

HIGHWAY COMMITTEE MINUTES

DATE: October 14, 2025
LOCATION: Kendall County Highway Department
MEMBERS PRESENT: Jason Peterson, Dan Koukol, and Scott Gengler
STAFF PRESENT: Michele Riley and Francis Klaas
ALSO PRESENT:

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

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

Motion Gengler; second Koukol, to approve the Highway Committee minutes from August 12, 2025. Motion approved unanimously.

Motion Koukol; second Gengler, to recommend approval of a reimbursement agreement between ANR Pipeline Company and Kendall County related to pipeline improvements for Ridge Road Reconstruction. Klaas described the agreement as work that the pipeline must do to extend casings on their two pipelines south of U.S. Rte. 52 due to the upcoming Ridge Road reconstruction. Typically, utilities located in the existing r.o.w. would have to move their facilities at no cost to the County; but in this case, the pipelines had existing easements in the areas where the County acquired new right-of-way. For that reason, the County is liable for the cost of the relocation or safety improvements. ANR started at \$4 million for the proposed work, but through negotiations with their attorneys, the State's Attorney Office was able to reduce that number to \$800,000. Klaas reminded the committee that the bad news is that there are 8 pipelines on this project, and this agreement only deals with 2 of them. So there will be more costs associated with pipeline improvements. Motion approved unanimously by voice vote.

Motion Gengler; second Koukol to recommend approval of a resolution adopting the Illinois Department of Transportation's Policy on Establishing and Posting Speed Limits on the State Highway System in Kendall County, Illinois. Koukol asked if this was something new. Klaas stated that IDOT adopted a new policy after the Manual on Uniform Traffic Control Devices had recently been updated. The new policy takes into account and puts emphasis on the context of the roadway being evaluated instead of using just the 85th percentile speed as the predominant factor in setting altered speed limits. IDOT recommends that local agencies adopt this policy for consistency across all roadway jurisdictions. The committee had previously discussed some altered speed limits in the Oswego area; but Klaas didn't want to address those issues without first adopting the new policy. Koukol asked if the County would be setting speed limits on State Highways. Klaas said that the County can only set speed limits on county highways and township highways. The County is simply adopting the State's Policy and applying it to other local roadways. Gengler asked if we had a policy previously. Klaas stated that we did, in fact, have a speed limit policy, but thought it would be best to adopt the new policy and stay consistent with all other jurisdictions. Koukol confirmed that townships would still have to come to the County to request altered speed limits on their roadways. Peterson said that he gets complaints about the 30 mph speed limit on Collins Road east of the new roundabout. Koukol

indicated that this area was the Village of Oswego, and they are writing tickets for people going in excess of 25 mph over the speed limit. Klaas discussed the speed limits between the two roundabouts on Collins Road. He thought the speed from the Grove Road roundabout to Blue Heron Drive should be 35 mph, not 30 mph. West of Blue Heron the 45 mph posted speed is appropriate. Committee agreed 35 mph would be appropriate considering the new improvements and the setbacks on the pedestrian trail. Peterson indicated that once the new policy is adopted, the County would be able to address some of the outstanding requests for altered speed limits in the Oswego area. Gengler wondered what would happen if the County didn't adopt the new policy. Klaas thought it might open the County up to more legal challenges if the County wasn't following the new MUTCD, and he felt strongly that the County should adopt the new policy for consistency. Motion approved unanimously by voice vote.

Motion Koukol; second Gengler, to recommend approval of the Annual Update to the 5-Year Surface Transportation Program. Klaas discussed the new plan. He confirmed that the Plainfield Road intersection improvements have been moved up to 2028. He also pointed out the 2 new intersection improvements proposed on Millington Road. Peterson discussed the many accidents he has witnessed growing up in that area along Millington Road. He just didn't think you could stop people from crashing at these intersections without some kind of major improvement, indicating all the different safety improvements the County has tried to implement so far... with little success. He anticipated getting complaints from truckers going north and south, who would have to slow down at these intersections. Gengler commented that it's slow down or risk lives. Klaas said that this is the balance and why the committee's work is so important; using the County's resources and applying them in the most important locations. The committee discussed how expensive these roundabouts would be. Klaas thought they would cost in the neighborhood of \$1 million each. Peterson wanted to know if we had data indicating the cause of the crashes on Millington Road. Klaas indicated that he had reports at both of the intersections and could get that information to the Chairman. Gengler asked about the timing of widening proposed on Galena Road east of Route 47. Klaas couldn't remember exactly when that project was originally programmed. He discussed some of the specific improvements that might be planned for that project, and indicated that it would be a little easier now that all the major intersections had already been widened. Committee also discussed the planned improvements at Little Rock Road and Galena Road, as well as the proposed roundabout at Little Rock Road and Creek Road. After further consideration, the motion was approved unanimously by voice vote.

In other business, Klaas provided a draft copy of the Long-Range Transportation Plan to committee members. He indicated that the Plan is typically approved by the County Board in November. He stated that he'll get a final draft out to the committee in the next week. Peterson asked when the Plan would be made public. Klaas said that it would be on the Highway Committee and County Board agendas in November. The Committee confirmed that the meeting for November would be held on November 10th instead of Tuesday, November 11th, due to Veteran's Day.

Motion Gengler; second Koukol, to forward Highway Department bills for the month of October in the amount of \$1,843,088.57 to the Finance Committee for approval. Peterson asked about the inventory of road salt. Klaas stated that he was recently notified by CMS that the County's contract price had been set at around \$71/ton. Peterson asked if we had multi-year contracts for salt. Klaas indicated that CMS only does annual contracts. Koukol asked if we didn't have multi-year contracts in the past. Klaas said that the County had previously gone back and forth

between CMS contracts and County contracts; but they had never been multi-year. Motion approved unanimously.

Gengler asked if the Minkler Road Bridge is Village of Oswego's jurisdiction. Klaas confirmed that it is. Peterson stated that people are very excited that the bridge is now open. He also said that he has received many compliments on the smooth ride now that the roadway has all been resurfaced.

Motion Gengler; second Koukol to adjourn the meeting at 4:01 PM. Motion carried unanimously.

Respectfully submitted,



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

Action Items

1. Reimbursement Agreement between ANR Pipeline Company and Kendall County related to pipeline improvements for Ridge Road Reconstruction
2. Resolution adopting the Illinois Department of Transportation's Policy on Establishing and Posting Speed Limits on the State Highway System in Kendall County, Illinois
3. Annual Update to the 5-Year Surface Transportation Program