street	Property City	Property State	Property Zip	Owner Address	Owner Street	Owner City	Owner State	Owner Zip
1	16-05-04-105-001-0000	US BANK NA						28	MADISON ST	OAK PARK	IL	60302
2	16-05-04-105-003-0000	SAVINO MICHELE FMLY TR	13608	JESSICA LN	HOMER GLEN	IL	60491	16621	W ONEIDA DR	LOCKPORT	IL	60441
3	16-05-04-105-002-0000	SOBANSKI JACKLYN THERESE						14225	HAWTHORNE DR	LEMONT	IL	60439
4	16-05-04-105-005-0000	DOMINIAK DANA M	13649	S JESSICA LN	LEMONT	IL	60439	13649	S JESSICA LN	LEMONT	IL	60439
5	16-05-04-105-006-0000	GAL EDWARD J						8632	W 103RD STE B	PALOS HILLS	IL	60465
6	16-05-04-105-007-0000	SULARSKI CASEY SELF DEC TR SULARSKI JOSEPHINE SELF DEC TR	14665	S JESSICA LN	HOMER GLEN	IL	60491	885	WOODGLEN LN	LEMONT	IL	60439
OUTLOT A	16-05-04-105-004-0000	KING DRIVE DEVELOPMENT INC						425	QUADRANGLE DR STE 220	BOLINGBROOK	IL	60440

1. Outlot A is indicated as a Private Drive in the Plat of Subdivision and consists of Jessica Lane.
2. Subdivision plat recorded on 06/06/2005.
3. Information based upon 2011 property tax records.
4. Will County's current available documentation does not reflect recent property activity since 2011. Current information will be available as provided by Will County.



## EXHIBIT C

### King Drive - Engineer's Opinion of Probable Cost (July, 2012)

ROADWAY NAME		JESSICA LANE		UNIT COST	ESTIMATED COST
ROADWAY LIMITS		135TH STREET TO END			
LENGTH (FOOT)		1,065			
WIDTH (FOOT)		24			
EXTRA AREA (SQ YD)		1,085			
AREA (SQ YD)		3,925			
BITUMINOUS MATERIALS (PRIME COAT)	GAL	393		\$2.00	\$786.00
AGGREGATE (PRIME COAT)	TON	8		\$20.00	\$160.00
HOT-MIX ASPHALT SURFACE COURSE, MIX 'C', N50	TON	330		\$70.00	\$23,100.00
HMA BINDER COURSE REMOVAL AND REPLACEMENT (2.5")	SQ YD	53		\$15.00	\$795.00
AGGREGATE BASE COURSE REMOVAL AND REPLACEMENT, TYPE B (12")	SQ YD	53		\$20.00	\$1,060.00
HMA SURFACE REMOVAL - BUTT JOINT	SQ YD	45		\$15.00	\$675.00
AGGREGATE SHOULDERS, TYPE B	TON	266		\$40.00	\$10,640.00
CLEANING CATCH BASINS	EACH	2		\$225.00	\$450.00
CLEANING MANHOLES	EACH	3		\$185.00	\$555.00
CLEANING END SECTIONS	EACH	12		\$100.00	\$1,200.00
REMOVING INLETS	EACH	4		\$100.00	\$400.00
STORM SEWERS, CLASS A (RCP), TYPE IV, 15"	FOOT	50		\$40.00	\$2,000.00
CATCH BASINS, 48" DIA., W/ TYPE 8 GRATE	EACH	5		\$2,000.00	\$10,000.00
PRECAST REINFORCED CONCRETE FLARED END SECTION, 15"	EACH	1		\$600.00	\$600.00
GRATING FOR CONCRETE FLARED END SECTION, 12"	EACH	2		\$325.00	\$650.00
GRATING FOR CONCRETE FLARED END SECTION, 15"	EACH	1		\$350.00	\$350.00
GRATING FOR CONCRETE FLARED END SECTION, 24"	EACH	2		\$425.00	\$850.00
LIGHT BULB INSTALLATION FOR STREET LIGHT	EACH	7		\$35.00	\$245.00
DECORATIVE STREET LIGHT	EACH	2		\$2,000.00	\$4,000.00
CONCRETE FOUNDATION FOR LIGHT POLE, 24" DIA.	EACH	2		\$1,200.00	\$2,400.00
UNDERGROUND UNIT DUCT AND ELECTRIC CABLE FOR STREET LIGHTING	FOOT	300		\$15.00	\$4,500.00
STOP SIGN	EACH	1		\$250.00	\$250.00
STREET NAME SIGN	EACH	1		\$225.00	\$225.00
SIGN POST	EACH	2		\$125.00	\$250.00
GRADING AND SHAPING DITCHES	FOOT	2,515		\$10.00	\$25,150.00
TOPSOIL FURNISH AND PLACE (4")	SQ YD	5,310		\$6.00	\$31,860.00
SEEDING, CLASS 1A	ACRE	1.10		\$3,000.00	\$3,300.00
FERTILIZER	POUND	297		\$5.00	\$1,485.00
EROSION CONTROL BLANKET	SQ YD	5,310		\$2.50	\$13,275.00
RIGHT-OF-WAY TREE	EACH	63		\$380.00	\$23,940.00
GATED ENTRANCE EVALUATION	L SUM	1		\$5,000.00	\$5,000.00

<b>SUB TOTAL:</b>	<b>\$170,151.00</b>
<b>CONTINGENCY (10%):</b>	<b>\$17,015.10</b>
<b>PREPARATION OF CONTRACT PROPOSALS FOR BIDDING, SUBSEQUENT CONTRACT AWARD AND CONSTRUCTION OBSERVATION (6%):</b>	<b>\$11,229.97</b>
<b>TOTAL:</b>	<b>\$198,396.07</b>

Notes:

1. Bituminous Materials (Prime Coat) = 0.1 Gal/SY.
2. Aggregate (Prime Coat) = 0.002 Ton/SY.
3. Underground Unit duct and Electric cable for Street Lighting unit price includes any backfill and restoration for electrical work.
4. Topsoil Furnish and Place (4") includes weed removal and incidental excavation necessary for 4" topsoil placement.
5. 2012 unit prices are utilized for the Engineer's Opinion of Probable Cost.



REVISIONS		
#	DATE:	BY:
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		



HRGreen.com  
 Illinois Professional Design Firm  
 # 184-001322

**VILLAGE OF HOMER GLEN  
 KING DRIVE  
 LOCATION MAP**



SHEET ORIENTATION

DATE: 7/19/2012		
HORIZ. SCALE: N.T.S.		
DWN. BY: RCB	DSN. BY: MJA	CHK. BY: MJA
PROJECT NO. 86120056		
SHEET NO.		

**Exhibit D**