

## HIGHWAY COMMITTEE MINUTES

**DATE:** September 12, 2023  
**LOCATION:** Kendall County Highway Department  
**MEMBERS PRESENT:** Zach Bachmann, Dan Koukol, & Scott Gengler  
**STAFF PRESENT:** Michele Riley, John Burscheid, and Francis Klaas  
**ALSO PRESENT:** Jennifer Hughes and Kit Kurht from the Village of Oswego  
John Phillipchuck, Carrie Hansen, Mike Schoppe, Paresh Patel,  
P.J. Fitzpatrick, and Jeremy Hudek

The committee meeting convened at 3:30 P.M. with roll call of committee members. DeBolt absent. Rodriguez listening via telephone. Quorum established.

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

Motion Gengler; second Koukol, to approve the Highway Committee meeting minutes from August 8, 2023. Motion approved unanimously.

Motion Gengler; second Bachmann, to recommend approval of the low bid by John Deere, Inc. in the amount of \$225,529 for 2 new mowing tractors and 3 mowers, including trade-in of 2 tractors and miscellaneous equipment. Koukol asked how many hours were on the trade-ins and also requested pictures of the same. Klaas stated that those tractors had many hours on them, but wasn't exactly sure of the number. He indicated that he would get that information to member Koukol. Also discussed the fact that the new machines were manufactured in Germany and should have good longevity. Delivery of the new units is uncertain, but was believed to be by the first of the coming year. By roll call vote, motion approved unanimously.

Motion Koukol; second Gengler, to recommend approval of an access variance for Breybourne Stadium on Orchard Road. Carrie Hansen introduced the petitioner's team, including the CEO of Chakra360, Paresh Patel, John Phillipchuck, legal counsel, and Mike Schoppe, owner of Schoppe Design. Ms. Hansen narrated a PowerPoint presentation regarding the proposed project. It is located at the northwest corner of Orchard Road and Tuscany Trail. The variance request was for a full access intersection, located approximately ¼-mile north of Tuscany Trail. The project would be built in several phases, with final P.U.D. approvals required for each phase by the Village of Oswego. Hansen noted that Orchard Road in Kane County has a Suburban Strategic Regional Arterial (SRA) designation, which allows ¼ - mile spacing for full access. And the suburban designation would also be consistent with anticipated growth and development along Orchard Road in Kendall County. The Village of Oswego supports ¼-mile spacing of full access regardless of the use. The Village has not yet approved the P.U.D. for the Cricket Stadium.

Koukol asked if the roadway (Orchard Road) was pretty flat in this area, allowing for good sight distance. Klaas confirmed it was very flat. Gengler asked about the gated access, and how that would work. Hansen discussed that it would eventually be full access and might someday need a traffic signal. If a traffic signal was warranted, the private developments would have to pay for the signal. Klaas thought that both the full access and the right in / right out might need a

variance. Koukol stated that he was always excited to see new commercial development. He wondered how many tax dollars would be generated by this project. Hansen said that preliminary indications were for about \$300,000. He also asked if the petitioner owned the property. Hansen confirmed that Chakra360 actually owned the parcel. He had purchased 3 parcels and combined them for a total of about 34 acres. Gengler asked about parking, especially for buses. He asked if there was a plan for that. Hansen said that the traffic plan had not been finalized for the final buildout. Gengler thought the 5:1 ratio for parking was pretty aggressive. Hansen indicated that this is the common number used for venues of this type, and it is included in multiple municipal ordinances around the Fox Valley, including the Kane County Cougar Stadium.

Bachmann asked about other uses for the stadium besides Cricket. Paresh Patel indicated that it could be used for community events. Hansen added that it could be used for non-profit events, graduations, etc. Bachmann wondered if in the future phases, whether the petitioner would come back to the County for any approvals. Hansen said that any improvements on Orchard Road would have to be approved by Kendall County. She also stated KLOA had done the traffic study, and Klaas added that CMAP had provided some future traffic projections. Klaas discussed some of the conditions that might be attached to the variance. As an example, a northbound left turn lane would need to be constructed for the full access, and since there are other left turn lanes at Tuscany and Galena, Orchard would probably need to be widened to 5-lane section for that entire area. Klaas also suggested that other conditions be attached to the variance, such as construction of sidewalks, traffic signals, and signal interconnection.

Gengler asked if there was any thought to expanding the project further north. Patel indicated that he would eventually like to obtain additional property to the north. Klaas discussed the current access spacing on the entire Orchard Road corridor in Kendall County. He pointed out that there were reasons for and against this variance. He also noted that the Suburban SRA standard for full access was a maximum of 4 accesses per mile. So allowing this full access for the petitioner would be taking the spacing to the maximum spacing allowable under the suburban designation. He just wanted to make sure everyone was aware of that, and how it might change the character of the area. Koukol pointed out that there is a reverse frontage road in the area between Route 34 and Mill Road, which helps with traffic flow in that area. Klaas thought that not having room for a reverse frontage road at the Breybourne site wasn't a problem with Orchard Road, but was a problem with choosing this site for this specific project. Hansen agreed that ¼-mile is the maximum, but stated it is the norm all over the Chicago metropolitan area.

Gengler pointed out the importance of looking at this long term. He didn't think the Orchard Road corridor would be filled in 5 to 10 years, but might be filled in within 20 years. The County needs to make sure this works in the long run. Hansen thought the ¼-mile spacing would work fine, and would provide greater economic opportunity in the area.

Gengler asked Patel why he chose this site. Patel stated that the property was already zoned M-1, which would allow for stadium construction as a special use. This is the largest parcel available in the Village of Oswego with this designation. Gengler asked why Oswego. Patel indicated that he was a resident of Oswego and his children had gone to school in Oswego schools. Koukol asked Phillipchuck if the zoning could be rezoned for apartment use. Phillipchuck stated that it would always be possible, but the Village would have to approve any of those changes. He also discussed the idea that Orchard Road corridor is really a desirable area, especially for warehousing and trucking. He thought the stadium was much more desirable

than other manufacturing uses, which could be more disruptive to adjoining residential development. Klaas stated that if this additional full access was allowed, it would probably be the only additional full access to Orchard Road in the entire corridor in Kendall County, as all the other full access points have already been established. Gengler wondered about linking the traffic signals together. Klaas stated that could be done relatively easily. He also volunteered to draft an ordinance that would include all the various conditions discussed at this meeting. Upon consideration, the committee approved the motion unanimously by voice vote.

Motion Gengler; second Koukol to recommend approval of an ordinance for the establishment of an altered speed zone on Lisbon Road between Walker Road and Highpoint Road. Klaas reminded the committee that the County Board sets speed limits on township highways. Kendall Township commissioner had requested this altered speed limit for Lisbon Road. Klaas thought the proposed 45 mph speed was appropriate considering the many houses along this roadway and the curves and hills that limit the sight distance. Motion approved unanimously by voice vote.

The committee reviewed a report completed by the County Engineer for 10 intersections in Kendall County. Gengler had requested this item for the agenda as a result of a meeting with Senator Rezin and Senator Holmes regarding the Galena Road – Rosenwinkel Drive intersection. Gengler discussed the fact that there was only one way in and out of the Bristol Bay Subdivision. This will change soon when IDOT widens Route 47. At that time, the additional access point from Route 47 to Bristol Bay will be opened to traffic, and should help with traffic movement in the subdivision. Both Gengler and Klaas believed that there were no serious issues at the Galena-Rosenwinkel intersection. The report showed that it had a very low crash rate. Koukol discussed the Route 126-Schlapp Road intersection. This has been the site of some very serious crashes, with fatalities. Klaas showed that, even after IDOT's safety improvement, there had still been 28 crashes in a 5-year period, including 3 A-type (serious) crashes. So that type of safety improvement is no guarantee to stop crashes at 2-way stop controlled intersections. Klaas indicated that this was a good segway to discuss the Millington-Millhurst intersection, where a recent fatal accident took place. He presented pictures of the intersection and described the existing traffic control measures at that intersection. Gengler asked how much it would cost to make a safety improvement similar to Rte. 126-Schlapp Rd., and how much it would cost to build a roundabout. Klaas thought a small improvement like Rte. 126-Schlapp would be less than \$100,000 and a roundabout would be around \$750,000.

Bachmann asked if Klaas had any recommendations. Klaas discussed the character of Millington Road, and the fact that it was a through county highway with a crossing of the Fox River. It carries a lot of trucks going to the grain elevator in Newark. He was reluctant to start installing 4-way stops on Millington Road because there are 7 intersections on Millington Road in just 5 miles. Installing 4-way stops at just one intersection would likely lead to many 4-way stops on Millington Road. He wasn't sure this would be in the best interest of the traveling public. He did provide some recommendations for low cost safety improvements that might increase safety. They included installing dual stop ahead signs with flashing yellow arrows, enlarging the corner cuts to improve intersection sight distance, freshening the painted stop bars at the stop signs, and installing advisory 45 mph speed limit signs on Millington Road in advance of the intersection. Chairman Bachmann liked the idea of including something on Millington Road. Koukol thought that Klaas would have some work to do to get all the parties on the same page. But there was general consensus to try to implement all of the recommended improvements. Committee directed the County Engineer to pursue all of the recommendations. Committee discussed some other problem intersections and timing of other improvements.

Motion Koukol; second Gengler to recommend approval of the 5-Year Surface Transportation Program 2024-2028. Committee reviewed all the proposed projects. Upon review, the committee approved the motion unanimously by voice vote.

Motion Koukol; second Gengler to forward Highway Department bills for the month of September in the amount of \$61,447.17. Motion approved unanimously.

Motion Koukol; second Gengler to adjourn the meeting at 4:42 PM. Motion carried unanimously.

Respectfully submitted,



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

### **Action Items**

1. Approve the low bid by John Deere, Inc. in the amount of \$225,529 for 2 new mowing tractors and 3 mowers, including trade-in of 2 tractors and miscellaneous equipment
2. An Ordinance Granting Variance to the Kendall County Highway Access Regulation Ordinance for Breybourne Stadium on Orchard Road
3. An Ordinance for the Establishment of an Altered Speed Zone on Lisbon Road between Walker Road and Highpoint Road
4. Approve the 5-Year Surface Transportation Program 2024-2028