

1 AN ACT in relation to the transfer of certain real
2 property.

3 Be it enacted by the People of the State of Illinois,
4 represented in the General Assembly:

5 Section 5. Upon the payment of the sum of \$1 to the
6 State of Illinois, Department of Natural Resources, and
7 subject to the conditions set forth in Section 90 of this
8 Act, the Director of the Department of Natural Resources, on
9 behalf of the State of Illinois, is authorized to execute and
10 deliver to the Will County Forest Preserve District a Quit
11 Claim Deed to the following described real property,
12 consisting of 2 railroad right of way corridors located in
13 Will County, Illinois, to wit:

14 The Chicago, Milwaukee, St. Paul, and Pacific Railroad
15 Company Segment:

16 Parcel I: The Right of Way of the Chicago, Milwaukee, St.
17 Paul and Pacific Railroad Company, (formerly the Illinois,
18 Iowa and Minnesota Railway Company) across the following
19 described land: the South 1/2 of the South East 1/4 of the
20 South East 1/4 of Section 15; Lot 9 of Crescent Stone
21 Company's subdivision of the South East 1/4 of the South East
22 1/4 of Section 15; the Northeast 1/4 of Section 22, except
23 that part conveyed by Document R66-18449; Lot 1 of Assessor's
24 Subdivision of the Northwest 1/4 of the South East 1/4 of
25 Section 22 lying North of the Elgin, Joliet and Eastern
26 Railway Switch Track Right of Way; Lots 1 and 2 of Assessor's
27 Subdivision of the Northwest 1/4 of The South East 1/4 of
28 Section 22 lying South of the Elgin, Joliet and Eastern
29 Railway switch track right of way and North of the center of
30 Five Mile Grove Road; the South East 1/4 of Section 22 lying
31 South of the center of Five Mile Grove Road; the Northeast

1 1/4 of Section 27; the Northwest 1/4 of Section 26, lying
2 North of Woodruff, Mack and Cowles Subdivision; Lots 1, 2, 8,
3 9, 10, 12 and 13 of Woodruff, Mack and Cowles Subdivision; a
4 triangular piece of land lying North and East of Lots 1 and 9
5 of Woodruff, Mack and Cowles Subdivision; the Southwest 1/4
6 of Section 26; the South East 1/4 of Section 26; the
7 Northeast 1/4 of Section 35; the Northwest 1/4 of Section 36;
8 the Southwest 1/4 of Section 36; and the South East 1/4 of
9 Section 36, all in Township 35 North, Range 10 East of the
10 Third Principal Meridian, in Will County, Illinois;

11 ALSO,

12 Parcel II: The right of way of the Chicago, Milwaukee, St.
13 Paul and Pacific Railroad Company (formerly the Illinois,
14 Iowa and Minnesota Railway Company) across the following
15 described land: a triangular tract of land in the Northeast
16 1/4 of the Northeast 1/4 of Section 1, Township 34 North,
17 Range 10 East of the Third Principal Meridian, described as
18 follows: Beginning at the Northeast corner of the Northeast
19 1/4 of the Northeast 1/4 of said Section 1; thence West along
20 the North line of the Northeast 1/4 of said Section 1, a
21 distance of 198.9 feet; thence Southeasterly to a point on
22 the Easterly line of the Northeast 1/4 of said Section 1
23 which is 182.9 feet South of the Northeast corner of said
24 Section 1; thence North along the East line of said Northeast
25 1/4 to the Point of Beginning, in Will County, Illinois;

26 ALSO,

27 Parcel III: The right of way of the Chicago, Milwaukee, St.
28 Paul and Pacific Railroad Company (formerly the Illinois,
29 Iowa and Minnesota Railway Company) across the following
30 described land: The Northwest 1/4 and the Southwest 1/4 of
31 Section 6; the Northwest 1/4 and the East 1/2 of Section 7;
32 the Northeast 1/4 of Section 18; the West 1/2 of Section 17;

1 the Northeast 1/4 of the Northwest 1/4 of Section 20; that
2 part of the East 1/2 of Section 20 and the Southwest 1/4 of
3 Section 20 lying West of the Wabash Railroad right of way
4 line; the West 1/2 of Section 29; and the South East 1/4 of
5 Section 30 except that part conveyed by Document No. 544311
6 and also except that part conveyed by Document No. R89-7583,
7 all in Township 34 North, Range 11 East of the Third
8 Principal Meridian, in Will County, Illinois;

9 ALSO,

10 Parcel IV: That part of Section 30, Township 34 North, Range
11 11 East of the Third Principal Meridian, being a part of the
12 Southeast 1/4 of Section 30 and lying Westerly of Norfolk
13 Southern Railroad's West right of way (also known as Wabash
14 Railroad) as depicted on Joliet Army Ammunition Plant Drawing
15 No. 3115, Sheet 1 of 2 segment map, and being more
16 particularly described as follows: Commencing at the
17 intersection of the South line of Section 30 and Norfolk
18 Southern Railroad centerline Station 2201+50, said
19 intersection being located South 88 degrees 17 minutes 18
20 seconds West 743.38 feet, more or less, from a Section corner
21 stone common to Sections 29, 30, 31 and 32; thence with South
22 line of Section 30, South 88 degrees 17 minutes 18 seconds
23 West, 36.77 feet, more or less, to the Point of Beginning,
24 being 33.00 feet right of and normal to Railroad Centerline
25 Station 2201+66 and lying in the West right of way line of
26 said Railroad, said point also being the Southeast corner of
27 a parcel of land as originally acquired by the United States
28 of America, said corner common to the lands now or formerly
29 owned by George Delaney; thence leaving said Railroad's West
30 right of way line and continuing with said South Section line
31 South 88 degrees 17 minutes 18 seconds West 150.00 feet, more
32 or less, to the Southwest corner of said parcel being 167.61
33 feet right of and normal to Railroad Centerline Station

1 2202+32; thence with West boundary of said parcel as
2 originally acquired North 40 degrees 26 minutes 32 seconds
3 East 453.52 feet, more or less, to a point 53.00 feet right
4 of and normal to Railroad Centerline Station 2198+00; thence
5 with the arc of a 1.4794 degrees railroad curve to the right,
6 having a radius of 3872.83 feet and a chord of North 29
7 degrees 32 minutes 57 seconds East 124.91 feet, more or less;
8 thence Northeasterly 124.92 feet, more or less, to a point
9 53.00 feet right of and normal to Railroad Centerline Station
10 P.C. 2196+76.8; thence North 30 degrees 28 minutes 24 seconds
11 East 234.20 feet, more or less, to a point 53.00 feet right
12 of and normal to Railroad Centerline Station P.T. 2194+42.6;
13 thence with the Arc of a 1.5211 degrees railroad curve to the
14 left, having a radius of 3766.83 feet and a chord of North 28
15 degrees 55 minutes 26 seconds East 203.71 feet, more or less;
16 thence Northeasterly 203.73 feet, more or less, to a point
17 53.00 feet right of and normal to Railroad Centerline Station
18 2192+36; thence South 62 degrees 37 minutes 31 seconds East
19 6.50 feet, more or less, to a point 46.50 feet right of and
20 normal to Railroad Centerline Station 2192+36; thence with
21 the arc of a 1.5186 degrees railroad curve to the left,
22 having a radius of 3773.33 feet and a chord of North 25
23 degrees 56 minutes 26 seconds East 188.86 feet, more or less;
24 thence Northeasterly 188.88 feet, more or less, to a point
25 46.50 feet right of and normal to Railroad Centerline Station
26 P.C. 2190+44.8; thence North 24 degrees 30 minutes 24 seconds
27 East 238.80 feet, more or less, to a point 46.50 feet right
28 of and normal to Railroad Centerline Station 2188+06; thence
29 South 65 degrees 29 minutes 36 seconds East 30.00 feet, more
30 or less, to a point 16.50 feet right of and normal to
31 Railroad Centerline Station 2188+06, being in the West right
32 of way line for said Railroad, also said Railroad Centerline
33 Station 2188+06 being located South 24 degrees 30 minutes 24
34 seconds West 190.00 feet, more or less, from the intersection

1 of Railroad Centerline Station 2186+16 and the East line of
2 Section 30; thence along said West railroad right of way line
3 as follows: South 24 degrees 30 minutes 24 seconds West
4 238.80 feet, more or less, to a point 16.50 feet right of and
5 normal to Railroad Centerline Station P.C. 2190+44.8; thence
6 with the arc of a 1.5064 degrees railroad curve to the right,
7 having a radius of 3803.33 feet and a chord of South 25
8 degrees 56 minutes 26 seconds West 190.36 feet, more or less;
9 thence Southwesterly 190.38 feet, more or less, to a point
10 16.50 feet right of and normal to Railroad Centerline Station
11 2192+36; thence continuing along said West railroad right of
12 way line, North 62 degrees 37 minutes 31 seconds West 16.50
13 feet, more or less, to a point 33.00 feet right of and normal
14 to Railroad Centerline Station 2192+36; thence with the arc
15 of a 1.5131 degrees railroad curve to the right, having a
16 radius of 3786.83 feet and a chord of South 28 degrees 55
17 minutes 26 seconds West 204.79 feet, more or less; thence
18 Southwesterly 204.81 feet, more or less, to a point 33.00
19 feet right of and normal to Railroad Centerline Station
20 P.T.2194+42.6; thence South 30 degrees 28 minutes 24 seconds
21 West 234.20 feet, more or less, to a point 33.00 feet right
22 of and normal to Railroad Centerline Station P.C. 2196+76.8;
23 thence with the arc of a 1.4872 degrees railroad curve to the
24 left, having a radius 3852.83 feet and a chord of South 27
25 degrees 28 minutes 24 seconds West 403.28 feet, more or less;
26 thence Southwesterly 403.47 feet, more or less, to a point
27 33.0 feet right of and normal to Railroad Centerline Station
28 P.T. 2200+76.8; thence South 24 degrees 28 minutes 24 seconds
29 West 89.43 feet, more or less, to the Point of Beginning, in
30 Will County, Illinois.

31 The Wabash Railroad Company Segment, being all those Parcels
32 of land donated to the People of the State of Illinois by
33 Deed of Donation from Norfolk and Western Railway Company
34 (hereinafter "Donor"), dated July 21, 1998, recorded in the

1 Will County Recorder's Office on December 30, 1998, as
2 Document No. R-98158252, said Parcels being more particularly
3 described as follows, to wit:

4 Parcel 1: All of the Wabash Railroad Company, formerly known
5 as the Chicago and Strawn Railway Company (now Donor)
6 abandoned right of way as now located and extra width right
7 of way as now located in Section 29, Township 34 North, Range
8 11 East of the Third Principal Meridian, all situated in the
9 County of Will, State of Illinois;

10 ALSO,

11 Parcel 2: A strip of land 66 feet in width, being 33 feet
12 wide on each side of the center line of the Wabash Railroad
13 Company, formerly known as the Chicago and Strawn Railway
14 Company (now Donor) abandoned right of way as now located in
15 Sections 30 and 31, Township 34 North, Range 11 East of the
16 Third Principal Meridian, all situated in the County of Will,
17 State of Illinois;

18 ALSO,

19 Parcel 3: A strip of land 66 feet in width, being 33 feet
20 wide on each side of the center line of the Wabash Railroad
21 Company, formerly known as the Chicago and Strawn Railway
22 Company (now Donor) abandoned right of way as now located in
23 Section 6, Township 33 North, Range 11 East of the Third
24 Principal Meridian and Section 1, Township 33 North, Range 10
25 East of the Third Principal Meridian, all situated in the
26 County of Will, State of Illinois;

27 ALSO,

28 Parcel 4: A strip of land 66 feet in width, being 33 feet
29 wide on each side of the center line of the Wabash Railroad
30 Company, formerly known as the Chicago and Strawn Railway
31 Company (now Donor) abandoned right of way as now located in

1 the Northeast Quarter and Southeast Quarter of Section 12,
2 Township 33 North, Range 10 East of the Third Principal
3 Meridian, all situated in the County of Will, State of
4 Illinois;

5 ALSO,

6 Parcel 5: A strip of land 66 feet in width, being 33 feet
7 wide on each side of the center line of the Wabash Railroad
8 Company, formerly known as the Chicago and Strawn Railway
9 Company (now Donor) abandoned right of way as now located in
10 the Southwest Quarter of Section 12 and Northwest Quarter of
11 Section 13, Township 33 North, Range 10 East of the Third
12 Principal Meridian, all situated in the County of Will, State
13 of Illinois;

14 ALSO,

15 Parcel 6: A strip of land 66 feet in width, being 33 feet
16 wide on each side of the center line of the Wabash Railroad
17 Company, formerly known as the Chicago and Strawn Railway
18 Company (now Donor) abandoned right of way as now located in
19 Section 14, Township 33 North, Range 10 East of the Third
20 Principal Meridian, all situated in the County of Will, State
21 of Illinois;

22 ALSO,

23 Parcel 7: All of the Wabash Railroad Company, formerly known
24 as the Chicago and Strawn Railway Company (now Donor)
25 abandoned right of way as now located and extra width right
26 of way as now located in Section 23, Township 33 North, Range
27 10 East of the Third Principal Meridian, all situated in the
28 County of Will, State of Illinois;

29 ALSO,

30 Parcel 8: A strip of land 66 feet in width, being 33 feet

1 wide on each side of the center track of the Wabash Railroad
2 Company, formerly known as the Chicago and Strawn Railway
3 Company (now Donor) abandoned right of way as now located in
4 Section 22, Township 33 North, Range 10 East of the Third
5 Principal Meridian, all situated in the County of Will, State
6 of Illinois;

7 ALSO,

8 Parcel 9: All of the Wabash Railroad Company, formerly known
9 as the Chicago and Strawn Railway Company (now Donor)
10 abandoned right of way as now located and extra width right
11 of way as now located in Section 27, Township 33 North, Range
12 10 East of the Third Principal Meridian, all situated in the
13 County of Will, State of Illinois;

14 ALSO,

15 Parcel 10: A strip of land 66 feet in width, being 33 feet
16 wide on each side of the center line of the Wabash Railroad
17 Company, formerly known as the Chicago and Strawn Railway
18 Company (now Donor) abandoned right of way as now located in
19 Sections 28 and 33, Township 33 North, Range 10 East of the
20 Third Principal Meridian, excepting therefrom that part of
21 said abandoned right of way falling in the East Half of the
22 Northwest Quarter of Section 33, Township 33 North, Range 10
23 East of the Third Principal Meridian, all situated in the
24 County of Will, State of Illinois;

25 ALSO,

26 Parcel 11: All of the Wabash Railroad Company, formerly known
27 as the Chicago and Strawn Railway Company (now Donor)
28 abandoned right of way as now located and extra width right
29 of way as now located in Section 5, Township 32 North, Range
30 10 East of the Third Principal Meridian, all situated in the
31 County of Will, State of Illinois;

1 ALSO,

2 Parcel 12: All of the Wabash Railroad Company, formerly known
3 as the Chicago and Strawn Railway Company (now Donor)
4 abandoned right of way as now located and extra width right
5 of way as now located in Section 8, Township 32 North, Range
6 10 East of the Third Principal Meridian, all situated in the
7 County of Will, State of Illinois;

8 ALSO,

9 Parcel 13: All of the Wabash Railroad Company, formerly known
10 as the Chicago and Strawn Railway Company (now Donor)
11 abandoned right of way as now located and extra width right
12 of way as now located in Sections 7, 18, and that part of the
13 Northwest Quarter of Section 19, lying Northeasterly of the
14 Northeasterly right of way line of Route 113, all in Township
15 32 North, Range 10 East of the Third Principal Meridian,
16 excluding that part of the Wabash Railroad Company abandoned
17 right of way, if any, as now located across the Kankakee
18 River in the Northwest Quarter of Section 19, Township 32
19 North, Range 10 East of the Third Principal Meridian, all
20 situated in the County of Will, State of Illinois;

21 TOGETHER WITH Wabash Railroad Company's (now Donor's)
22 abandoned bridge and associated support piers located across
23 the Kankakee River in the Northwest Quarter of Section 19,
24 Township 32 North, Range 10 East of the Third Principal
25 Meridian, Will County, Illinois, said bridge being identified
26 as Bridge Number 1145;

27 LESS AND EXCEPT the following described property:

28 Tract 1: That part of the Northeast Quarter of Section 18,
29 Township 32 North, Range 10 East of the Third Principal
30 Meridian, Will County, Illinois, described as follows:
31 Commencing at the Northwest corner of the Southeast Quarter

1 of the Northeast Quarter of said Section 18; thence, North
2 89°17'39" East along the North line of the Southeast Quarter
3 of the Northeast Quarter of said Section 18 a distance of
4 171.53 feet to a point; thence, North 38°25'59" East a
5 distance of 132.68 feet to an iron rod; thence, South
6 51°34'01" East a distance of 36.50 feet to a railroad spike
7 being on the southeasterly right of way line of the Grantor
8 (Norfolk and Western Railway Company); thence, South
9 38°25'59" West along last said right of way line a distance
10 of 432.00 feet to the Point of Beginning; thence, continuing
11 South 38°25'59" West along said last right of way line a
12 distance of 255.00 feet to an iron rod; thence, North
13 51°34'01" West a distance of 38.00 feet to an iron rod;
14 thence, North 38°25'59" East a distance of 255.00 feet to an
15 iron rod; thence, South 51°34'01" East a distance of 38.00
16 feet to the Point of Beginning, containing 0.22 of an acre;

17 ALSO,

18 Tract 2: That part of the Northeast Quarter of Section 18,
19 Township 32 North, Range 10 East of the Third Principal
20 Meridian, Will County, Illinois, described as follows:
21 Commencing at the Northwest corner of the Southeast Quarter
22 of the Northeast Quarter of said Section 18; thence, North
23 89°17'39" East along the North line of the Southeast Quarter
24 of the Northeast Quarter of said Section 18 a distance of
25 171.53 feet to the Point of Beginning; thence, North
26 38°25'59" East a distance of 132.68 feet to an iron rod;
27 thence, South 51°34'01" East a distance of 36.50 feet to a
28 railroad spike being on the southerly right of way line of
29 the Grantor (Norfolk and Western Railway Company); thence,
30 South 38°25'59" West along the last said right of way line a
31 distance of 372.00 feet to an iron rod; thence, North
32 51°34'01" West a distance of 36.50 feet to an iron rod;
33 thence, North 38°25'59" East a distance of 239.32 feet to the

1 Point of Beginning, containing 0.31 of an acre.

2 Section 10. Upon the payment of the sum of \$1 to the
3 State of Illinois, Department of Natural Resources, and
4 subject to the conditions set forth in Section 90 of this
5 Act, the Director of the Department of Natural Resources, on
6 behalf of the State of Illinois, is authorized to execute and
7 deliver to the City of Pana, an Illinois unit of local
8 government, a Quit Claim Deed to the following described real
9 property in Christian County, Illinois, to wit:

10 Parcel 729-02-9:

11 A strip of land 20 feet in even width off of the Easterly
12 side of the following described tract of land:

13 That portion of the abandoned Baltimore & Ohio Railroad
14 right-of-way lying in the Northwest Quarter of the Northwest
15 Quarter of Section 36, Township 12 North, Range 1 West of the
16 Third Principal Meridian, Christian County, Illinois, being
17 50 feet on either side of the originally located centerline
18 of said railroad, more particularly described as follows:
19 Beginning at the Northerly most corner of a triangular tract
20 of land described in deed recorded as Doc. No. 87-23700;
21 thence South 41 degrees 45 minutes 20 seconds East, 770.45
22 feet to the Southeasterly corner of said triangular tract of
23 land described in deed recorded as Doc. No. 87-23700; thence
24 South 89 degrees 44 minutes 31 seconds East, 134.59 feet;
25 thence North 41 degrees 45 minutes 20 seconds West, 971.55
26 feet to a point on the West Section line of Section 36;
27 thence South 00 degrees 15 minutes 23 seconds West, along
28 said West Section line, a distance of 149.41 feet to the
29 Point of Beginning, containing 0.45 acres, more or less.

30 Section 15. The Director of the Department of Natural
31 Resources, on behalf of the State of Illinois, for the

1 purpose of providing a safe detour route for the Tunnel Hill
2 State Trail, over and across the active tracks of the
3 Burlington, Northern & Santa Fe Railway Company, is
4 authorized to exchange certain real property in Johnson
5 County, Illinois, hereinafter referred to as Parcel "A", for
6 certain real property of equal value in said County owned by
7 said Railway Company, consisting of a Fee Simple Parcel,
8 hereinafter referred to as Parcel "B", and a Perpetual
9 Easement Parcel, hereinafter referred to as Parcel "C", such
10 Parcels being described as follows, to wit:

11 Parcel A: Part of the Southeast Quarter of the Northeast
12 Quarter of Section 31, Township 13 South, Range 3 East of the
13 Third Principal Meridian, Johnson County, Illinois, described
14 as follows:

15 Commencing at the intersection of the southwesterly
16 right-of-way line of the Burlington, Northern & Santa Fe
17 Railway Company, hereinafter referred to as "BNSF", and the
18 southeasterly line of the abandoned right-of-way of the
19 Southern Railway Company running between Harrisburg and
20 Karnak, Illinois, hereinafter referred to as the "Abandoned
21 Railway"; thence northeasterly on the southeasterly line of
22 the Abandoned Railway, to a point 25 feet normally distant
23 from the southwesterly right-of-way line of the BNSF, said
24 point being the Point of Beginning of the land being
25 described; thence continuing northeasterly on the
26 southeasterly line of the Abandoned Railway, to a point
27 southerly of and 25 feet normally distant from the
28 northeasterly right-of-way line of the BNSF; thence
29 northwesterly parallel with the centerline of the BNSF, to a
30 point on the northwesterly line of the Abandoned Railway;
31 thence southwesterly on said line of the Abandoned Railway,
32 to its intersection with a line that passes through the Point
33 of Beginning and is parallel with the centerline of the BNSF;

1 thence southeasterly to the Point of Beginning.

2 Parcel B: A strip of land 25 feet in even width off of the
3 northeasterly side of the right-of-way of the Burlington,
4 Northern & Santa Fe Railway Company, bounded on the westerly
5 end by the southeasterly line of the abandoned right-of-way
6 of the Southern Railway Company running between Harrisburg
7 and Karnak, Illinois, and bounded on the easterly end by the
8 northwesterly right-of-way line of Belknap Road;

9 ALSO,

10 A strip of land 25 feet in even width off of the
11 southwesterly side of the right-of-way of the Burlington,
12 Northern & Santa Fe Railway Company, bounded on the westerly
13 end by the southeasterly line of the abandoned right-of-way
14 of the Southern Railway Company running between Harrisburg
15 and Karnak, Illinois, and bounded on the easterly end by the
16 northwesterly right-of-way line of Belknap Road;

17 All in the Southeast Quarter of the Northeast Quarter of
18 Section 31, Township 13 South, Range 3 East of the Third
19 Principal Meridian, Johnson County, Illinois.

20 Parcel C: A strip of land 25 feet in even width running
21 between the southwesterly and the northeasterly lines of the
22 right-of-way of the Burlington, Northern & Santa Fe Railway
23 Company, said strip adjoining, being parallel with, and lying
24 westerly of the northwesterly right-of-way line of Belknap
25 Road, EXCEPTING 25 feet in even width off of the
26 northeasterly and southwesterly ends thereof, as measured
27 normal to the respective right-of-way lines of said Railway
28 Company;

29 All in the Southeast Quarter of the Northeast Quarter of
30 Section 31, Township 13 South, Range 3 East of the Third
31 Principal Meridian, Johnson County, Illinois.

1 Section 90. The conveyance of real property authorized
2 by Section 1 of this Act shall be made subject to: (1)
3 existing public utilities, existing public roads, and any and
4 all reservations, easements, covenants, encumbrances, and
5 restrictions of record; and (2) the express condition that if
6 said real property ever ceases to be used for public
7 recreation purposes, the title thereto shall revert to the
8 State of Illinois, Department of Natural Resources, said
9 condition to run with the land.

10 Section 99. This Act takes effect upon becoming law.