

Item #16A:
Village Engineer Perry
North Krueger Road - Update

Meeting Minutes

Village of Long Grove
Krueger Road
FHWA / BDE Local Coordination Meeting

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Date: April 4, 2017

Project: Village of Long Grove
Krueger Road – IL Rte 22 to Gilmer Road
Lake County, IL
Section #: 16-00010-00-PV
Time: 9:20 am
Date: April 4, 2017
Location: IDOT – District One Executive Conference Room

Attendees: See Attached Attendance Roster –
Note: this discussion was an add on to the Robert Parker Coffin Road meeting and there was not a separate sign in sheet

Meeting Purpose:

The Village requested an opportunity to briefly discuss the ongoing Krueger Road project given public objection to the proposed improvements on the basis of impacts to significant mature oak trees that would be impacted.

Discussion Items:

Dan Brinkman of Gewalt Hamilton explained that the Village initiated Phase I for Krueger Road between IL Rte 22 on the south and Gilmer Road on the north. The scope of work was anticipated to be a pavement reclamation in accordance with 3R guidelines which require 4-ft wide shoulders (paved or unpaved).

Mr. Brinkman clarified that there are 3 components of the project:

- Southern Portion (IDOT) – IL Rte 22 to Krueger Ct – approximately 600-ft which will be reconstructed by IDOT with the IL Rte 22 improvement project. This portion of the roadway would be a 2-3-in milling and resurfacing as part of the Village's project.
- Middle Portion – Krueger Ct to Eleanor Dr. – approximately 1500 ft. This portion of the corridor has a considerable number of mature oak and other native hardwood trees that would be negatively impacted (removed) by the grading required to accomplish the required 4-ft wide shoulders.
- Northern Portion – Eleanor Dr. to Gilmer Road – approximately 3700-ft considerably less tree impacts if constructed with the required 4-ft wide shoulders.

Mr. Brinkman inquired about the potential for a Design Variance to not provide the shoulder in the middle portion of the project.

Mr. Raffensperger inquired about the posted speed limit and questioned whether the trees were within the clear zone (14-ft from the pavement edge). Mr. Brinkman responded that the posted speed limit is 30-mph and indicated that there are certainly trees within the clear zone. Mr. Raffensperger responded that a request for a Design Variance to allow trees to remain within the required clear zone would not be approved since the trees would be deemed a hazard to traffic.

Discussion ensued regarding funding eligibility for the south and north portions of the project if the Village were to construct the "middle" portion using local funds.

Mr. Raffensperger indicated that there is a section within the Project Development report that pertains to staged construction.

Identifying the "middle" portion of the roadway as a later stage would allow the Village to improve that portion using local funds to their own standard while maintaining eligibility for the other components. The improvements not constructed in accordance with the 3R criteria would be non-participatory costs.

The meeting concluded at approximately 9:30 am.

These minutes have been prepared based upon the notes taken and information presented at the meeting. Should there be any changes, please advise within seven working day from the date of these minutes.

These minutes prepared by:
GEWALT HAMILTON ASSOCIATES, INC.



Daniel P Brinkman, P.E., PTOE