

**REGULAR MEETING
TREMONT VILLAGE BOARD
December 06, 2021**

Village President Todd Bong called to order this regular meeting of the Tremont Village Board at 7:00 PM, Monday, December 6, 2021, at the Tremont Village Hall.

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

Absent: None

Village Clerk: David Lucas

Attorney: Bradley Barber
Police Chief: Robert Siwak
Village Engineer: Eric J. Hansen
Project Manager: Jeff Hinman

Guests: David Kaeb

Pledge of Allegiance.

MINUTES

Trustee Zuercher moved to approve the minutes for the regular meeting of November 15, 2021 and Scranton seconded.

AYES: All

NAYS: None

Motion carried.

BILLS

Trustee Zuercher motioned to approve all bills, payroll, investments, transfers and budget items incurred since November 15, 2021, and Scranton seconded.

AYES: All NAYS: None

Motion carried.

POLICE OPERATIONS

Trustee Zuercher: We are still accepting applications for a full time Police Officer for the Village of Tremont.

ZONING & PLANNING

Trustee Replogle: Zoning & Planning related items will be addressed in the minutes below.

BUILDINGS & GROUNDS

Trustee Harding: Nothing to report for Buildings & Grounds.

PERSONNEL

Trustee Smith: As it pertains to the Employee Handbook, the Personnel committee recommends

- 1) Keeping Blue Cross Blue Shield as the Village of Tremont's Health Care provider
- 2) Eliminating the healthcare spending account
- 3) Removing the 10% obligation for premium
- 4) Keeping spousal surcharge

Trustee Zuercher made the motion to approve the listed adjustments made to the Employee Handbook. Trustee Smith seconded.

AYES: All NAYS: None

Motion carried.

FINANCE

Trustee Scranton made a motion to transfer \$20,027.22 from General Fund Savings to Police Operations Checking to cover bills and payroll. Zuercher seconded.

AYES: All NAYS: None

Motion carried.

PUBLIC WORKS

Trustee Getz: A water main broke on Hannibal St. The issue was addressed and fixed with minimal labor and cost. There are street lights that are expected to be shipped to the Village on Friday, December 10, 2021.

PROJECTS MANAGER

Jeff Hinman: The Village of Tremont and Tri-County Regional Planning Committee are still accepting surveys through 12/31/2021. We are still encouraging people to provide feedback via surveys that can be found [here](#).

The Tremont Commerce Association would like to recommit requested Tremont Village participation and support.

As it pertains to the Route 9 project, Projects Manager Hinman and President Bong cosigned a letter sent to IDOT.

Trustee Zuercher made a motion to attach the letter sent to IDOT to these meeting minutes 12/06/2021. Scranton seconded.

AYES: All NAYS: None

Motion carried.

The Village of Tremont is currently waiting on a response from IDOT.

PUBLIC COMMENTS

David Kaeb and the board of trustees discussed one way street(s) around the Tremont Gradeschool.

UNFINISHED BUSINESS

Trustee Scranton reported that the Village of Tremont attorney's are putting together a draft ordinance for Property Owner/Landlord - Responsibility for W&S Bills.

President Bong is currently reviewing attorney's notes on Jeff Hinman's title as Project Manager. There is discussion on updating the title, roles and responsibilities for Jeff Hinman.

Trustee Scranton made a motion to allow spending on a Public Works vehicle not exceeding \$35,000. Smith seconded.

AYES: All NAYS: None Motion carried.

Trustee Scranton made a motion to approve the Levy Ordinance 21-133. Getz seconded.

AYES: All NAYS: None Motion carried.

Trustee Zuercher made a motion to approve TAPD Resolution 21-107 as written. Getz seconded.

AYES: All NAYS: None Motion carried.

President Bong and the board of Trustees discussed drafting a letter of cease and desist addressing the construction rebuild on the storage building along W. Pearl St.

NEW BUSINESS

Trustee Scranton made a motion to approve the gift card expense for the Village Christmas Party. Harding seconded.

AYES: All NAYS: None Motion carried.

Trustee Replogle discussed an outdoor storage ordinance. The Village attorneys are currently addressing the need for an outdoor storage ordinance.

The board of Trustees along with the Village attorney's discussed a dumpster ordinance to be put into effect for the Village of Tremont.

President Bong discussed the possibility of change of service for waste management. Bong is in contact with multiple waste management companies about options for the Village of Tremont and its residents.

Adjourn at 8:30 pm.

David A. Lucas
Village Clerk

Todd R. Bong
Village Board President



VILLAGE OF TREMONT

211 S. Sampson St. • P.O. Box 144 • Tremont, IL 61568
Phone: (309) 925-5711 • Fax: (309) 925-3635

November 18, 2021

Mr. Kensil A. Garnett
Region Three Engineer
Illinois Department of Transportation
401 Main Street
Peoria, Illinois 61602

Attention: Ms. Karen Dvorsky, Program Development Engineer
Mr. Mark Otten, Studies & Plan Engineer

RE: Illinois Route 9 (Pearl Street) Project in Tremont

Dear Mr. Garnett and IDOT Team:

Once again, we thank you for the time spent discussing the future renovations of Illinois Route 9 through Tremont. The minutes furnished by your team for our August 26, 2021, meeting have been entered into the minutes of the September 20 meeting of the Tremont Village Trustees.

Please accept this correspondence as the Village's response to IDOT's Route 9 proposal that will be entered into the minutes of the December 6, 2021, meeting of the Village Trustees.

We respectfully offer this letter as one more attempt to request your team to **improve** the conditions of Route 9 within our community. Simply replacing curbs and a new asphalt surface are not enough. We are asking you to make safety improvements, not negatively impact our businesses, and consider our future plans.

West Street Intersection

IDOT readily admits that there is a "sight distance problem" that currently exists at the intersection. In addition, you acknowledge the proposed design will reduce those poor sightlines even further. The Village believes this is a significant issue and disagrees with IDOT's decision to not correct the problem.

At cost to the Village in 2016, alternate ideas were provided to your design team that salvaged businesses from relocation, made the intersection significantly safer with greatly improved sightlines, and provided more space for Tiber Creek on the north side of the road. The substandard sight distance in combination with the skewed angle of the intersection, the large utility poles, high-speed design of Route 9, and pedestrian crossing for school

students make this a very dangerous intersection. At the request of the Village Board earlier this year, our Engineer revisited the 2016 design suggestions. Those drawings have been provided to your team and we are also recording those drawings with the record of our December 6, 2021, Trustee meeting.

We take exception to your justification that the existing substandard conditions are not a safety problem because there were only three crashes during the four-year study period. Thankfully, we do not have more accidents and injuries at this location. We attribute that to the cautious behavior of Tremont residents that use West Street on a daily basis. However, we remain very concerned about the risk for a tragedy to occur at this intersection.

Verbal and written communications from your design team have informed the Village that your proposed design meets IDOT policies because a variance was approved to allow the existing substandard conditions at Route 9 and West to remain in place. Your August 26th meeting minutes state the variance from IDOT to IDOT was requested by your design team because the cost to re-align IL 9 was "deemed not to be a cost-effective alternative." The documentation in your Design Exception Request Form does not mention any alternatives for this intersection other than buying the building in the northeast corner. Your August 9, 2015, Bi-Monthly Coordination Form states removal of the building was the only alternative considered. The justification for the design exception was the intersection had only three accidents over four years, and the building cost was \$160,000. Furthermore, we do not remember, nor can we find reference to, any alternatives for the West Street intersection being presented at the June 24, 2015, Public Hearing. Your meeting records do not mention any discussion about the school crossing, skewed intersection, travel speeds, or utility poles, which all add to the safety problems.

Based on this information, we are even more concerned about the decision-making process that recommends an unsafe condition not be improved but actually made worse in a 4.3-million-dollar project. *If you evaluated the options and cost to re-align IL 9 at this location before the August 9, 2015 meeting, why was this information not included in the meeting record? Is our collective memory correct about the Public Hearing? Did your staff present any design options to improve the West Street intersection?* Your "cost-effectiveness" justification seems to be a very subjective measure when you consider these conditions and the life span of the roadway. In the opinion of the Village, a cost-effective design would address the deficiencies of the existing roadway by utilizing already owned state right-of-way and avoiding the purchase of existing and vibrant businesses.

Based on our review of your records, the following conditions were not considered at the 8/9/15 Bi-Monthly Coordination meeting:

- The original design of Route 9 encourages high travel speeds.
- Your proposed design makes the substandard sight distance worse.
- The intersection includes a school cross walk to the 5-12 school building.
- The intersection skew makes visibility even more difficult.

The first opportunity for public input to IDOT for this project was in June of 2015. Several residents raised concerns about the West Street intersection that were dismissed by your design team. Your responses explain why their improvement suggestions (traffic signals for example) would not work rather than seeking a solution to the very real problem. More than one year after the Public Hearing, the Village Board received alternative ideas for improving the West Street intersection from our Village Engineer. At the request of the Village Board, he shared the improvement alternative with IDOT's Chris Evers by email on 10/28/16. Five years later, we remain convinced that reducing the radius of the Route 9 curve will reduce travel speeds through our community, significantly increase sightlines at the intersection, and not require relocation of a business. In our opinion, this is a cost-effective solution that will be in place for decades.

The Tremont Village Board requests IDOT reconsider the intersection sight distance problem at a future Bi-Monthly Coordination Meeting at which all factors are discussed, and design alternatives considered. Should this information also be presented to the public?

Sidewalks

The Village has determined that sidewalks along Route 9 to the Western limits of the Village are critical and important as our community expands that direction. As discussed in our August meeting, residents must currently walk along Route 9 or through private property to access businesses by foot or bicycle. The Village has invested money to study this section of the Village to encourage continued private investment and prepare the infrastructure for proposed future residential development. Your determination that sidewalks are "not warranted" seems peculiar given IDOT's mission statement and the wishes of local officials. We request pedestrian access to these properties and a roadway designed for the posted speed limit, not a rural highway.

In our estimation, extending the curb and gutter design with sidewalks to the Western limits of the Village could be accomplished within the existing highway right of way.

Tiber Creek

Because this is specifically related to the West Street intersection, the Village believes excess state property exists on the South side of Route 9. Again, it seems logical to shift the roadway that direction as opposed to buying property on the North side of the road thereby providing space for the existing creek bed.

Future Street Connections

The Village appreciates IDOT's understanding that intersections at Chestnut Street and a new street at the Western limits are critical to the Village's future plans. We're concerned that these important components can only be addressed "if time allows" and if the Village completes the studies approved by IDOT. It still appears a bit fluid that IDOT will assist the Village in these areas.

Tremont Oil Impacts

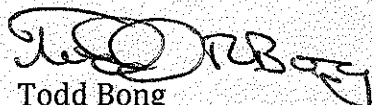
Tremont Oil is an institution in our community and has been a very important family-owned business to our residents since 1924. Given the myriad of challenges small businesses face to survive, especially out of a pandemic, losing a lane for gas sales will have a negative impact on their bottom line. ***The Village believes other alternatives should be explored that will not harm this business.*** For instance, the transition from four lanes to two lanes coming into town from the east moves the south curb line to the south. Has IDOT considered shifting the pavement to the north? The land on the North side is owned by the Village of Tremont, and we would gladly grant you right of way to provide sufficient space for Tremont Oil to continue their operations. Like the West Street intersection, it certainly looks like options are available to reconstruct the street to serve highway traffic, bike, and pedestrian needs, and not harm a Tremont business.

Conclusion

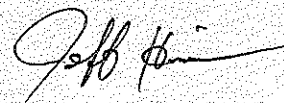
The Village wants to work effectively with IDOT and appreciates your renewed focus on this vital project in our region. As you might imagine, the highway is utilized by nearly all our residents, both the Village and School District #702, daily. These people are the stakeholders that are impacted by your decisions.

We believe this project first started in 2014 (if not before). After sitting dormant for several years, we've had a lot of information thrown our way in a relatively sudden fashion. The Village believes there is a disconnect about the amount of input we have provided. True or not, it is our perception that IDOT has been dismissive of legitimate concerns. We believe strongly in this project and truly see this as a once in a lifetime opportunity to ***improve*** Route 9. Our desire is to meet the needs of our current residents while paving the way for future growth.

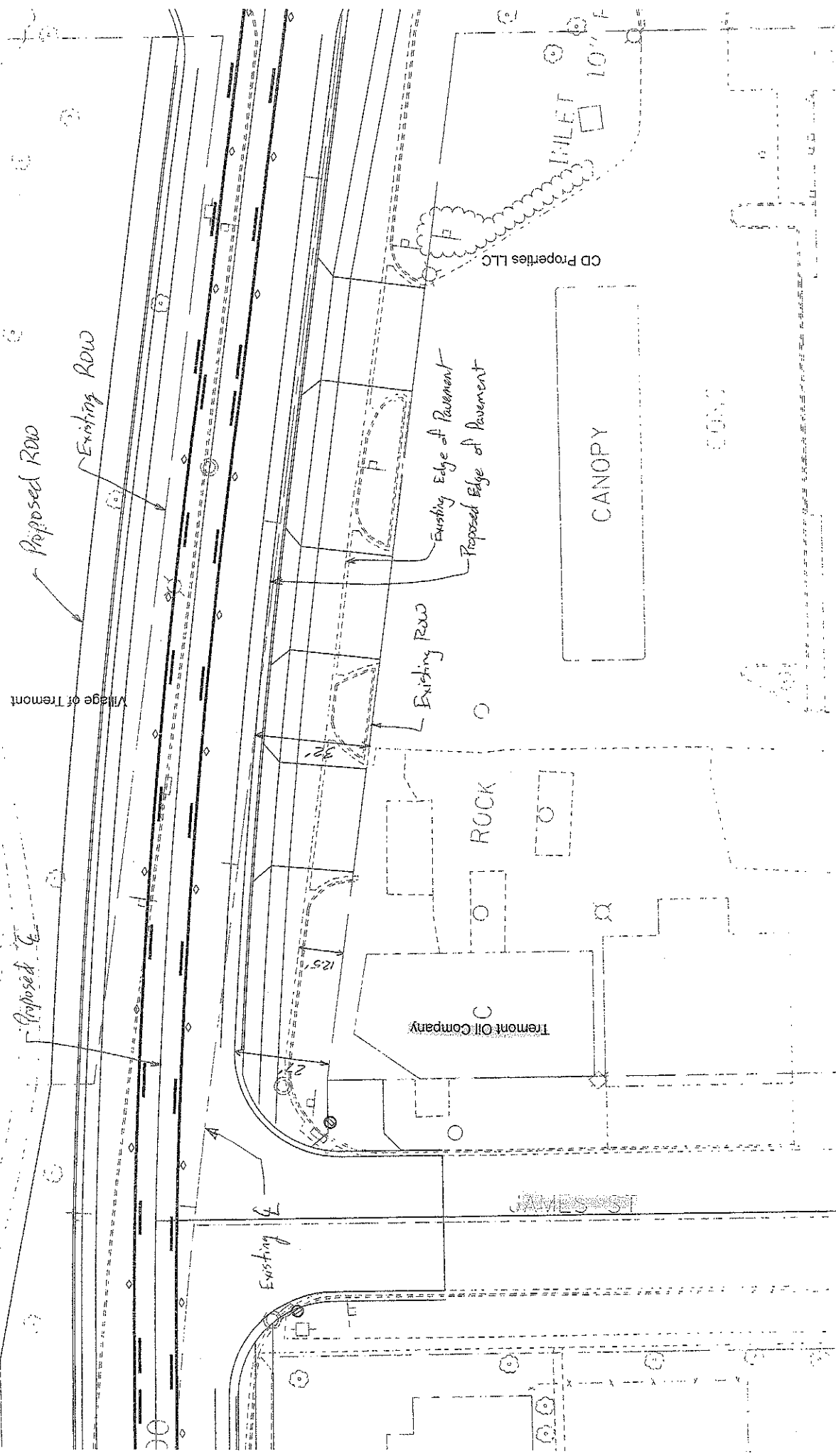
We thank you again for your time and attention to this vital project for the Tremont community. The opportunity to collaborate with your staff and share our concerns and solutions is appreciated.

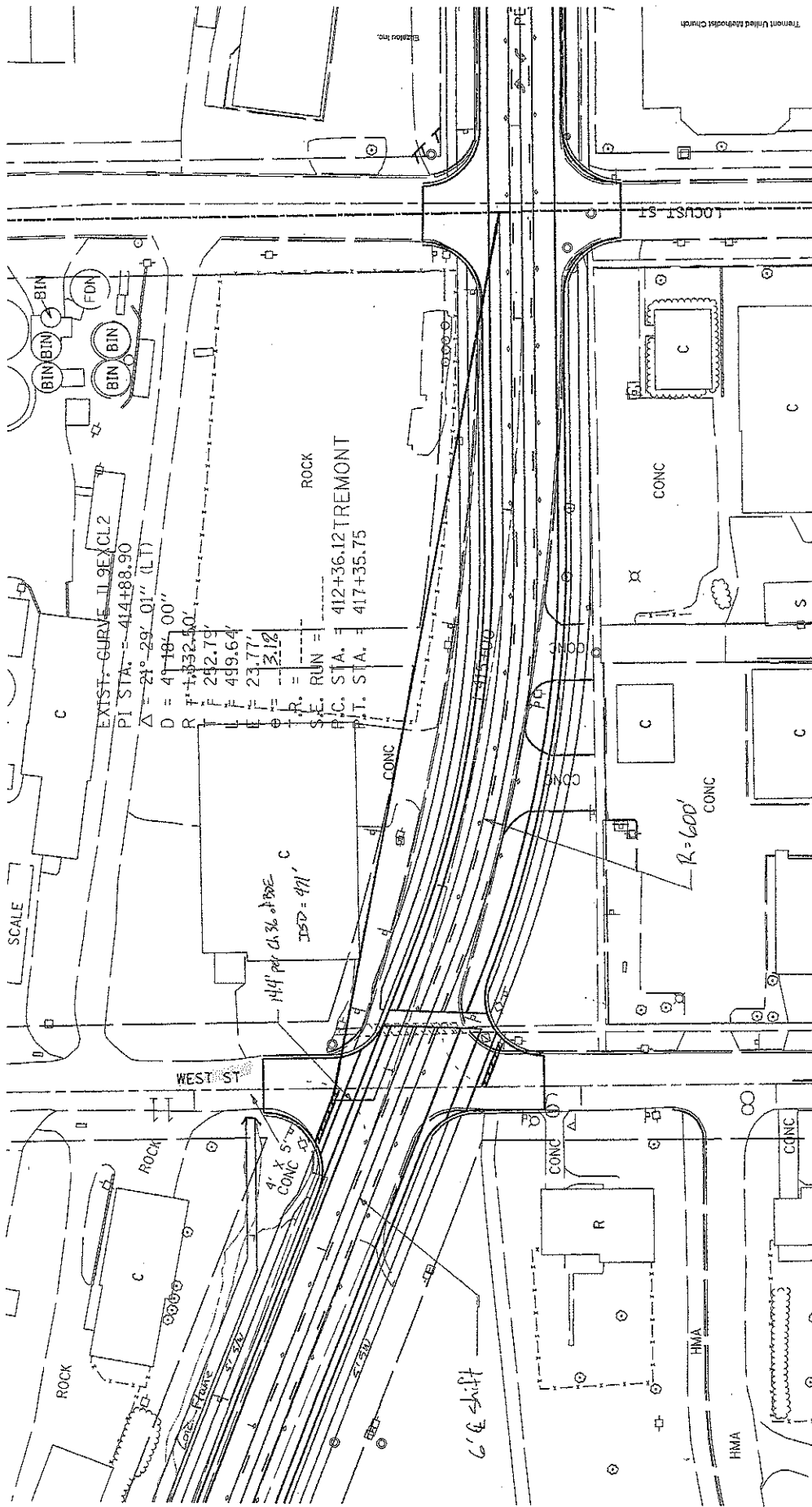


Todd Bong
Village President



Jeff Hinman
Project Manager





CMT Plan
8/26/21

SCALE

EXIST. CURVE IL 9X CL 2
PI STA. = 414+88.90
Δ = 21° 29' 01" (LT)

D = 41+18.00"
R = 132.40'
L = 242.79'
L = 499.64'
L = 23.77'
L = 3.12'

ROCK
S.A.C. RUN = 412+36.12 TREMONT
R.C. STA. = 417+35.75
T. STA. = 417+35.75

144' dia. 36" dia.
ISD = 471'

R = 600'

6' 6" dia.

WEST ST

LOCUST ST

Tremont United Methodist Church

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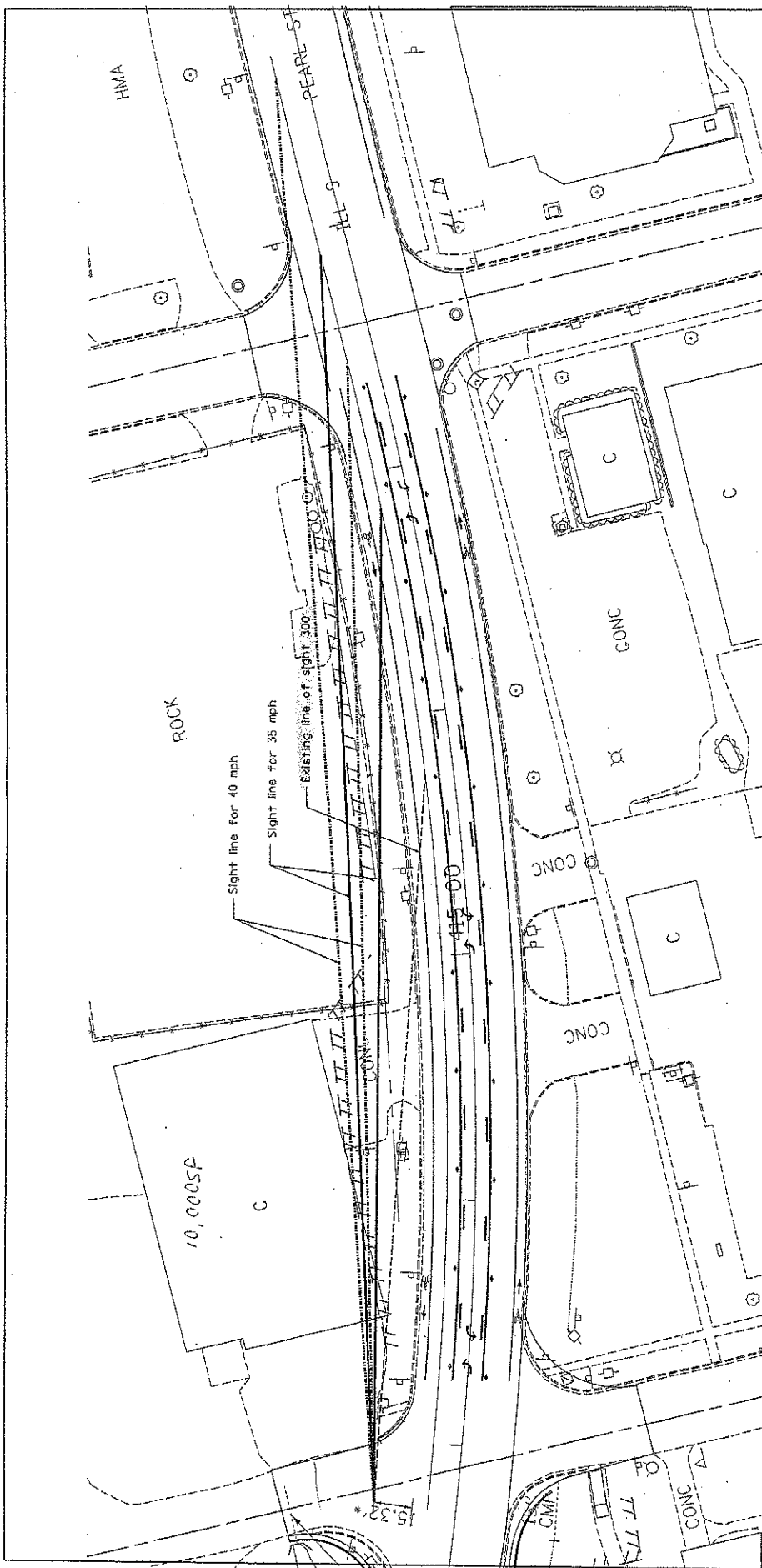
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Intersection Sight Distance (ISD) = $1.467 \cdot v \cdot t$
 v = velocity (using posted 35 mph and actual 40 mph)
 t = time, critical gap for entering IL 9 (6.5 secs + .5 secs for additional lane)

Per 36-6.14 of BDE Manual, Sight distance is adjusted at the skewed intersection
 $Wskew = Wz (14.4 / \sin \theta)$

Velocity	ISD	
	Cars	Trucks
35 mph	410.76	513.45
40 mph	459.44	566.3

Building removal costs:
 Building cost - \$100,000
 Relocation cost - \$50,000
 Building demo - \$10,000
 } total = \$160,000

FILE NO. 11	DESIGNED -	CONTRACT NO. 68AB5
DATE: 11/14/50	DRAWN -	CONTRACT NO. 68AB5
SCALE: 1" = 40'	CHECKED -	
DATE: 11/14/50	IN CHARGE -	
	PROJECT: ILL. ST. 413450	
	SECTION: IRRIS-28	
	SHEET NO. 10	
	SIGHT DISTANCE ANALYSIS	
	IL 9 (PEARL STREET)	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION