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IDOT/VILLAGE OF LONG GROVE
COORDINATION MEETING MINUTES
Tuesday, May 4, 2010
Village of Long Grove, Village Hall

Illinois Route 22
Quentin Road to Illinois Route 83
P-91-284-00

The purpose of the meeting was to update the Village on the comments received following the Public Information Meeting (PIM) and to present a revision to the proposed plan that addresses the comments. Village input on the plan revision is requested in select areas. The PIM was attended by 95 people, and 45 written comments were received. A Public Hearing, near the end of the Phase I process, is planned for late 2010. Once Village input is received, IDOT will proceed with finalizing the recommended plan.

IDOT met with the Village of Kildeer and the Lake County Forest Preserve District (LCFPD) to present how their comments have been addressed. A brief review of those changes was presented. Kildeer requested that the proposed 5-foot sidewalk be replaced with a 10-foot sidepath, which would extend from a planned Lake County Division of Transportation (LCDOT) path along Quentin Road east to Old McHenry Road. The sidepath will likely be bituminous and located five feet behind the back of curb on the south side of IL Route 22. Kildeer and LCFPD may pursue paths away from the roadway, within Egret March F.P. and Heron Creek F.P. connecting the two forest preserves, however the roadway plans will include a shelf that will accommodate the desired path within the roadway right-of-way. With the addition of the sidepath to the plans, the width of the outside lane in Kildeer is proposed to be reduced from 14 feet to 12 feet.

LCFPD had requested that any swales on or adjacent to their property be natural-looking, with a meandering alignment, areas of ponding, and rocks. LCPFD had stated that tree replacement would be allowed in the forest preserves in areas that would be designated as temporary use areas. These areas would be outside of the easements and right-of-way required to construct the road. Long Grove was not opposed to tree replacement being added to the forest preserves, however would prefer that trees be replaced near where they are removed from whenever possible.

Long Grove stated that they have prepared plans for a path along the west side of Old McHenry Road from IL Route 22 to downtown. The Village will provide these plans to IDOT.

The two primary Village of Long Grove comments subsequent to the PIM were requests to reduce/eliminate right-of-way impacts and minimize retaining walls. This is a significant challenge, as many of the retaining walls are required to specifically prevent encroachment into the Village's scenic corridor easements (SCE's). IDOT has spent the past several months making adjustments to the roadway alignment, profile, and retaining wall offsets to address the Village's most recent comments, to balance the Village's aesthetic concerns with IDOT's need to provide a safe and efficient roadway improvement.

Regarding retaining walls, there are several locations at which walls cannot be removed from

the plans, such as adjacent to high-quality wetlands and at floodplains. Also, there are some locations where walls have been added to the plans due to alignment and profile shifts, the need to provide sufficient room for drainage features and utility relocations, and also the need to maintain existing berm heights. There are several locations where retaining walls were able to be removed, shortened, or lowered. It was stated that there are still several locations where walls are shown to prevent or limit encroachment onto private property or SCE's. Further reductions in the number and extent of walls can be accommodated if the Village is agreeable to a certain degree of temporary or permanent easements within SCE's.

Regarding impacts to private property and the SCE's, there are locations at which temporary easements (TE's), permanent easements (PE's), and proposed right-of-way (PR ROW) will be unavoidable no matter what design is shown. Temporary easements will be required in select locations for the following reasons:

- Grading of embankments or cut sections to meet the existing ground.
- Re-establishment of driveways and cross-roads.
- Need to provide area for construction of box culverts perpendicular to IL Route 22.
- Need to provide 10 feet of space behind retaining walls for construction.
- Areas where retaining walls will need to be shortened or tapered to provide for sight distance at driveways and cross-streets.

Permanent easements or right-of-way acquisition will be required in select locations for the following reasons:

- Placement and maintenance of traffic signal equipment.
- Maintenance of box culverts.
- Maintenance of drainage swales.
- Compensatory storage to account for fill in floodplains.
- Roadway construction in extremely constrained sections.
- Areas where retaining walls will need to be shortened or tapered to provide for sight distance at driveways and cross-streets.
- A minimum of 7 feet of right-of-way or permanent easement is required behind retaining walls for placement of swales and utilities.

Plan and Profile sheets were presented, showing the changes to the design that address the Village's request to minimize retaining walls and property impacts. Changes to the proposed alignment and profile since the PIM were shown in red on the plans. Retaining walls that have been removed were shown with red "X's" on them. In locations where retaining walls could be removed if the Village was agreeable to encroachment into SCE's or private property, green linework was shown that illustrated the resulting grading limit line and any required temporary or permanent easements. It is at these locations that IDOT requests the Village to select the preferred course of action: retaining walls or no retaining walls with some encroachment.

The Village re-stated a concern about the aesthetic character of the walls. The Village requested that the walls be both durable and low-maintenance, and asked if modular block walls could be used. IDOT responded that those are acceptable when the wall is retaining the adjacent ground, i.e., in cut-sections where the adjacent ground is higher than the roadway.

This type of wall is also only feasible when the wall is set a sufficient distance from the roadway. There is a height limitation for the installation of this type of wall. The Village prefers decorative walls to plain concrete where possible. A photo of a block wall installation on IL Route 22 to the east was shown, and is attached.

Referring to the plans, Civiltech began at the western Village boundary and explained the reason for the retaining walls, noted where they were added or removed from the plans, and also noted where the Village has an option to have a retaining wall installed or not. Walls are numbered on the plan sheets for reference.

- **Wall #8.1, Sta. 79+50, LT – ADDED** – Just west of the Village border, the alignment was shifted north to reduce residential and business relocations. This new fill-section retaining wall is shown to avoid impacts to the ADID wetland on the north side of IL Route 22. IDOT may determine that this wall could be removed from the plans with mitigation for the slight impact to the wetland.

- **Wall #10, Sta. 108+00, LT – SHORTENED** – The length of the proposed cut-section wall has been reduced at the farm property on the northeast corner of IL Route 22/Old McHenry Road at the request of the property owner. The owner prefers grading onto the property in lieu of retaining walls. The remaining cut-section wall could be removed from the plans if redevelopment of this property pre-dates the roadway improvement.

- **Wall #11, Sta. 110+00, RT – SHORTENED** – This fill-section wall was able to be shortened on both ends, however most is still required to avoid impacts to the SCE. If the wall is constructed, a TE will be required in the SCE to allow for 10 feet of room behind the wall for construction. It was noted that for roadside safety, each of the walls along the corridor will need to be protected in some fashion through the use of guardrails or impact attenuators extending beyond the limits of the physical wall, at both ends. Illustrations of these treatments were shown and are attached. It was also noted that a box culvert exists at Sta. 113+00, which will require TE and PE in the SCE under any option.

  Village Option: This wall can be removed if the Village allows additional PE in the SCE. The PE would be required to re-establish an existing drainage swale that gathers runoff from private property toward the roadway and runoff from the roadway embankment behind the back of curb. Short segments of the existing path would also be re-graded within the PE. IDOT will discuss with its hydraulics and right-of-way staff the potential for the swale to be Village-maintained, which might eliminate the need for the PE. Only a TE would be required.

- **Wall #12, Sta. 111+00, LT – REMOVED** – This cut-section wall has been removed at the farm property on the northeast corner of IL Route 22/Old McHenry Road at the request of the property owner. The owner prefers grading onto the property in lieu of this wall.

- **Wall #13, Sta. 118+00, LT – REMOVED** – This cut-section wall has been removed. Grading is now proposed within the PR ROW. PR ROW is required under any roadway improvement scenario and cannot be avoided. There is no SCE present at this

location.

- **Wall #14, Sta. 119+00, RT – REMOVED** – This cut-section wall has been removed. Roadway grading can be accommodated within the existing right-of-way.

- **Wall #15, Sta. 120+00, RT – SHORTENED** – This fill-section wall was shortened on the east end by allowing some drainage to the roadway over the back of curb since the roadway profile is in a crest section. The remainder of the wall must be kept to avoid encroachment into the SCE. Even with the wall, PE and TE will be required in the SCE at the Oak Creek Lane to allow for a tapered wall for sight distance. Aside from the sight distance taper, this wall will be constructed at the back of the 2-foot concrete gutter along the south edge of pavement. To provide for necessary drainage swales and utilities replacement, it will be a Jersey-style concrete barrier wall, similar to what is constructed on IL Route 22 east of IL Route 21 in Lincolnshire. It will require end protection in the form of impact attenuators or guardrail extending from both ends. See attached photos.

  Village Option: This entire wall can be eliminated if the Village allows a PE in the SCE. The PE would be required to establish a drainage swale to gather both runoff from private property toward the roadway (in most sections) and runoff from the roadway embankment behind the back of curb (in all sections). IDOT will discuss with its hydraulics and right-of-way staff the potential for the swale to be Village-maintained, which might eliminate the need for the PE. It was noted that there would be minimal tree loss within this potential PE as there are few trees behind the proposed edge of pavement between Oak Creek Lane and Sta. 124+00. IDOT also noted that if the Village were to allow an additional temporary use area within the SCE, this would be a prime location to plant replacement trees.

Mr. Lothspeich indicated he soon had to leave for another appointment, so subsequent wall numbers 16, 16.1, 17, 18, 18.1, 19, and 22 were not discussed in detail. There are Village options at wall numbers 16, and 18.1. It was noted that the acquisition previously shown on the Kapov property on the northwest corner of IL Route 22 and North Krueger Road is no longer needed due to an alignment shift to the south over what was previously proposed, and a small raising of the profile in that area. The following walls were briefly discussed:

- **Walls #20 and #21, Sta. 141+00, RT/LT – LOWERED** – These fill-section walls must remain due to ADID wetlands, and floodplains and floodways associated with Willowbrook Drain. The walls also minimize impacts near the Eastern Prairie Fringed Orchid Nature Preserve. However, the walls have been lowered by reducing IDOT's minimum freeboard requirement to below 3 feet above the 5-year storm at the edge of pavement. The profile is shown below what was previously proposed, though it is still about two feet above the existing centerline grade. This will require a design exception.

- **Wall #22.1, Sta. 151+00, RT – ADDED** – This cut-section wall was added to the plans to preserve the height of the existing berm, and to prevent encroachment into the SCE.

  Village Option: All or portions of this wall could be removed if the Village allowed

temporary easements for grading into the adjacent SCE. A reduction in berm height of 1 to 3 feet would result.

- **Wall #23, Sta. 161+00, RT – NO CHANGE** – This wall contains both cut- and fill-sections. It protects existing berm height and minimizes encroachment in to the adjacent SCE. This wall must be set so that it does not interfere with sight distance at Old Indian Creek Lane or Stone Haven Drive. A TE will be required in the SCE to construct this wall, and a PE will be required near Stone Haven Drive to accommodate sight distance. A Jersey-style concrete barrier at the back of gutter is not feasible due to sight distance needs. A TE and PE are also required to construct and maintain the box culvert crossing at approx. Sta. 162+75.

  Village Option: All or portions of this wall could be removed if the Village allowed TE's for grading and a section of PE for a drainage swale in the adjacent SCE. A 1 to 2-foot reduction in berm height would result along a 100-foot length of berm. IDOT will discuss with its hydraulics and right-of-way staff the potential for the swale to be Village-maintained, which might eliminate the need for much of the PE. Only at TE would be required. A PE will still be required at the box culvert crossing.

- **Wall #24/25, Sta. 166+00, RT – LENGHTENED** – This cut-section wall was not discussed in detail. Its purpose is to maintain existing berm heights. A TE is required in the SCE to construct this wall. The eastern portion is Jersey-style barrier at the back of gutter.

  Village Option: All or portions of this wall could be removed if the Village allowed TE's for grading PE's for a drainage swale in the adjacent SCE. A reduction in berm heights would result in some sections. IDOT will discuss with its hydraulics and right-of-way staff the potential for the swale at 169+00 and 170+00 to be Village-maintained, which might eliminate the need for the PE. Only a TE would be required.

- **Walls Along North Krueger Road and Krueger Court** – The existing slope of North Krueger Road is 6% down to IL Route 22. The proposed slope of North Krueger Road was previously shown as improved to 4%. Many PIM attendees were pleased that the slope was proposed to be reduced. The improvement to 4% required a number of retaining walls along North Krueger Road and Krueger Court. At the Village's request, in an effort to reduce retaining walls and reduce the slope of private Krueger Court, the slope of the proposed profile was changed back to 6%, which is no better than the existing slope. The incline would be shifted approximately 100 feet north of its current location, away from IL Route 22. The profile change is illustrated on the plan sheet. Several walls were able to be removed from the plan and Krueger Court grade will be lessened. A shift in the alignment of IL Route 22 to the south (five feet more than the previous design), and a raising of the profile (one foot more than the previous design) helped the reduction of walls. Civiltech noted that the 6% grade approaching a signalized intersection is not preferable. IDOT noted that the design still needs IDOT Geometrics approval, so is not final.

The Village expressed an understanding of how grading impacts into a SCE may be preferred over the use of retaining walls in some areas. However, any impacts to the SCE's will need to be approved by the Village Board for the project to receive Village support. The Village is

generally opposed to transferring ownership of the SCE's. IDOT explained that, where the only impact is grading back to existing ground, a temporary construction easement would be needed, in which the ground would be graded, and ownership of the land would not change. The Village requested that, if the ground is graded, it should be flat enough to allow for plantings. IDOT stated that, if a swale is needed outside the right-of-way to capture water draining from off-site toward the road, a permanent easement would be needed to allow IDOT to maintain the swale. However, IDOT stated that if the Village agrees to maintain the swales, a permanent easement may not be needed. IDOT will verify with its Hydraulics and Right-of-Way groups to determine if this is possible. The Village asked if drainage could be carried in a pipe rather than a swale to reduce impacts. IDOT responded that a swale would still be needed to capture the runoff before it could be drained into a pipe.

Other items subsequently discussed with the Village included the following.

- Due to tree impacts, IDOT has elected to remove the previously proposed water quality basin from the plans. A combination of in-line detention, mechanical separators and long ditches to improve water quality prior to runoff entering Willowbrook Drain will be investigated instead.

- As a certified community, the Village asked if the Village engineer's approval for the drainage plans would be required. IDOT stated it is working to meet the spirit of the Lake County ordinance, however only IDOT approval is required.

- The Village pointed out existing drainage problem areas:
    - The Heron Creek pond has overtopped the roadway on occasion. Additional fill in pond may make it worse. IDOT noted that the flood elevation is not known, as this is listed as a Zone A floodplain on the FEMA maps, which do not include 100-year flood elevation. IL Route 22 is being raised here to prevent pavement flooding, and a report is in the process of being prepared for the nearby box culvert.
    - The Willowbrook Farm pond on south side of IL Route 22 approx. Sta. 151+00 is a man-made pond that causes flooding problems for the adjacent homeowners. This pond does not overtop IL Route 22.
    - Flooding problems were noted near the Royal Melbourne pump house on north side of IL Route 22 approx. Sta 162+00. A report is in the process of being prepared for the nearby box culvert.

- Since right-of-way is not available east of Old McHenry, the 10-foot bituminous sidepath cannot be continued. A path could be continued if construction in the SCE's was allowed. The Village stated it is considering a path east to North Krueger Road, and then north to Gilmer Road, where it could connect to two schools. At the Village's request, IDOT is attempting to not preclude the future installation of a path along North Krueger Road. The Village will state to IDOT its preference for or against the construction of a path as part of the IL Route 22 roadway improvement.

- The Village noted that its tree replacement policy for signature trees is on an inch-by-inch basis, and replacements must be three inches minimum. For example, a 24-inch tree would be replaced by eight 3-inch trees, six 4-inch trees, etc. IDOT's tree replacement policy is a 1:1 basis. The Village forester would be on-site to oversee the

planting.

- North Krueger Road is planned to be closed between IL Route 22 and Krueger Court during the reconstruction of this segment due to the profile corrections along North Krueger Road combined with the constrained working area. A preliminary detour plan has been prepared to route traffic north to Gilmer and back south along IL Route 83.

- Following the Public Meeting, the installation of a temporary traffic signal was requested at the intersection of IL Route 22/North Krueger Road until the permanent traffic signal is completed as a part of the proposed roadway improvements. This was studied and determined to not be feasible since, without left turn lanes and sufficient roadway capacity on IL Route 22, a traffic signal would be a detriment to the operation of IL Route 22. A permanent traffic signal will be part of the proposed roadway improvements, despite the term "potential" used in the PIM brochure.

- The Village requested a copy of the plans as presented. IDOT stated that these revised plans have not been through thorough review in the Bureau of Design, therefore they cannot be provided at this time. IDOT will provide the Village a less engineered exhibit in PDF format for presentation to the Board, along with other exhibits and a list of talking points. IDOT offered to make the presentation to the Village Board. The Village and IDOT will discuss the possibility of a presentation at the May 25th meeting.

The following commitments were made:

- The Village will provide plans to IDOT for the proposed path along the west side of Old McHenry Road to IDOT.

- IDOT will internally discuss the possibility of the Village maintaining drainage swales outside of the roadway right-of-way if this condition would eliminate the need for permanent easements within the scenic corridor easements. Temporary easements would still be required in most locations.

- The Village will coordinate with IDOT about the possibility of an IDOT presentation at a Village Board meeting.

- After the Board meeting, the Village will provide a written summary of its preferences for or against retaining walls at the identified locations where there is an option.

- The Village will state to IDOT its preference for or against the construction of a path as part of the IL Route 22 roadway improvement.

By:
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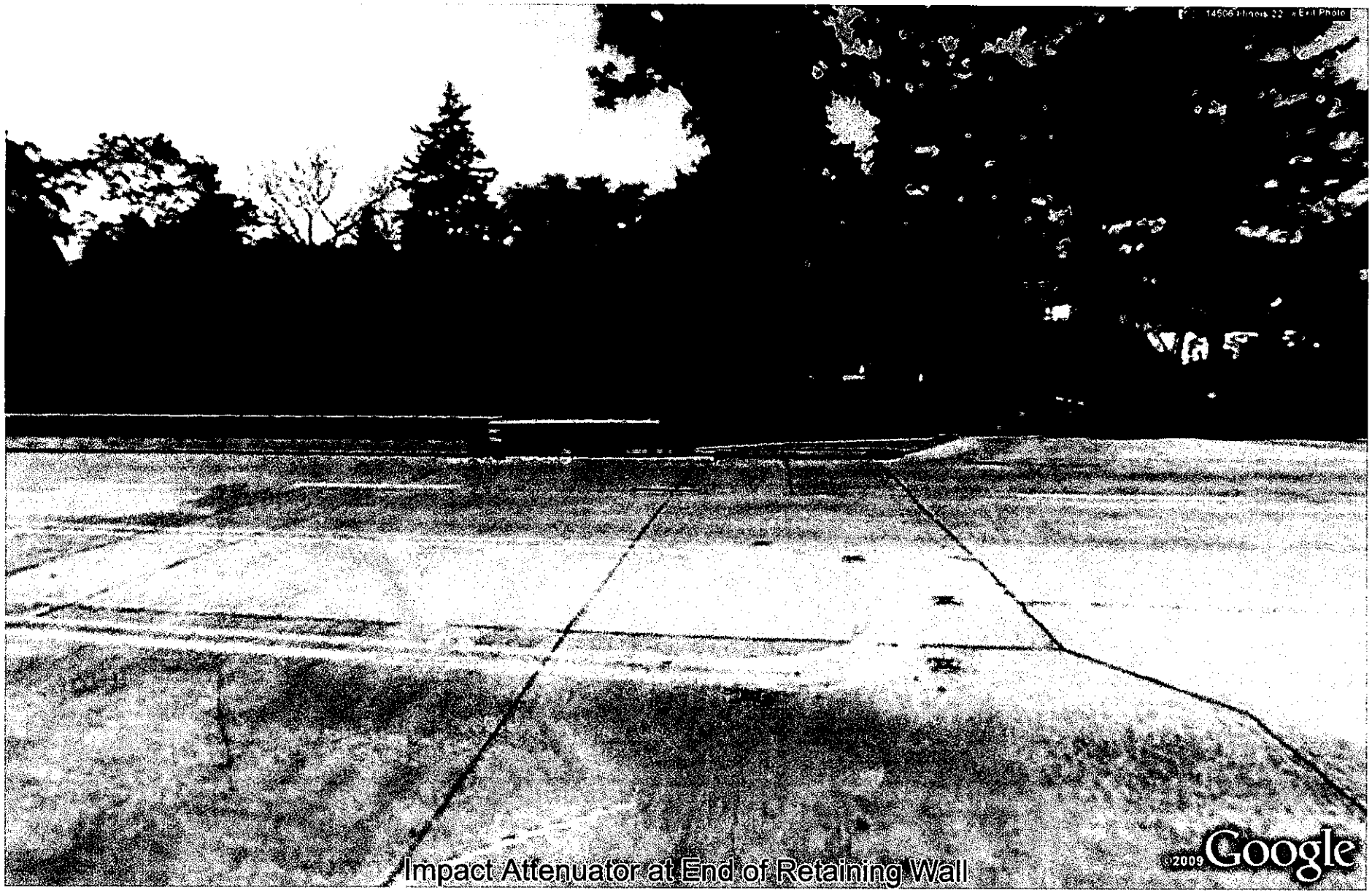

Impact Attenuator at End of Retaining Wall

Guardrail Transition to Jersey-Style Wall
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Guardrail Terminal
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Modular Block Wall
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