

**REGULAR MEETING
TREMONT VILLAGE BOARD
September 20, 2021**

Village President Todd Bong called to order this regular meeting of the Tremont Village Board at 7:00 PM, Monday, September 20, 2021, at the Tremont Community Center.

Present: President Bong, Trustees Replogle, Zuercher, Harding, Scranton, Getz

Absent: Trustee Smith

Village Clerk: D. Lucas

Attorney: Michael R. Seghetti

Police Chief: R. Siwak

Village Engineer: Eric J. Hansen

Project Manager: Jeff Hinman

Guests: Mia Pflederer, Alicia Porritt, Kay Koch

Pledge of Allegiance.

MINUTES

Trustee Zuercher moved to approve the minutes for the regular meeting of September 7, 2021 and Replogle seconded.

AYES: Zuercher, Harding, Getz, Replogle PASS: Scranton NAYS: None Motion carried.

BILLS

Trustee Zuercher moved to approve all bills incurred since September 7, 2021, and Getz seconded.

AYES: All NAYS: None Motion carried.

ZONING/PLANNING

A hearing for a variance request with Robert Boston for NFC parking lot is scheduled for September 30, 2021.

PERSONNEL

Employee handbook is set to be completed very soon.

FINANCE

Trustee Scranton moved to transfer \$8,803.36 from General Fund Savings to Police Operations Checking to cover bills and payroll. Zuercher seconded.

AYES: All NAYS: None Motion carried.

PUBLIC WORKS

Public works is still in search of a third vehicle to public works operations.
Most of Apostolic Christian Churches sidewalk is complete.
Samson street reconstruction project is moving along very well.
Trustee Scranton discussed areas prone to flooding throughout the Village of Tremont.

PROJECT MANAGER

Discussion was had about Route 9 expansion. IDOT IL Route 9 Project meeting minutes are attached to these Village of Tremont minutes.

Kay Koch and the board discussed stop signs in the Village of Tremont.

Trustee Zuercher made the motion to release the i3 security deposit. Scranton seconded.
AYES: All NAYS: None Motion carried.

Trustee Zuercher made the motion to set the date for Halloween Trick or Treating on October 30, 2021.
AYES: All NAYS: None Motion carried.

Mia Pflederer and Alicia Porritt along with the board of Trustees discussed Tremont High School's Homecoming parade route. The original and modified versions of the planned Homecoming parade route are attached to these Village of Tremont minutes.

Trustee Zuercher made the motion to approve both the original and modified version of the Tremont High School Homecoming parade route. Scranton seconded.
AYES: All NAYS: None Motion carried.

Mia Pflederer and Alicia Porritt along with the board of Trustees discussed location and time for the Homecoming dance. The dance will be held on October 2, 2021, 7-10 p.m. at the Tremont City Park.

Trustee Zuercher made the motion to close James St. from 6-11 p.m. on October 2, 2021. Harding seconded.
AYES: All NAYS: None Motion carried.

The board of Trustees discussed Air BnB's in Tremont. Appropriate ordinances are set to be researched.

Project Manager Jeff Hinman addressed the board of Trustees about Tremont Lion's Club donating Audio/Video equipment to the Village Community Center.

Trustee Scranton made the motion to erect a gate between Tremont Village Hall and Perdue's not to exceed \$1,500. Zuercher seconded.
AYES: All NAYS: None Motion carried.

Trustee Zuercher made the motion to enter into executive session. Getz seconded.
AYES: All NAYS: None Motion carried.

Adjourn at 8:25pm.

David A. Lucas
Village Clerk

Todd R. Bong
Village Board President

Illinois Department of Transportation Meeting Minutes

Subject: **Date:**

IL 9 Proposed Improvement Project through Tremont August 26, 2021

FAP 693 IL 9 68A65

118RS-8 P-94-002-12 Tazewell County Location: Tremont Community Center Time: 9:00 am

Attendees: See attached Attendance sheet

A meeting was held at the Tremont Community Center at the request of the Village Mayor, Todd Bong. This meeting was organized to discuss several IL Route 9 improvement decisions. A meeting agenda sheet provided by the Village is attached. The following topics were discussed at the meeting :

History - The Village gave a presentation of the history of IL 9 through Tremont. In summary, they stated that IL Route 9 is vital to the Village of Tremont. The Village of Tremont has great history and continues to grow by investing in community projects such as Chestnut and Sampson Street renovations, sewer upgrades, ADA Capital Improvements, building renovations and other community projects. Tremont has been developing in all directions with new subdivisions and business opportunities. All residents and businesses use IL 9, it is very vital to their community, and for this reason the Village has a vested interest in the IL 9 improvements.

Mission & Vision - The Village of Tremont stated that their mission parallels IDOT's: to provide safe, cost effective transportation in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment. They would like to focus most on enhancing the quality of life for this project. They have pursued their mission actively and have created a "Winning Communities" team that focuses on beautifying the Village of Tremont. Since IL Route 9 is in the center of their community, they want to reiterate the importance of their mission statement as well as IDOT's mission statement. It is important that they have an improvement that works for their community and provides for future expansion.

IL 9 Improvements - The Village is excited about the improvement project but believes that several design decisions in the IL Route 9 improvement do not line up with the Village of Tremont's vision. The main areas of concern are the West Street Intersection, the Tiber Creek flume, Chestnut Street intersection, Old Route 9 intersection, Sampson Street

intersection, and sidewalk locations. These concerns as well as the subsequent discussion are described below.

- **West Street Intersection:**

The Village stated that there is a sight distance concern at the intersection of West Street and IL 9 caused by the presence of the Tremont Kitchen Tops building located in the northeast corner. Though the sight distance is the main concern of the Village, their other concerns at West Street include:

- Traffic backs up from WB left turns into the high school in the current 2-lane section and blocks the West Street intersection.
- Currently, a crossing guard is used during school peak times to direct traffic and to guide children safely across IL 9. Congestion during the school peak times results in vehicles attempting to
- bypass the traffic on the right.
- Utility poles east and west of the intersection contribute to the sight distance problem.
- The existing superelevation encourages drivers to speed through the curve. IDOT agrees that there is a sight distance problem. Many studies from 2014 to 2021 were completed to determine the best solution to address the West Street

intersection concerns. Listed below are the alternatives that IDOT investigated as well as the history of coordination with the Village:

1. Removing the existing building
2. Realigning the centerline of IL 9 using various designs (with and without superelevation, and various tangent and horizontal curve combinations)
3. Changing West Street to one-way northbound
4. Placing flashing beacons to warn of speed and sideroad

2014-2017 During Phase I design in 2014-2017, IDOT approached the Village about removing the Tremont Kitchen Tops building. The Village of Tremont stated that they opposed the acquisition of the Tremont Kitchen Tops property by IDOT due to the importance of Tremont Kitchen Tops to the Tremont community. Based on the community's input, IDOT investigated re-aligning IL 9 but it was deemed not to be a cost-effective alternative. IDOT then sought a variance for the reduced sight distance at the intersection to allow the existing building to remain in place.

As background information, IL 9 was constructed on its current alignment in 1928 and was reconstructed in 1960 to its current configuration including wider pavement, curb and gutter,

and sidewalk. The Tremont Kitchen Tops building was constructed on the northeast corner of the IL 9/West Street intersection at some point thereafter. The construction of the building reduced the sight distance to 315' (less than policy).

IDOT's proposed improvement will shift the traveled lane 6' closer to the building causing a sight distance reduction of approximately 28'. The variance for deficient sight distance at this location was granted on August 19, 2015 by Bureau of Design and Environment (BDE) based on minimal changes to an existing condition and the lack of significant crash history. In 2017, the project was removed from IDOT's multi-year plan due to lack of funding, and the design process was paused.

2020-2021 IDOT re-started the design process in 2020. After the Village voiced the same concerns about sight distance at the West Street intersection at a meeting on April 20, 2021, IDOT re-evaluated the potential re-alignment of IL 9. It was again determined not to be a cost-effective alternative. After receipt of specific design comments from the Village Engineer on August 4, 2021, IDOT revisited the realignment option again, but found it remained as not cost-effective. District 4 then consulted the Design and Environment and Land Acquisition Bureaus (BDE and BLA) in Springfield to review the current design plans and discuss alternatives for the intersection.

BDE and BLA concurred that it is not cost-effective to re-align the roadway to address an existing sight distance issue since it would be less expensive to remove the obstacle than to re-align the roadway. However, BLA stated that since the current design does not require a permanent easement nor right-of-way (ROW) at this location, by policy, a full property acquisition and relocation of the business is not allowed without extenuating circumstances or additional justification. BDE stated that the conditions under which the variance for sight distance was originally granted are still valid.

IDOT reviewed the design history (above) with the Village. Though sight distance could be considered an extenuating circumstance for a full property acquisition (though awkward in this case since the variance has already been requested and approved), the Village reiterated at this meeting that they did not support the removal of the Tremont Kitchen Tops building.

IDOT also suggested that the sight distance concern could be eliminated by changing West Street to a one-way northbound street. The Village was opposed to this alternative. In addition, IDOT asked the Village if they want warning signage incorporated into the design, and the Village also declined this option.

IDOT addressed some of the other concerns of the Village regarding West Street. IDOT believes that the congestion during the short school peak times may continue due to the large volume entering the high school from IL 9. However,

adding the bi directional turn lane as currently designed will allow thru traffic to proceed along IL 9, and eliminate unsafe passing on the right. IDOT also proposed to remove utility poles that contribute to the sight distance issue.

As a result of the above discussion, IDOT will proceed with the current design which includes the variance for sight distance.

Tiber Creek :

Tiber Creek parallels IL 9 from West Street to the crossroad culvert just west of Tremont High School. Side slopes have eroded over time resulting in the creek bed located approximately 10' from the edge of pavement. Providing an adequate streambed with traditional stabilized side slopes (4 horizontal to 1 vertical) for Tiber Creek is the preferred corrective measure to prevent future erosion, but would require the acquisition of a commercial property with two buildings located in the northwest corner of West Street and IL 9. From previous discussions in 2017 with the Village of Tremont, it was important to the Village to keep the existing buildings in place. Therefore, IDOT's consultant designed and IDOT permitted a concrete flume

streambed is the preferred corrective measure. From previous discussions in 2017 with the Village of Tremont, it was important to the Village to keep the existing buildings in place. Therefore, IDOT's consultant designed and IDOT permitted a concrete flume structure with vertical walls that would channel the Tiber Creek and allow the buildings to remain in place.

Recent concerns raised by the Village regarding the construction of the flume are:

- The appearance of the flume is not aesthetically pleasing.
- Maintenance of the flume will be cumbersome.
- The verticality of the walls of the flume will be a safety concern for children.

To alleviate these concerns, the Village would prefer that IL 9 be re-aligned 12' to the south and/or gabion baskets be used to line Tiber Creek.

IDOT showed cross-sections illustrating that IL 9 would need to be shifted greater than 12' south in order to eliminate impacts to the two buildings of concern. Again, it would not be cost-effective to pursue the realignment of IL 9 to eliminate the concrete flume.

The Village now desires gabion baskets, in lieu of the concrete flume; but it was discussed that these also have a vertical face (stepped down 2-4 times) and would likely require guardrail. It was discussed that gabion baskets would be a maintenance issue due to sediment, debris, and weed growth in the rock baskets.

In conclusion, the Village of Tremont stated that if the flume for Tiber Creek is the only option under consideration to avoid the acquisition and removal of the buildings, IDOT should proceed with the concrete flume design.

Chestnut Street Intersection:

Chestnut Street is on the eastern end of the project and runs north/south and intersects IL 9 from the south. The north leg does not currently connect to IL 9 and stops approximately 150' north of IL 9 where it then continues into a subdivision. In the future, the Village intends to connect the north leg of Chestnut Street to IL Route 9. With this improvement, the Village hopes to:

1. Relieve pressure on the Sampson Street Intersection.
2. Encourage the residents to clean up the property.
3. Provide green space, similar to the adjacent property, to have a pleasing entrance into the Village of Tremont.

IDOT has no objection with the proposed connection and is willing to incorporate an **intersection modification** into the IL 9 project provided the Village follows the appropriate procedures for the specific fund-type to be used for their roadway project. Once the Village completes the required roadway studies and plans as approved by IDOT, the intersection radii can be incorporated into IDOT's IL 9 project if time allows.

Old Route 9 intersection:

Old IL Route 9 is a sideroad that intersects IL Route 9 near the west edge of town. The Village hopes to build a new north/south road west of the existing Old IL Route 9/L 9 T-intersection and remove the existing intersection. The Village has future plans for land development to the north and south of this location that include subdivisions to grow their community. The potential north/south road would also provide access to baseball fields and, in the future, possibly a new school to the south.

IDOT has no objection with the **proposed intersection relocation** and is willing to incorporate it into the IL 9 project provided the Village follows the appropriate procedures for the specific fund-type to be used for their roadway project. Once the Village completes the required roadway **studies and plans** as approved by IDOT, the intersection radii can be incorporated into IDOT's IL 9 project if time allows.

Sampson Street intersection:

Sampson Street is currently undergoing a restoration improvement. The improvement is being completed by the Village in two phases. Phase I will stop one block short of IL 9. Phase II will connect into IL 9. IDOT has previously received preliminary plans from Tremont for the Sampson Street intersection with IL 9. Once the Village completes the required intersection studies and plans as approved by IDOT, the intersection radii can be incorporated into IDOT's IL 9 project if time allows.

Sidewalk locations:

The Village requested that the urban cross section with sidewalks be extended to the relocated Old IL 9/1L 9 intersection as proposed above. IDOT's current proposed design includes reconstructed sidewalks from West Street to James Street, and new **sidewalks** from Tremont High School to West Street and from James Street to East Street. IDOT's assessment is that warrants are not met for providing sidewalk west of the high school.

Tremont Oil

Tremont Oil was discussed as a concern to the Village since it is vital to the community. IDOT confirmed that we will not be purchasing this business. The current proposed design includes sidewalk in front of the business with positive protection for the sidewalk. This will cause one side of the existing pumps to be unusable. The Village was aware of this situation and has been in contact with the **business owner**.

Summary - The Village presented the importance of IL 9 to the community and was appreciative of the opportunity to share their vision and to voice their concerns with the design of IL 9. IDOT understood the importance and has tried throughout the design of the project to work with the Village to resolve issues. Unfortunately, not all the desires of the Village could be incorporated - especially the option for re-alignment of IL 9 since it is not a cost-effective use of funds. IDOT appreciated the opportunity to present the reasoning behind the project decisions being made.