

HIGHWAY COMMITTEE MINUTES

DATE: March 8, 2022
LOCATION: Kendall County Highway Department
MEMBERS PRESENT: Scott Gryder, Amy Cesich, Matt Kellogg, Brian DeBolt & Scott Gengler
STAFF PRESENT: Michele Riley, John Burscheid, and Francis Klaas
ALSO PRESENT: PJ Fitzpatrick, Kelly Farley, Tony Simmons, Lyman Tieman, Brian Hertz, Cole Helfrich, Marcia Owens, Mike Rennels, Kevin McEnery, and Len McEnery

The committee meeting convened at 3:30 P.M. with roll call of committee members. All present. Quorum established.

Motion DeBolt; second Cesich, to approve the agenda as presented. Motion approved unanimously.

Motion Gengler; second DeBolt, to approve the Highway Committee meeting minutes from February 8, 2022. Motion approved unanimously.

Chairman Gryder introduced Tony Simmons from HR Green. Mr. Simmons made a presentation on the Collins Road Extension project. Pre-final plans should be submitted to the County by the end of this month. The project begins south of Route 71, where the pavement has a flush median and 8' paved shoulders. There will be a roundabout at Minkler & Collins, where the project then goes east. This segment will have a raised green median, a single lane in each direction, and 8' paved shoulders. The roadway will then cross the Morgan Creek with a double box culvert. Provisions have been made for extension of bike paths going westerly from Grove Road. There will be storm water detention near the Creek. The committee discussed the naturalization of the detention areas, as well as maintenance responsibilities. Klaas suggested this should be a point of discussion with the Village of Oswego during the negotiation of an IGA. Another roundabout will be constructed at Collins & Grove. All storm water coming from the south along Grove Road will be routed westerly along the south side of Collins Road and towards Morgan Creek. Westbound left turn lane and eastbound right turn lane will be provided for the future Deerpath Hills Subdivision. Gryder asked if there were any unforeseen issues that has arisen during the design. Simmons indicated that there really weren't any major issues that had come up on the project. Klaas noted that the during the last quarterly update for the project, the proposed March 2023 letting had been moved up to January 2023. This would allow contractors to begin construction first thing in the spring.

Committee discussed access to Eldamain Road south of Route 34. Klaas indicated that there was a proposal to construct a commercial enterprise in the southwest quadrant of the intersection; and that proposal included a full access and right in – right out (RIRO) access to the west side of Eldamain. He stated that there was about 1200' of frontage between Route 34 and Cummins. The County's access ordinance would prohibit a full access to this property, due to lack of enough frontage; but would allow for a RIRO. Klaas has denied the proposal based on the County's ordinance, and stated that he does not have the authority to grant the proposed accesses. DeBolt asked if the ordinance could be changed, and Klaas indicated that the

ordinance does provide for the County Board to vary the requirements if they choose. Klaas indicated that the Board has varied the ordinance any number of times; but most of those variances have been for relatively small changes in spacing of access points. This proposal, on the other hand, is for a very significant change to the ordinance; going from a required spacing of either 1/3 mile or 1/4 mile down to just 500' for the full access.

Gryder asked if it would help to remove the RIRO. Klaas thought that the RIRO didn't really matter as much as the full access. When traffic numbers increase substantially on Eldamain Road – which they are expected to do – it will be difficult for customers exiting the commercial property to get out onto Eldamain Road. Then the future Board will be getting calls from constituents to put a traffic signal at this location; and having a traffic signal just 500' from another traffic signal on Route 34 would be a bad idea. Gryder discussed some other properties around the County, where they put in initial access points, and then reconstructed them later as traffic increased. He didn't think the changes on this particular property would need to be made for 20 years. Kellogg expressed his concern about the size of vehicles on Eldamain, and how it would be difficult for these vehicles to slow down for cars entering and exiting the site. He was also concerned about the property on the east side of Eldamain. Those owners will also likely want a full access to Eldamain if this access is approved. He also expressed his concern about the overall site plan for the entire southwest quadrant, and whether the access into this property would be a public street or private access. The developer indicated that access would be private and there would be no more access to Eldamain, other than what is being shown on the current plan.

Guest introduced themselves. Representatives from City of Plano, the property owner, the owner's engineer, and Gas N Wash were all present and are listed above. Mayor Rennels indicated that he had met with economic development. He stressed how important this development was to the City of Plano, and so access to the development was crucial. He provided a copy of the IGA between Kendall County and City of Plano from 2004 which states that full access would be allowed to the west side of Eldamain Road between Route 34 and Cummins Street. He believes the IGA is still binding. Kellogg pointed out that current boards can't be encumbered by previous boards. He also believes that the entire area has changed significantly since the original IGA was approved 18 years ago.

Committee members and the developer's engineer discussed specific geometrics of access elements, as well as some of the grade changes in the roadway. Cesich said she wanted to hear from Fran about the proposed access. Klaas asked if there was full access proposed on Route 34, and whether IDOT would allow it. Helfrich indicated that full access was contemplated near the northwest corner of the site; but wasn't sure about the current status. He discussed some of the history of this site over the past 18 years; and how things have changed significantly during the ups and downs in the economy. Now they have an opportunity to again develop the site, and they want the County to honor the original IGA.

DeBolt asked if the site plan was approved, how soon would Gas N Wash be built. Len McEnergy, owner of Gas N Wash, indicated that they are ready to go, and could have the project completed before the end of the year. He was also very interested in the full access because it maximizes the number of customers. He pointed to some of the other Gas N Wash locations recently constructed in nearby communities. He claimed that there were no traffic problems anywhere with his facilities. He suggested that when traffic numbers increase, you could simply put a median on Eldamain Road to prohibit full access. Kellogg asked if he would be willing to

agree to that stipulation about a median, and suggested 20,000 might be the correct number. DeBolt thought this would be many years down the road and a future board could decide what to do at that time. Gryder thought some type of sunset on the full access might be appropriate, when traffic numbers got to a certain point.

Cesich pointed out that Klaas had indicated the proposed northbound left turn lane did not meet IDOT standards. Klaas stated that the developer's engineer had moved the full access further north; and so the northbound left turn lane now appeared to meet IDOT standards. However, by moving it further north, it would then make a southbound left turn lane (for the east side of Eldamain) non-compliant. Klaas thought that, due to the limited amount of distance between Route 34 and Cummins, it would be difficult to meet all IDOT standards for necessary turn lanes for any full access to Eldamain. Gryder asked about the east side of Eldamain and possible future development. Klaas thought that any proposed development would bring in a considerable amount of fill to make it buildable; and would construct detention along the south side of the property, discharging to the Rob Roy Creek.

Cesich wondered if the developer based their decision to develop the southwest quadrant solely on the fact that the IGA offered full access to this site; and if the engineers had looked at the current conditions. Helfrich indicated that this site had sat for so long, and had multiple previous proposals for which the timing just didn't work out. The developer now believes the Gas N Wash is a good fit for the site. Helfrich showed the committee some previous plans from 15 years ago. He pointed out that access to Cummins Street was not and is not contemplated. Hertz indicated that there were limited access points to the Lakewood Subdivision; but people who live in the subdivision wouldn't have access to the development from Cummins because it's a boulevard.

DeBolt stated that he has been in several Gas N Wash's. They're clean and sharp, and have good eye appeal. They're going to produce a lot of tax dollars to the City of Plano. There is very little new growth to commercial buildings in Plano. He believes that Kendall County and City of Plano need that corner developed. Whatever it takes to get that done should be done. Kellogg interjected that as long as it was safe. Gengler asked how the full access intersection would work with all the turn lanes. Helfrich indicated that the roadway could be reconstructed at a future date, if necessary. Cesich asked Klaas what could be done to make him comfortable with the access to the site. Klaas indicated that he is not comfortable with any full access to the site, and he wasn't inclined to change his opinion. He stated that if the County Board chooses to allow a variance for full access, then he suggested the full access be placed near the midpoint between Route 34 and Cummins, so that both northbound and southbound left turn lanes would have the best chance of operating correctly. However, he also stated that there had been a lot of discussion about future installation of raised medians, and future reconfiguration of the roadway and turning lanes; which appears to indicate that the proposed access is flawed in the first place. He stated that just because you want something, doesn't justify poor policy. That was his position. Gryder stated that from a planning point of view, he really doesn't want all the traffic going in and out of Cummins Street, because that is more of a residential neighborhood. Klaas also pointed out that there were other conditions of the 2004 IGA that haven't been followed; specifically, the transfer of a part of Rock Creek Road from the County to the City. The County has spent over \$500,000 maintaining this roadway since 2009, when it was supposed to be transferred to the City. Mayor Rennels pointed out that the IGA calls for cooperation between the two parties. Cesich confirmed that we all want cooperation, and especially safety with this proposed development. Kellogg was very concerned about the number of people that we would

be pushing through one access point. He thought it would be fine for just the Gas N Wash; but he was more concerned about the bigger picture, when the entire site is developed. He didn't want to be short sighted.

DeBolt pointed out that there were multiple developments around the County where compromises were reached to facilitate commercial developments. He thought the developers have a good plan. He thought additional access on Route 34 would help the situation. He agreed that putting the full access right in the middle between Route 34 and Cummins was a good idea. He went on to say that the pandemic has really hurt Plano, and they are barely getting by. The sales taxes from this development would really help them out.

Motion Kellogg; second DeBolt to forward the matter to the Committee of the Whole in April. Kellogg suggested that if there were alternates to the proposed design, the developer should bring the best option to C.O.W. He also indicated that there should be coordination with the City of Yorkville to make sure there wouldn't be conflicts with their proposed developments. Motion carried unanimously.

Motion Kellogg; second DeBolt to recommend approval of an agreement between State of Illinois, Department of Transportation and Kendall County pertaining to the reconstruction of Illinois Route 71 between Ill. Rte. 126 and Orchard Road. Klaas described IDOT's proposed improvement to Route 71 and the proposed reconstruction of the traffic signal at Van Emmon Road. Kendall County will be required to pay approximately \$32,000 for construction and engineering of the new traffic signal and lighting. Motion approved unanimously.

Motion DeBolt; second Kellogg to recommend approval of a resolution for the appropriation of funds for replacement of traffic signal and roadway light at Van Emmon Road; in conjunction with the reconstruction of IL Route 71. Motion approved unanimously.

Motion Cesich; second Gengler to recommend approval of an intergovernmental agreement between Kendall County, Illinois, and the City of Yorkville, Illinois, relating to the reconstruction and maintenance of Fox Road from Fox Lawn Subdivision, east to Illinois Rte. 47. DeBolt asked if there was plans to bring sidewalk back into town from Fox Glen Subdivision to White Oak Subdivision. Klaas stated that it is not part of the current plan because there is not enough right-of-way. He thought that when the area developed, it would absolutely be a part of the development plans. He also indicated that City of Yorkville might have a trail plan to connect these subdivisions. Klaas added that the City of Yorkville will be paying 50% of the cost of the project over a period of 2 years. Motion approved unanimously.

Motion Cesich; second Gengler to recommend approval of an intergovernmental agreement between Kendall County, Illinois and the Village of Montgomery, Illinois relating to the construction and maintenance of an extension of Cannonball Trail at its intersection with Galena Road. Klaas explained the project, its geometrics, and the proposed sharing of engineering and construction costs. The north leg will turn into Montgomery's future Gordon Road. Motion approved unanimously.

Motion Cesich; second Gengler to recommend approval of a resolution appropriating funds for the payment of the county engineer's salary. Proposed raise is 2%. Motion approved unanimously.

Motion DeBolt; second Cesich to forward Highway Department bills for the month of March in the amount of \$195,284.45 to the Finance Committee for approval. By roll call vote, motion approved unanimously.

Klaas provided an update on the Eldamain Bridge construction. He stated that all the structural steel was in, and they are forming the deck. He thought the first concrete deck pour would be in April or May. He also indicated that construction of the bridge should be done by the end of calendar year 2022, and open to traffic. Committee discussed the possible naming of the bridge.

Motion Cesich; second Gengler, to adjourn the meeting at 4:40 P.M. Motion carried unanimously.

Respectfully submitted,



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

Action Items

1. Agreement between State of Illinois, Department of Transportation and Kendall County pertaining to the reconstruction of Illinois Route 71 between Ill. Rte. 126 and Orchard Road
2. Resolution for the appropriation of funds for replacement of traffic signal and roadway light at Van Emmon Road; in conjunction with the reconstruction of IL Route 71
3. Intergovernmental agreement between Kendall County, Illinois, and the City of Yorkville, Illinois, relating to the reconstruction and maintenance of Fox Road from Fox Lawn Subdivision, east to Illinois Rte. 47
4. Intergovernmental agreement between Kendall County, Illinois and the Village of Montgomery, Illinois relating to the construction and maintenance of an extension of Cannonball Trail at its intersection with Galena Road
5. Resolution appropriating funds for the payment of the county engineer's salary