

HIGHWAY COMMITTEE MINUTES

DATE: June 13, 2023
LOCATION: Kendall County Highway Department
MEMBERS PRESENT: Zach Bachman, Dan Koukol, & Scott Gengler
STAFF PRESENT: John Burscheid and Francis Klaas
ALSO PRESENT: Kelly Farley, Abdul Vayani, Dilshad Siddiqi, Gwen Keen, and Lee Cannon,

The committee meeting convened at 3:34 P.M. with roll call of committee members. DeBolt and Rodriguez Absent. Quorum established.

Motion Koukol; second Gengler, to approve the agenda as presented. Motion approved unanimously.

Motion Gengler; second Bachman, to approve the Highway Committee meeting minutes from May 9, 2023. Motion approved unanimously.

Gwen Keen, from Quik Trip, introduced a project on Ridge Road at Midpoint Road in Minooka. Quik Trip is based out of Tulsa, Oklahoma. They have identified this property along Ridge Road and have been working with Village of Minooka and Kendall County to work through the process to gain access to the west side of Ridge Road. She stated that Quik Trip is a travel center, not a truck stop. They are not the big guys. They do provide services and fuel for trucks, but don't service national accounts. They don't have showers, lounges, seating; nor do they sell pornography. They serve more short-haul accounts. That is their niche.

Gwen believed there were significant hardships to not having access on Ridge Road and has proposed a 3-quarter access point; that being a right in, right out, and left in near their southern property line along Ridge Road. The committee viewed several aerial exhibits. Gwen explained how their parcel would be split into the Quik Trip business and commercial retail lot – possibly a hotel. Koukol asked how far it was from the proposed access to Midpoint Road. Lee Cannon indicated it was about 400'. Gwen stressed that for a business like Quik Trip, it is imperative to have convenient access, or people will simply not visit their site. Koukol also asked if there would ever be a traffic signal at the proposed access point. Klaas stated that it was too close to Midpoint for another signal.

Lee Cannon, a principal with CBB Transportation Engineers & Planners, stated that the current northerly curb cut for the Shell station was actually on the Quik Trip property; and if the northbound left turn movement was denied, he wasn't sure that the trucks trying to enter the Shell would be able to get in and around the Shell building. Koukol believed that there was so much traffic on Ridge during the peak hours that it would be very difficult to make a northbound left turn. Cannon indicated that Shell was interested in working with Quik Trip to clean up their access points, i.e., consolidating the northerly access point, and limiting their other access points to the south. Keen thought that by consolidating the access points, it would make the grandfathered accesses to Shell work in a better way, and adhere more closely to the County's access ordinance. Cannon added that it would allow Shell to gain access to Midpoint Road through the Quik Trip parcel.

Lee Cannon walked the committee through the Traffic Impact Study that was performed by CBB. He has done 60 to 70 sites for Quik Trip in the Midwest. After describing some of the geometrics at the site, he opined that the proposed access would be a good compromise to allow an existing business to continue to operate with better access than they have now; and would also provide good access for Quik Trip. Gengler asked if they had considered just a right in / right out on Ridge, and then a north/south road through the Quik Trip site that would serve Shell and Quik Trip's commercial retail lot. Cannon pointed out that the most difficult movement is a left out from a side street. He thought that as long as there was a northbound storage lane for the vehicles to stack on Ridge, it would be the most convenient. Gengler argued that it wasn't a big deal for Shell station traffic to go through the Quik Trip site. Koukol thought that Shell would not want a raised median on Ridge Road. Keen thought that Shell truck traffic might try turning left into their southern access, which would be much less desirable. Bachman indicated that all the committee members had a similar concern about congestion along this stretch of Ridge Road, and the difficulty in allowing left turns from Ridge Road, except at Midpoint Road.

Keen asked Cannon about the traffic projections for the Quik Trip site. Cannon indicated that they had done traffic counts in the proximity of the site. They had then projected a 1% compounded increase in background traffic over the next 20 years (22% overall), as well as increases due to buildout of industrial properties related to the warehousing to the north and west. Gengler and Keen discussed possible access to the west side of the parcel; but Keen indicated that area was reserved for storm water detention. Koukol asked if Quik Trip owned all the property or if they had just bought an option. Keen stated that Quik Trip was the owner. Committee and petitioner then discussed the difficulties for Shell once the northerly access to Ridge is shut off. Koukol pointed out that there have been several other commercial properties that have been denied access to other major county highways, including Galena Road and Orchard Road. He also noted that the County loaned Minooka money to bring water and sewer under I-80 to serve the commercial and industrial areas north of I-80 in Kendall County. Finally, he was not supportive of any access to Ridge Road for the Quik Trip site.

Klaas reviewed the County's Access Ordinance. Ridge Road is classified as an Access 1 Highway, requiring ½-mile spacing for full access intersections. The distance between the interchange and Midpoint Road is a little over 900', and any proposed access to Ridge would be just 450' from Midpoint. This would be a huge variance. Klaas stated that Kendall County was the fastest growing county in the nation for 10 years; and was then the fastest growing county in Illinois for another 10 years. He noted that the average daily traffic on Ridge Road in 1984 was just 1850 vehicles. In 2002 it was 7200. And today it stands at over 24,000. In the last 20 years, traffic has more than tripled. This is staggering. He pointed to what happened in Grundy County; how they had allowed full access to the Pilot Truck Stop. That full access was later taken away and pushed further away from the interchange because traffic was so congested. The Village then built a median down the middle of Ridge Road and turned the old full access into a right in / right out. This situation in Kendall County is very similar to what happened in Grundy County. He also stated that the Shell Station was likely in violation of the County's Access Ordinance because they had a significant change in trip generation when they started allowing trucks to fuel and park on their site. He wondered if giving Quik Trip more than right in / right out access was fair to the property owners on the east side of Ridge, who will then be shut out from getting any additional access. Finally, he noted that the tapers for the proposed northbound left turn lanes do not meet IDOT policy. Trucks will have a very difficult time getting into the storage lanes; and you might only get two trucks stacked before you run out of room. Klaas

stated that he was supportive of a single right in / right out between the interchange and Midpoint Road that would serve all users on the west side; or a right out only to serve Quik Trip.

Keen said that she was led to believe that there was going to be a median constructed on Ridge Road in the near future. Klaas stated that there weren't immediate plans to build a median, although he would like to see one in the future to limit access. Keen reiterated that she thought Quik Trip's proposal was a good solution or compromise to the bad access situation that exists now; and if they are denied access, they will be shutting off Shell's access on the north. She added that their traffic study confirms that their proposal will work. Bachman stated that he just couldn't support the proposed access, noting that it goes against the County's ordinance. Gengler asked if the petitioner could propose another diagram of another option that the County could look at. Koukol didn't think that the Board is supportive of the variance, knowing what we know about the growth in this area. Bachman stated that it wasn't Quik Trip's proposal that was the problem; rather, the existing access to the Shell that is causing most of the issues.

Cannon asked what alternative could be presented to the County. Gengler wanted to pursue access to the commercial lot and the Shell Station from Midpoint Road. Keen thought that if there wasn't access to Ridge, the commercial lot would probably not be viable. Cannon emphasized the need for convenience. Gengler didn't think it would be that big of a deal to come off Midpoint and go through the Quik Trip. Gengler also thought that the increases in traffic going south will be advantageous to Quik Trip. Keen acknowledged that there might be some additional traffic from the north; but the emphasis is completely on the traffic coming off I-80. Koukol described a similar operation in Pontiac that had even more difficult access and it was still workable.

Motion Bachman; second Gengler to call the question on this issue. Motion approved unanimously. Vote on the issue of granting a variance was denied unanimously by roll call vote. Keen indicated that Quik Trip was still going to pursue building at this site, because they have invested so much time and money in the project. But they will move forward with closing the existing access on Ridge Road and will put all their access on Midpoint Road.

Motion Bachman; second Koukol to recommend approval of an Intergovernmental Agreement for Kendall County Transportation Alternatives Program ("KC-TAP") funding grant to the Oswegoland Park District for installation of a crosswalk along the Fox River Trail (2023). Motion approved unanimously.

Motion Bachman; second Koukol to recommend approval of an Intergovernmental Agreement for Kendall County Transportation Alternatives Program ("KC-TAP") funding grant to the Village of Montgomery for installation of a path south of U.S. Route 30 (2023). Motion approved unanimously. Koukol asked about the timing of the pedestrian bridge across Route 30, and whether the Village had asked the County for any funds. Klaas was unsure of when that would be built. He also indicated that Montgomery has not yet asked the County for TAP funds.

Bachman discussed the idea of expanding some of the funding and rules for the Kendall County Transportation Alternatives Program. Gengler asked where the money comes from for the KC-TAP. Klaas stated that it all comes from the Sales Tax Fund. Each year a specific amount is budgeted and transferred from Sales Tax to KC-TAP. Koukol confirmed that the program started at \$50,000 and has recently been increased to \$75,000 per year. Klaas discussed the changes in IDOT's Complete Streets Program, which now pays for 100% of new paths and

sidewalks along State Highways. This will likely lead to the need for more maintenance dollars for these facilities in the future. Committee members discussed ideas for improving the program, the total annual transfer, and the maximum allowed per project. Consensus was reached to increase the annual transfer to \$150,000, the maximum per project amount to \$100,000, a maximum of up to 75% of project costs, and including maintenance-type projects as eligible. Klaas stated that he would work with the State's Attorney Office to bring back these changes to a future committee for action.

Bachman introduced a problem regarding an individual that is leaving multiple garbage totes along a county highway year-round. The owner never takes the totes back to his house. It can become an issue during snow plowing and is also unsightly. Koukol asked if anyone had talked to this individual. Klaas stated he thought the Operations Manager had. He also didn't know if the County had any ordinances against this. He contacted the City of Yorkville a couple times – because this is within the city limits – but they did not get back to him. Koukol thought it would be silly to create a new county ordinance for a single problem; and suggested that someone just go talk to this person.

In other business, Gengler thanked everyone at the Highway Department for providing such a wonderful ribbon cutting event for the Eldamain Bridge. He thought everything was really top notch.

Koukol thanked the committee for sticking together on the access petition addressed earlier in the meeting. He indicated he would be more than willing to consider other alternatives if Quik Trip comes back with a new plan.

Motion Koukol; second Gengler to forward Highway Department bills for the month of June in the amount of \$1,114,684.97. Motion approved unanimously.

Motion Gengler; second Koukol, to adjourn the meeting at 4:48 P.M. Motion carried unanimously.

Respectfully submitted,



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

Action Items

1. Intergovernmental Agreement for Kendall County Transportation Alternatives Program (“KC-TAP”) funding grant to the Oswegoland Park District for installation of a crosswalk along the Fox River Trail (2023)
2. Intergovernmental Agreement for Kendall County Transportation Alternatives Program (“KC-TAP”) funding grant to the Village of Montgomery for installation of a path south of U.S. Route 30 (2023)