

HIGHWAY COMMITTEE MINUTES

DATE: November 14, 2017
LOCATION: Kendall County Highway Department
MEMBERS PRESENT: Scott Gryder, Judy Gilmour, Lynn Cullick and Bob Davidson
STAFF PRESENT: Ginger Gates, Fran Klaas and John Burscheid
ALSO PRESENT: PJ Fitzpatrick, Nathan Holmer, and Bob Mayerle

The committee meeting convened at 4:00 P.M. with roll call of committee members. Matt Kellogg absent. Quorum established.

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

Motion Davidson, second Gilmour to approve the Highway Committee meeting minutes from October 10, 2017. Motion approved unanimously.

Attorneys for Kendall County and City of Plano are still working on the wording for the IGA pertaining to the reconstruction of U.S. Route 34 and Eldamain, so this agenda item is not yet ready for action.

Motion Cullick; second Davidson to recommend approval of an intergovernmental agreement between Kendall County and LaSalle County pertaining to the repair of the Millington Road Bridge over the Fox River. Klaas explained that the attorneys for both counties had come to an agreement on the language, with the exception of one paragraph that would have allowed Kendall County to cancel the agreement. LaSalle County would not accept that language, because they need to know that Kendall is committed to paying for its share of the repair costs for the bridge, without the ability to back out of the agreement. Klaas recommended that the Board accept this final form of the agreement, without the cancellation clause. By roll call vote, the Committee unanimously recommended approval of the intergovernmental agreement.

Motion Cullick; second Davidson to approve a resolution appropriating \$1,000,000 of Transportation Sales Tax Funds for the repair of the Millington Road Bridge over the Fox River. By roll call vote, motion to approve the appropriation resolution was approved unanimously.

Motion Cullick; second Davidson to approve a Jurisdiction and Maintenance Agreement between Kendall County and LaSalle County pertaining to the Millington Road Bridge. Motion approved with Davidson voting no.

Klaas provided update on the Public Informational Meeting for the Millington Road Bridge repairs, which was held on 11-13-17. Meeting went well. Residents from Millington were not happy about the closure, but generally understood the complexity of the project, including environmental issues, and the use of federal money. Gilmour reported that Director David Guritz was at the meeting and was able to provide insight on the proposed use of the Freeman Forest Preserve to gain access to the River.

Motion Gryder; second Cullick to approve a preliminary engineering services agreement between Kendall County and Engineering Enterprises, Inc. in an amount not to exceed \$10,955. The proposed work includes an evaluation of the possibility of a quiet zone on Cannonball Trail at the BNSF crossing. Frequency and duration of train horns has gotten significantly worse over the past few years, and Bristol residents are looking for solutions to the problem. Robert Mayerle has lived in Bristol for over 20 years. He spoke to the Committee about how aggravating the issue has become. It has gotten significantly worse during the years he has lived near the tracks. John Burscheid, who used to live near the BNSF tracks, confirmed that train horns are being blown a lot more than they used to be. Gilmour asked about total cost for the project. Klaas stated that the proposal on the table is just for engineering, and there would undoubtedly be additional costs to install some type of barrier median in the middle of the road, but those costs should be small. There might also be some issues with accesses that are in direct proximity to the railroad. Mayerle and the Committee discussed additional ideas about quiet zones and train horns in the general area, including the Kennedy Road and Mill Road crossings. Motion to recommend approval of the agreement to the County Board was approved unanimously.

Klaas provided Committee with an update to the Long Range Transportation Plan. Davidson asked about inclusion of the WIKADUKE Trail. Klaas indicated that there is engineering money, but not construction money in the Plan. Gryder asked whether WIKADUKE could become a project like Eldamain Road, wherein the County would take over jurisdiction of the entire corridor and construct over some time period. Klaas stated that there are many agencies with jurisdiction of the WIKADUKE Trail at the north end of the County. Kendall would have to re-prioritize funding in the long range plan if the County decided to take this initiative.

Davidson also asked about the recent monies the State of Illinois is taking from Kendall County; specifically the 2% administrative fee that is being assessed against the Transportation Sales Tax Funds, as well as the reduction in MFT Funds to pay for transit and road bond debt. The total reductions to the Highway Department amount to about \$250,000 annually. The Committee discussed ways that they might fight the recent reductions, including working with UCCI. Downstate counties are affected in a much more profound way by the MFT reductions. Collar counties, with greater revenues, including the RTA Tax, don't appear to be that concerned. Nathan Holmer discussed the method the State used to reassign bond debt from the general fund to the road fund, which will amount to about \$400 million annually, reducing MFT funds available to the State and local agencies for new capital projects.

PJ Fitzpatrick provided update on the Collins Road Extension project. Prior variances in the project have been eliminated based on feedback from FHWA. He believes that things are pretty much in order, and FHWA authorization could happen pretty soon. Gryder asked about funding through KKCOM. Klaas stated that PE 1 is not eligible for federal money, and PE 2 can only be funded at 50% federal. Klaas has not submitted the project for funding through KKCOM yet. Because of a reworking of the way KKCOM & CMAP are prioritizing funding, there appears to be opportunities coming up for funding of this project.

Davidson asked about Sherrill Road immediately east of Route 47, and whether Grundy County was comfortable with this being a truck route. Klaas reported that IDOT will be moving the Minooka directional signs on Route 47 up to Sherrill Road from Minooka Road at the request of Grundy County. They would prefer Sherrill Road to carry truck traffic as opposed to Minooka Road, which has some 90° turns, and is not in very good condition.

Committee discussed status of Grove Road project north of Sherrill Road and Brisbin Road project south of Sherrill Road. Grundy's Brisbin Road project has taken a big slowdown over the past few years.

Motion Gilmour; second Cullick to forward Highway Department bills for the month of November in the amount of \$173,659.23 to the Finance Committee for approval. Motion approved unanimously.

Meeting adjourned at 4:45 P.M.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Francis C. Klaas". The signature is fluid and cursive, with a long horizontal stroke at the end.

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

Action Items

1. Intergovernmental Agreement between Kendall County and LaSalle County pertaining to the repair of the Millington Road Bridge over the Fox River.
2. Resolution Appropriating \$1,000,000 from the Transportation Sales Tax Fund to pay Kendall County's share of the cost of repair of the Millington Bridge over the Fox River
3. Jurisdiction and Maintenance Agreement Between Kendall County and LaSalle County pertaining to the Millington Road Bridge
4. Preliminary engineering service agreement with Engineering Enterprises, Inc. in an amount not to exceed \$10,955 to establish a railroad quiet zone on Cannonball Trail at the BNSF crossing in Bristol, IL
5. Approve Long Range Transportation Plan Update