

**MINUTES OF A COMMITTEE OF THE WHOLE MEETING
OSWEGO VILLAGE PRESIDENT AND BOARD OF TRUSTEES
OSWEGO VILLAGE HALL
100 PARKERS MILL, OSWEGO, ILLINOIS
April 5, 2022**

CALL TO ORDER

President Troy Parlier called the meeting to order at 6:05 p.m.

ROLL CALL

Board Members Physically Present: President Troy Parlier; Trustees Tom Guist, Kit Kuhrt, James Marter II, Terry Olson, and Jennifer Jones Sinnott.

Board Members Absent: Trustee Brian Thomas

Staff Physically Present: Dan Di Santo, Village Administrator; Christina Burns, Deputy Administrator/HR Director; Tina Touchette, Village Clerk; Jeff Burgner, Police Chief; Mark Horton, Finance Director; Jennifer Hughes, Public Works Director; Rod Zenner, Development Services Director; Joe Renzetti, IG/GIS Director; Susan Quasney, Engineer; Bridget Bittman, Community Engagement Coordinator- Marketing; and Karl Ottosen, Village Attorney.

PUBLIC FORUM

Public Forum was opened at 6:05 p.m. There was no one who requested to speak. The public forum was closed at 6:05 p.m.

OLD BUSINESS

There was no old business.

NEW BUSINESS

G.1 Discussion of Minkler Bridge Replacement Project

Engineer Quasney addressed the Board regarding the Minkler Bridge replacement project. HR Green, has finished the Phase I study and submitted the preliminary design to several agencies, for approval and comments, including IDOT, Kendall County Department of Transportation, and the Federal Highway Administration. As part of the process, staff was asked to provide a means for public review and comment. Before the Committee of the Whole tonight, an open house was held for the public to review the plans. The following is a summary of the project:

The Minkler Bridge over Morgan Creek is located at the Southwest corner of Oswego between Rt. 71 and Reservation Rd. The precast concrete bridge was originally built in 1914 and modified in 1980. The surrounding properties are not within the Village limits and the street is built with open ditches and no curbs or sidewalks. The bridge is in fair condition and would not warrant full reconstruction by itself. It is the geometry and safety of the road that is of concern. The bridge was built perpendicular to the creek and the street was curved to match the bridge alignment. The result is a blind turn for drivers just north of the bridge. It has been the site of 19 accidents since 2013 with two fatal accidents. Repositioning the bridge, at an angle across the creek, would allow for a larger radius curve of the roadway, eliminating the blind curve and providing safer driving conditions. Flattening out the curve pulls the centerline of the roadway to the east, necessitating some land acquisition. The main consideration is to strike a balance between using a smaller radius curve which minimizes the amount of land acquisition, the construction limits of the project, and a larger radius providing for safer driving conditions. With a greater emphasis on safety, staff is proposing to increase the existing radius of approximately 850' up to 2,825'. The limits of the reconstruction would extend from the south end of Hunt Club to just north of Country Lane and require a total of 1.33 acres of land acquisition from three property owners. Another safety concern is the posted speed limit of 40 mph. The current road was built level and is not superelevated. The outer edge of the curve is constructed slightly higher than the inner edge to help resist a car from sliding off the road under faster speeds. Without this, the driver only has the friction between their tires and the roadway to resist centripetal forces which can be

compromised during wet or icy conditions. The superelevation of the new roadway would be calculated for a design speed of 50 mph.

There is no active or pending development in the vicinity of the bridge. School District 308 boundaries would not necessitate children walking across the bridge. The new roadway would also be constructed with the rural cross section. To allow for future expansion without having to reconstruct the bridge, there will be additional width to accommodate a future sidewalk. Under full road closure the construction is estimated to take about four months. The repositioning of the bridge to the east provides an option to stage construction and maintain restricted traffic across the bridge. Approximately half of the new bridge can be constructed without demolishing the existing one, allowing for normal traffic patterns during the first two months or so of the project. Once that portion is complete, the existing bridge could be shut down and allow one lane of traffic, over the new section, using temporary traffic signals. This would increase the construction period by about 2 ½ months, plus adding costs for the traffic control system and for the contractor to work under traffic conditions. The estimated cost of construction, based on a full closure for the project, is \$2.5 million. Staff is currently pursuing Federal Illinois Special Bridge Funds, CMAP STP-L funds through Kane-Kendall Council of Mayors, and Kendall County STP-Br funding with construction anticipated as soon as 2025. Engineer Quasney requested additional feedback, from the Board, regarding staged versus total closure.

Jason Roitburd, project manager for HR Green was present to answer questions.



Board and staff discussion focused on current traffic count is 3,850 vehicles per day; 3%-5% is truck traffic; no large trucks; weight limit is unknown; new bridge would meet IDOT standards; increase to 12-foot leans with 8-foot shoulders; bridge relocated to the east of the current bridge; elevations; Collins Road extension may pull traffic away from the area; staged closure would increase the construction costs by 15%-20%; approximately \$372,000 increase in costs for staged closure; closures would take place in Phase 2; public feedback was positive; public does not have a strong opinion on staged construction; crashes on the bridge due to speed, bad weather and the blind curve; speed limit coming up to the bridge is 45 mph; whether the speed limit can be changed; local owners have petitioned the County and could only get it down to 40 mph; issue with the bridge is geometry; lowering the speed limit is not going to keep driver's from speeding; northwest quadrant is where accidents are happening; Collins Road construction starting next summer and will be completed before the bridge project starts; Reservation Road and Rt. 71 is a lighted intersection; full closure is the way to go; school district services does not cross to the south of the bridge; staff will be contacting the school district to let them know about the project. There was no further discussion.

G.2 Direction Regarding Parkway Restoration Policy

Director Hughes addressed the Board regarding parkway turf repair due to snowplow damage. Staff repairs approximately a dozen turf restoration requested by residents plus others observed by crews as they drive through town. The repairs typically begin after the frost is out of the ground and weather forecast is favorable for grass seed to be planted. The Village does not currently offer an option for sod.

Seed versus Sod

- Seed

- Much more likely to establish and survive in curb side restoration locations. (The temperature tends to be higher near concrete curb, proving hard on a small piece of patched in sod.)
- Readily available and can be easily planted working from a bucket.
- More likely to blend into existing turf.
- Requires less TLC than sod.
- Cost is much less than sod.

- Sod

- Needs a lot of water for the first ten days.
- Needs to be watered two times a day.
- Edges have the tendency to shrink and brown out. With smaller pieces of sod this is more obvious.
- Not available until late April or early May.

If the Board desires to offer sod as an option, it will take additional staff time to contact residents to determine their preference prior to repair. Sod will increase response time as it cannot be readily stored. Alternatively, staff could offer sod only if requested. Staff suggests that no warranty is offered as there is no way to water or manage the turf.

Board and staff discussion focused on currently send out staff with top soil and seed; sod needs to fresh and requires lots of water; resident would need to water the sod; staff does not reach out to residents; staff just goes and fixes it; treating the repair similar to the mailbox program; resident could replace and request a reimbursement; takes more time and effort to process paperwork for reimbursement; opposed to dropping off sod, if requested. Direction was given to continue with the current policy of seeding. There was no further discussion.

CLOSED SESSION

A motion was made by Trustee Olson and seconded by Trustee Marter II to enter Closed Session for the purposes of discussing the following:

- Pending and Probable Litigation [5 ILCS 120/2(c)(11)]
- Appointment, Employment, Compensation, Discipline, Performance, or Dismissal of Personnel [5 ILCS 120/2(c)(1)]
- Collective Bargaining, Collective Negotiating Matters, Deliberations Concerning Salary Schedules [5 ILCS 120/2(c)(2)]
- Sale, Lease, and/or Acquisition of Property [5 ILCS 120/2(c)(5) & (6)]

Aye:	Tom Guist James Marter II Jennifer Jones Sinnott	Kit Kuhrt Terry Olson
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Nay: None

Absent: Brian Thomas

The motion was declared carried by a roll call vote with five (5) aye votes and zero (0) nay votes.

The Board adjourned to Closed Session at 6:31 p.m.

The Board returned to open session at 6:57 p.m. A roll call vote was taken. All attending Board members were physically present for the roll call.

ADJOURNMENT

The meeting adjourned at 6:57 p.m.

Tina Touchette
Village Clerk