

HIGHWAY COMMITTEE MINUTES

DATE: December 12, 2023
LOCATION: Kendall County Highway Department
MEMBERS PRESENT: Zach Bachmann, Dan Koukol, and Brian DeBolt
STAFF PRESENT: Michele Riley and Francis Klaas
ALSO PRESENT: Sherry Schmidt, PJ Fitzpatrick, Scott Osborn, and Jeremy Hudek

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

Motion Bachmann; second DeBolt, to amend the agenda by moving item #15 – Citizens to be heard – in front of approval of the agenda. Motion approved unanimously.

Motion Bachmann; second DeBolt to approve the amended agenda. Motion approved unanimously.

Sherry Schmidt presented some information related to the recent fatal accident at the intersection of Sherrill Road and Grove Road. She lives at the SE corner of said intersection. She noted that there have been several fender benders and accidents at this intersection. The fatal accident, which involved her brother, involved a southbound tractor-trailer that ran the stop sign and hit her brother's truck. She asked if lights could be put on the stop signs, as well as putting up additional stop signs on the opposite side of the road. Koukol referenced the intersection of Route 52 and Grove Road, all the signing that has been installed, and how there continues to be many accidents. Sherry also suggested that flags be put on the stop ahead. She provided some pictures of safety measures that Grundy County had placed at some other intersections in Grundy County. Sherry thanked the highway crews for picking up all the truck parts and debris along the side of the roadway. She also suggested that Cross Traffic Does Not Stop signs be installed. Finally, she thought that the truck driver was lost and had no idea where he was. She thanked the committee for listening to all of her suggestions.

Motion Koukol; second DeBolt, to approve the Highway Committee meeting minutes from November 14, 2023. Motion approved unanimously.

Motion Koukol; second DeBolt to recommend approval of an ordinance granting variance to the Kendall County Highway Access Regulation Ordinance. Klaas indicated that he had received a request for access to the east side of Cannonball Trail north of Bristol Tap. Scott Osborn, a representative from TurningPoint Energy, presented information for the proposed solar farm that would be located on about 25 acres east of Cannonball Trail and north of the BNSF Railroad. The driveway would be located about midway between two other private access points. Klaas stated that Cannonball Trail is classified as an Access 5 Highway, meaning it is the least restrictive for access. There are many other access points along this roadway. The amount of traffic from a solar field, after construction, is extremely small; so he was supportive of the variance request. Koukol asked about other projects proposed by TurningPoint in Kendall County. Osborn discussed projects near Sandwich and others near Oswego, Plainfield, and Joliet, and why those projects were moving forward or not moving forward. This particular project, in the City of Yorkville, is moving forward. It does not currently have access to

Cannonball Trail along this frontage. After further consideration, motion approved unanimously.

Motion DeBolt; second Koukol to recommend approval of the low bid of D Construction, Inc. in the amount of \$2,248,144.36 for the replacement of the Ridge Road Bridge, Section 22-00167-00-BR. Klaas reported that there were 3 bidders on this project, and the low bid was nearly 30% below the engineer's estimate. DeBolt wondered why the bid was so low. Klaas thought that because D Construction was working on I-80, they had an advantage on the earthwork bid items. Motion approved unanimously.

Motion DeBolt; second Koukol to recommend approval of a resolution for maintenance under the Illinois Highway Code appropriating \$600,000 for the purchase of bulk rock salt and general maintenance of highways. Koukol asked if this was a normal number for the resolution. Klaas stated that the price of salt for the coming winter was \$78.56 per ton. It is anticipated that about \$250,000 will be spent on salt and another \$350,000 will be spent on pavement markings, bringing the total to \$600,000. These are MFT monies that are spent every year. Motion approved unanimously.

Motion DeBolt; second Koukol to recommend approval of a construction engineering services agreement between Kendall County and Hampton Lenzini and Renwick, Inc. in the amount of \$318,122 to provide construction management for the Galena Road – Cannonball Trail intersection improvement. Koukol asked why HLR was chosen for this work. Klaas stated that he liked to use the same engineers who designed the project as the construction managers. HLR provided PE1 and PE2 on the project, and so were the natural choice for PE3. Their fee is about 9% of the construction cost of the project, which Klaas believed fell right in line with typical costs for construction management. Those costs generally range between 8% and 10%. He also reminded the committee that the Village of Montgomery will be paying 25% of the cost of the construction engineering, as well as all their respective costs for the road improvements, estimated at \$1.3 million. Motion approved unanimously.

Motion Koukol; second Bachmann to recommend approval of an agreement for the County Engineer's Salary. Klaas stated that once every 6 years, the County must approve an agreement with IDOT to stay in the County Engineer's Salary Program, if desired. The agreement does not actually appropriate any money. It just keeps the County in the program. It allows the County to use federal funds for 50% of the County Engineer's Salary. Motion approved unanimously.

Under Chairman's Report, Bachmann discussed the idea of updating the Access Regulation Ordinance to more accurately depict the access classifications, as well as to perhaps look at classifying roadways that could become future county highways. Klaas stated that the original ordinance had been approved in 1999. Every county highway was assigned a classification from 1 to 5... 1 being the most restrictive; and 5 being the least restrictive. When the ordinance was originally drafted, it included some corridors that weren't under the County's jurisdiction, such as Lisbon Road south of Eldamain and Caton Farm Road west of Route 47. The question posed was whether the County should continue to show some of these corridors that are included in the 20-year plan as roadways that have an access classification. Bachmann discussed the idea of a static classification for roadways that exist today, and then perhaps a separate exhibit that addresses potential future corridors. Klaas concurred that this might be a good planning tool; and could be used for future petitions along these corridors that are requesting additional access.

The committee directed the county engineer to prepare a proposal for the committee to review at a future meeting.

Chairman Bachmann asked if there were any updates on the Millington-Millhurst intersection. Klaas stated that the County has come to agreement on one of the four parcels that needed to be acquired for better sight distance at the intersection. DeBolt asked whether there had been any other signs or lights installed along the Millington Road corridor. He also asked how much it cost to install blinker stop signs at an intersection. Klaas stated that it costs approximately \$3,000 to install 2 blinker signs. He indicated that blinking signs had already been installed at the 2 busiest intersections. DeBolt also discussed the idea of rumble strips. Klaas reiterated his concern that rumble strips are not very effective. Bachmann thought that recent calls about this intersection just wanted to make sure that the County was doing something, and callers weren't necessarily concerned about what specific things were being done. DeBolt was just wondering if there was anything else that could be done. He asked how many intersections the County has. Klaas did not know. Members discussed the idea of installing safety equipment at every intersection.

DeBolt circled back to the discussion about the Sherrill-Grove intersection and recent fatal accident. Klaas stated that the accident was horrific, and it was Sherry's brother; so it was very personal. He didn't want to be argumentative; but he stated that up until that fatal accident, there had only been 3 crashes in 5 years, and none of them involved a semi. Perhaps there have been some near misses or unreported accidents; but 3 crashes in 5 years would make this one of the safest intersections in the county. He asked if the committee wanted to spend thousands of dollars at that intersection. It didn't seem to make sense. He stated that it doesn't take away from the tragedy. It was a horrible thing that happened. DeBolt said that we haven't had any crashes at locations where blinker signs have been installed. Klaas disagreed stating that there had been multiple crashes at Route 47 & Walker Road where the County recently installed blinker stop signs. Klaas thought that if you put blinker stop signs everywhere they will lose their effectiveness. The reason they're effective is because you don't see them everywhere. DeBolt and Klaas agreed that they just wanted to find a way to increase safety at these intersections. Klaas suggested that there might be consideration for installing some of the smaller, solar-powered blinking signs above the stop signs. Bachmann talked about the reasons he contacted State legislators about some of the intersections in Kendall County, and the desire to improve safety. He was generally in favor of the smaller blinking signs as well. Klaas suggested the idea of developing a safety matrix that would make recommendations for specific safety improvements. Bachmann thought a simple scoring system might be effective. Committee discussed the excess speeding and inattentive driving that seems to be rampant these days. After further deliberation, Bachmann suggested that the committee members consider some of these alternatives; and Klaas volunteered to bring back more information regarding county intersections to the January meeting, so that the committee can make informed decisions.

Motion Koukol; second DeBolt to forward Highway Department bills for the month of December in the amount of \$1,153,427.33. Klaas stated that \$1 million of the total amount was for the intersection improvements at Ridge Road & 143rd Street. Koukol asked about the \$350 clothing allowance. He confirmed that this occurs every December and has been the same amount for several years. He also asked if this was sufficient. Klaas stated that he would like to take it to \$400 with the Board's approval, but it was already set at \$350 for FY24. Koukol asked Klaas to make a mental note to increase the amount next fiscal year. Motion approved unanimously.

Motion DeBolt; second Koukol to adjourn the meeting at 4:27 PM. Motion carried unanimously.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Francis C. Klaas", written in a cursive style.

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

Action Items

1. An ordinance granting variance to the Kendall County Highway Access Regulation Ordinance
2. Resolution approving the low bid of D Construction, Inc. in the amount of \$2,248,144.36 for the replacement of the Ridge Road Bridge, Section 22-00167-00-BR
3. Resolution for Maintenance under the Illinois Highway Code appropriating \$600,000 for the purchase of bulk rock salt and general maintenance of highways
4. Construction Engineering Services Agreement between Kendall County and Hampton Lenzini and Renwick, Inc. in the amount of \$318,122 to provide construction management for the Galena Road – Cannonball Trail intersection improvement
5. Agreement for County Engineer's Salary