

HIGHWAY COMMITTEE MINUTES

DATE: August 8, 2023
LOCATION: Kendall County Highway Department
MEMBERS PRESENT: Zach Bachmann, Ruben Rodriguez, Dan Koukol, & Brian DeBolt
STAFF PRESENT: Michele Riley and Francis Klaas
ALSO PRESENT: Kelly Farley and PJ Fitzpatrick

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

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

Motion Koukol; second DeBolt, to approve the Highway Committee meeting minutes from June 13, 2023. Motion approved unanimously.

Motion DeBolt; second Rodriguez, to recommend approval of an Intergovernmental Agreement for Kendall County Transportation Alternatives Program (“KC-TAP”) funding grant to the Village of Oswego for installation of a path along State Route 31 (2023). Koukol asked about the location of this project. Klaas stated that this is for sidewalk construction along the west side of Route 31 north of Village Hall; but he wasn’t familiar with the exact length, location or schedule for construction. Koukol also asked how much the grant was for. Klaas stated that the Board had already approved the \$50,000 grant to Oswego earlier in the year; and this IGA was following up to codify that action. Other TAP recipients have already had their IGA’s approved for 2023. DeBolt asked about how to get the Forest Preserve rolling with a new path connecting Hoover and Fox River Bluffs Forest Preserves. Klaas indicated that if the new TAP rules are put in place by the Board, the Forest Preserve should jump on the opportunity to go after this funding. Motion approved unanimously.

Motion DeBolt; second Rodriguez, to recommend approval of a Resolution to amend Resolution No. 12-33 which establishes the Kendall County Transportation Alternatives Program (KC-TAP). Klaas described the proposed amendment to the TAP program, which will raise the annual funding from \$75,000 to \$150,000, will increase the maximum limit per project from \$50,000 to \$100,000, will allow for a project to be funded up to 75% with TAP funds, and will allow for the eligibility of maintenance-type projects. Klaas also discussed the new Complete Streets Policy that IDOT has adopted, providing for 100% funding of paths and sidewalks along State Highways. This is good for the local agencies with initial construction costs but makes maintenance of these facilities even more important. Chairman Bachmann emphasized the importance of expanding the TAP and broadening the scope of the program. Rodriguez asked whether it was previously a source of frustration for agencies when they couldn’t use these funds for maintenance. Klaas wasn’t really aware of any problems because the current TAP rules didn’t allow for maintenance; so agencies simply didn’t submit these types of projects. Koukol gave an example of sealcoating a bike path as a possible maintenance project. Klaas also discussed the core mission of the TAP, indicating that its purpose is connectivity, which is why linear projects along State and County Highways are the typical type of project. Koukol confirmed that TAP funding started at \$50,000, was increased to \$75,000, and now, with this

amendment, would be increased again to \$150,000 per year. He indicated that in all the time this program has been around, he has not heard any negative comments about it. Upon further consideration, motion approved unanimously.

Motion DeBolt; second Koukol to recommend approval of a Preliminary Engineering Services Agreement between Kendall County and HR Green, Inc. for the replacement of Structure 047-3013 in the amount of \$234,645.51. Klaas described the proposed bridge replacement on Caton Farm Road just east of Grove Road. The existing bridge is not rated for heavy loads and is very narrow. The engineering work will include some investigation to correct a drainage problem east of the bridge, as well as look at the profile west of the bridge to make sure it won't conflict with a future intersection improvement at Grove Road. Koukol asked if this was a fair price. Klaas indicated that, as a rule of thumb, PE 1 and PE 2 would each be about 10% of estimated construction costs. Combining the two would yield some savings, so the total might be between 15% and 20%. The proposed fee falls within these limits. DeBolt asked what the new bridge would cost. Klaas thought that, with the extra approach work, the total cost would be between \$1 million and \$1.5 million. Koukol asked about timeline. Klaas indicated that construction is scheduled for 2025. Rodriguez asked if the structure at Walker & Schlapp was being replaced for the same reasons. Klaas stated that this structure was being replaced because of structural cracks in the walls of the box culvert. The Walker-Schlapp project is 80% federally funded with the remaining 20% being split between the County and Na-Au-Say Township. Klaas thought that the Caton Farm bridge construction would be funded with a combination of County Bridge Funds and Transportation Sales Tax Funds. Koukol believed that this project should get started right away. Motion approved unanimously.

Chairman Bachmann discussed the proposed path between Hoover Forest Preserve and Fox River Bluffs Forest Preserve. He had contacted Lauren Underwood's office to see where potential grant money was positioned. Evidently the federal program that may have funded this path was not approved. He discussed alternative funding ideas, including breaking the project into phases, or building the project without the bridge; but he was told that the bridge was necessary to the project. Committee discussed possible locations for the bridge and viewed aerial imagery of the corridor. Bachmann recommended regrouping to discuss this project and look at possible alternatives, and then bring back to future meeting.

In other business, Klaas notified committee that he had intended to bring a draft of the 5-Year Transportation Plan to this committee meeting for review. However, he was not able to and so proposed to send the draft out later this month with attachments. This would give committee time to review before the next meeting. Rodriguez asked how often the 5-Year Plan was updated. Klaas indicated the plan was updated every year and typically approved in September. Board members have the authority to modify what is included in the plan.

Koukol asked if Kendall County was the lead agency for the Collins Road Extension project; specifically relating to the recent closure of the south and east leg of the Grove-Collins intersection. He also asked who the engineer was for said project. Klaas stated that Kendall County was the lead agency and HR Green was the engineer of record. Koukol was concerned about the timeline for the intersection. Klaas indicated the first phase should be completed by winter, and if not, temporary pavement would be installed to make sure it gets open. Committee viewed a detour exhibit and discussed aspects of the road construction project, including new water mains that were installed by the Village of Oswego.

Motion DeBolt; second Koukol to forward Highway Department bills for the month of August in the amount of \$617,882.05. Koukol asked what the big expense was for the month. Riley confirmed that \$492,829 was spent on the Galena-Kennedy intersection. Motion approved unanimously.

At 4:05 PM, Koukol made a motion; second by Rodriguez to go into executive session for the purchase or lease of real property by the County.

At 4:19 PM, came out of executive session. Motion Bachmann; second DeBolt to adjourn the meeting. 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 Village of Oswego for installation of a path along State Route 31 (2023)
2. Resolution to amend Resolution No. 12-33 which establishes the Kendall County Transportation Alternatives Program (KC-TAP)
3. Preliminary Engineering Services Agreement between Kendall County and HR Green, Inc. for the replacement of Structure 047-3013 in the amount of \$234,645.51