The committee meeting convened at 4:00 P.M. with roll call of committee members. Quorum was established with three members present. Scott Gryder arrived at 4:08 PM.

Motion Wehrli; second Gilmour to approve the agenda as presented. Motion carried unanimously.

Motion Gilmour; second Wehrli to approve the Highway Committee Minutes from the August 12, 2014 meeting. Motion carried unanimously.

A preliminary engineering services agreement between Kendall County and Hampton, Lenzini & Renwick was presented to the Committee. The agreement covers engineering work to be done related to replacement of a structure on Chicago Road in Lisbon Township. The project is included in the Township Bridge Program, which means that the State will pay for 80% of the engineering and construction, while the County and the Road District will each pay 10%. Because there is likely land acquisition involved in the project, the engineering will cost a little bit more than usual. The agreement has a not-to-exceed price of $41,500. Motion Wehrli; second Koukol to send the agreement to the County Board for consideration. Motion carried unanimously.

The County Engineer asked the Committee to consider whether they would like to advance intersection work at Fox River Drive and Crimmins Road in light of another fatal accident in August. That could be accomplished by moving back the programmed work at Galena Road and Little Rock Road intersection. The Galena intersection is programmed for $100,000 in engineering in 2015, $50,000 for land acquisition in 2016, and $800,000 for construction costs in 2017; while Fox River Drive and Crimmins has only $100,000 programmed for engineering in 2018. There is no construction money programmed in the 5-year plan for Fox River Drive. Gryder asked if Kane County would be involved in the cost of the Galena Road intersection improvement, considering that the north leg turns into Granart Road. Klaas indicated that the entire intersection is in Kendall County and so Kane would not likely be involved. This intersection has an entering volume of over 10,000 vehicles per day and a crash rate of less than 1 per million vehicles. Most of the crashes were in the curve just south of the intersection. Fox River Drive and Crimmins, on the other hand, has an entering volume of only 1725 vehicles per day, but a crash rate of 2.54 per million vehicles. So the crash rate for the Fox River Drive at Crimmins is nearly 3 times that of Galena Road at Little Rock intersection, even though the total number of crashes in the past 5 years for Fox River Drive is only half that of Galena Road. Cesich asked if Klaas was making a recommendation to advance the Fox River Drive intersection. Klaas indicated that he was somewhat torn between the two, but the County doesn’t have money in the 5-year plan to construct both improvements. Wehrli asked if there was a
simple fix to the Fox River Drive intersection. Klaas didn’t believe there was, although there could possibly be some additional safety measures that the Highway Department could look at. He did not recommend a 3-way stop as it could cause a large increase in rear-end accidents. The Committee discussed the matter further and came to the general consensus that it would be better to try to make an improvement that would be a benefit to a greater number of people and reduce a greater number of accidents. So the consensus of the Committee was to leave the 5-year plan as it is and keep the Galena Road intersection improvement first.

Chairman Koukol asked for an update on the proposed improvements at Schlapp Road and Ill. Rte. 126. Klaas stated that IDOT plans a safety shoulder and rumble strip improvement in 2015 on the entire length of Route 126; and they plan to make an intersection improvement at Schlapp & 126, which would include widening the existing box culvert, removing the guardrail, and installing delineating islands at Schlapp Road. He was unaware on the timing of the latter improvements, but indicated he could get an update from IDOT and report back to the Chairman.

Wehrli asked about the progress of Hudson Pointe in the Village of Oswego relating to the WIKADUKE Trail. County and Village staff had met recently with the developer to discuss the proposed route of the Trail. Klaas thought that the Village was going to allow the developer to align the Trail with Stewart Road.

Koukol also asked about the progress of the Grove/Collins/Minkler project. Klaas indicated that the centerline for the proposed improvement has been identified, and that information has been turned over to the Village of Oswego. Progress on this project probably won’t proceed until there is further development in this corridor.

Klaas updated the Committee on the status of the leaking underground storage tanks investigation. A final monitoring well was installed the previous week, and he believed all the monitoring wells were going to be sampled during the current week. Huff & Huff believes that they can convince the IEPA to allow the County to leave all the underground material in place; but there could be some type of deed restriction placed on this property to disallow any future water wells on the property. This would not be a problem at all for the Highway Department considering that the property is served by municipal water anyway.

Gryder asked about the status of the bridge analyzing that is being performed by consultant Willett Hofmann Associates. No reports have been received on this yet, but the County Engineer would talk to the consultant and get an update for the Committee.

Motion Koukol; second Gilmour to forward Highway Department bills for the month of September in the amount of $909,679.88 to the Finance Committee for approval. Motion carried unanimously

Meeting adjourned at 4:44 P.M.
Respectfully submitted,

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

ACTION ITEMS

1. Preliminary Engineering Services Agreement between Kendall County and Hampton, Lenzini & Renwick to perform all preliminary engineering for a bridge replacement on Chicago Road in Lisbon Township under the Township Bridge Program and utilizing County Bridge Funds at a not-to-exceed price of $41,500.