



MINUTES OF THE SPECIAL MEETING OF THE VILLAGE BOARD OF LONG GROVE INFRASTRUCTURE REVIEW WORKSHOP

CALL TO ORDER: At 7:08 p.m., Village President Underwood called the August 18, 2014 Special Meeting of the Village Board to order.

President Underwood began the meeting by stating it was one of four or five workshops that would be held over the next several months to address infrastructure of the Village. President Underwood introduced the facilitator of the meeting, Greg Kuhn from Sikich, a professional services firm.

Mr. Kuhn explained that the meeting was designed to review the technical aspects of the conditions of the pavements and roads in the Village. After a presentation on infrastructure and engineering, the Board and working group (comprised of residents who live along public roads and private roads) would have an opportunity to discuss and ask questions. No decisions would be made that evening.

Mr. Kuhn proceeded to tell the residents at the meeting that the next workshop would cover economic development in Long Grove, and the third session would cover finances. He encouraged all meeting participants to come to the sessions with an open mind and listen; everyone could participate in the discussions; all ideas would be considered; to cover everything fully, time needed to be used wisely. Mr. Kuhn said that the Staff would do their best to accommodate the members of the working group's schedules when setting up future meetings. The end goal of the meetings is to come to a group consensus on action items.

Mike Shrake from Gewalt Hamilton, an engineering firm, was introduced. Gewalt Hamilton was hired to evaluate the Village's public roads. Mr. Shrake presented the findings of that study.

Twenty-nine miles of public roads in the Village were inspected by engineers from Gewalt Hamilton. The Pavement Condition Index (PCI) a rating scale was used as an evaluation tool, to help determine the condition of Long Grove's public roads. Their findings show that 4% of the Village's public roads are in good condition while 43% of the roads are failing. While all public roads are currently passable, 96% of our roads are rated in poor condition.

After analyzing the results of the roads inspection, Gewalt Hamilton recommends a 15-Year Road Program to be used as a tool for planning and budgeting of public road repairs. Mr. Shrake explained that when repairing/repaving roads, there are options for potential cost savings. By combining road paving programs with other communities, such as Kildeer, the cost could be reduced. Another option would be to pursue grants and outside funding. A third option would be to invest in more substantial pavement improvements to provide a longer serviceable road life. Federal funding for FAU (Federal Aid Urban) roads is a viable option in reducing road repair costs in the Village. FAU designated routes include Cuba Road, Indian Creek Road, and Long Grove Road. Potential FAU routes include N. Krueger and S. Krueger.

When repairing the roads, Gewalt Hamilton believes there are two options: 1) patching; 2) repaving by utilizing full depth reclamation. While the costs are about the same, full depth reclamation would lead to less patching in the future. If this option was done today, the roads wouldn't have to be repaved for 25-30 years.

Three roads were identified to be first in line for repairs - N. Krueger, Indian Creek Rd., and a small section of Checker.

After completion of the presentation by Mr. Shrake, the meeting was open for discussion and questions from the Board, work group, and audience.

MEETING AJOURNED: 10:16 p.m.