



HOA Presidents Meeting 2023



ROYAL MELBOURNE
COUNTRY CLUB

Thank You!

Agenda

1. Sheriff Department: Lieutenant Keith Kaiser and Deputy Chief Gianni Giamberduca
2. Village Update: Village President Jacob and Village Manager Jackson
 - ▶ Economic Development
 - ▶ Village Road Paving
 - ▶ Rt 53 Task Force Update
 - ▶ Village Finances
 - ▶ New Village Hall
3. Conservancy Best Practices: CSCC Staff Liaison Natalie Benner
 - ▶ New Grant Program
4. HOA Road Maintenance Best Practices: Village Engineer Geoff Perry
5. Feedback – Q&A

Thank you for
serving!



Economic Development

▪ KEY VILLAGE GOALS:

- ▶ Maintain the quality of the village
- ▶ Preserve **zero** Village property tax
- ▶ Increase sales tax revenues to fund Village initiatives

▪ ACTIVITY:

- ▶ New businesses 2022 to present:
 - ▶ In the downtown: Hidden Gem, Vintage Charm Homestead, Ash & Willow Salon, OatFlow Café changed owners. It's now Blu Fig Cafe
 - ▶ Long Grove Commons: Blue Daisy Floral and Sunset Grove Haku Sushi closed & re-opened as TTO Bokki,
- ▶ Business Applications in Process:
 - ▶ Near Menards: Self Storage still in process & Interest in a Gas Station/Mini Mart, Near Sunset Foods: Quik Trip on the South 15
- ▶ PUD: Phillips Estates, 19 homes 35 acres south of Cuba Rd. across from Glenstone

Public Road Paving

- ▶ 70% complete in 8 years on the 15-year plan through 2022
- ▶ Roads Planned for 2023

Base Bid: Increase completion to 74%

- ▶ Robert Parker Coffin Rd - Archer Lot to Rt 83'
- ▶ Long Grove Road - at Rt53 to Brightview Landscaping
- ▶ Creekside Dr from Indian Creek Rd
- ▶ Arrowhead Road & Tribal Court from Creekside Rd

Alternate Bid 1: Increase completion to 75%

- ▶ Robert Parker Coffin Rd - from Rt53 to RPC Bridge
- ▶ Archer Rd. - From Robert Parker Coffin Rd to Old McHenry Rd

Alternate Bid 2: Increase completion to 77%

- ▶ Three Lakes Drive - 2 segments

Status of State / County Highway Improvements

County Roads:

- **Widening Gilmer & Midlothian Intersection:** Almost complete.
- **Widening Aptakisic from Route 83 to Buffalo Grove Rd:** In Phase 3 Construction starting May 2023.
- **Arlington Heights Rd - Lake Cook to Rt 83:** In Phase 2 Design Engineering. Construction planned for 2024

State Highways:

- **Route 22 widening Quentin to Route 83:** In Phase 2 Design w/ construction schedule unknown.
- **Route 22 & 83 Intersection improvements:** In Phase 1 Feasibility Study. In multi-year 2023-2027 construction plan.
- **Route 83/60 widening & overpass CNR RR:** In Phase 2 Design Engineering but no planned construction date.

Aligned with Lake County's Consensus Plan - 3 of the priority projects are in / near Long Grove.

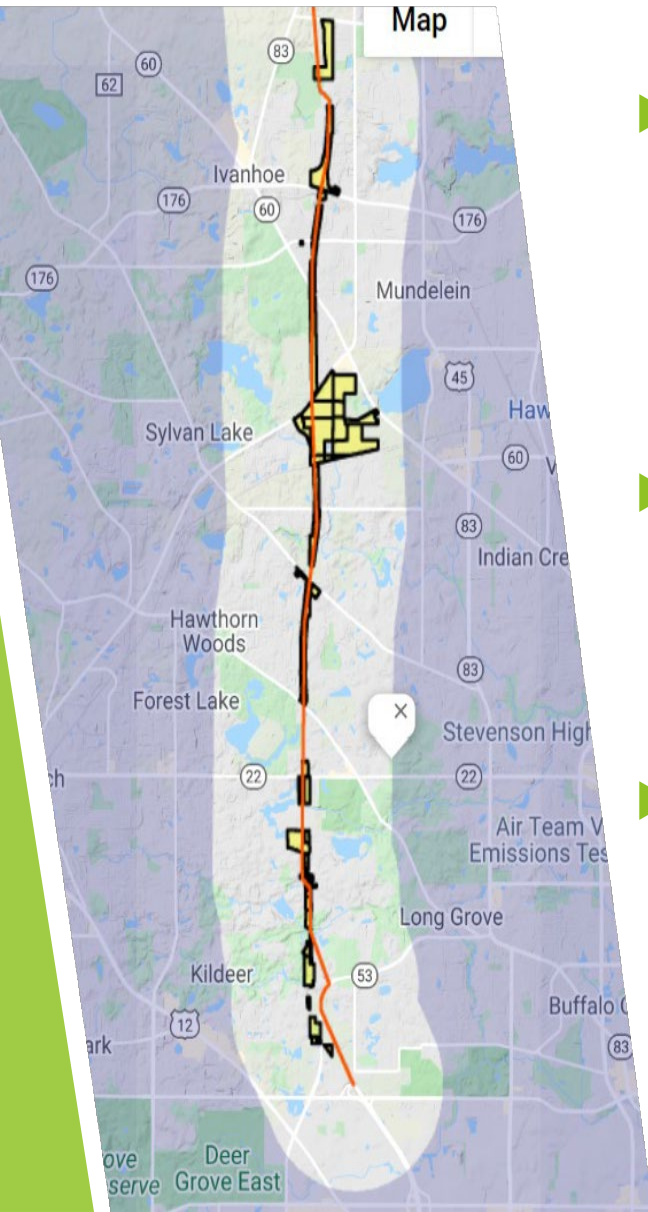


5 Project Priorities
Highlighted in 2017



- US 45 (IL 60 to IL 22)
- IL 60/63 (IL 176 to EJ&E RR, grade separation)
- IL 131 (Sunset Ave to WI line)
- US 45 (IL 132 to Washington St)
- IL 22 (Quentin Rd to IL 83)

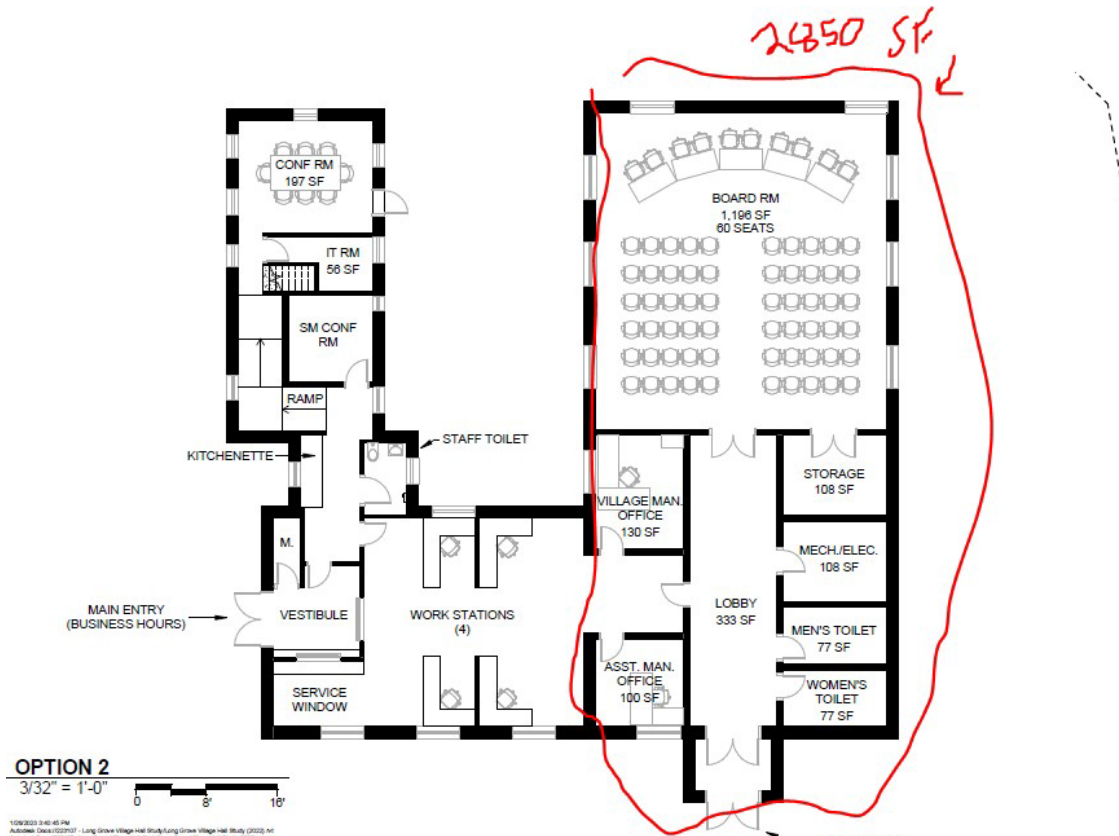
Route 53 Task Force Update



- ▶ The Task Force formally adopted a resolution that outlined the history /rationale behind the desire to create a State Park or State Trail and other open and natural conservation areas in the former Rt53 corridor.
- ▶ The task force recommended that the Illinois Department of Transportation transfer the state-owned parcels to the Illinois Department of Natural Resources
- ▶ That a working group be established to assist with the development of the site and the identification of funding sources for the Department of Natural Resources for the maintenance and staffing of the trail

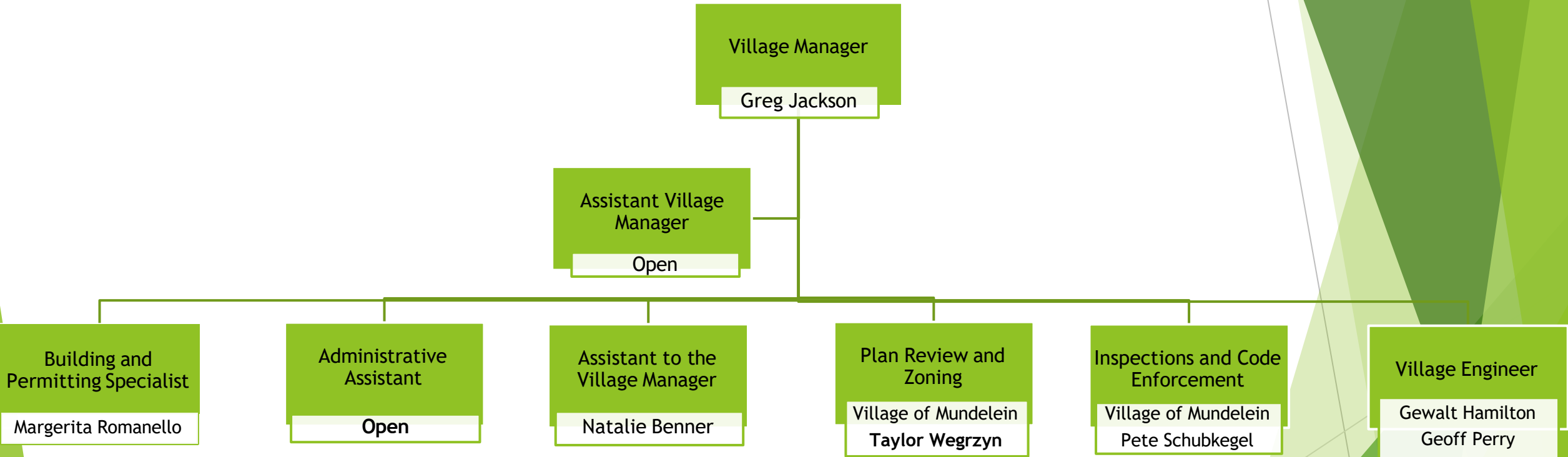
Village Hall Expansion

- ▶ Long Grove receive 1.075m ARPA Funds
- ▶ Hired Architect to help with plans



*Village Hall - Old Drexler Tavern building donated in 1974.

Village Staff Changes



General Fund Revenues

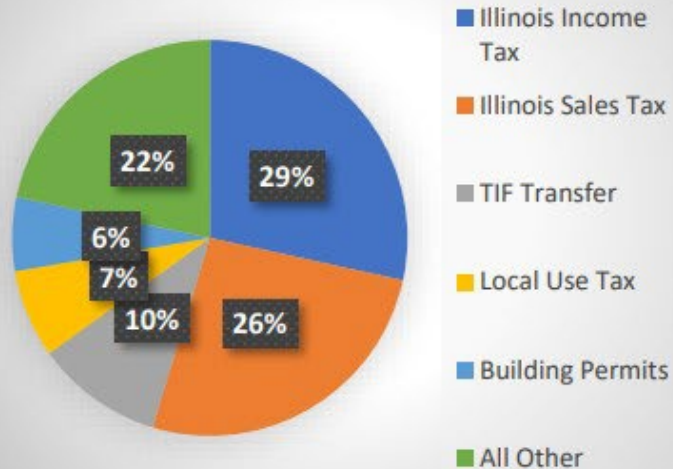
Budgeted Revenues

FY 22/23 Amended	\$3,415,435
FY 22/23 Projected	\$4,123,440
FY 23/24 Budgeted	\$4,571,882

General Fund Revenue Comparison



General Fund Top Revenue Sources



Illinois Income Tax
\$1,300,000 = 28.4%

Illinois Sales Tax
\$1,200,000 = 26.2%

Tax Increment Financing Transfer
\$475,597 = 10.4%

Local Use Tax
\$330,000 = 7.2%

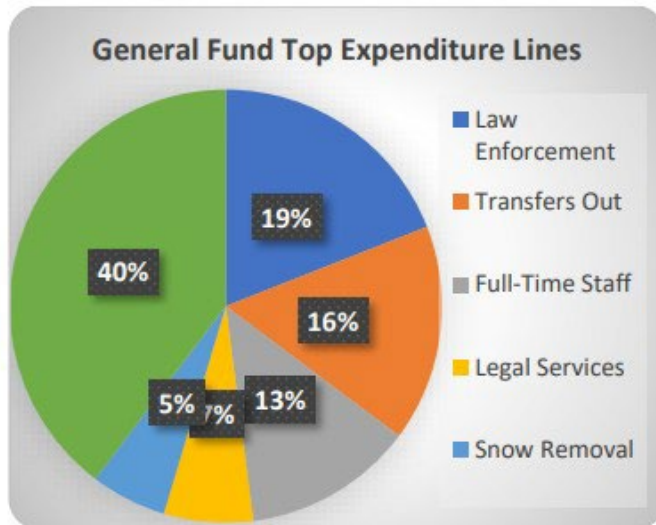
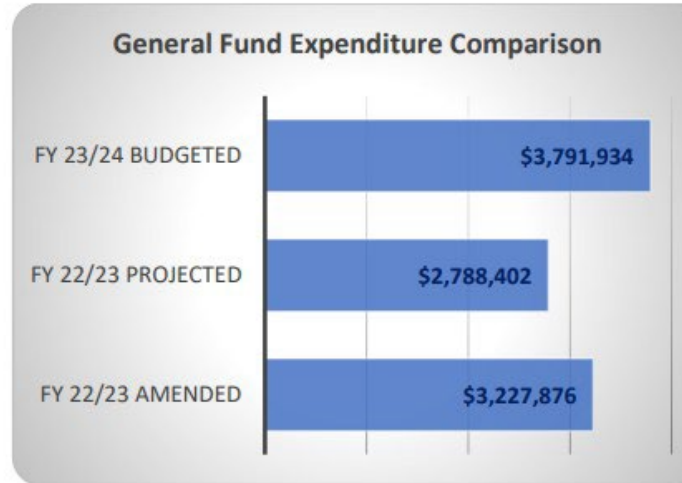
Building Permits
\$275,000 = 6.0%

Total Top Five Revenue Sources
\$3,580,597 = 78.2%

General Fund Expenditures

Budgeted Expenditures

FY 22/23 Amended	\$3,227,876
FY 22/23 Projected	\$2,788,402
FY 23/24 Budgeted	\$3,791,934

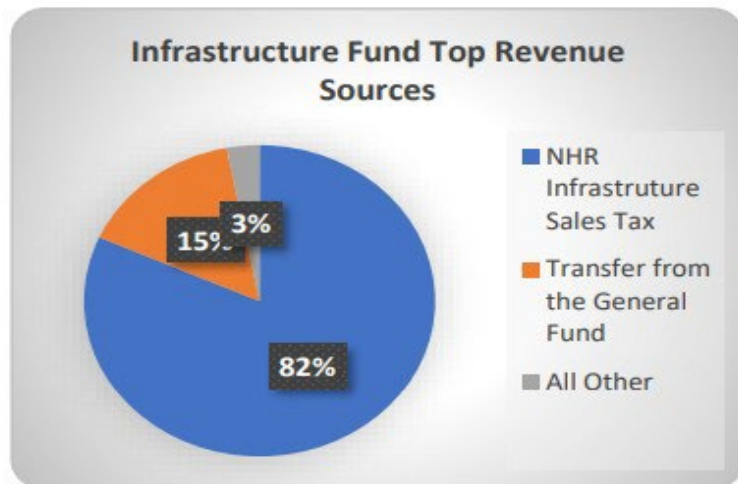
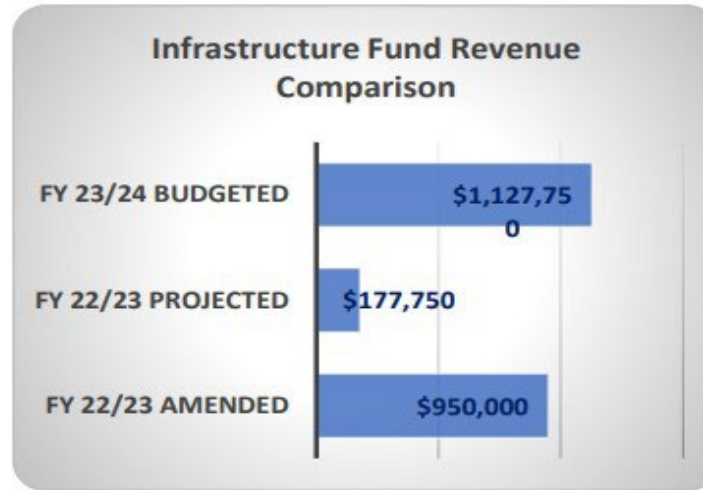


Law Enforcement	\$ 721,684 = 19.0%
Transfers Out	\$ 613,788 = 16.2%
Full-Time Staff	\$ 483,326 = 12.7%
Legal Services	\$ 253,119 = 6.7%
Snow Removal	\$ 215,000 = 5.7%
Total Top Five Expenditure Lines	\$2,273,917 = 59.9%

Infrastructure Revenues

Revenues

FY 22/23 Amended	\$942,000
FY 22/23 Projected	\$986,357
FY 23/24 Budgeted	\$1,162,750



Non-Home Rule Infrastructure Sales Tax

\$ 950,000 = 81.7%

Transfer from the General Fund

\$ 177,750 = 15.3%¹

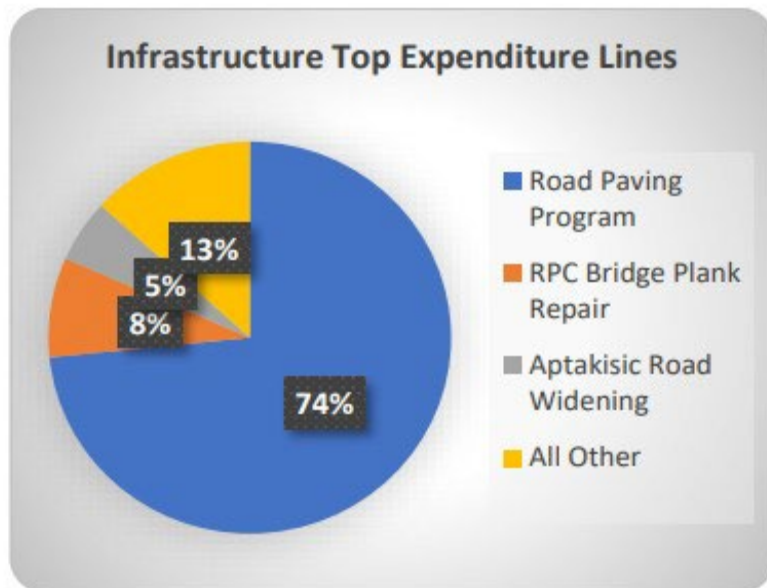
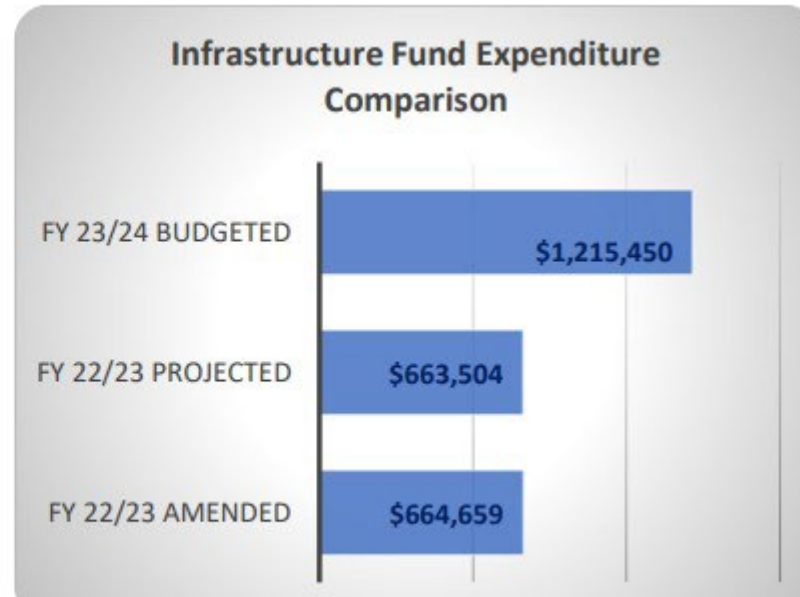
Total Top Two Revenue Sources

\$ 1,127,750 = 97.0%

Infrastructure Expenditures

Expenditures

FY 22/23 Amended	\$ 664,659
FY 22/23 Projected	\$ 633,504
FY 23/24 Budgeted	\$1,215,450



Road Paving Program

\$ 891,900 = 73.4%

RPC Bridge Plank Repair

\$ 100,000 = 8.2%

Aptakisic Road Widening

\$ 62,700 = 5.2%

Total Top Three Expenditures

\$1,054,600 = 86.8%

Conservancy and Scenic Corridor Committee

Natalie Benner

nbenner@longgroveil.gov

The Conservancy/Scenic Corridor Committee (CSC) shall review all applications relating to the maintenance, renovation, replanting or enhancement of conservancy, scenic corridor, and woodland conservancy easements.

Conservancy & Scenic Corridor

What's the difference?

Conservancy:

Conservation of land and water resources, protect the health of the area, protection from flooding, sedimentation, pollution, aquifer supply, and maintaining forest coverage.

Often determined by soil type.

- **Upland:** Forested areas and areas with more than one-fourth acre having a slope greater than 12 percent or areas of silt loam.
- **Lowland:** all land lying below the highest flood of record as set forth in the hydrologic investigations, atlas series HA 208 Q 71, published by the U.S. Geological survey
- **Scenic Corridor:**
 - 100-200 Feet on State, County, and Village streets*
 - All significant natural vegetation shall be preserved and maintained and shall not be mowed, cultivated, sprayed or disturbed.



Invasive Species Grant

Questions:
grants@longgroveil.gov

- ▶ Apply Online
 - ▶ Longgroveil.gov
 - ▶ Looking for Grants
- ▶ The Invasive Plant-Pilot Grants Program focuses on the prevention, control, and eradication of invasive plants and aims to achieve the following objectives:
 - Target and treat invasive plants that can negatively transform native plant communities
 - Assist in preventing flooding, conserving water, and restoring habitat to wildlife
 - Increase local capacity to manage and prevent encroachment of invasive plants
 - Use an integrated weed management approach when treating areas infested with invasive plants through available tools, including manual, cultural, mechanical, chemical, and biological control methods
 - Reseeding and planting native vegetation is critical to a successful invasive plant remediation project

Village Engineer

Geoffrey Perry

Direct: (847) 821-6231

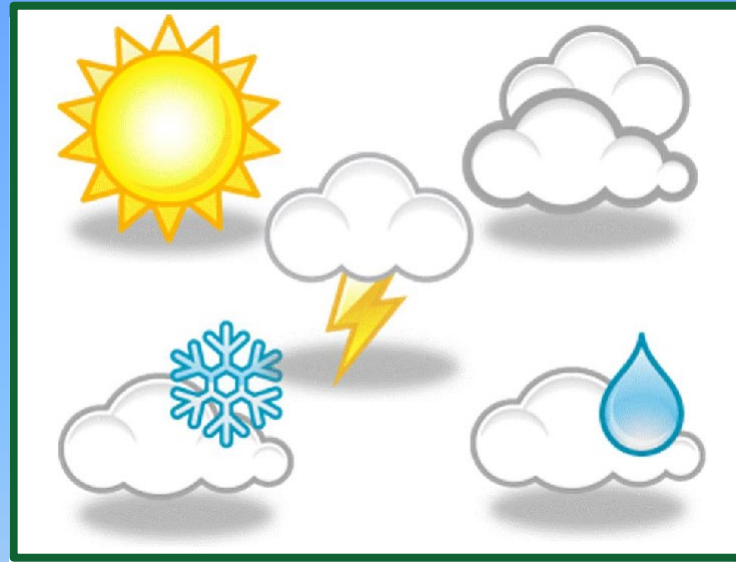
Email: gperry@gha-engineers.com



Road Maintenance
HOA President's Meeting
May 16, 2023



Chicagoland
weather impacts
pavement life



Pavement Condition Study

Establishing a plan

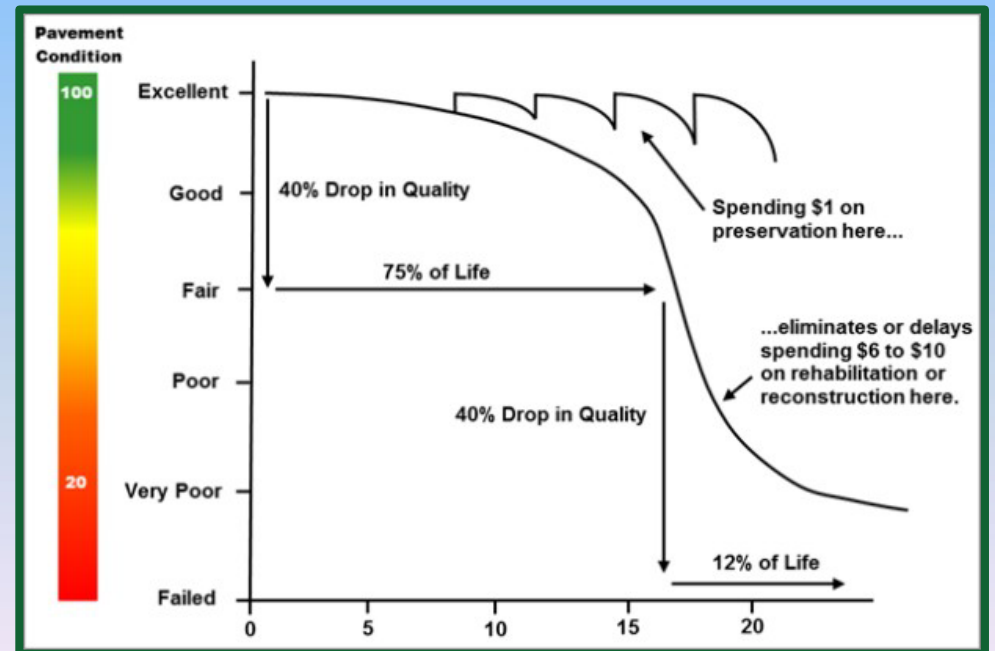


Pavement condition declines over time. Implementing a pavement maintenance plan will not only improve longevity but positively impact your bottom line.

Remember the old adage...

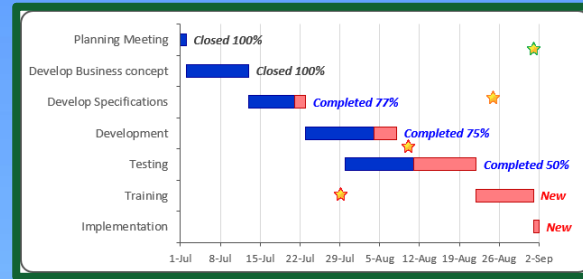
“Pay now, or pay later”

This typically holds true with pavement maintenance and construction



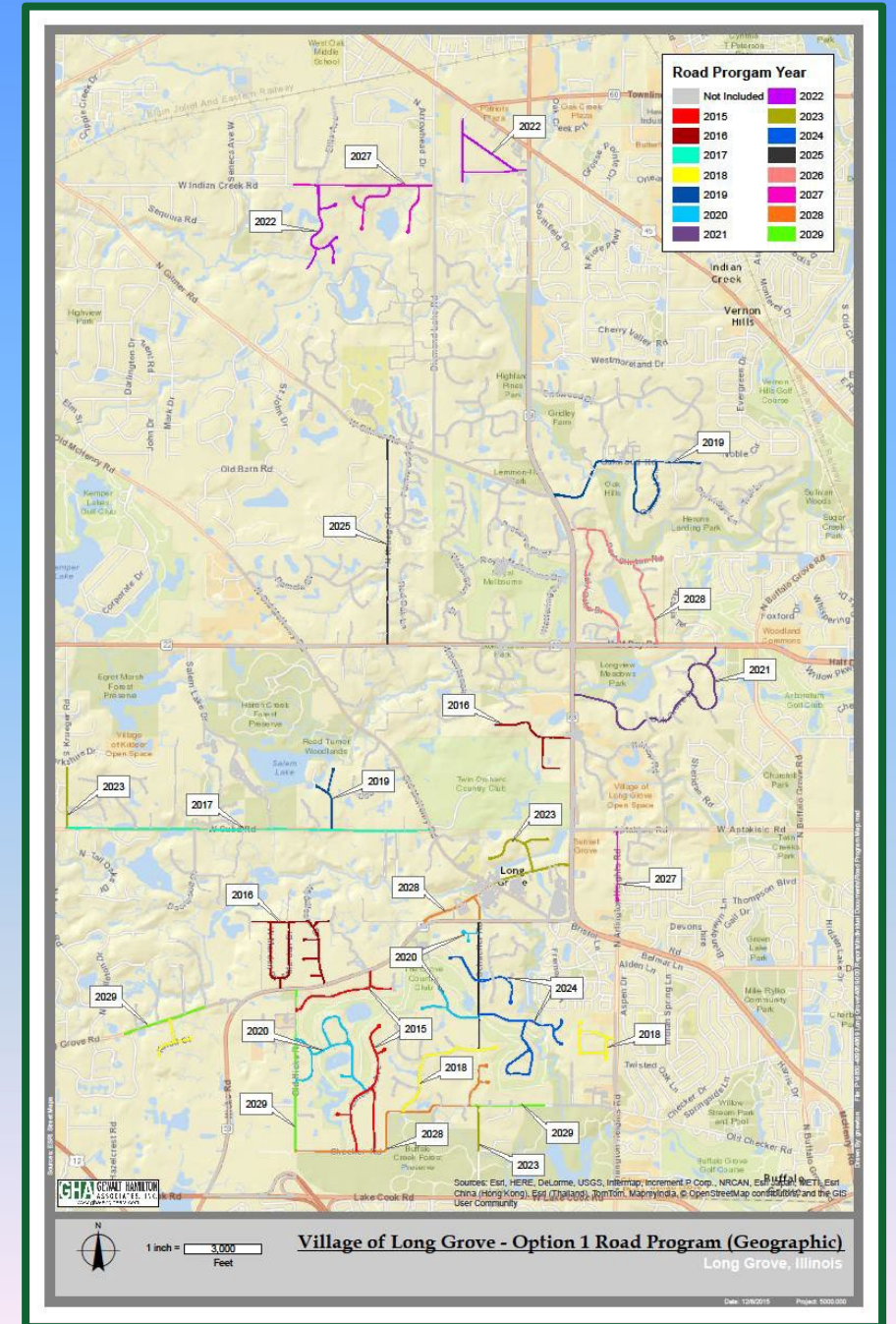
Create a Plan and Budget

Right Strategy, Right Road, Right Time



Factors that affect cost:

- Material Cost / Inflation
- Proximity of suppliers
- Proximity of contractor
- Project size



Pavement Maintenance Strategies

Reclamite & CRF

+/- \$1.25 / Square Yard
(Reclamite)

+/- \$1.60 / Square Yard
(CRF)

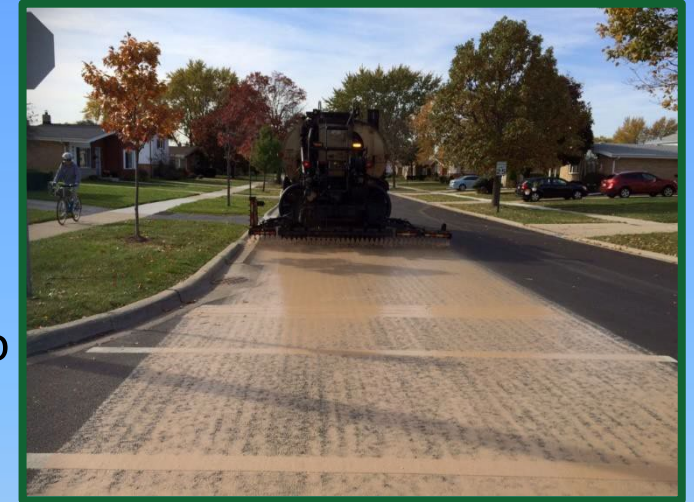
Purpose

These are proprietary preventative pavement maintenance treatments that are applied to new asphalt to help preserve the oils and delay oxidation. Reclamite is applied to pavements 1-2 years old and CRF is applied to pavements 3-7 years old.

Method

Pavement is swept and the material is spray applied. A sand blotter is immediately applied so roads can be immediately opened to traffic. The sand blotter is removed within 2 days and the product dries clear.

GHA TIP: This product does not address pavement cracks



Pavement Maintenance Strategies

Crack Routing and Filling

+/- \$1.30 / Lineal Foot

Purpose

Filling pavement cracks helps prevent water intrusion to the existing aggregate subbase, and reduce further separation and pavement damage due to freeze/thaw cycles.



Method

Existing pavement cracks greater than ¼" in width are identified.



Cracks are routed, cleaned of debris, and filled with hot rubberized joint filler.



Pavement Maintenance Strategies

Sealcoating

+/- \$1.25 / Square Yard
(\$8k per lane mile; 11' lane)

Purpose

Sealcoating helps prevent many of the factors that contribute to asphalt failure including oxidation, raveling, and minor water infiltration. Sealcoating can also help prevent damage for oils, road salts, and U.V. damage.

Method

Pavement is cleaned of debris and sealcoating material is applied by spraying or squeegee.



GHA TIPS:

There are many different products with different pros/cons
Contractor's may dilute mixture once onsite

Pavement Maintenance Strategies

Pavement Patching

+/- \$55 / Square Yard
(6" depth)

Purpose

Pavement patching may be considered to address isolated failures of the existing pavement.

Method

Pavement patching methods are typically separated into two options;

Full-depth patching - Extensive deterioration and/or failures are removed to a specified depth.

Surface patching - Distressed pavement surface areas are removed, surface is typically 1-½" to 2."



Pavement Maintenance Strategies

Asphalt Overlay

**+/- \$32 / Square Yard
(\$206k per lane mile; 11'
lane)**

Purpose

An asphalt overlay of the pavement would be considered when pavement failures appear to be only in the surface layer of the existing pavement.

Method

The existing asphalt pavement will be overlaid with HMA leveling binder (avg. 1") and asphalt surface course (approx. 2"), consequently raising the existing roadway elevation.



GHA TIP: Site drainage needs to be evaluated prior to raising any pavement elevation.

Pavement Maintenance Strategies

Asphalt Milling and Resurfacing

**+/- \$19 / Square Yard
(\$123k per lane mile; 11' lane)**



Purpose

This strategy would be considered when failures are evident in the existing pavement surface, but the subbase is believed to be in suitable condition.



Method

The surface asphalt is milled (typically 2"), the milled surface is cleaned, sprayed with a tack coat, and paved with surface course.

GHA TIP: We would recommend a minimum of 2½" of existing pavement remain in place to provide adequate support for construction equipment.

Pavement Reconstruction Strategies

Partial Reconstruction

**+/- \$48 / Square Yard
(\$310k per lane mile, 11'
lane)**

Purpose

A partial reconstruction could be considered when failures of the existing pavement are evident, but the existing subbase is determined to be need minor repairs.

Method

This process includes removing the entire asphalt pavement section to existing subbase. Then the remaining aggregate subbase will be evaluated through a proof roll,



and reshaped to proposed alignment and adequately compacted. New pavement is then installed by paving the designed thickness of HMA binder and surface courses.

Pavement Reconstruction Strategies

*Total Reconstruction
(Conventional)*

**+/- \$85 / Square Yard
(\$549k per lane mile; 11'
lane)**

Purpose

A total reconstruction of the pavement could be considered due to substantial failures of the existing pavement, existing subbase, or insufficient pavement cross section.



Method

With conventional reconstruction, the entire pavement section is removed. The subgrade is excavated to the design elevations and evaluated through a proof roll.

Drainage improvements, including storm sewer and underdrain, may be implemented, and appropriate geotextile fabrics should be considered.

A new aggregate base course would be installed, and HMA binder and surface courses would be paved to the designed thickness.



Pavement Reconstruction Strategies

*Total Reconstruction
(Pulverization)*

**+/- \$45 / Square Yard
(\$290k per lane mile; 11'
lane)**



Purpose

Pavement pulverization is a method to reconstruct pavements in place, which reduces offsite disposal and is generally considered “green.” Pavement reconstruction is needed if subbase failures are observed.

Method

Existing asphalt and aggregate subbase materials are pulverized in place to the depth specified. The new pulverized aggregate subbase is reshaped, with additional stone as necessary, and compacted. The subbase is paved over with new hot-mix asphalt courses.

Typically this method would raise the existing pavement elevation, but there are options to counter this which would require an additional cost.

Document Progress & Update the Plan



Public Road Paving History

December 12, 2022

PUBLIC ROADS BY SUBDIVISION	ADT	Last Paved	Years Since Last Paved	Length in feet (Per PCS)	Subdivision	PCI (Per PCS)	PCI Rating Category	PCS Scheduled Year	Year Repaved	Square Yards (Per PCS)
Antietam Dr	250	2017	(6)	1,810	CC Estates	22	Serious	2020	2017	4,626
Calvalry Ct	10	2015	(8)	577	CC Estates	31	Very Poor	2015	2015	1,410
Chickamauga Lane	25	2022	(1)	3,396	CC Estates	12	Serious	2024	2022	9,056
Coach Rd S. Leg Lexington to Hicks	250	2017	(6)	1,107	CC Estates	23	Serious	2020	2017	2,829
Coach Rd N. Leg Old Hicks to Lexington	250	2017	(6)	665	CC Estates	12	Serious	2020	2017	1,699
Cumberland Circle	500	2016	(7)	2,224	CC Estates	6	Failed	2020	2016	5,436
Dawn Ct	10	2018	(5)	430	CC Estates	13	Serious	2028	2018	1,051
Federal Ct	10	2017	(6)	515	CC Estates	5	Failed	2020	2017	1,202
Grant Ct	10	2017	(6)	408	CC Estates	13	Serious	2020	2017	907
Grant Place	100	2017	(6)	625	CC Estates	12	Serious	2020	2017	1,389
Lexington Drive	500	2017	(6)	2,681	CC Estates	16	Serious	2020	2017	7,149
Lincoln Ave N. Leg Lexington to Cul de Sac	500	2015	(8)	2,346	CC Estates	8	Failed	2015	2015	5,735
Lincoln S. Leg Lexington to Checker	500	2015	(8)	1,954	CC Estates	0	Failed	2015	2015	4,776
Manasses Lane West	500	2015	(8)	1,362	CC Estates	24	Serious	2024		3,329
Pottawatomie Ct	10	2017	(6)	907	CC Estates	40	Very Poor	2020	2017	2,217
Roanoke Ct	10	2018	(5)	357	CC Estates	12	Very Poor	2028	2018	833
Shiloh Dr	500	2015	(8)	2,773	CC Estates	3	Failed	2015	2015	6,778
Shenandoah Lane	500	2015	(8)	1,838	CC Estates	3	Failed	2015	2015	4,493
Sheridan Ct.	10	2015	(8)	911	CC Estates	3	Failed	2015	2015	2,227

- Document performance
- Plans change
- Chicagoland weather, and previous construction, effects roads differently

Summary

- Assess the Conditions of the Roads & establish a baseline.
- Complete Necessary Safety Repairs Immediately
- Create Short and Long Term Plans & Budgets (Minimum 4% inflation rate)
- Develop Plans and Specifications to Maximize Return on Investment
 - Right Strategy, Right Road, Right Time
- Try to Combine Projects with other HOA's (larger project reduces unit costs)
 - Make the Project Worthwhile for a Contractor (leery of HOA's)
- Pay for Project Oversight and Testing
- The Village is here to assist. Village Engineer will offer professional advice

Contact
Information



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