

## HIGHWAY COMMITTEE MINUTES

**DATE:** January 9, 2018  
**LOCATION:** Kendall County Highway Department  
**MEMBERS PRESENT:** Matt Kellogg, Scott Gryder, Judy Gilmour, Lynn Cullick and Bob Davidson  
**STAFF PRESENT:** Ginger Gates, Fran Klaas and John Burscheid  
**ALSO PRESENT:** PJ Fitzpatrick, Kelly Farley, Ken Fuchs, Bob Hyde, Bill Heimann, Abby Alvarez, Ada Flores, Alan Lord, Dick Wade and Steve Bauer

The committee meeting convened at 4:00 P.M. with roll call of committee members. Quorum established, with Scott Gryder arriving at 4:01 P.M.

Motion Davidson; second Gilmour to approve the agenda as presented. Motion approved unanimously.

Motion Gilmour, second Davidson to approve the Highway Committee meeting minutes from December 12, 2017. Motion approved unanimously.

A petition from Little Rock Township, requesting \$100,000 in county bridge funds for the Mitchell Road connection, was presented to the Committee. Highway Commissioner, Dick Wade, addressed the Committee. He indicated that the County had dropped the ball about 15 years ago in not requiring Inland to construct the stubbed road to the north. The Fire Department has requested that the road be connected for safety reasons, and he agreed that it should be built. Motion Davidson; second Kellogg to approve the petition for \$100,000 of county funds. Cullick asked if there was an estimate of cost for the project. Wade indicated that the cost is estimated at about \$250,000, and that both City of Plano and Little Rock Township would be participating in the project. The County's share would be limited to \$100,000.

Ken Fuchs lives at the intersection of Mitchell Drive and Andrew Street. He was concerned about making a thoroughfare from Route 34 to Schaefer Road, especially considering that there is a school, a clubhouse and ball diamonds on Mitchell Drive. He disagreed with the Fire Department's assessment of the situation, and thought that building the connection would be a misuse of funds. Bob Hyde lives at the intersection of Blake Street and Mitchell Drive. He was concerned about the profile of the proposed road and the fact that there is a school on Mitchell Drive. Drivers disobey the stop sign at the intersection of Blake and Mitchell Drive near his house. He also had concerns about the speed of traffic, and didn't think the connection was necessary. He asked Dick Wade about the field tile in the drainage swale. He also didn't believe the project could be built for \$250,000. Alan Lord lives on Andrew Street in the Schaefer North Subdivision. He was concerned about pedestrians walking on the streets in his subdivision, and questioned where the kids should walk if there is additional traffic. Bill Heimann also lives at the intersection of Mitchell Drive and Andrew Street. He pointed out that the Mitchell Drive connection was proposed to connect to similarly-sized lots and houses that they have in the Schaefer Woods North Subdivision, and wasn't considered to include the higher density subdivision of Lakewood, that now includes a school, fire department, ball diamonds, etc. He didn't think the time savings for the Fire Department was that critical. He was also concerned

about the pedestrians in his subdivision, as well as additional traffic and speed. Abby Alvarez lives on Mitchell Drive in the Schaefer Woods South Subdivision. She was an administrator at the Emily Johns School, and is concerned about the traffic on Mitchell Drive as it relates to pedestrians. She believes it is a dangerous road today, and thinks the connection would amplify the problem. Ada Florez also lives in Schaefer Woods South. She pointed out that her subdivision does not have sidewalks, so people are walking on the streets. She thought it was irresponsible to put a thoroughfare in this residential neighborhood. Steve Bauer lives in the Schaefer Woods North Subdivision on the east side. He questioned why people are calling it a thoroughfare and expecting drivers to fly down it like a highway, when it doesn't extend anywhere to the south. When everyone in this area bought houses, they knew Mitchell Drive was supposed to go through; so why is everyone shocked that the road is not being constructed. He actually thought it was a safety hazard now, with 2 dead-end streets. Dick Wade pointed out that speed of drivers is a problem everywhere, not just on Mitchell Drive. He indicated that Plano had promised to step up enforcement in the area

Kellogg informed everyone that Mitchell Drive was a township road on the south side and a municipal street on the north side, and was not under the jurisdiction of Kendall County. So the decision to build the connection is a township decision. The only thing before the Committee was whether the County would help fund the connection. Davidson thought that a lot more money had been spent on projects in District 2, and Little Rock Township in District 1 has not been on the receiving end of much County funding. Kellogg stated that he had discussed the matter with the State's Attorney, and had found out that if the township had been taxing the maximum amount under PTELL, then the County would be legally obliged to help pay for this project. But because they are not taxing at the maximum amount, the county funding becomes discretionary. Cullick questioned whether money had been spent in District 2. Kellogg asked Klaas whether he could remember whether county aid had gone to projects in Little Rock Township. Klaas indicated that most joint projects are TBP projects, where there is an 80-10-10 split between State, County and Township. There have not been too many 50-50 projects. Schlapp Road and Immanuel Road culverts were the most recent. There was a TBP bridge built on Creek Road in Little Rock Township about 20 years ago. Gilmour pointed out that it wasn't a contest between District 1 and District 2. The projects should be evaluated on their merits. She was glad to hear from the citizens who live there about how they will be affected. Cullick wondered if the Mitchell Road area had the longest response time for the fire department. There would obviously be other areas with greater concern. Davidson did not know the answer to that but suggested that the Committee could invite the fire chief back to a future meeting to discuss. Cullick would like to hear statistics from both sides of the issue. She had dealt with similar issues when she served on the Oswego School Board, concerning pedestrian safety. She said that maybe the lack of the connection was a blessing in disguise, because with the school and the parks there now, there could be safety problems. Davidson thought these issues were universal wherever there are schools. Gryder indicated that nothing he has heard had changed his mind about making the connection, and he thought the connection would turn the road into a dragstrip.

Roll call of members: Cullick-No. Davidson-Yes. Gilmour-No. Gryder-No. Kellogg-Yes.  
Motion failed.

The committee discussed SB 1451, the Small Wireless Facilities bill. This bill, which has passed both houses, takes away local control and authority to regulate installations of wireless infrastructure on local rights-of-way. Many counties, villages, and cities have lined up to oppose

the bill. The committee discussed the specifics of the bill and how it could negatively affect the County, including liability for damage to these facilities that may be installed on county-owned poles. The committee asked the County Engineer to draft a resolution opposing the bill and forward to C.O.W. It could be discussed at C.O.W. under the Chairman's Report.

Klaas made a plea to the committee to look at road right-of-way acquisitions along Forest Preserves and Park District properties. He provided examples of multiple projects that have been delayed due to the exhaustive efforts required to acquire tiny parcels of land for road widening or bridge replacement projects. He wondered if local agencies could be afforded an opportunity to preserve a corridor, specifically purchasing a wider right-of-way separately from the Park District or Forest Preserve acquisitions. Davidson suggested that perhaps the County purchase a larger parcel of quality land that could be traded for future road acquisitions. Gilmour indicated that the difficulty in acquiring Forest Preserve property is because of the nature of the funding, and all the covenants that go along with that funding. Kellogg thought that perhaps a public relations campaign would help, and that sending out notices to all groups might keep this issue in peoples' minds as forest preserve and park district properties are acquired. Gryder said that the notices should be sent every year because there is so much turnover of personnel.

PJ Fitzpatrick provided an update on the engineering for Collins Road Extension.

Motion Davidson; second Cullick to forward Highway Department bills for the month of January in the amount of \$49,119.92 to the Finance Committee for approval. Motion approved unanimously.

Meeting adjourned at 5:00 P.M.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Francis C. Klaas". The signature is written in a cursive, flowing style.

Francis C. Klaas, P.E.  
Kendall County Engineer