

HIGHWAY COMMITTEE MINUTES

DATE: October 11, 2022
LOCATION: Kendall County Highway Department
MEMBERS PRESENT: Matt Kellogg, Brian DeBolt, & Scott Gengler
STAFF PRESENT: Michele Riley, John Burscheid and Francis Klaas
ALSO PRESENT: PJ Fitzpatrick, Ryan Sikes, Kelly Farley, Larry Nelson, Todd Milliron, Steve Hawkinson, Dawn Mulligan, Jenny Rohr, Marcella Rohr, Steve Karasch, Lindy Karasch, Phil Corrington, Suzanne Waldrop

The committee meeting convened at 3:31 P.M. with roll call of committee members. Gryder and Cesich absent. Quorum established.

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

Motion Kellogg; second DeBolt, to approve the Highway Committee meeting minutes from September 13, 2022. Motion approved unanimously.

Klaas presented a proposal from the Village of Oswego to install an electronic billboard on the west side of Orchard Road, and within the Orchard Road right-of-way, north of Mill Road. The electronic sign proposed is 60 square feet and 20' tall to the bottom of the sign, and would provide information for Venue 1012. Klaas had suggested that the sign be mounted on Village property immediately adjacent to the Orchard Road right-of-way, and raised to 25' if there were sight concerns. He was not aware of any other similar sign in the county. Kellogg asked about some trees that could perhaps be in the line of sight of the sign some day in the future. He also indicated that he thought the sign might be a distraction to drivers coming from the north. After further discussion, the committee members took no action to allow the sign in county right-of-way. They were not opposed to the sign being installed on the Village's property.

Motion Kellogg; second DeBolt to recommend approval of a Memorandum of Understanding between Kendall County, Illinois and the Morgan Creek Drainage District. Klaas described the Collins Road Extension project, which includes a double box culvert at the Morgan Creek. Kendall County had sent the Drainage District a notice in 2018 regarding the project; but had not received any feedback from the District. The District is now requiring coordination with the County to allow for the box culvert, along with other miscellaneous improvements near the creek. The Kendall County State's Attorney has prepared this MOU, which details each party's responsibilities. There is also a small application fee of \$2,000. Upon approval by both parties, the District plans to take the MOU before the court for final approval. Letting is scheduled for winter of 2023. Upon consideration, the motion was unanimously approved.

Klaas described some of the history of the alignment of Eldamain Road from Walker Road to U.S. Route 34, including the southerly logical termini at Walker Road. The County spent nearly 8 years and \$2 million on the Phase I Engineering. He noted that funding for Contract C – the section of roadway between Walker Road and W. Highpoint Road – is not in the County's 5-Year Plan or 20-Year Plan. His recommendation was for the County to do nothing at this point

so that no additional County funds would need to be spent on alignments or studies, knowing that construction isn't funded for this part of the roadway anyway.

DeBolt asked whether this alignment would eventually go through Helmar and Lisbon, and thought that this would be a tight fit. Gengler noted that when the Eldamain study was done, the Prairie Parkway was still active. Now that PP is no longer viable, it could change some of the thoughts for Eldamain alignment. Kellogg thought that Eldamain alignment would be effected greatly by what Grundy County does. It would be difficult to determine a new alignment without input from them and IDOT. Klaas stated that there has always been an effort to deemphasize the importance of the corridor south of Route 71. The main emphasis has always been to connect Route 71 to Route 34 with a bridge across the Fox River. This section has a wider footprint, a raised median, and heavier traffic. South of Route 71, it's just a 2-lane road, not unlike the current Lisbon Road. DeBolt asked why the alignment didn't go straight south from W. Highpoint Road and T into Walker Road. Klaas said that it is for connectivity. Going straight south from W. Highpoint would go through much prime farmland, and then the road would just dead end into Walker. He noted that much of the Eldamain Road alignment utilized existing road rights-of-way in an effort to minimize impacts to ag land. Kellogg stated that we still just don't know what alignment would be the best because of uncertainty further south in Kendall County and in Grundy County. Gengler thought, when considering long term impacts, that there just wouldn't be much room in the area by Helmar and Lisbon for a 4-lane road. Klaas thought it would be making a huge assumption to think that Lisbon Road would someday be a 4-lane road in the area of Helmar or Lisbon. Kellogg asked if there was a weight limit on Highpoint or Lisbon Road. Klaas stated there was a 12-ton load limit on Lisbon Road. With that in mind, Kellogg didn't think that truck traffic would be able to use the road as some sort of short cut. Gengler asked what the process would be to actually build the Contract C part of Lisbon Road. Klaas said that it would be entirely up to the County Board to budget the funds for construction. The Board would have the ability to put the project in the 5-year or 20-year plans; and that would likely go through the Highway Committee.

Steve Karasch heard there was some development that was planned near Walker and Lisbon and was concerned about development in the area. He also reported there was a lot of cars driving down Highpoint and doing burnouts at the intersection. He also reported seeing a Menards truck cutting through. He just didn't understand why Lisbon Road would get rebuilt on the proposed alignment.

Suzanne Waldrop moved out to Highpoint Road just 1 year ago. She was very concerned about horses and livestock in the area being negatively impacted by the proposed roadway. She also had done some studying on how much roadways costs. She thinks the roadway will wear out before it gets used, unless there was some planned light industrial development in the area... which she is against. She claimed this area is the headwaters for 5 different county's water sources.

Jenny Rohr believed the traffic numbers have increased significantly in the area of Lisbon Road, and wondered where that information could be obtained.

Todd Milliron stated that the County's long range plan for Lisbon and Fox Townships shows Lisbon Road as a Class 3 truck route. He was also concerned about the recharge area for the aquifer near Cotswold Fen. He stated that the County voted to put an industrial park near Silver Springs State Park. He said that just because the road has been put in doesn't mean the land use

has to be changed south of the Fox River. He thought the County should defer and wait until Yorkville and County get on the same page to determine land use in this area, but commercial and industrial should be concentrated north of the River where property is already zoned.

Phil Corrington stated that if the road went straight south from W. Highpoint Road, it would be a lot less road to build.

Dawn Mulligan stated that all the houses along Lisbon Road were all in place in 2008 when the Phase I was underway, and perhaps only 1 house has been built since then. So even when the original alignment was being planned, it was going to impact all those same people. And it would be a real problem in Helmar.

Steve Hawkinson identified that he lives near the middle of Lisbon Road. He believes that the Highway Committee has an entirely different tone about the Lisbon Road alignment than the Comp Land Plan Committee. He has reviewed the Phase I study and had lots of questions about the proposed improvements on Lisbon. He was also concerned about how City of Yorkville has reclassified all the land around the Route 71 & Eldamain Road intersection.

Larry Nelson stated that he had the first meeting about this matter back in January of 2022. He compared the drawing of the Orchard Road alignment with Eldamain's alignment. He said that we need to plan for the future. He argued that Menard's trucks and other truck traffic should go down Eldamain Road to Lisbon Road to Walker Road, and back to Route 47. He provided an exhibit that showed the alignment going straight south from W. Highpoint Road and teeing into Walker Road, and suggested that this alignment should go into the County's Land Plan.

DeBolt stated that we're not here to tear up people's front yards and build a road next to their front porch. He thought it was a lot simpler to go straight south through the farm fields. Kellogg thought that this centerline might get changed before it is built. He compared the change in the WIKADUKE centerline in Oswego to what might happen with Lisbon Road.

Motion Kellogg; second DeBolt to recommend a resolution approving conveyance of 1.194 acres of excess land (Parcel 003XS) to DJJ Farming LLC, an Illinois Limited Liability Company, as part of the Collins Road Extension. Klaas explained that a parcel of the Quarry Ledge Farm was isolated from the rest of their property when the Collins Road right-of-way was laid out. The County acquired this parcel but has no use for it as road right-of-way. DJJ Farming is interested in getting this property as it provides for great frontage for them along Collins Road. DJJ Farming is giving over 6 acres of new right-of-way to the County, valued at over \$133,000. The value of the conveyance parcel is just \$25,000. So Klaas thought this was a very good deal for the County. The State's Attorney Office is currently preparing this resolution for County Board action. The committee unanimously approved sending this resolution to the County Board for consideration.

Motion DeBolt; second Kellogg to forward Highway Department bills for the month of October in the amount of \$26,426.70 to the Finance Committee for approval. By roll call vote, motion approved unanimously.

Motion DeBolt; second Kellogg, to adjourn the meeting at 4:36 P.M. Motion carried unanimously.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Francis C. Klaas", with a long horizontal flourish extending to the right.

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

Action Items

1. Memorandum of Understanding between Kendall County, Illinois and the Morgan Creek Drainage District
2. Resolution approving conveyance of 1.194 acres of excess land (Parcel 003XS) to DJJ Farming LLC, an Illinois Limited Liability Company, as part of the Collins Road Extension