

HIGHWAY COMMITTEE MINUTES

DATE: January 13, 2026
LOCATION: Kendall County Highway Department
MEMBERS PRESENT: Jason Peterson, Dan Koukol, Scott Gengler, and Brooke Shanley
STAFF PRESENT: Michele Riley and Francis Klaas
ALSO PRESENT: Jeremy Hudek

The committee meeting convened at 3:31 P.M. with roll call of committee members. Shanley and Bachmann 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 December 9, 2025. Motion approved unanimously.

Motion Koukol; second Gengler, to recommend approval of a Resolution Providing for Spring Road Posting of Certain County Highways. Koukol pointed out that this is a resolution that we do every year to seasonally post certain county highways. Klaas confirmed that the resolution is exactly the same as in previous years. Gengler noted that the posting on Van Emmon Road was only from the City limits. Businesses inside the City of Yorkville would be required to have heavy loads come and go from Route 47. Motion approved unanimously by voice vote.

Motion Gengler; second Koukol, to recommend approval of a Local Public Agency Engineering Services Agreement between Kendall County and Willett, Hofmann & Associates, Inc. to perform routine bridge inspections for the period 2026 & 2027 in the amount of \$56,775. Klaas described the requirements for all local public agencies to inspect bridges routinely in accordance with the National Bridge Inspection Standards (NBIS). Over the years, FHWA has continued to increase the qualifications for inspectors, as well as increasing the numerous metrics for bridge inspections, including surveying elements. Highway Department no longer has qualified inspectors, and so relies on the services of a consultant. Willett, Hofmann & Associates has been performing Kendall County bridge inspections for several years and has done a great job. They also work with numerous surrounding counties for their bridge inspections. Committee held a brief discussion on the lack of requirements for inspections of pedestrian bridges. Gengler asked about inspection of culverts. Klaas reported that any structure with an AASHTO span length of 20' must be included in the inspection program. So even box culverts can be considered "bridges" under NBIS. He gave examples of the new double box culvert on Collins Road – a double 7'x12' culvert – and the double box culvert under Grove Road – a double 6'x12' culvert – as culverts that are considered bridges and are in the NBIS program. Upon further consideration, motion approved unanimously by voice vote.

Member Shanley arrived to the meeting at 3:38 PM.

Motion Koukol; second Shanley to recommend approval of a Plat of Dedication for public right-of-way along the east side of Ridge Road in Minooka, IL. Klaas reported that the proposed data center, Equinix, had recently purchased a single family lot on the east side of Ridge Road across

from Khater Drive. At the request of Kendall County, Village of Minooka is requiring Equinix to dedicate additional right-of-way for roadway purposes along this lot. It will take the proposed right-of-way from 60' east of centerline to 75' east of centerline, making is consistent with all the other right-of-way dimensions along Ridge Road. Koukol asked about the idea of having a sidewalk along Ridge Road. Klaas reported that there have been ongoing efforts to establish a multi-use path along the west side of Ridge Road... but with introduction of the new data center, Minooka is going to require them to install the path along the east side of Ridge Road between Holt Road and Wildy Road. He thought that a path will eventually be built on one side of Ridge Road and a sidewalk on the other side. Motion approved unanimously by voice vote.

Motion Shanley; second Gengler, to recommend approval of a petition from Oswego Road District for County aid to build or repair bridge, culvert or drainage structure. Koukol asked if this was the same petition that was before the committee a couple months ago. Klaas confirmed it was. Koukol thanked Klaas for passing the buck to him because the Highway Commissioner had chewed him out about the matter. Koukol believed it was time to let the Road District have it (the money). Koukol also asked who put the item back on the Highway Committee Agenda. Klaas said that he had put it back on the agenda after a conversation with the Oswego Township Highway Commissioner... who had indicated that he had worked it out with member Koukol. Motion approved unanimously by voice vote.

In Other Business, Klaas asked the Committee if they had any opinions on what engineering consultant(s) should be hired to design a couple projects in the 5-Year Plan. They include the intersections on Plainfield Road at Collins Road and at Schlapp Road, as well as the intersection of Grove Road and Caton Farm Road. Klaas stated that he has been told by the State's Attorney Office that as long as the County has a working relationship with a consultant, they can continue to hire them for new projects without going through a formal selection process. Klaas prefers that method simply because it saves a lot of time. Shanley asked if we had somebody that we typically work with. Klaas reported that the County does a lot of business with HR Green and they continue to design award-winning projects. They have designed all the County roundabouts to date. He also discussed the ongoing work with Hutchison Engineering on the Ridge Road corridor. The Ridge Road contracts are big and Klaas was concerned about putting too many eggs in one basket, even though Hutchison has also done excellent work for the County. Koukol was supportive of using HR Green. He pointed to the roundabout at Grove Road and Collins Road, which is working very well. He thought the intersection of Plainfield and Collins was going to be tricky. Koukol asked when the Grove & Caton Farm project was programmed. Klaas stated that all of these projects are scheduled to be built in 2028.

Koukol asked if HR Green was designing the Galena Road projects. Klaas confirmed. Koukol wondered if they had started the design. Klaas stated that they are far along with the designs and might even have pre-final plans completed already. Koukol had received calls about trucks working on towers and wood mats being placed along Galena Road and the callers were wondering if the County was starting on the Galena projects.

Discussion returned to the Plainfield Road projects. Koukol reiterated the success of the Grove & Collins roundabout. Klaas thought that the difference between Grove-Collins roundabout and Plainfield-Collins intersection is that Plainfield has significantly more traffic than Grove. He thought that the design scope for Plainfield-Collins would need to include more analysis on whether a traffic signal or a single lane roundabout would be the best long-term solution.

Peterson wondered why there was so much concern at Plainfield-Collins. Other committee members had strong opinions about the dangers of that intersection due to traffic, the intersection angles, and deep ditches. Klaas said that he really likes single lane roundabouts but was not a big fan of dual lane roundabouts because they don't increase the capacity very much and are frequently confusing to drivers. Committee members agreed. He thought that the County would want to be a little more careful in selecting the best long-term solution for this intersection.

Peterson discussed the speed limits on Plainfield Road and how that might interact with these new intersection projects. He also referenced the failed resolution from last month. He wondered if the committee could just approve all the other speed limits on that resolution. Klaas reminded the committee that this was not listed as an action item for this month, but he would be happy to put it on next month's agenda; and could leave the Plainfield Road changes off of the resolution. Koukol indicated he would be supportive of that.

Gengler asked about the traffic signal at the intersection of Route 71 and Orchard Road. He recently observed that it was in flash mode and wondered how the notifications are sent in regard to signal failures. Klaas stated that this traffic signal was under the jurisdiction of the Village of Oswego. Koukol reported that the northbound left turners do not get enough green time. Klaas thought that with the increasing traffic on Minkler Road, the timing may need to be adjusted. He wasn't sure what methods the Village uses to become aware of traffic signal failures. Kendall County uses Glance software, a cellular 5G service, to instantly get text and email notifications any time a signal has issues. He further explained how almost all traffic signals on State Highways in Kendall County have lead agency jurisdiction with agencies other than the State of Illinois. IDOT District 3 generally makes local agencies take care of much of the infrastructure on State Highways other than the pavement. The Village can submit their traffic signal costs to IDOT, and IDOT will share in those repair costs.

Motion Gengler; second Koukol to forward Highway Department bills for the month of January in the amount of \$202,037.78 to the Finance Committee for approval.

Motion Shanley; second Bachmann, to adjourn the meeting at 3:58 PM. Motion carried unanimously.

Respectfully submitted,



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

Action Items

1. Resolution Providing for Spring Road Posting of Certain County Highways
2. Local Public Agency Engineering Services Agreement between Kendall County and Willett, Hofmann & Associates, Inc. to perform routine bridge inspections for the period 2026 & 2027 in the amount of \$56,775
3. Approval of a Plat of Dedication for public right-of-way along the east side of Ridge Road in Minooka, IL
4. Petition from Oswego Road District for County aid to build or repair bridge, culvert or drainage structure