

WILL COUNTY BOARD
PUBLIC WORKS AND TRANSPORTATION
COMMITTEE MEETING MINUTES

November 3, 2009

Will County Office Building
County Board Room
302 North Chicago Street
Joliet, IL 60432
8:30 a.m.

CALL TO ORDER

Mr. Bilotta called the meeting to order at 8:40 a.m.

ROLL CALL

Present were Members: Singer, Babich, Goodson, Weigel, Winfrey, Wisniewski and Bilotta.

Absent were Members: None.

Also Present: W. Adamic, D. Rozak, S. May and B. Friefeld.

Present from State's Attorney's Office: P. Mock.

PLEDGE OF ALLEGIANCE

Mrs. Rozak led the Pledge of Allegiance.

APPROVAL OF MINUTES

A motion was made by Mr. Weigel, second by Ms. Winfrey, to approve the minutes from the October 6, 2009 meeting. On a roll call vote, Singer, Babich, Goodson, Weigel, Winfrey, Wisniewski and Bilotta voting yes. MOTION CARRIES.

A motion was made by Mr. Wisniewski, second by Mr. Weigel, to approve the executive session minutes from the October 6, 2009 meeting. All in favor. MOTION CARRIES.

OLD BUSINESS

**Presentation of Ridge Property Trust of Lorenzo Road Improvements in
Coordination with the Ongoing I-55 Corridor Study at Lorenzo Road and IL Route 129
Interchanges**

Mr. Schuhmacher provided an update on some of the transportation issues regarding the development located on the southwest corner of Lorenzo Road and I-55. The full build out will be approximately 23 million square feet. IDOT has come with 4 alternatives that the county

has commented on once. Alternative B builds a full interchange at Route 129 and makes some minor improvements to Lorenzo Road. We anticipate the best circulation of traffic with Alternative B. We have worked with staff to minimize the use of Lorenzo Road for our development and maximum the use of the Route 129 interchange. We have 5 goals and objectives: make sure Lorenzo Road ramps stay open; have IDOT commitment to Ridgeport signage on I-55 to use Route 129 as the main traffic route; maintain the T-interchange at Lorenzo & Graaskamp Road; put internal traffic signals in Ridgeport and internal traffic direction controls in Ridgeport. We wanted to make sure everyone was aware of what was going on internally in the park as well as with IDOT.

Mr. Adamic arrived at this juncture.

Mr. Gould indicated he had spoken with IDOT and sent them a letter regarding this presentation; we would submit our comments based on the new revisions that were presented today.

Mr. Bilotta stated Ridge Property is working on addressing our concerns; Lorenzo Road is a county road and it is important to keep it open. Grundy County had some concerns that no truck traffic would go through Morris. It looks like Ridge Property and IDOT are accommodating our request to keep Lorenzo open for residential traffic. The county did give Ridge Property an approval for some temporary accesses.

Mr. Schuhmacher indicated we would come back once the alternates are determined; we would update the traffic study and resubmit to the county.

Mrs. Rozak asked regarding the surrounding communities such as Braidwood and Wilmington; how are you trying to keep truck traffic from going through those towns?

Mr. Schuhmacher answered our best chance of minimizing truck traffic is to locate as much commercial services on the interchange as possible and to encourage that route. There is no way to curtail that activity; we will also have signage at I-80 and I-55. We have kept Braidwood and Wilmington apprised of these changes.

Mr. Bill Zarack from New Lenox stated everyone seems to agree there is an extensive amount of truck traffic; this container port will take 280 trucks off of the highway. There are a number of drivers holding hazardous loads – this is just as dangerous as CN Railroad coming through.

Mr. Bilotta indicated if there are some policing issues they need to be discussed with the local authorities. The state has passed a law that county roads must accept 80,000 pound trucks; we cannot legally stop the trucks. If someone is not properly licensed – that is another enforcement issue. We appreciate your concerns; we agree with you if the trucks are not safe, someone will get hurt. Our county is becoming a transportation hub; we have the highway

system as well as water and rail systems in Will County. We need to take advantage of that. Fortunately it creates jobs but the down side is we have to address all of the truck traffic. This committee understands that and we are constantly trying to address that

Mr. Zarack commented safety should be the most important issue.

Discussion Re: Laraway Road Corridor Speed Zone

Mr. Bilotta stated everyone has had a chance to review the speed studies for Laraway Road from Route 52 to Harlem Ave. Everything came in way above the posted 40 MPH. He asked the committee what makes sense to them.

Mr. Weigel distributed his recommendation; in some critical areas keep it at 40 MPH – it is important to keep relatively low. He suggested going through area by area.

Mr. Singer indicated we could debate every zone. The hardest part is west of Route 45 versus east of Route 45. He suggested everything east of Gougar to Route 45 at 45 MPH; everything west of Gougar Road to Route 52 at 50 MPH.

Mr. Weigel commented he would go along with that.

Mr. Bilotta stated we can always address this again later.

A motion was made by Mr. Singer, second by Ms. Goodson, to place a resolution on the County Board Agenda setting the speed limits on Laraway Road as follows: from Route 52 east to Gougar Road at 50 MPH; from Gougar Road east to Route 45 at 45 MPH; from Route 45 to Center Road at 50 MPH; from Center Road to approximately 1-1/4 miles east of Center Road at 40 MPH; from that point east to Harlem Avenue at 45 MPH. All in favor. MOTION CARRIES.

Request for Agreement with the Village of Crete for the Installation of Traffic Signals at the Intersection of Exchange Street and Independence Drive

A motion was made by Mr. Singer, second by Mr. Wisniewski, to place a resolution on the County Board Agenda authorizing an agreement with the Village of Crete for the installation of traffic signals at Exchange Street and Independence Drive. All in favor. MOTION CARRIES.

Request by McEnery Enterprises for Temporary Access Permit Extension and Right-of Way Acquisition Assistance for Hanover Estates on Cedar Road (CH 4)

Mr. Gould stated we have given multiple extensions due to the inability to acquire right of way. They are also asking the county to assist them in the right of way acquisition process.

Mr. Tieman indicated we have met with a majority of land owners on Cedar Road and Baker Road. We thought we had agreements with the majority for acquisition of right of way; we have come as far as we can go. We have requested assistance with the Village of Manhattan for Baker Road. The only way to move forward on Cedar Road is to request assistance by the county for eminent domain.

Mr. Bilotta commented when we grant temporary access this is the risk we take that the developer will have difficulty acquiring right of way to do the improvements. No one likes to step in with the developer and we have done this before but it is not common. Do you have documentation that shows your negotiations and appraisals?

Mr. Tieman answered we have had not further response from the property owners.

Mr. Bilotta stated if you have not offered fair market value he does not know why we should step up. Before we go to this step he would like to see the appropriate documentation.

Mr. Gould commented he finds it interesting that every one of these parcels is the same amount of \$2.00 per square foot. Our appraisals are fairly based on damages, which is the size of the parcel and what you are taking; we have not seen any appraisals for these properties.

Mr. Singer indicated the real issue is whether the county would, on behalf of the developer, work on eminent domain case. There is not a significant rush in getting those improvements done; there is certainly some time to work this out. The wise thing to do over the winter is to encourage you to go back and work with them and try to come to a solution. Then discussions regarding eminent domain could be considered in the spring. He suggested we provide the short term temporary access.

Mr. Bilotta commented we have changed our ordinance to allow up to 2 years on the temporary access.

Mr. Babich asked when negotiations ceased.

Mr. Tieman answered about 6 months ago.

Mr. Bilotta stated he is not in favor of taking over this right of way acquisition until they have provided documentation to back up their negotiations.

A motion was made by Mr. Wisniewski, second by Ms. Winfrey, to place a resolution on the County Board Agenda authorizing the extension of the temporary access permit for up to two years with a status report after one year. All in favor. MOTION CARRIES.

NEW BUSINESS

Request by CenterPoint Properties for Variances to the WCDH Permit Regulations for Improvements along Arsenal Road (CH 17) and at the Baseline Road Intersection as Part of the CenterPoint North (Joliet) Development

Mr. Gould stated this a request for three variances; the first is due to the intermodal that is going in; because of the impact of traffic onto Arsenal Road the ultimate build out required a 6 lane cross section. We have discussed this extensively – to build 6 lanes through is unreasonable. There are no other developments from Baseline Road and we feel the 4 lane design that was completed would be adequate to take this traffic. The second variance is because of the amount of traffic there will be more of a burden on Arsenal Road and additional

maintenance that the county will have to share in the future. A life cycle cost analysis was done that showed an additional \$374,917 in maintenance costs. Since the cost should be borne by the developer because traffic is placed on the road due to this development, they have asked for that cost to be spread out over a 5 year period or once we complete all of the Arsenal Road-Elwood phase. If that happens before the 5 year they would pay off the balance. The most is 5 years. The third variance is at the intersection of Brandon Road and Manhattan Arsenal Road; because of the impact of the development, in the future a signal will be needed at that intersection; it is not required now. Once this development comes in the warrants will be met for the signal and they will put that signal up at their cost.

Mr. Weigel questioned regarding the 6 lane cross section; could we put in a 10-year delay and review at that time.

Mr. Gould replied he is not saying 6 lanes would not be warranted but to construct it through there would be a major undertaking; to get through the Mobil facility, the conservation area, the Army area, it would be very difficult. He does not know how it would be done.

Mr. Bilotta clarified regarding the third variance; you would work with the State's Attorney's Office that the traffic signal would be done when warranted.

Mr. Gould stated that is correct.

A motion was made by Mr. Babich, second by Mr. Wisniewski, to place a resolution on the County Board Agenda granting 3 variances for CenterPoint North (Joliet) Development. All in favor, with Mr. Singer abstaining. MOTION CARRIES.

RESOLUTIONS TO BE RECOMMENDED TO COUNTY BOARD

1. Resolution for Salary of County Engineer for the period beginning December 1, 2009 and ending November 30, 2010.
Motion by Mr. Singer, second by Mr. Weigel. All in favor. MOTION CARRIES.
2. Resolution for Providing Title Commitment Reports for use by County with Wheatland Title Guaranty Company to assist with the right of way acquisition, Section 07-00177-05-LA, County Board District #6, Using County's allotment of County RTA funds (\$29,900.00)
Motion by Mr. Weigel, second by Mr. Wisniewski. All in favor. MOTION CARRIES.
3. Resolution Authorizing Approval of an IDOT – County Joint Agreement for the improvement of the Illinois Route 394/Illinois Route 1 at CH 23 (Pauling-Goodenow Road) intersection, State Section 2002-113R, County Section 09-00112-02-TL, County Board District #1
Motion by Mr. Singer, second by Mr. Wisniewski. All in favor. MOTION CARRIES.
4. Resolution Authorizing Approval of the Expenditure of County Motor Fuel Tax funds for the improvement of the Illinois Route 394/Illinois Route 1 at CH 23 (Pauling-Goodenow Road) intersection, State Section 2002-113R, County Section 09-00112-02-TL, County Board District #1 (\$43,125.00)
Motion by Ms. Winfrey, second by Mr. Weigel. All in favor. MOTION CARRIES.

5. Resolution Authorizing Approval of Additional Professional Services Agreement for Design Engineering Services with Robinson Engineering, Ltd. for the improvement of CH 4 (Cedar Road) at CH 75 (167th Street/Division Street) intersection, Section 04-00051-06-EG, County Board District #7
Motion by Mr. Weigel, second by Mr. Babich. All in favor. MOTION CARRIES.
6. Resolution for Additional Design Engineering Services (Phase II) by County under the IL Highway Code with Robinson Engineering, Ltd. for the improvement of CH 4 (Cedar Road) at CH 75 (167th Street/Division Street) intersection, Section 04-00051-06-EG, County Board District #7, Using County's allotment of MFT funds (\$88,094.00)
Motion by Ms. Winfrey, second by Mr. Weigel. All in favor. MOTION CARRIES.
7. Resolution Authorizing Approval of Professional Services Supplemental Agreement for the Construction Engineering with AECOM for construction on CH 17 (Manhattan-Arsenal Road) from I-55 Ramps to Baseline Road, Section 00-0017-12-RP, County Board District #6
Motion by Mr. Weigel, second by Mr. Singer. All in favor. MOTION CARRIES.
8. Resolution Authorizing Approval of Professional Services for Construction Engineering Services Supplemental Agreement with AECOM for construction the CH 17 (Manhattan-Arsenal Road) from I-55 Ramps to Baseline Road, Section 00-0017-12-RP, County Board District #6, Using County's specially established CenterPoint escrow account (\$84,537.08)
Motion by Mr. Weigel, second by Ms. Winfrey. All in favor. MOTION CARRIES.
9. Resolution Authorizing Approval of Additional Professional Engineering Services Agreement for Engineering with Christopher B. Burke Engineering, Ltd., for roadway and appurtenant work for the Caton Farm Road – Bruce Road Corridor Study between U.S. Route 30 and the intersection of Illinois Route 7 and County Highway 4 (Cedar Road), Section 99-00074-20-EG, County Board Districts #7, 8, and 9
Motion by Ms. Goodson, second by Mr. Babich. All in favor. MOTION CARRIES.
10. Resolution for Additional Design Engineering Services by County under the Illinois Highway Code with Christopher B. Burke Engineering, Ltd., for the Caton Farm Road – Bruce Road Corridor Study between U.S. Route 30 and the intersection of Illinois 7 and County Highway 4 (Cedar Road), Section 99-00074-20-EG, County Board Districts #7, 8, and 9, Using County's allotment of MFT funds (\$818,980.37)
Motion by Mr. Wisniewski, second by Ms. Goodson. All in favor. MOTION CARRIES.
11. Resolution Authorizing Approval of Additional Professional Engineer Services Agreement for Engineering with Civiltech Engineering, Inc., for roadway and appurtenant work for the Caton Farm Road – Bruce Road Corridor Study between U.S. Route 30 and the intersection of Illinois 7 and County Highway 4 (Cedar Road), Section 00-00074-21-EG, County Board Districts #7, 8, and 9
Motion by Mr. Weigel, second by Ms. Winfrey. All in favor. MOTION CARRIES.
12. Resolution for Additional Design Engineering Services by County under the Illinois Highway Code with Civiltech Engineering, Inc., for the Caton Farm Road – Bruce Road Corridor Study between U.S. Route 30 and the intersection of Illinois 7 and County Highway 4 (Cedar Road), Section 00-00074-21-EG, County Board Districts #7, 8, and 9, Using County's allotment of MFT funds (\$846,372.31)
Motion by Mr. Weigel, second by Mr. Babich. All in favor. MOTION CARRIES.

13. Resolution Authorizing Approval of Professional Services Agreement for Right of Way Acquisition Services (appraisals) with Civiltech Engineering, Inc., for CH 8 (DeSelm Road) between Illinois Route 102 and Will-Kankakee County Line, Section 07-00177-05-LA, County Board District #6, Using County's allotment of RTA Tax funds (\$96,700.00)

Motion by Mr. Singer, second by Mr. Wisniewski. All in favor. MOTION CARRIES.

14. Resolution Authorizing Approval of Professional Services Agreement for Right of Way Acquisition Services (negotiations) with Swanson and Brown, Ltd., for CH 8 (DeSelm Road) between Illinois Route 102 and Will-Kankakee County Line, Section 07-00177-05-LA, County Board District #6, Using County's allotment of RTA Tax funds (\$75,400.00)

Motion by Mr. Weigel, second by Ms. Goodson. All in favor. MOTION CARRIES.

15. Resolution Confirming Award of Purchase to Finkbiner Equipment Co. (\$80,990.00) – Let on October 28, 2009 – One (1) Self-Propelled Road Widener, Current Model Year

Motion by Mr. Wisniewski, second by Mr. Weigel. All in favor. MOTION CARRIES.

Other Business

COUNTY ENGINEER DISCUSSION

STATE'S ATTORNEY DISCUSSION

Mr. Mock stated regarding the Stazinski (sp) property off of Laraway Road; there is a situation occurring where the Stazinskis had a flag lot and a subdivision was put in, which was approved by the Village of Frankfort with entrances right next to them. The ultimate plan was to line up the entrance with Scheer Road from the south. The Stazinskis are suing the county, the subdivision and Frankfort because they do not like the temporary access that close to theirs. After talking to the Village of Frankfort attorney; he suggested the county enter into an intergovernmental agreement with the Village of Frankfort for the road north of the intersection that runs parallel with the Stazinski's flag lot. Frankfort would still own and maintain that road; they would still have liability for the road. But on the side where the Stazinski's property is, for approximately 600 feet they would authorize us to control access. We would close the Laraway entrance and give them access off of the side road; that would solve our problem but he does not know if they would agree with this. Under our ordinance we would have the right to control our access; if Frankfort would grant us the authority that would give us the ability to do so. One of their concerns is the semis that deliver to them.

Mr. Gould indicated we could regulate the weight limit; the Stazinskis were concerned that the village would post that road at whatever they post.

Mr. Mock stated we can put language in that the weight limit on Laraway would be the same on the side road. We can enter into the intergovernmental agreement where we would have the ability for access and weight limit for approximately 600 feet. He believes that would

solve this issue. He will draft an agreement for their attorney and bring the formal copy back to committee.

MONTHLY WORK REPORTS – Attached

AUDIENCE COMMENTS

Mr. Zarack questioned why there is such an emphasis put on Laraway Road. He drove from Harlem to Cedar Road at 40 MPH and checked his time. He went back to Harlem set his speed at 50 MPH and went to Cedar Road; it took longer than at 40 MPH. He went from Cedar Road to Route 52 at 40 MPH and then went back on the same route at 50 MPH; he saved 28 seconds. You are not saving any time.

Mr. Singer stated he does not disagree; we voted to make a recommendation that would take Laraway Road from 40 MPH to 45 MPH. He wished most people drove at or near the speed limit. What we did today is raise the speed limit just a little bit it is still less than what professional speed studies show we could raise it to; overall that helps set a reasonable speed limit along Laraway Road and will serve us well in keeping traffic moving safely. Not long ago most of it was 55 MPH and that was too fast; that is why we took a look at lowering the speed limit. This will provide for a good safe speed limit.

REPORTS BY COMMITTEE MEMBERS

ANNOUNCEMENTS BY THE CHAIRMAN

EXECUTIVE SESSION

ADJOURNMENT

A motion was made by Mr. Singer, second by Ms. Winfrey, to adjourn the meeting at 10:06 a.m. All in favor.

MOTION CARRIES.