

MINUTES OF THE SPECIAL MEETING  
OF THE CORPORATE AUTHORITIES OF THE VILLAGE OF CAMPTON HILLS  
May 30, 2023  
6:30 p.m.

1. **Call to Order** – President Wojnicki called the meeting to order at 6:31 p.m. In the absence of the Village Clerk, President Wojnicki asked for a motion to appoint Village Administrator, Denise Burchard, as temporary secretary. That motion was made by Trustee Burson, second by Trustee Millette. A voice vote was made, and all were in favor.

2. **Roll Call** – Administrator Burchard called the roll.

**Present:** Trustee Boatner, Trustee Burson, Trustee McKelvie, Trustee Millette, Trustee Morgan, Trustee Muncie, President Wojnicki

**Also Present:** Administrator Burchard, Village Engineer (HRGreen) Scott Marquardt, Campton Township Highway District Representative Ray Weber

**Public Comments:** There were no public comments.

3. Village Engineer, Scott Marquardt, explained that the meeting was being held to provide the Village Board members with background information regarding the engineering services provided by HRGreen and explain the work that they do for the village (see attached supporting materials).

4. HRGreen has been working with the village since 2018 after they were chosen through a Request for Qualifications (RFQ) process. He works closely with the Township in determining the priorities of road resurfacing and maintenance.

5. Mr. Marquardt briefly reviewed the duties listed on the agenda that he is responsible for as the village engineer. Board members asked questions regarding a number of items which included bike path funding issues, grant applications, coordination with other government agencies to fund projects, and money available for routine maintenance of roads.

Mr. Marquardt brought in the core samples to illustrate the condition of the roads beneath the surface. He explained that there was a Robotics analysis done on the roads five years ago which gave the village a ranking of the roads. As each year progresses the road conditions continue to deteriorate. The village has spent more money on roads these past few years; however, we will continue to be trying to catch up because the MFT funds are very limited. Currently it costs approximately \$250,000 per mile to resurface a road which would require \$23 million to resurface all roads in the Village. The Village will collect \$8.9 million over the next 20 years from MFT funds (assuming \$445,000 per year). The Village will need to look into other funding options if roads are a priority.

6. **New Business:** Administrator Burchard explained that there has been some discussion with Trustee Boatner and Trustee Burson regarding Building Department operations and permits. She asked if the Board members how they would like to address this issue. The


Board decided to add this to the June 6, 2023, meeting under Discussion. Trustee Boatner will take the lead on this topic.

7. **Adjournment:** A motion was made by Trustee Burson, second by Trustee Muncie to adjourn the meeting.

The meeting was adjourned by a voice vote at 8:38 p.m.

Respectfully submitted by:  
Denise Burchard

Approved this 6 day of June 2023

  
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Barbara Wojnicki, Village President

  
\_\_\_\_\_  
Tracy Johnson, Village Clerk



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To: Village President and Village Board  
Village of Campton Hills, Illinois

From: Scott Marquardt, PE  
HR Green, Inc. – Village Engineer

Subject: May 30, 2023 Elected Officials – Roadway Improvements Education Meeting  
Various items Summary Memo

Date: May 23, 2023

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This supporting information is being provided for the following agenda items:

- 4) 2018 Request for Qualifications (RFQ) Process Recap
  - i. Prior to 2018 the Village had never officially selected a firm to serve as Village Engineer (*per 4/4/2018 PW Committee minutes*)
  - ii. RFQ was issued April 2018, and four firms responded.
  - iii. Interviews were held early July 2018
  - iv. At the July 17, 2018 Village Board meeting HR Green was appointed as the Village Engineer and the first contract was approved for roadway engineering services.
  - v. Also, at the July 17, 2018 Village Board meeting the decision was made to continue with Trotter Associates for drainage and stormwater projects.
  
- 5) What Does your Village Engineer Do
  - a. **Bridge Program Management**
    - i. Inspections are required every 2 or 4 years to meet state requirements.
    - ii. Two bridges are under the jurisdiction and responsibility of the Village.
      1. Denker Road
      2. Winchester Way
        - a. *Prior to 2018 the Village was not aware of this bridge and associated responsibility. The first inspection was performed in 2018 and the bridge was added to IDOT Bridge Inventory System*
  - b. **Public Works Committee presentations and management**
    - i. The elected officials are invited to compare pre-fall 2018 agenda/minutes to post-January 2019 agendas/minutes on the Village website to see the difference in info currently being provided for benefit of the Committee members.
    - ii. Excerpts from recent agenda packets are included in the following info.
  - c. **Subdivision Ordinance/Roadway standards**
    - i. Reviewed/updated 2019/2020
    - ii. Roadway design requirements for new/future developments have been updated to meet best practices of pavement design. Better roads constructed initially equal better roads for perpetual maintenance.
  - d. **IDOT / Kane County Project Coordination**
    - i. Monitor coordination between their projects and Village projects.
    - ii. Kane County (Multi-Year Plan (MYP) thru 2030 projects)
      1. Burlington/Bolcum roundabout (2020)
        - a. Resolved Dark Sky questions and coordinated project limits with the Village Bolcum Road project.

2. Burlington Road at Old LaFox Road (7)
  - a. Future traffic signal and turn lane improvements.
3. Corron Road at Silver Glen Road (9) and at McDonald Road (10)
  - a. Future traffic signal and turn lane improvements.
4. LaFox Road at Campton Hills Drive (31)
  - a. Future intersection improvements including turn lanes and traffic signals.
  - b. As per Kane County website, all intersection improvements will be evaluated to determine if signalized intersections or roundabouts will be the most appropriate solution at each location.

iii. IDOT

1. RT 64 resurfacing (2019) coordination included all ADA crossings improvements and drainage culvert cleaning (inspection report by CTHD)
2. Future RT 64 / Brown Road intersection improvement (add turn lanes) project.

**e. Grants Evaluations**

Grants / Funding Opportunities Evaluated October thru December 2022

*(Info as Presented in the 01/04/2023 Public Works Committee packet)*

- ITEP (Illinois Transportation Enhancement Program) Cycle 15
  - Purpose – to improve bicycle and pedestrian connectivity, streetscapes, abandoned railroad corridor to trails conversions, etc.
  - \$125MM available statewide
  - Received 07/26/22, applications due 09/30/2022.
  - Not applicable to current Village needs.
- SMART (Strengthening Mobility and Revolutionizing Transportation) and ATTAIN (Advanced Transportation Technology and Innovation)
  - Purpose – to fund purpose-driven innovation to build data and technology capacity and expertise, and address climate changes and environmental justice impacts.
  - \$160 MM (nationally) per year for five years
  - Received 10/03/2022, applications due 11/18/2022.
  - Info provided to Village 10/03/22.
  - Not applicable to current Village needs.
- TARP (Truck Access Route Program)
  - Purpose – Funding for upgrading roadways to accommodate 80,000-pound trucks.
  - \$45K per lane mile, \$22K per intersection
  - Approximately \$7MM available annually (statewide)
  - Received 10/18/2022, applications due 11/28/2022.
  - Not applicable to current Village needs.
- Competitive Freight Funding Program
  - Purpose – Funding to improve freight investment plan, focused on the Highway Priority Freight Network roadways. Improving freight-related safety, reliability, assets, operations, and truck parking needs
  - \$50 MM (statewide) annually for the next four years, with 30% set-aside for intermodal rail and water projects
  - Received 11/16/2022, applications due 12/19/2022.
  - Not applicable to current Village needs.
- RAISE (Rebuilding American Infrastructure with Sustainability and Equity)

- Purpose – high level infrastructure projects of regional significance
- \$1.5 Billion in funding (nationally), minimum \$5MM project awards
- Received 12/14/2022.
- Very high cost to prepare applications (\$20K to \$50K), and very low chance (2-3%) of success.
- Not applicable to current Village needs.

### Grants / Funding Opportunities Evaluated January thru March 2023

*(Info as Presented in the April 5, 2023 Public Works Committee packet)*

- Kane Community Reinvestment Program
  - This program is applicable for infrastructure (parks, streets, sidewalks and water/sewer lines) so this potentially could meet the needs of the Village.
  - Funding however is only applicable to low-moderate income neighborhoods as determined from Census map: <https://www.arcgis.com/apps/Viewer/index.html?appid=9642c475e56f49efb6e62f2d8a846a78> . There are no neighborhoods meeting the low-moderate income criteria in Campton Hills, so the program is not applicable to the Village.
  - Applications were due December 7, 2022
- CMAP (Chicagoland Metropolitan Agency for Planning)
  - 011723 program announcement for all three of the following programs
  - CMAQ
    - This program is focused on intersection improvements/congestion mitigation projects, not maintenance type resurfacing projects that are the focus of the Village.
  - STP Shared Fund
    - This program is geared towards projects over \$5MM and those of regional significance addressing traffic issues, not maintenance type resurfacing projects that are the focus of the Village.
  - TAP-L
    - This program is focused on bike paths that fill out the Regional Greenway Trail plan, and bike paths are not the current focus of the Village.
  - Applications were due March 10<sup>th</sup>.
- IDOT Special Programs Assistance (SPAC)
  - IDOT will be holding informational meetings in May regarding the following three programs: ITEP, EDP and SRTS
  - We will be attending that meeting, but from our prior experience with these programs, as described below, these programs are unlikely to be applicable to the Village of Campton Hills
  - Illinois Transportation Enhancement Program (ITEP)
    - This program is geared towards implementing planned bike path improvements, and since that is not the current focus of the Village, we don't see opportunities with this program.
  - Economic Development Program (EDP)
    - This program is geared towards roadway improvements or new construction that are necessary for access to new or expanding industrial, manufacturing or distribution type companies, for creation and retention of permanent full-time jobs. Since that is not the current focus of the Village, we don't see opportunities with this program.
  - Safe Route to Schools (SRTS)
    - This program is geared towards filling sidewalk gaps to improve access to schools, and are not aware of any significant gaps in the

sidewalk network near either Wasco Elementary School or Bell Graham Elementary School, so we don't see opportunities with this program.

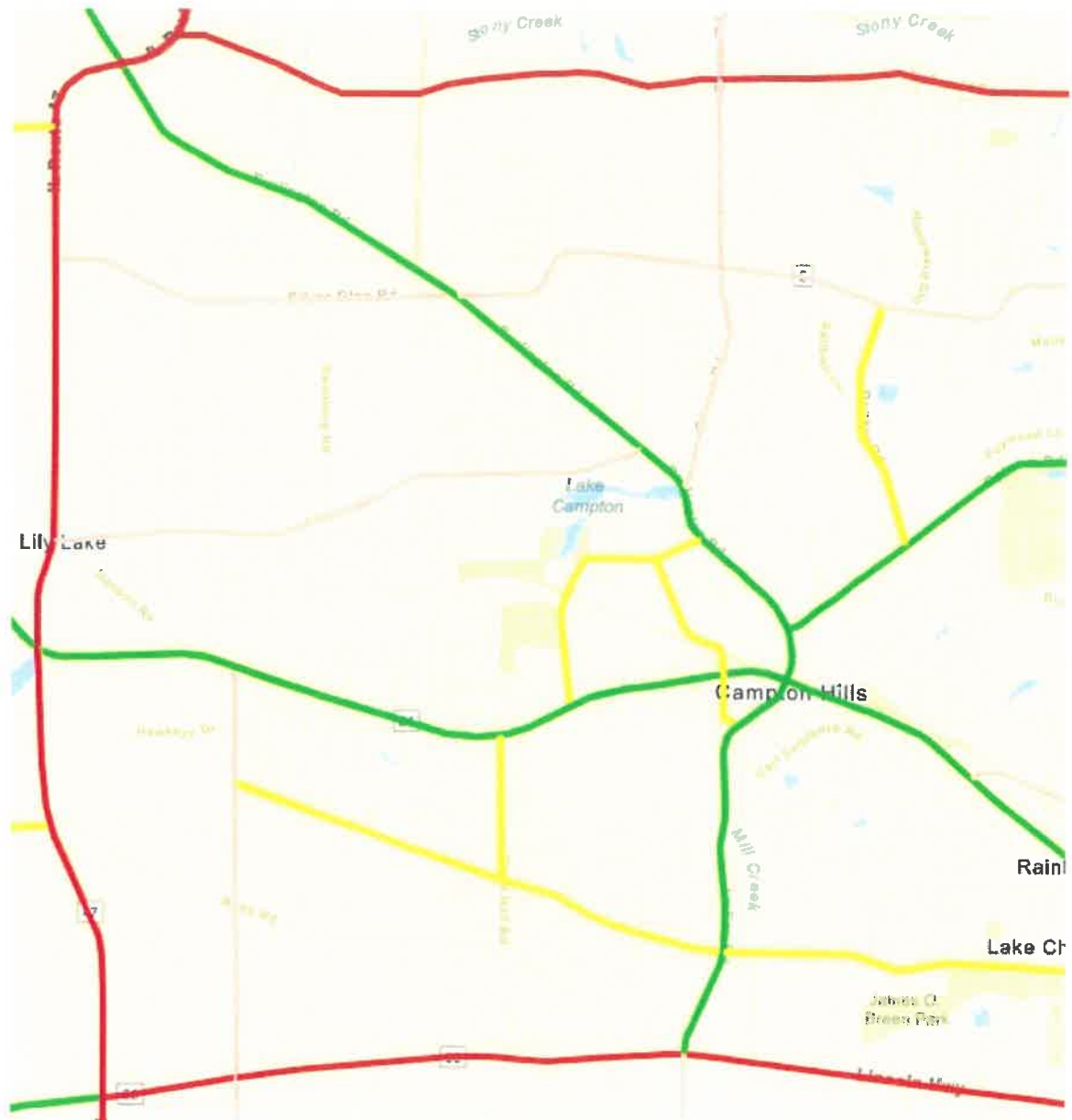
Grants / Funding Opportunities Evaluated April thru June 2023

*(To be presented in the June 28, 2023 Public Works Committee packet)*

- Info is in the process of being compiled for the PW Committee meeting.

**f. Roadway Classifications**

- i. Municipal roadways are only eligible for federal funding if they are officially classified by IDOT as Collector (minor-yellow or major-pink) or Arterial (minor-green or major-red) roadways.
- ii. In 2021 we led the effort to have four additional roadways classified and the following three roadways are now eligible for federal funding
  1. Brown Road from RT 64 to Old LaFox Road
  2. Town Hall Road from Campton Hills Road to RT 64
  3. Denker Road from Bolcum Road to Silver Glen Road
  4. *(The Village withdrew Fox Mill Boulevard from consideration due to the FHWA requirement for removal of some of the stop signs on Fox Mill.)*
- iii. The exhibit below shows all roadways within the Village of Campton Hills which currently meet these classification requirements:
  1. Village of Campton Hills/Campton Township Highway District Jurisdiction
    - a. Anderson Road, Bolcum Road, Brown Road (new), Campton Hills Road, Dean Street, Denker Road (new), McDonald Road (multiple agencies), Old LaFox Road, and Town Hall Road (new)
  2. IDOT Jurisdiction
    - a. RT 38, RT 47 and RT 64
  3. Kane County Jurisdiction
    - a. Burlington Road, Corron Road, Empire Road, LaFox Road (south of RT 64), and Silver Glen Road



**g. Grant Funded Projects**

- i. Bolcum Road – Burlington Road to East Village Limits: \$500,000 awarded.
  - 1. 2015 application by others, was advanced to the funded list in 2018.
  - 2. 2020 construction completed.
- ii. Anderson Road – RT 38 to RT 64: \$727,577 awarded.
  - 1. Joint Village and CTHD project
  - 2. 2020 application
  - 3. 2022 construction completed.
- iii. Campton Hills Road – Anderson Road to Town Hall Road: \$750,000 awarded.
  - 1. Joint Village and CTHD project
  - 2. 2022 application
  - 3. 2024 construction scheduled.

- h. **Upcoming Grant Applications - Fall 2023 KCOM Surface Transportation Program (STP).** These will be for 2026 through 2028 (estimated) construction if successful.
  - i. Brown Road – RT 64 to Old LaFox Road
    - 1. Joint Village and CTHD project
    - 2. This will be the initial application.
  - ii. Town Hall Road – Campton Hills Road to RT 64
    - 1. Joint Village and CTHD project
    - 2. This will be the initial application.
  - iii. Denker Road – Bolcum Road to Silver Glen Road
    - 1. This will be the initial application.
  - iv. Campton Hills Road – Town Hall Road to LaFox Road
    - 1. This will be a resubmittal. The application was previously submitted in 2022 and the project is eligible and on the funding contingency list.
  
- i. **Budgeting Lookahead/Projections**
  - i. By knowing what future funding opportunities will arise, we are able to guide the Village on setting aside funds in current and future years budgets for work tasks, including but not limited to:
    - 1. Grant applications, fall 2023.
    - 2. Roadbotics pavement analysis and Five-Year CIP follow-up, fall 2023.
    - 3. Bridge inspection work orders, 2024
    - 4. Design engineering contracts, as applicable
    - 5. Construction engineering contracts, as applicable
  
- j. **Five-Year Capital Improvement Program (CIP) / Roadbotics Analysis Update**
  - i. Attached is a markup of the Five-Year CIP showing progress to date, changes, and projects which have not yet been completed (add CIP MARKUP)
  - ii. The Roadbotics GIS Information will be shared on-screen during the meeting.
  - iii. The following is information regarding the Village of Campton Hills Roadway Ratings and is a high-level look at roadway percentages within each Roadbotics condition rating range.
  - iv. 2019 FIGURES (see table next page) These are the original 2019 Roadbotics roadway ratings.
  - v. ASSUMPTIONS USED FOR UPDATES FROM 2019 thru CURRENT
    - 1. The following updates and assumptions were used for the 2022, 2023 (A, B, C), and 2023 (A, B, C + ADAP) system ratings.
    - 2. An assumed 3% straight-line deterioration rate was used for each year of deterioration annually since the 2019 rating.
      - a. 3% of rating range (1.00-best) to (5.00-worst) =  $4 * .03 = 0.12$  points deterioration per year
    - 3. For example, if no roadway improvements were made after the Roadbotics ratings were completed in 2019, the overall roadway system would have deteriorated to the following estimated rating:
      - a. 2020 – 3.40
      - b. 2021 – 3.52
      - c. 2022 – 3.64
    - 4. All roadway segments in the overall system that are not improved in a specific construction year will continue to deteriorate at this estimated rate each year.
    - 5. A new rating of 1.00 was assigned for roadway segments in their year of improvement for federally funded / full depth reclamation projects (due to their more comprehensive level of improvement).



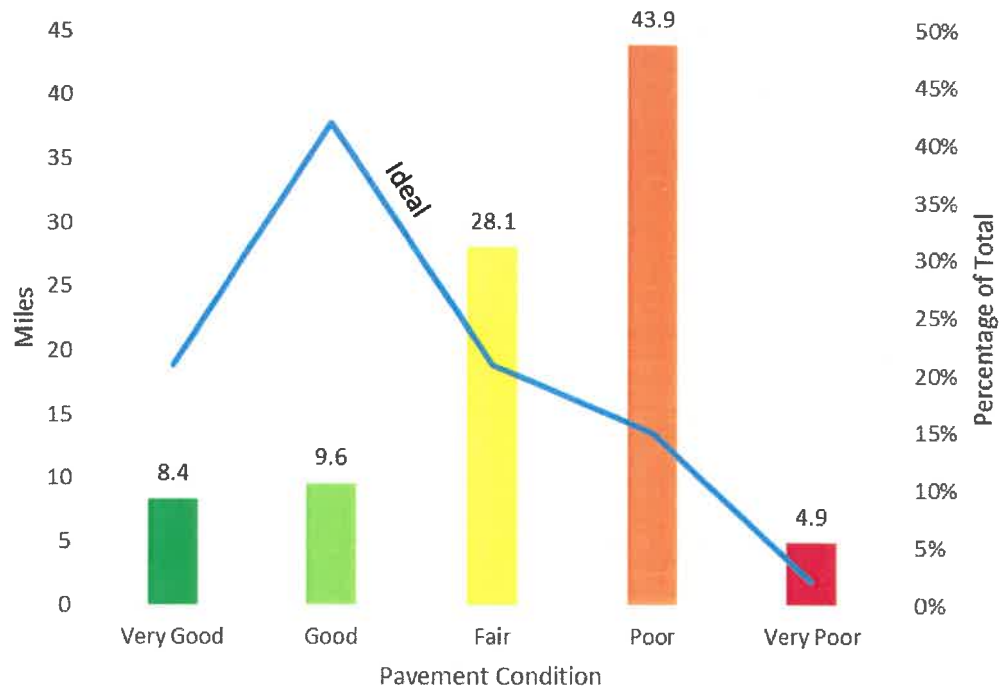
6. A new rating of 1.12 was assigned for roadway segments in their year of improvement for Rebuild Illinois-funded projects.
7. A new rating of 1.25 was assigned for roadway segments in their year of improvement for roadways improved with minimal level binder and surface improvements (*due to lesser extent of pavement structure improvement*).
8. For all newly paved roadways, the 0.12 annual rate of deterioration then began again the year after paving was performed.
9. The rating for rejuvenated roadways was frozen for the year following treatment, before then continuing the deterioration curve at 3% per year in all subsequent years
10. 2022 FIGURES
  - a. These include all work completed from 2019 thru 2022, including:
  - b. The 2020 Bolcum Road Improvements
  - c. The 2021 MFT Roadway Program
  - d. The 2022 Anderson Road Improvements
  - e. The 2022 Rejuvenation Program
11. 2023 (A, B, and C)
  - a. This includes all work described above; plus,
  - b. This would be the estimated system rating at the end of 2023 if the A, B, C roadways are all improved in 2023.
12. 2023 (A, B, C and ADAP)
  - a. This includes all work described above; plus,
  - b. This would be the estimated system rating at the end of 2023 if all of the ADAP roadways were also improved in 2023. (*The ADAP project is currently unfunded*)

		2019	2022	2023 (with A, B, C only)	2023 (With A, B, C, and ADAP)
COLOR	RANKING RANGE				
RED (Worst)	5.00<4.50	5.2%	14.3%	15.4%	12.0%
ORANGE	4.49<3.50	46.2%	45.1%	41.8%	39.1%
YELLOW	3.49<2.50	29.6%	19.7%	17.3%	17.0%
LIGHT GREEN	2.49<1.50	10.1%	10.3%	10.0%	10.0%
GREEN (Best)	1.49<1.00	8.8%	10.5%	15.4%	21.7%
AVERAGE SYSTEM RANKING (2022 and beyond are estimated)		3.28	3.47	3.38	3.18

\*\* for comparison, and as per the information provided at the February 23, 2021 Joint Public Works Committee / Finance Committee meeting, the Village of Campton Hills overall roadway rating is considerably lower than these nearby communities which used the same Roadbotics analysis, and which have the following roadway system ratings:

- Village of Elburn: rating 2.7 (2020 analysis)
- Village of Huntley: rating 2.7 (2018 analysis)

Village of Campton Hills Roadway Condition - 2019



Village of Campton Hills Roadway Condition - 2023



**b. KEY SUMMARY POINTS**

- i. There has been a considerable increase in the percentage of roadways in the Green (best condition) category.
- ii. There also continues to be an increase in the Red (worst condition) category as even more roadways continue to deteriorate from Orange to Red
  1. This continues to occur because every road segment ranked between 4.38 and 4.49 (Orange) in a given year will have been estimated to deteriorate to 4.50 or greater (Red) the following year.
- iii. Even with the recently increased levels of funding for roadway improvements and increased mileage of improvements each year, the Village is barely holding even on the overall roadway ranking system.
- iv. Therefore, long-term increased funding levels are key to continuing to hold the overall roadway system rating figure steady or to begin to improve.
- v. All data more current than 2019 has been extrapolated from the 2019 rankings and is estimated.
- vi. A second Roadbotics field analysis (*the first was performed in 2019*) and update to the Five-Year Capital Improvement Program is planned for fall 2023. This will provide a timely overall system condition update and validation/confirmation of the assumptions used.
- vii. As was done in 2019, we recommend the Village enter into an agreement directly with Roadbotics for these services, and then enter into a separate agreement with HR Green for analysis of these results and preparation of the updated Five-Year CIP.

**k. Annual Roadway Programs Process**

- i. CTHD provides recommendations of which roadways should be included in following years program.
  1. Recommended roadways for paving frequently vary from what is proposed in the Five-Year CIP due to advanced deterioration on other roadways due to winter conditions.
- ii. Concept level pricing is provided for comparison to budgetary figures.
  1. This pricing is based on engineering recommendations for the necessary scope of work required for optimum long-term pavement improvement.
  2. Due to Village budgetary constraints, we then typically receive direction to reduce pavement thickness to stretch the dollars to cover more roadways.
  3. Some examples of this are:
    - a. Fox Bend Subdivision
      - i. 2019 CIP recommended minimum 4" resurfacing and/or 4" resurfacing with full depth reclamation (FDR)
        1. Estimated cost \$490K.
        2. 2021 construction cost \$280K
    - b. Longshadow Subdivision
      - i. 2019 CIP Recommended minimum 4" resurfacing.
        1. Estimated cost \$290K.
      - ii. 2023 MFT program includes 2 1/2" resurfacing.
        1. Bid cost \$215K.
    - c. Meadowview Farm (Ridgeline/Cranston/etc.)
      - i. 2019 CIP recommended full depth reclamation and 4" resurfacing.
        1. Estimated cost \$828K.
      - ii. 2024 ADAP MFT Proposed Program includes possible 2 1/2" resurfacing.

1. Estimated cost \$500K – as this 2024 ADAP project design is not yet fully completed and is a portion of the project that is not yet bid for late 2023/2024 we are asking for current direction on what level of pavement structure the Village would like to see constructed on this and other roadways.

- iii. Public Works Committee input is incorporated.
- iv. Design engineering contract which typically includes pavement cores is awarded by Village Board
- v. Design documents are prepared.
- vi. Construction is advertised for public bidding.
- vii. Construction contract is awarded by Village Board
- viii. Construction Engineering contract is awarded by Village Board
- ix. Following Contract Completion, we process pay estimates, change orders and provide overall project cost summaries to the Village.
  - 1. A few examples:
    - a. Bolcum Road
      - i. Construction engineering contract award was for \$52,560.
      - ii. Construction engineer contract final cost was \$47,169 (10.2% under budget)
    - b. Anderson Road (*cost split 82% CTHD / 18% Village*)
      - i. Construction engineering contract award was for \$78,464.
      - ii. Construction engineering contract estimated to be completed for approximately \$55,000 (30% under budget)

**I. Pavement Preventative Maintenance Programs**

- i. The following roadways are suggested for pavement maintenance work in 2023 (*see exhibit*).
- ii. These roadways, with a total length of approximately 6.2 miles, were resurfaced between pre-2018 and 2021, and now is the appropriate time for pavement rejuvenation before their surface condition deteriorates further.
- iii. We have provided this exhibit to the Rejuvenator contractor, and they are currently field verifying the eligibility of these roadways.
- iv. The estimated cost (*2023 pricing is not yet known*) for these improvements is \$92,000.
- v. We suggest that the Village consider funding these improvements in the FY 2023/2024 budget, and also that the Village continue to allocate additional funding towards pavement maintenance and pavement resurfacing priorities in future years.
- vi. Subject to availability of funding in budget, this work would likely occur in Fall 2023

**m. Funding Discussion**

- i. Motor Fuel Tax
  - 1. Annual revenues in comparison to long-term needs
- ii. Other sources discussion
  - 1. Local gas tax
  - 2. Special service areas (SSA)
  - 3. Special Assessments (SA)
  - 4. Others TBD