

HIGHWAY COMMITTEE MINUTES

DATE: October 9, 2018
LOCATION: Kendall County Highway Department
MEMBERS PRESENT: Matt Kellogg, Judy Gilmour, Bob Davidson
STAFF PRESENT: Ginger Gates, Fran Klaas
ALSO PRESENT: PJ Fitzpatrick, Kelly Farley, Mike Jones

The committee meeting convened at 4:02 P.M. with roll call of committee members. Gryder and Cullick absent. Quorum established.

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

Motion Gilmour; second Davidson to approve the Highway Committee meeting minutes from September 11, 2018. Motion approved unanimously.

Mike Jones of Cemcon, Ltd. introduced himself and presented the final draft of a Preliminary Alignment Study for WIKADUKE Trail Segment 7 from 119th Street / Collins Road Connector to U.S. Route 30. The two alignments studied include alignment "A", which essentially follows the existing Stewart Road to Rance Road, and alignment "B", which veers east at Scotch Road and runs through Arranmore Farm, just east of East Kendall Estates. Both alignments then converge at U.S. Route 30 at the proposed intersection that IDOT is currently planning to construct. Alignment A was the original centerline identified in the WIKADUKE Trail Study. Alignment B is the alternate alignment recorded by Kendall County in 2000. Mr. Jones identified several pros and cons to each alignment; but probably the biggest factor in deciding a preferred alignment is the fact that Village of Oswego believes Arranmore Farm is an economic driver and a culturally significant site. They do not believe that the alignment should go through this property. Additionally, Oswego will likely control development in this area, and has the ability to impact the alignment, right-of-way, costs and other important factors. Davidson identified several farmed wetlands and small ponds on Alignment B that would be problematic for that alignment. Kellogg asked what the County would do with the recorded centerline (Alignment B) if the County no longer supported that alignment. Klaas requested some time to research that issue and bring back a recommendation to the Committee. The Committee agreed to determine the best way to nullify the recorded centerline, and bring the matter back as an action item to the County Board.

Bids for construction of an aggregate access road along the Eldamain Road centerline south of the Fox River were presented to the Committee. There were 9 bidders. Low bid was received from Riber Construction at a total cost of \$100,260. Motion Gilmour; second Davidson to recommend approval of the low bid to the County Board. Gilmour asked how long the access road was, and when it would be built. Klaas indicated the total length was about 2,500 lineal feet, and he was hopeful that construction would be completed yet this calendar year. He also stated that the main reasons for construction of the road were to provide access to Fox River Bluffs Forest Preserve for tree mitigation, and to provide access for future contractors to gain access to the Fox River. Motion carried unanimously.

A resolution authorizing the use of eminent domain to acquire certain parcels of land for roadway purposes along Eldamain Road between W. Highpoint Road and River Road was presented to the committee. Klaas stated that there were 47 parcels of land that needed to be acquired as part of the Eldamain Road project between U.S. Route 34 and West Highpoint Road. After 2 years of negotiations, there are only 5 remaining parcels that have not been acquired. At this point, it does not appear that the County will be able to successfully negotiate a sale of the necessary right-of-way. Of the 5 parcels, there are really only 2 owners that have a significant impact to their property, and those are owned by Wayne Borneman and Neil Borneman. Gilmour asked if we would have to come back and individually approve court proceedings for each parcel. Klaas indicated that this resolution would give authority for the State's Attorney to file on all the parcels; but past practice has been to ask the County Board for concurrence right before any court action is filed. He also reminded the Committee that the County has invested decades of time and millions of dollars on developing the Eldamain corridor. Without these remaining parcels, the County will not be able to complete the project. Motion Davidson; second Gilmour to recommend approval of the resolution to the County Board. Motion carried unanimously.

P.J. Fitzpatrick gave a brief update on the Collins Road Extension project. Klaas reported that the Fox River is flooded and all repair work on the Millington Bridge has halted. Work on the Reservation Road Bridge is progressing nicely and should be done in a couple more weeks. Ament Road box culvert is also near completion, and should be opened to traffic in two or three weeks. Eldamain Road concrete pavement between River Road and U.S. Route 34 is nearly completed. Northbound and southbound lanes are finished. Median lane still needs to be finished. Klaas was hopeful that the road will be opened to traffic yet this year, even though the project will not be completely finished.

Motion Cullick; second Gilmour to forward Highway Department bills for the month of October in the amount of \$1,324,810.08 to the Finance Committee for approval. Motion approved unanimously.

Motion Gilmour; second Kellogg to adjourn the meeting at 4:50 P.M. Motion carried unanimously.

Respectfully submitted,



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

Action Items

1. Resolution approving the low bid of Riber Construction to construct the Eldamain Access Road at a cost of \$100,260.
2. Resolution authorizing the use of eminent domain to acquire certain parcels of land for roadway purposes along Eldamain Road between W. Highpoint Road and River Road.