

**VILLAGE BOARD
COMMITTEE OF THE WHOLE MEETING**

JUNE 20, 2016 – 7:00 PM

**LEMONT VILLAGE HALL
418 MAIN ST.
LEMONT, IL 60439**

AGENDA

- I. CALL TO ORDER**
- II. ROLL CALL**
- III. DISCUSSION ITEMS**
 - A. FY17 MARKETING INITIATIVE DISCUSSION
(PLANNING & ED)(CHIALDIKAS)(JONES)**
 - B. IGA WITH IDOT REGARDING LEMONT ROAD AND ILLINOIS STREET
IMPROVEMENTS DISCUSSION
(ADMIN/PUBLIC WORKS)(REAVES/BLATZER)(SCHAFER/PUKULA)**
 - C. MCCARTHY ROAD PROPOSED BICYCLE/PEDESTRIAN FACILITIES DISCUSSION
(PLANNING & ED)(STAPLETON/CHIALDIKAS)(JONES)**
 - D. GATEWAY TIF DISCUSSION
(ADMIN/FINANCE/P&ED)(REAVES/SNIEGOWSKI/CHIALDIKAS/STAPLETON)
(SCHAFER/SMITH/JONES)**
- IV. UNFINISHED BUSINESS**
- V. NEW BUSINESS**
- VI. AUDIENCE PARTICIPATION**
- VIII. ADJOURN**



Village of Lemont
Planning & Economic Development Department

418 Main Street · Lemont, Illinois 60439
phone 630-257-1595 · fax 630-257-1598

TO: Committee of the Whole
FROM: Charity Jones, AICP, Planning & Economic Development Director
SUBJECT: FY17 Marketing Initiative
DATE: June 15, 2016

SUMMARY

With the completion of the Lemont brand and visual identity projects, the Village is now positioned to begin promoting the community brand identity through strategic marketing efforts in support of our strategic plan priorities and key performance indicators. In order to take advantage of cost savings and potential matching funds afforded to the Village through our membership, staff has elected to contract with the Heritage Corridor Convention and Visitors Bureau (HCCVB) for the development of a one-year marketing strategy and advertising campaign. The HCCVB staff will direct all campaign efforts and provide advertising placement services. The HCCVB has subcontracted with one of its established partners, Diane Stelken Associates, for the creative design for the marketing materials. The HCCVB is currently developing the marketing strategy and staff will present the draft strategy at the COW meeting. Following approval of the draft strategy, staff will seek Village Board approval of the contract with the HCCVB on June 27, 2016.

Village Board

Agenda Memorandum

To: Mayor & Village Board

From: George Schafer, Village Administrator
Ralph Pukula, Public Works Director

Subject: **Discussion of Intergovernmental Agreement with IDOT Regarding Lemont Road and Illinois Street Improvements**

Date: June 16, 2016

BACKGROUND/HISTORY

The Village was recently made aware that the state will be improving Lemont Road from Bluff to Illinois Street and Illinois Street from New Avenue to Main Street, later this summer. Both sections of roadway are state jurisdiction and such, will be improved by IDOT. The improvements include resurfacing of Lemont Road from Bluff to Illinois (with the exception of the bridge), and resurfacing of Illinois Street with ADA improvements to the ramps at a portion of the intersections. IDOT will be responsible for the majority of the cost of the overall project. When the Village was made aware of the project, staff requested that the state also improve the section from Illinois Street to Cass Street. This section of roadway has been determined by IDOT to be funded solely by the Village of Lemont, since the Village already has maintenance responsibility for this stretch of roadway. In order to move forward with the project and authorize our requested portion of the project, the Village must approve an Intergovernmental Agreement with IDOT before IDOT's scheduled July 2016 bid letting for the project.

BUDGETARY IMPACT

The Village is responsible for the portion of the Lemont Road project between Illinois Street and Cass Street. The Village is also responsible for the portions of the Illinois Street project in which deal with border parking lanes, per IDOT policy. Because all stretches of roadways are FAU routes, the Village's portion of the project is eligible for federal funds, and the Village has secured the funding from the Southwest Conference of Mayors. The estimated Village portion after applying 80% federal funds is \$35,995. The Village will need to approve a budgetary amendment to include the Village's share in this year's budget

DISCUSSION / RECOMENDATION

The Village considered taking jurisdiction of Illinois street a few years ago, but would only do so if Illinois Street was significantly improved. The discussion broke down because of the significant costs

associated with reconstructing Illinois Street, and the costs to implementing required ADA improvements to many of the difficult intersections, of which would be the sole responsibility of the Village if it was taken over from the state. The proposed project being engineered by IDOT on Illinois Street is not a reconstruction, but instead, more of a maintenance/resurfacing project. Further, although many of the ADA improvements will be constructed, the more difficult ramps/intersections will be left untouched by the state. Further, because the project was “moved up” on the state’s project list, the Village did not have an opportunity to budget accordingly for its portion. However, the project will provide a significant improvement to these stretches of roadways, at a key gateway into our community. As a result, staff is recommending the Village move forward with the IGA with the state and authorize the Village’s portion of the funding.

ACTION REQUIRED

The items is presented for discussion purposes only. If the Committee of the Whole is in favor of the IGA and expenditures, staff will prepare the IGA for the next Village Board meeting on June 27th.

ATTACHMENTS

1. Draft IGA
2. Plan Sheets depicting proposed improvements

FAU Route 1065 & FAU Route 2612
State Section: 2016-018RS
Cook County
Job No. : C-91-036-15
Contract No.: 60Y92
Agreement No.: JN- 116-035

AGREEMENT

This Agreement entered into this _____ day of _____, 2016 A.D.,
by and between the STATE OF ILLINOIS, acting by and through its DEPARTMENT
OF TRANSPORTATION hereinafter called the STATE, and the VILLAGE OF
LEMONT of the State of Illinois, hereinafter called the VILLAGE.

WITNESSETH:

WHEREAS, the STATE in order to facilitate the free flow of traffic and ensure safety to the motoring public, is desirous of improving approximately 8,427 lineal feet of Illinois Street from New Avenue to Main Street and Lemont Road from Bluff Road to Illinois Street, FAU Route 1065 & FAU 2612, STATE Section: 2016-018RS, STATE Job No.: C-91-036-15, State Contract Number: 60Y92 by resurfacing, Illinois Street from New Avenue to Main Street and Lemont Road/State Street from Bluff Road to Illinois Street. Additional resurfacing between Illinois and Street and Cass Street will be included as requested by the Village. Existing parking lanes on Illinois Street will be included in this resurfacing. This project will also include performing all other work necessary to complete the improvement in accordance with the approved plans and specifications; and

WHEREAS, the VILLAGE is desirous of said improvement in that same will be of immediate benefit to the VILLAGE residents and permanent in nature;

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the parties hereto agree as follows:

1. The STATE agrees to make the surveys, obtain all necessary rights of way, prepare plans and specifications, receive bids and award the contract, furnish engineering inspection during construction and cause the improvement to be built in accordance with the approved plans, specifications and contract.
2. The STATE agrees to pay for all right of way, construction and engineering cost subject to reimbursement by the VILLAGE, as hereinafter stipulated.
3. It is mutually agreed by and between the parties hereto that the estimated cost and cost proration for this improvement is as shown on Exhibit A.
4. The VILLAGE has passed a resolution appropriating sufficient funds to pay its share of the cost for this improvement, a copy of which is attached hereto as "Exhibit B" and made a part hereof.

The VILLAGE further agrees that upon award of the contract for this improvement, the VILLAGE will pay to the STATE in a lump sum from any funds allotted to the VILLAGE, an amount equal to 80% of its obligation incurred under this AGREEMENT, and will pay to said STATE the remainder of the obligation (including any non-participating costs on FA Projects) in a lump sum, upon completion of the project based upon final costs.

5. The VILLAGE further agrees to pass a supplemental resolution to provide necessary funds for its share of the cost of this improvement if the amount appropriated in "Exhibit B" proves to be insufficient, to cover said cost.

6. The VILLAGE has adopted and will put into effect an appropriate ordinance, prior to the STATE's advertising for the proposed work to be performed hereunder, or shall continue to enforce an existing ordinance, requiring that parking be prohibited within the limits of this improvement, a copy of which is attached hereto as "Exhibit C", and will in the future prohibit parking at such locations on or immediately adjacent to this improvement as may be determined necessary by the STATE from traffic capacity studies.

7. The VILLAGE agrees not to permit driveway entrance openings to be made in the curb, as constructed, or the construction of additional entrances, private or commercial, along Illinois Street and Lemont Road without the consent of the STATE.

8. The VILLAGE shall exercise its franchise rights to cause private utilities to be relocated, if required, at no expense to the STATE.

9. The VILLAGE agrees to cause its utilities installed on right of way after said right of way was acquired by the STATE or installed within the limits of a roadway after the said roadway's jurisdiction was assumed by the STATE, to be relocated and/or adjusted, if required, at no expense to the STATE.

10. All VILLAGE owned utilities, on STATE right of way within the limits of this improvement, which are to be relocated/adjusted under the terms of this

Agreement, will be relocated/adjusted in accordance with the applicable portions of the "Accommodation of Utilities of Right of Way of the Illinois State Highway System." (92 Ill. Adm. Code 530).

11. The VILLAGE agrees to obtain from the STATE an approved permit for any VILLAGE owned utility relocated/adjusted as part of this improvement, and shall abide by all conditions set forth therein.
12. Upon final field inspection of the improvement and so long as Illinois Street and Lemont Road are used as STATE Highways, the STATE agrees to maintain or cause to be maintained the median, the through traffic lanes, the left-turn lanes and right turn lanes, and the curb and gutter, stabilized shoulders and ditches adjacent to those traffic lanes and turn lanes.
13. Upon final field inspection of the improvement, the VILLAGE agrees to maintain or cause to be maintained those portions of the improvement which are not maintained by the STATE, including new and existing sidewalks, parking lanes and their adjacent curb and gutter, parkways, guardrails, crosswalk and stopline markings, VILLAGE owned utilities including appurtenances thereto, and shall maintain the storm sewers and appurtenances.
14. The VILLAGE further agrees to continue its existing maintenance responsibilities on all side road approaches under its jurisdiction, including all left and right turn lanes on said side road approaches, up to the through edge of pavement of Illinois Street and Lemont Road. Drainage facilities, if any, at the aforementioned side roads located within the STATE right-of-way shall be the

joint maintenance responsibility of the STATE and the VILLAGE unless there is an agreement specifying different responsibilities.

15. The VILLAGE has adopted a resolution, will send a letter, or sign the Plan Approval page which is part of this document, prior to the STATE advertising for the work to be performed hereunder, approving the plans and specifications as prepared.

16. Under penalties of perjury, the VILLAGE certifies that its correct Federal Tax Identification number is 36-6005968 and it is doing business as a GOVERNMENTAL ENTITY, whose mailing address is

Village of Lemont
418 Main Street
Lemont, IL 60439

Obligations of the STATE and the VILLAGE will cease immediately without penalty or further payment being required if, in any fiscal year, the Illinois General Assembly or Federal funding source fails to appropriate or otherwise make available funds for this contract.

This AGREEMENT and the covenants contained herein shall be null and void in the event the contract covering the construction work contemplated herein is not awarded within the three years subsequent to execution of the agreement.

This Agreement shall be binding upon and to the benefit of the parties hereto, their successors and assigns.

VILLAGE OF LEMONT

By: _____
(Signature)

By: _____
(Print or Type)

Title: _____

Date: _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

By: _____
John Fortmann, P.E.
Region One Engineer

Date: _____

Job No.: C-91-036-15
Agreement No.: JN-116-035

Attest:

Clerk

(SEAL)

PLAN APPROVAL

WHEREAS, in order to facilitate the improvement of Illinois Street and Lemont Road, known as FAU1065 & FAU 2612, State Section: 2016-018RS, the VILLAGE agrees to that portion of the plans and specifications relative to the VILLAGE's financial and maintenance obligations described herein, prior to the STATE's advertising for the aforescribed proposed improvement.

Approved _____

Title _____

Date _____

"Exhibit B"
FUNDING RESOLUTION

WHEREAS, the Village of Lemont has entered into an AGREEMENT with the STATE OF ILLINOIS for the improvement of Illinois Street from New Avenue to Main Street and Lemont Road from Bluff Road to Illinois Street known as State Section; 2016-018RS and

WHEREAS, in compliance with the aforementioned AGREEMENT, it is necessary for the VILLAGE to appropriate sufficient funds to pay its share of the cost of said improvement.

NOW THEREFORE, BE IT RESOLVED, that there is hereby appropriated the sum of Thirty Five Thousand Nine Hundred Ninety Five(\$35,995) or so much thereof as may be necessary, from any money now or hereinafter allotted to the VILLAGE to pay its share of the cost of this improvement as provided in the AGREEMENT; and

BE IT FURTHER RESOLVED, that upon award of the contract for this improvement, the VILLAGE will pay to the STATE in a lump sum from any funds allotted to the VILLAGE, an amount equal to 80% of its obligation incurred under this AGREEMENT, and will pay to said STATE the remainder of the obligation in a lump sum, upon completion of the project based on final costs..

BE IT FURTHER RESOLVED, that the VILLAGE agrees to pass a supplemental resolution to provide any necessary funds for its share of the cost of this improvement if the amount appropriated herein proves to be insufficient, to cover said cost.

STATE OF ILLINOIS)
COUNTY OF COOK)

I, _____, Village Clerk in and for the _____ of _____

hereby certify the foregoing to be a true perfect and complete copy of the resolution adopted by the _____ at a meeting on _____, 20____ A.D.

IN TESTIMONY WHEREOF, I have hereunto set my hand seal this _____ day of _____ . 20_____ A.D.

Village Clerk

(SEAL)

EXHIBIT C
ORDINANCE NO. _____
AN ORDINANCE RESTRICTING PARKING ALONG
ROAD WITHIN THE _____ OF _____

WHEREAS, the State of Illinois acting by and through its Department of Transportation is desirous of improving _____ between _____ and _____ in the _____ of _____; and

WHEREAS, a portion of this project runs through the _____ of _____ from _____ to _____; and

WHEREAS, in order to facilitate the free flow of traffic and ensure safety to the motoring public, the _____ of _____ determines that the parking along _____ shall be prohibited.

BE IT ORDAINED BY THE _____ COUNCIL OF THE _____ OF _____ COUNTY OF _____, STATE OF ILLINOIS, as follows:

Section 1. That parking shall not be permitted along the _____ Road from _____ to _____ within the _____ limits of the _____ of _____.

Section 2. That the _____ Council of the _____ of _____ will prohibit future parking at such locations on or immediately adjacent to _____ as may be determined and directed by the State of Illinois to be necessary to ensure the free flow of traffic and safety to the motoring public.

Section 3. The _____ Clerk is hereby authorized and directed to attach a copy of this Ordinance to the agreement dated _____, 20____ by and between the State of Illinois and the _____ of _____.

Section 4. That this Ordinance shall be in full force and effect from and after its passage and approval according to law.

ADOPTED BY THE _____ COUNCIL OF THE _____ OF _____ COUNTY OF _____, STATE OF ILLINOIS, this _____ day of _____ 20_____.

VOTE:

AYES:

NAYES:

ABSENT:

APPROVED BY ME THIS _____
DAY OF _____, 20_____

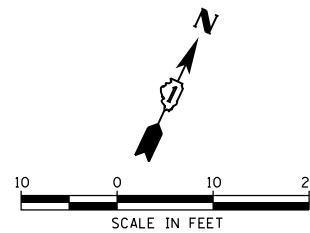
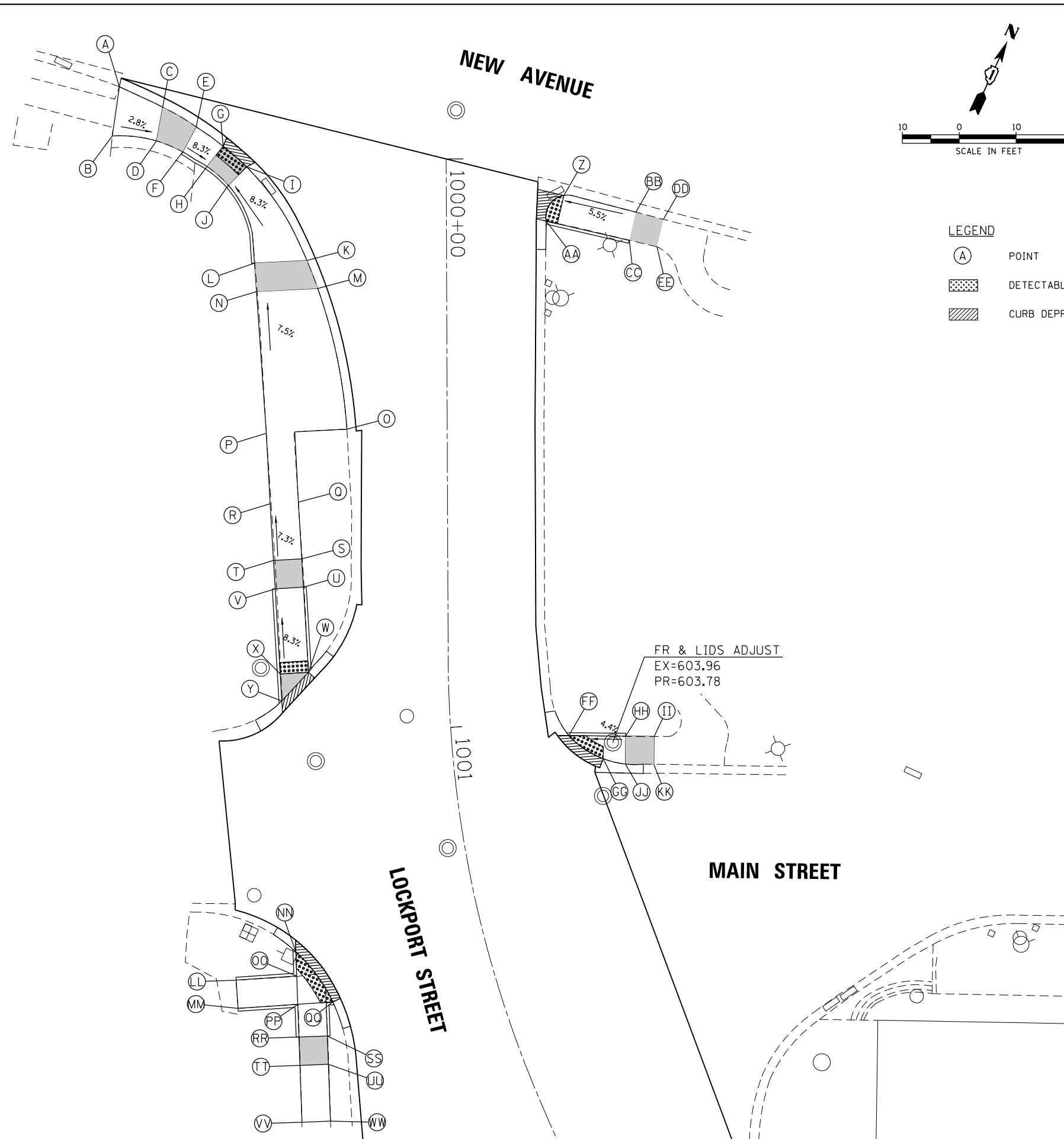
VILLAGE PRESIDENT

ATTEST:

**Contract 60Y92 EXHIBIT A
ESTIMATE OF COST & PARTICIPATION**

	FEDERAL		FEDERAL STP		STATE		VILLAGE OF LEMONT		TOTAL
	\$	%		%	\$	%	\$	%	
All roadway work excluding the following:	\$535,200	80%			\$133,800	20%		N/A%	\$669,000
P&C Engineering (15%)	\$80,280	80%			\$20,070	20%		N/A%	\$100,350
Additional Resurfacing									
Resurfacing, Lemont Rd./State St.- Illinois St. to Cass St.		N/A%	\$96,000	80%		N/A%	\$24,000	20%	\$120,000
P&C Engineering (15%)		N/A%	\$14,400	80%		N/A%	\$3,600	20%	\$18,000
Parking Lane Resurfacing (Illinois St.)	\$40,800	80%			\$5,100	10%	\$5,100	10%	\$51,000
P&C Engineering (15%)	\$6,120	80%			\$765	10%	\$765	10%	\$7,650
Parking Lane Patching (Illinois Street)	\$8,800	80%				N/A%	\$2,200	20%	\$11,000
P&C Engineering (15%)	\$1,320	80%				N/A%	\$330	20%	\$1,650
TOTAL	\$672,520		\$110,400		\$159,735		\$35,995		\$978,650

Note: The Local Agency's participation shall be predicated upon the percentages shown above for the specified work. The Local Agency's cost shall be determined by multiplying the final quantities times contract unit price plus 15% for construction and preliinary engineering.



- LEGEND**
- (A) POINT
 - [Patterned Box] DETECTABLE WARNINGS
 - [Hatched Box] CURB DEPRESSION

POINT DESCRIPTION ILLINOIS STREET						
POINT	STATION	OFFSET	TOP OF CURB WALL	GUTTER FLOWLINE	SIDEWALK, DRIVEWAY, OR RAMP	REMARK
A	1000+00.0	57.4' RT			597.99(ex)	
B	1000+00.0	58.7' RT			598.26(ex)	
C	1000+00.0	49.8' RT			598.05	
D	1000+00.0	50.9' RT			598.12	
E	1000+00.0	43.9' RT			597.98	
F	1000+00.0	46.3' RT	598.05		598.05	
G	1000+00.0	39.2' RT			597.56(ex)	DT WARN
H	1000+01.2	42.1' RT	598.13		597.63	
I	1000+01.3	35.1' RT			597.53(ex)	DT WARN
J	1000+04.5	38.3' RT	598.10		597.60	
K	1000+17.8	24.6' RT			599.00	
L	1000+18.2	33.8' RT	598.83		598.83	
M	1000+22.7	22.7' RT			599.07	
N	1000+23.2	33.5' RT			598.90	
O	1000+47.5	17.6' RT			601.50(ex)	
P	1000+48.1	31.8' RT			600.77(ex)	
Q	1000+60.3	26.2' RT			601.53(ex)	
R	1000+60.5	31.2' RT			601.45(ex)	
S	1000+70.2	25.7' RT			602.25	
T	1000+70.5	30.7' RT			602.18	
U	1000+75.2	25.4' RT	602.32		602.32	
V	1000+75.5	30.4' RT	602.25		602.25	
W	1000+89.9	24.6' RT	603.99		603.49(ex)	DT WARN
X	1000+90.1	29.6' RT	603.99		603.49	DT WARN
Y	1000+94.3	29.4' RT	604.02		603.52(ex)	
Z	1000+06.5	20.7' LT			598.15(ex)	DT WARN
AA	1000+11.0	17.6' LT	598.74		598.24(ex)	DT WARN
BB	1000+09.5	33.3' LT			598.87	
CC	1000+14.5	32.2' LT	598.94		598.94	
DD	1000+10.8	38.2' LT			598.87(ex)	
EE	1000+15.6	37.0' LT			599.01(ex)	
FF	1001+03.1	20.6' LT	603.95		603.45(ex)	DT WARN
GG	1001+08.4	26.3' LT			603.55(ex)	DT WARN
HH	1001+04.2	30.6' LT	603.89		603.89	
II	1001+04.8	35.6' LT			603.96(ex)	
JJ	1001+10.0	30.1' LT			603.82	
KK	1001+10.7	35.0' LT			604.02(ex)	
LL	1001+34.5	44.2' RT	603.92		603.92(ex)	
MM	1001+38.5	45.1' RT	604.08		604.08(ex)	
NN	1001+32.5	32.8' RT	604.74		604.24(ex)	DT WARN
OO	1001+36.0	33.7' RT	605.10		604.60	
PP	1001+40.2	34.7' RT	605.51		605.01	
QQ	1001+41.3	28.7' RT	605.56		605.06(ex)	DT WARN
RR	1001+44.9	36.1' RT	605.49		605.49	
SS	1001+46.0	31.3' RT	605.42		605.42	
TT	1001+49.0	37.4' RT			605.57	
UU	1001+50.2	32.6' RT			605.50	
VV	1001+57.0	40.3' RT			606.99(ex)	
WW	1001+58.3	35.6' RT			606.92(ex)	

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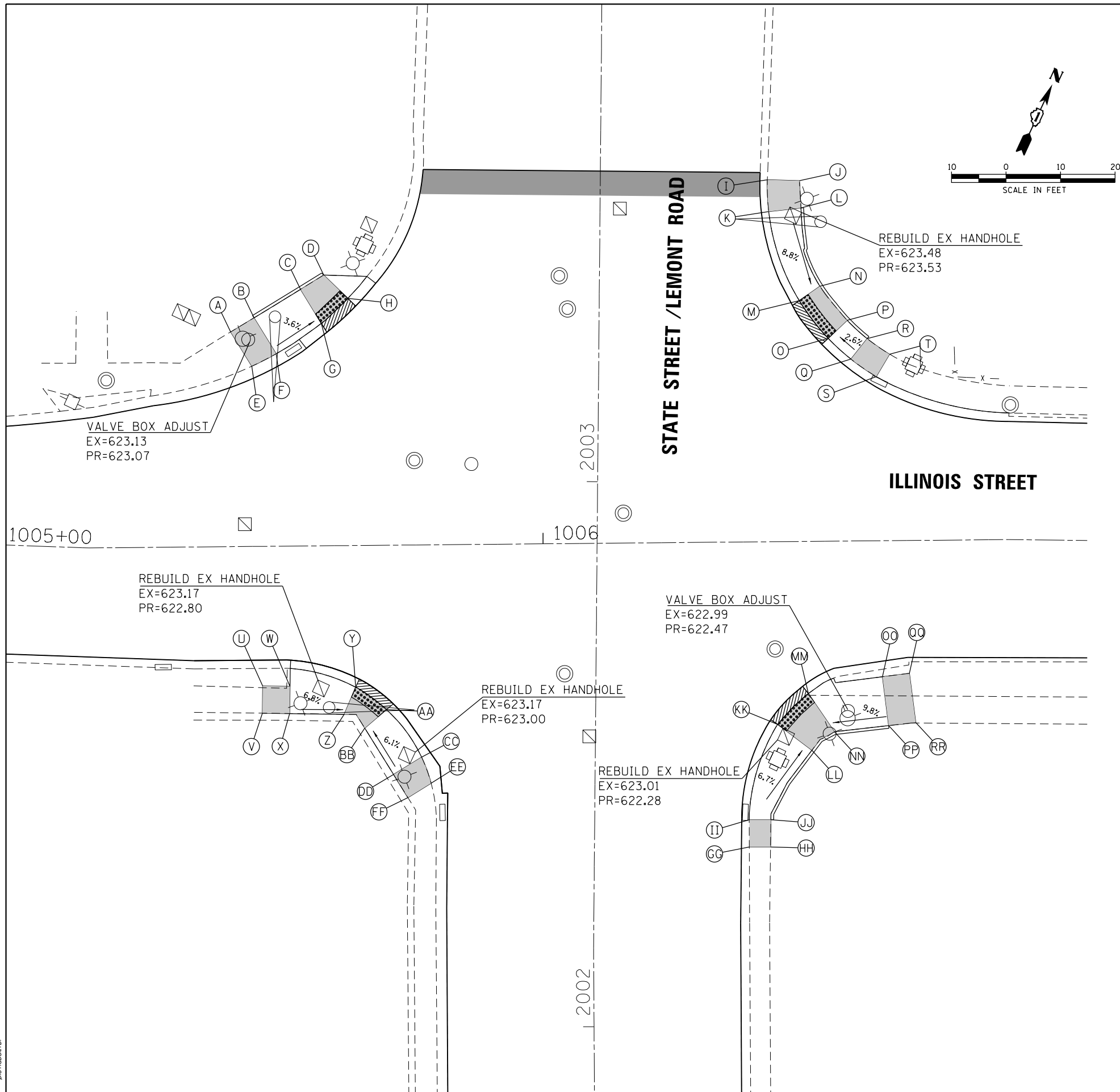
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PLOT DATE = 5/20/2016	DATE - 5/20/16	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SIDEWALK RAMP DETAILS
ILLINOIS STREET**

SCALE: 1" = 50' SHEET NO. 1 OF 9 SHEETS STA. TO STA.

F.A.U. RTE. 2612	SECTION 2016-018RS	COUNTY COOK	TOTAL SHEETS 34	SHEET NO. 13
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60Y92	



POINT DESCRIPTION ILLINOIS STREET						
POINT	STATION	OFFSET	TOP OF CURB WALL	GUTTER FLOWLINE	SIDEWALK, DRIVEWAY, OR RAMP	REMARK
A	1005+43.1	39.4' LT			623.15(ex)	
B	1005+47.4	41.9' LT	623.08		623.08	
C	1005+55.9	47.1' LT	623.22		622.72	
D	1005+60.2	49.7' LT	623.30		622.80	
E	1005+46.9	33.1' LT			623.02(ex)	
F	1005+51.3	35.3' LT			622.97	
G	1005+59.7	40.8' LT			622.58(ex)	DT WARN
H	1005+64.6	45.4' LT			622.78(ex)	DT WARN
I	1006+41.8	66.4' LT			623.63(ex)	
J	1006+47.6	66.2' LT			623.74(ex)	
K	1006+42.0	60.6' LT			695.54	
L	1006+47.9	61.2' LT	623.67		623.67	
M	1006+47.4	44.2' LT			622.42(ex)	DT WARN
N	1006+51.2	46.8' LT	622.85		622.35	
O	1006+52.7	37.2' LT			622.11(ex)	DT WARN
P	1006+56.2	40.5' LT	622.70		622.20	
Q	1006+56.8	33.4' LT			622.26	
R	1006+59.8	37.1' LT	622.33		622.33	
S	1006+61.4	30.1' LT			622.22(ex)	
T	1006+63.9	34.2' LT			622.40(ex)	
U	1005+48.3	25.6' RT			623.38(ex)	
V	1005+48.2	30.6' RT			623.26(ex)	
W	1005+53.3	25.7' RT			622.80(ex)	
X	1005+53.2	30.7' RT			623.19(ex)	
Y	1005+65.4	26.0' RT			622.41(ex)	DT WARN
Z	1005+63.2	31.0' RT			622.51	
AA	1005+71.0	30.2' RT			622.45(ex)	DT WARN
BB	1005+67.0	33.5' RT			622.55	
CC	1005+77.3	38.9' RT			623.07	
DD	1005+72.2	42.1' RT			623.16	
EE	1005+79.1	43.7' RT			623.14(ex)	
FF	1005+74.8	46.3' RT			623.23(ex)	
GG	1006+37.3	56.0' RT			623.28(ex)	
HH	1006+41.2	56.0' RT			623.40(ex)	
II	1006+37.4	51.0' RT			623.27	
JJ	1006+41.3	51.0' RT	623.33		623.33	
KK	1006+42.8	33.5' RT			622.24(ex)	DT WARN
LL	1006+49.0	38.3' RT	622.83		622.33	
MM	1006+48.4	27.9' RT			622.05(ex)	DT WARN
NN	1006+53.2	35.0' RT	622.72		622.22	
OO	1006+62.0	25.0' RT			623.07	
PP	1006+63.1	33.9' RT	623.20		623.20	
QQ	1006+67.0	24.4' RT			622.97(ex)	
RR	1006+68.1	33.4' RT			623.27(ex)	

- LEGEND**
- (A) POINT
 - [Stippled Box] DETECTABLE WARNINGS
 - [Hatched Box] CURB DEPRESSION

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 PROJECT CONTACT: Illinois Professional Design Firm
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PLOT DATE = 5/20/2016	DATE - 5/20/16	REVISED -

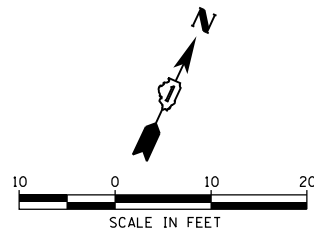
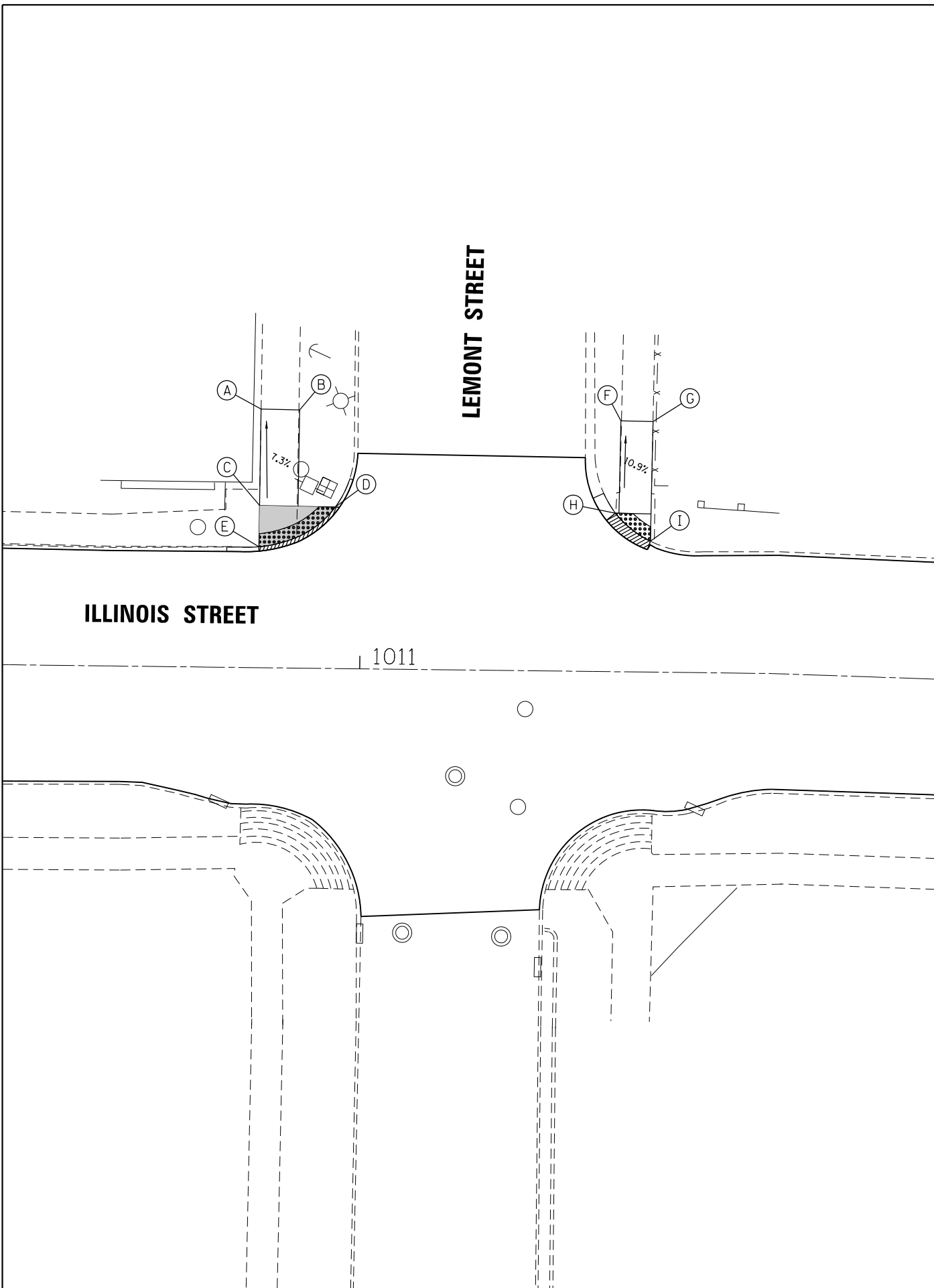
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SIDEWALK RAMP DETAILS
ILLINOIS STREET**

SCALE: 1" = 50' SHEET NO. 2 OF 9 SHEETS STA. TO STA.

F.A.U. RTE. 2612	SECTION 2016-018RS	COUNTY COOK	TOTAL SHEETS 34	SHEET NO. 14
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60Y92	

COMPANY NAME: HRGreen.com
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POINT DESCRIPTION ILLINOIS STREET						
POINT	STATION	OFFSET	TOP OF CURB WALL	GUTTER FLOWLINE	SIDEWALK, DRIVEWAY, OR RAMP	REMARK
A	1010+84.2	40.2' LT			616.02(ex)	
B	1010+90.2	40.2' LT			615.76(ex)	
C	1010+84.1	25.2' LT			617.12	
D	1010+95.9	25.1' LT			616.89(ex)	DT WARN
E	1010+84.1	18.8' LT			618.01(ex)	DT WARN
F	1011+40.2	39.0' LT			615.33(ex)	
G	1011+45.2	39.0' LT			615.28(ex)	
H	1011+39.5	24.7' LT			616.96(ex)	DT WARN
I	1011+45.0	20.4' LT			617.37(ex)	DT WARN

LEGEND

- (A) POINT
- [Hatched Box] DETECTABLE WARNINGS
- [Hatched Box] CURB DEPRESSION

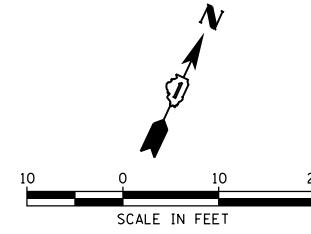
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	PLOT DATE = 5/20/2016	DATE - 5/20/16	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

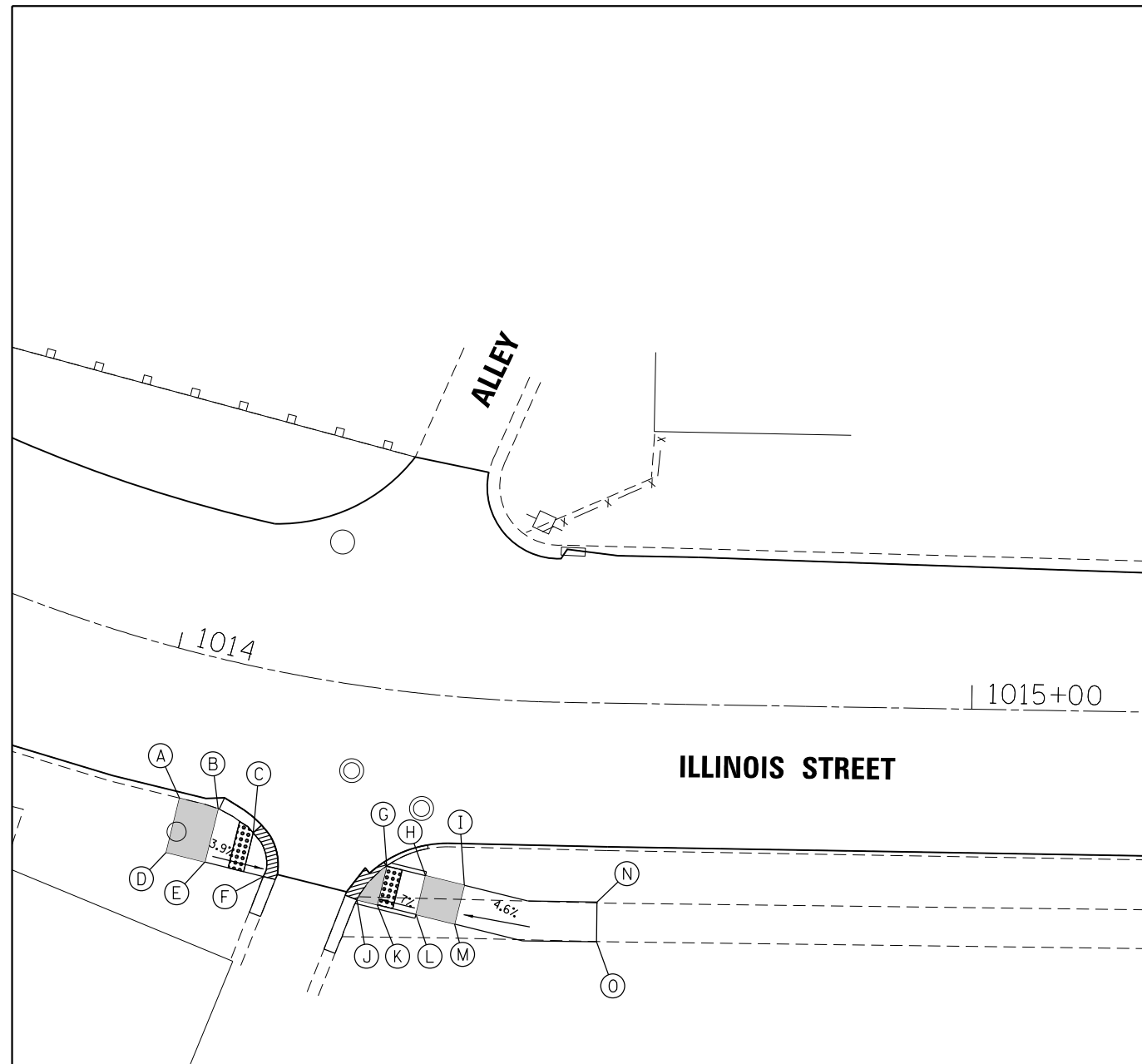
**SIDEWALK RAMP DETAILS
ILLINOIS STREET**

SCALE: 1" = 50' SHEET NO. 3 OF 9 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2612	2016-018RS	COOK	34	15
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60Y92	



POINT DESCRIPTION ILLINOIS STREET						
POINT	STATION	OFFSET	TOP OF CURB WALL	GUTTER FLOWLINE	SIDEWALK, DRIVEWAY, OR RAMP	REMARK
A	1014+04.6	18.2' RT			619.23(ex)	
B	1014+09.2	18.4' RT			619.31	
C	1014+13.7	20.5' RT			618.87(ex)	DT WARN
D	1014+04.6	25.2' RT			619.52(ex)	
E	1014+09.0	25.3' RT			619.45	
F	1014+15.7	25.6' RT			618.97	
G	1014+29.2	22.0' RT	619.36		619.169(ex)	DT WARN
H	1014+33.7	22.7' RT	619.21		619.21	
I	1014+38.1	23.5' RT			619.28	
J	1014+26.4	26.6' RT	619.42		618.92(ex)	
K	1014+28.7	26.9' RT	619.42		618.94	DT WARN
L	1014+33.0	56.2' LT	619.29		619.29	
M	1014+37.4	28.4' RT			619.35	
N	1014+53.5	24.9' RT			620.07(ex)	
O	1014+53.5	29.9' RT			620.13(ex)	



LEGEND

- (A) POINT
- [Hatched Box] DETECTABLE WARNINGS
- [Diagonal Lines Box] CURB DEPRESSION

COMPANY NAME: HRGreen.com
 PROJECT CONTACT: Illinois Professional Design Firm
 DATE PLOTTED: 5/20/2016 2:57:22 PM
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 PLOT DRIVER: ILpdf.plt
 PEN TABLE: plot.tbl



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PLOT DATE = 5/20/2016	DATE - 5/20/16	REVISED -

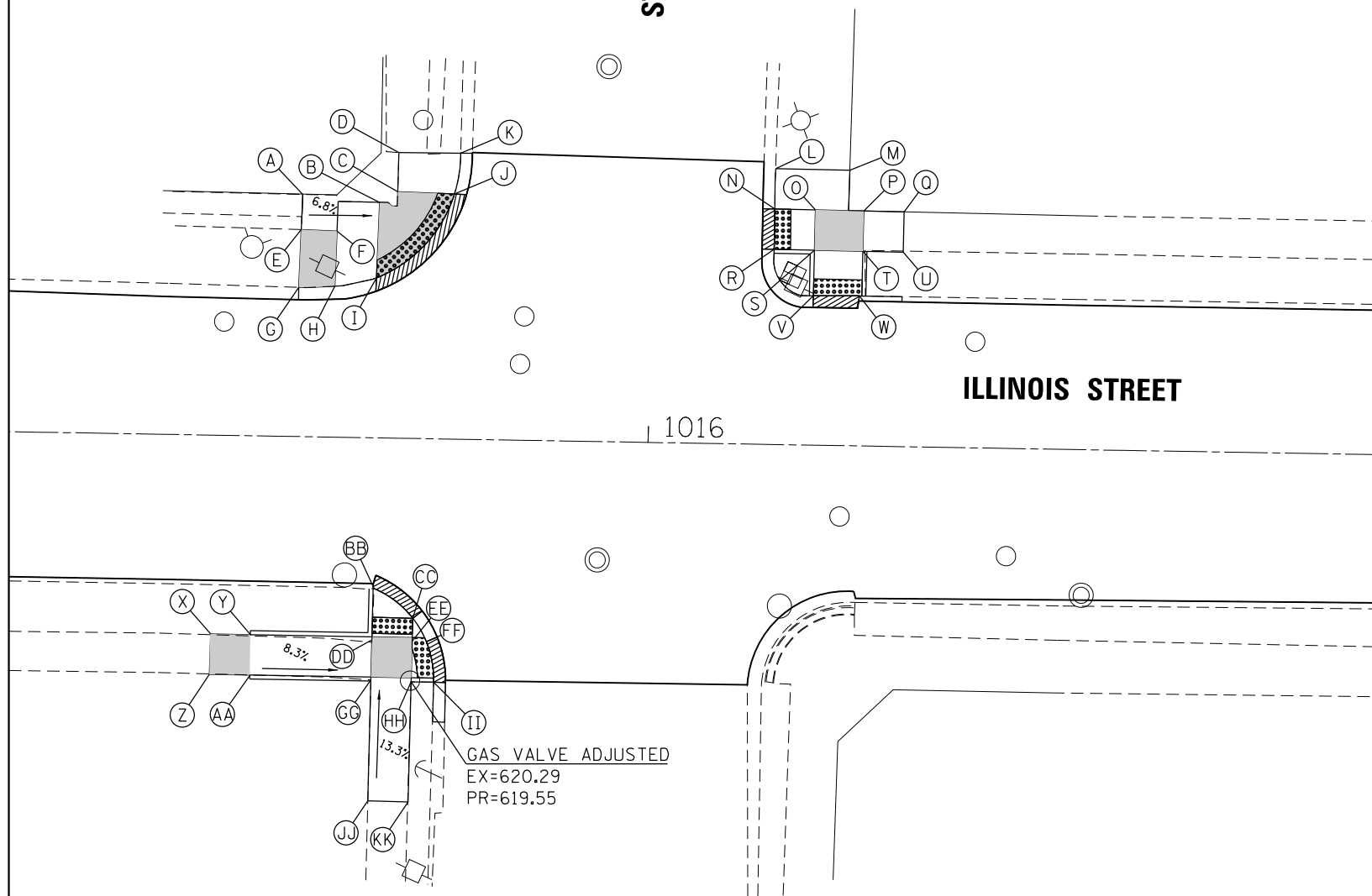
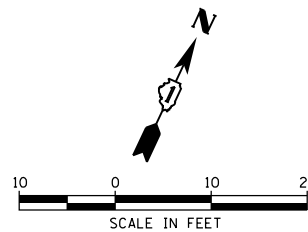
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SIDEWALK RAMP DETAILS
 ILLINOIS STREET**

SCALE: 1" = 50' SHEET NO. 4 OF 9 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2612	2016-018RS	COOK	34	16
CONTRACT NO.			60Y92	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STEPHEN STREET



POINT DESCRIPTION ILLINOIS STREET						
POINT	STATION	OFFSET	TOP OF CURB WALL	GUTTER FLOWLINE	SIDEWALK, DRIVEWAY, OR RAMP	REMARK
A	1015+56.7	30.1' LT			619.42(ex)	
B	1015+66.2	29.2' LT			618.77	
C	1015+68.4	30.6' LT			618.69	
D	1015+68.5	35.4' LT			618.88(ex)	
E	1015+56.5	25.7' LT			619.32(ex)	
F	1015+61.0	25.6' LT			619.26	
G	1015+56.4	18.5' LT			619.19(ex)	
H	1015+60.8	18.7' LT			619.19	
I	1015+66.0	19.9' LT			618.84(ex)	DT WARN
J	1015+75.5	30.4' LT			618.58(ex)	DT WARN
K	1015+76.2	35.5' LT			618.60(ex)	
L	1016+15.3	34.2' LT			618.69(ex)	
M	1016+24.4	34.2' LT			618.95(ex)	
N	1016+15.2	29.2' LT			618.66(ex)	DT WARN
O	1016+20.3	29.2' LT			619.08	
P	1016+26.3	29.2' RT			619.45	
Q	1016+31.3	29.1' LT			619.57(ex)	
R	1016+15.2	24.2' LT	619.51		619.01(ex)	DT WARN
S	1016+20.2	24.2' LT	619.43		619.43	
T	1016+26.2	24.2' LT	619.52		619.52	
U	1016+31.2	24.1' LT			619.71(ex)	
V	1016+20.2	18.5' LT	619.84		619.34(ex)	DT WARN
W	1016+25.9	18.6' LT	619.83		619.33(ex)	DT WARN
X	1015+46.2	24.7' RT			620.68(ex)	
Y	1015+51.2	24.8' RT	620.80		620.80	
Z	1015+46.1	29.7' RT			620.89(ex)	
AA	1015+51.1	29.8' RT	620.87		620.87	
BB	1015+66.3	18.7' RT	619.75		619.25(ex)	
CC	1015+71.2	22.3' RT			619.39(ex)	DT WARN
DD	1015+66.2	25.1' RT	620.05		619.55	
EE	1015+71.2	25.2' RT			619.48	DT WARN
FF	1015+72.9	25.2' RT			619.49(ex)	DT WARN
GG	1015+66.1	30.1' RT	620.12		619.62	
HH	1015+71.1	30.2' RT	620.05		619.55	
II	1015+73.9	30.2' RT	620.19		621.62(ex)	DT WARN
JJ	1015+66.0	45.1' RT			621.62(ex)	
KK	1015+71.0	45.1' RT			621.44(ex)	

LEGEND

- (A) POINT
- [Hatched Box] DETECTABLE WARNINGS
- [Diagonal Lines] CURB DEPRESSION

COMPANY NAME: HRGreen.com
 PROJECT CONTACT: Illinois Professional Design Firm
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 PLOT DRIVER: ILpdf.plt
 PEN TABLE: plot.tbl



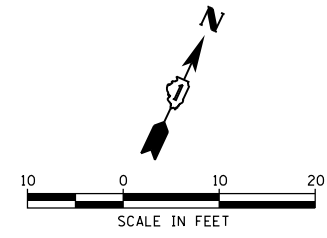
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PLOT DATE = 5/20/2016	DATE - 5/20/16	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SIDEWALK RAMP DETAILS
 ILLINOIS STREET

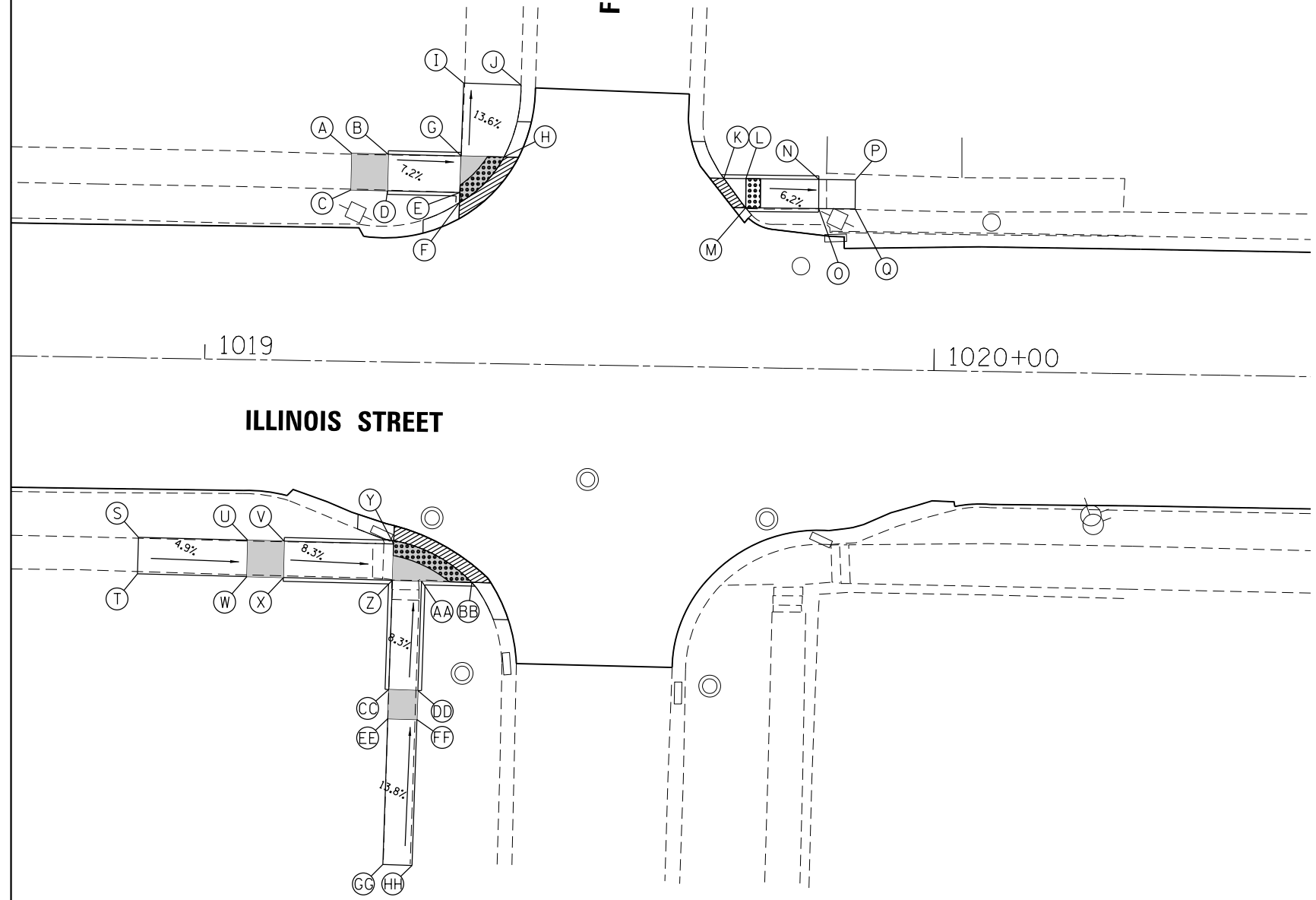
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2612	2016-018RS	COOK	34	17
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60Y92	



FREMONT STREET

ILLINOIS STREET



POINT DESCRIPTION ILLINOIS STREET						
POINT	STATION	OFFSET	TOP OF CURB WALL	GUTTER FLOWLINE	SIDEWALK, DRIVEWAY, OR RAMP	REMARK
A	1019+19.7	28.5' LT			620.68(ex)	
B	1019+24.7	28.5' LT	620.75		620.75	
C	1019+19.7	23.5' LT			620.85(ex)	
D	1019+24.7	23.5' LT	620.75		620.75	
E	1019+34.6	23.4' LT	621.07		620.57	DT WARN
F	1019+34.6	22.0' LT	621.22		620.72(ex)	DT WARN
G	1019+34.7	28.4' LT	620.53		620.03	
H	1019+40.6	28.3' LT			619.94(ex)	DT WARN
I	1019+34.9	38.4' LT			618.67(ex)	
J	1019+42.8	38.2' LT			618.66(ex)	
K	1019+70.8	25.9' LT	620.28		619.78(ex)	
L	1019+73.8	25.9' LT	620.68		620.18	DT WARN
M	1019+73.8	21.9' LT	620.78		620.28(ex)	DT WARN
N	1019+83.8	26.0' LT	619.56		619.56	
O	1019+83.8	22.0' LT	619.62		619.62	
P	1019+88.8	26.0' LT			619.56(ex)	
Q	1019+88.8	22.0' LT			619.68(ex)	
R	OMITTED					
S	1018+91.3	24.6' RT			623.61(ex)	
T	1018+91.3	29.6' RT			623.56(ex)	
U	1019+06.3	24.7' RT			622.88	
V	1019+11.3	24.8' RT	622.80		622.80	
W	1019+06.3	29.7' RT			622.82	
X	1019+11.3	29.8' RT	622.74		622.74	
Y	1019+26.3	24.9' RT	622.07		621.57(ex)	DT WARN
Z	1019+26.2	29.9' RT	621.99		621.49	
AA	1019+30.2	30.0' RT	621.93		621.43	
BB	1019+37.1	30.1' RT	622.83		622.33(ex)	DT WARN
CC	1019+26.0	44.9' RT	622.69		622.69	
DD	1019+30.0	45.0' RT	622.68		622.68	
EE	1019+25.9	48.9' RT			622.79	
FF	1019+29.9	49.0' RT			622.78	
GG	1019+25.5	68.9' RT			626.20(ex)	
HH	1019+29.5	69.0' RT			626.09(ex)	

LEGEND

- (A) POINT
- [Dotted Pattern] DETECTABLE WARNINGS
- [Hatched Pattern] CURB DEPRESSION

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 PROJECT CONTACT: HRGreen.com
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 PLOT DRIVER: IL_Plotter.dwt
 PEN TABLE: plot.tbl

HRGreen.com
 Illinois Professional Design Firm
 # 184-001322

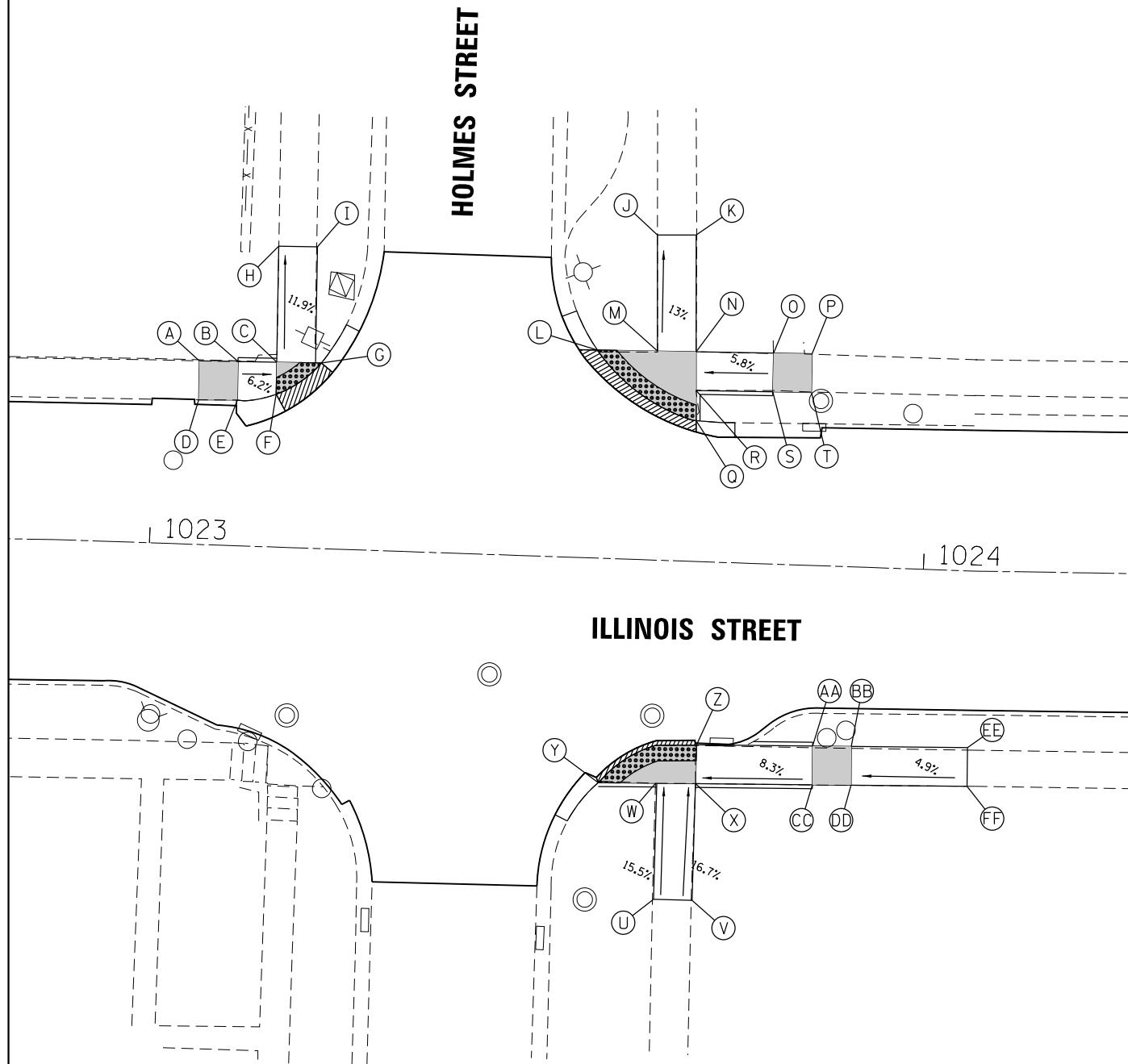
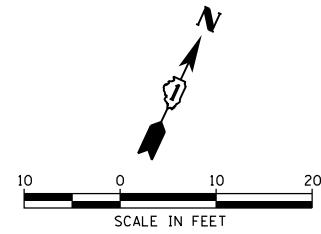
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PLOT DATE = 5/20/2016	DATE - 5/20/16	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SIDEWALK RAMP DETAILS
ILLINOIS STREET**

SCALE: 1" = 50' SHEET NO. 6 OF 9 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2612	2016-018RS	COOK	34	18
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60Y92	



POINT DESCRIPTION ILLINOIS STREET						
POINT	STATION	OFFSET	TOP OF CURB WALL	GUTTER FLOWLINE	SIDEWALK, DRIVEWAY, OR RAMP	REMARK
A	1023+05.6	23.7' LT			623.87(ex)	
B	1023+10.6	23.8' LT	623.87		623.87	
C	1023+15.6	23.9' LT	624.06		623.56	
D	1023+05.7	18.7' LT			624.19(ex)	
E	1023+10.7	18.8' LT			623.94	
F	1023+15.7	19.8' LT			623.82(ex)	DT WARN
G	1023+21.4	24.0' LT			623.20(ex)	DT WARN
H	1023+15.4	38.9' LT			621.78(ex)	
I	1023+20.4	39.0' LT			621.81(ex)	
J	1023+64.2	42.0' LT			621.61(ex)	
K	1023+69.2	42.2' LT			621.54(ex)	
L	1023+57.0	26.9' LT			623.16(ex)	DT WARN
M	1023+64.7	27.0' LT			623.56	
N	1023+69.7	27.1' LT			623.81	
O	1023+79.7	27.3' LT			624.47	
P	1023+84.7	27.3' LT			624.46(ex)	
Q	1023+70.0	18.2' LT	624.75		624.25(ex)	
R	1023+69.9	22.1' LT	624.56		624.06	
S	1023+79.8	22.3' LT	624.32		624.32	
T	1023+84.8	22.3' LT			624.37(ex)	
U	1023+66.6	43.8' RT			626.96(ex)	DT WARN
V	1023+71.6	43.8' RT			627.07(ex)	DT WARN
W	1023+66.4	28.8' RT	625.13		624.63	
X	1023+71.5	28.7' RT	625.07		624.57	
Y	1023+59.0	29.0' RT	625.23		624.73(ex)	DT WARN
Z	1023+71.5	23.7' RT			624.49(ex)	DT WARN
AA	1023+86.5	23.3' RT	625.75		625.75	
BB	1023+91.5	23.2' RT			625.82	
CC	1023+86.6	28.3' RT	625.82		625.82	
DD	1023+91.6	28.2' RT			625.89	
EE	1024+06.5	22.8' RT			626.59(ex)	
FF	1024+06.6	27.8' RT			626.62(ex)	

LEGEND

- (A) POINT
- [Stippled pattern] DETECTABLE WARNINGS
- [Hatched pattern] CURB DEPRESSION

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 PROJECT CONTACT: HRGreen
 DATE PLOTTED: 5/20/2016 2:57:27 PM
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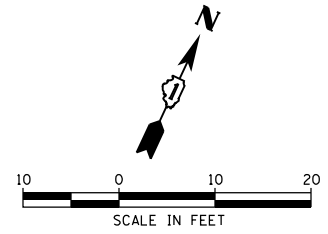
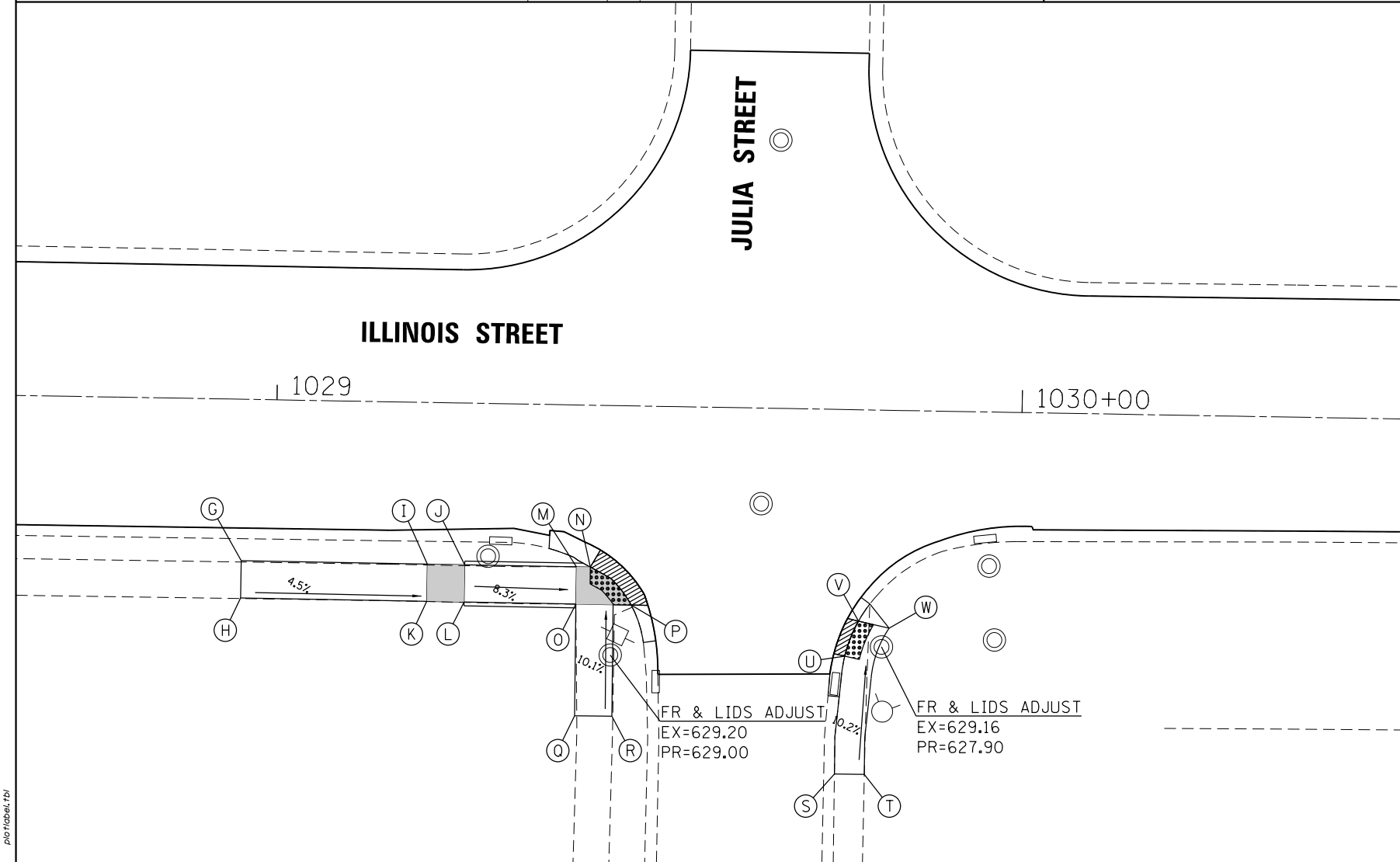
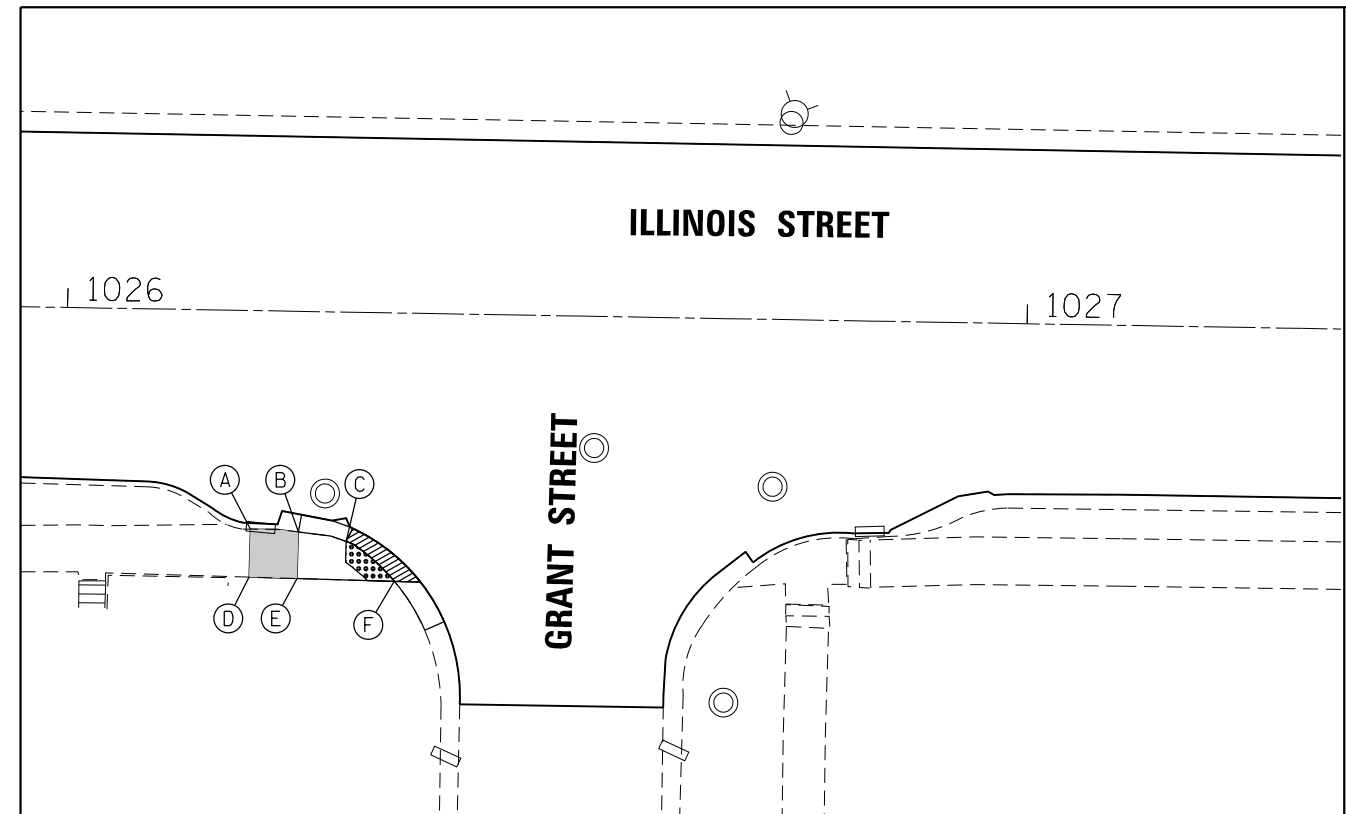
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PLOT DATE = 5/20/2016	DATE - 5/20/16	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SIDEWALK RAMP DETAILS
 ILLINOIS STREET

SCALE: 1" = 50' SHEET NO. 7 OF 9 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2612	2016-018RS	COOK	34	19
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60Y92	



POINT DESCRIPTION ILLINOIS STREET						
POINT	STATION	OFFSET	TOP OF CURB WALL	GUTTER FLOWLINE	SIDEWALK, DRIVEWAY, OR RAMP	REMARK
A	1026+19.4	22.8' RT			628.02(ex)	
B	1026+24.4	23.0' RT			628.02	
C	1026+29.4	23.9' RT			628.00(ex)	DT WARN
D	1026+19.4	27.8' RT			628.51(ex)	
E	1026+24.4	27.8' RT			628.44	
F	1026+34.5	28.0' RT			628.46(ex)	DT WARN
G	1028+95.6	21.7' RT			630.74(ex)	
H	1028+95.6	26.7' RT			630.91(ex)	
I	1029+20.6	21.7' RT			629.75	
J	1029+25.6	21.7' RT	629.70		629.70	
K	1029+20.6	26.7' RT			629.78	
L	1029+25.6	26.7' RT	629.71		629.71	DT WARN
M	1029+40.6	21.7' RT	628.96		628.46	DT WARN
N	1029+42.4	21.7' RT	628.94		628.44(ex)	
O	1029+40.6	26.7' RT	628.96		628.46	DT WARN
P	1029+48.0	26.7' RT			628.31(ex)	DT WARN
Q	1029+40.7	41.7' RT			629.98(ex)	
R	1029+45.7	41.7' RT			629.82(ex)	
S	1029+75.6	48.9' RT			629.36(ex)	
T	1029+79.6	48.9' RT			629.46(ex)	
U	1029+76.8	33.1' RT			628.01(ex)	
V	1029+78.5	28.4' RT			627.82(ex)	
W	1029+82.6	29.2' RT			627.88	

LEGEND

- (A) POINT
- [Dotted Pattern] DETECTABLE WARNINGS
- [Hatched Pattern] CURB DEPRESSION

COMPANY NAME: HRGreen.com
 PROJECT CONTACT: #PROJECTCONTACT#
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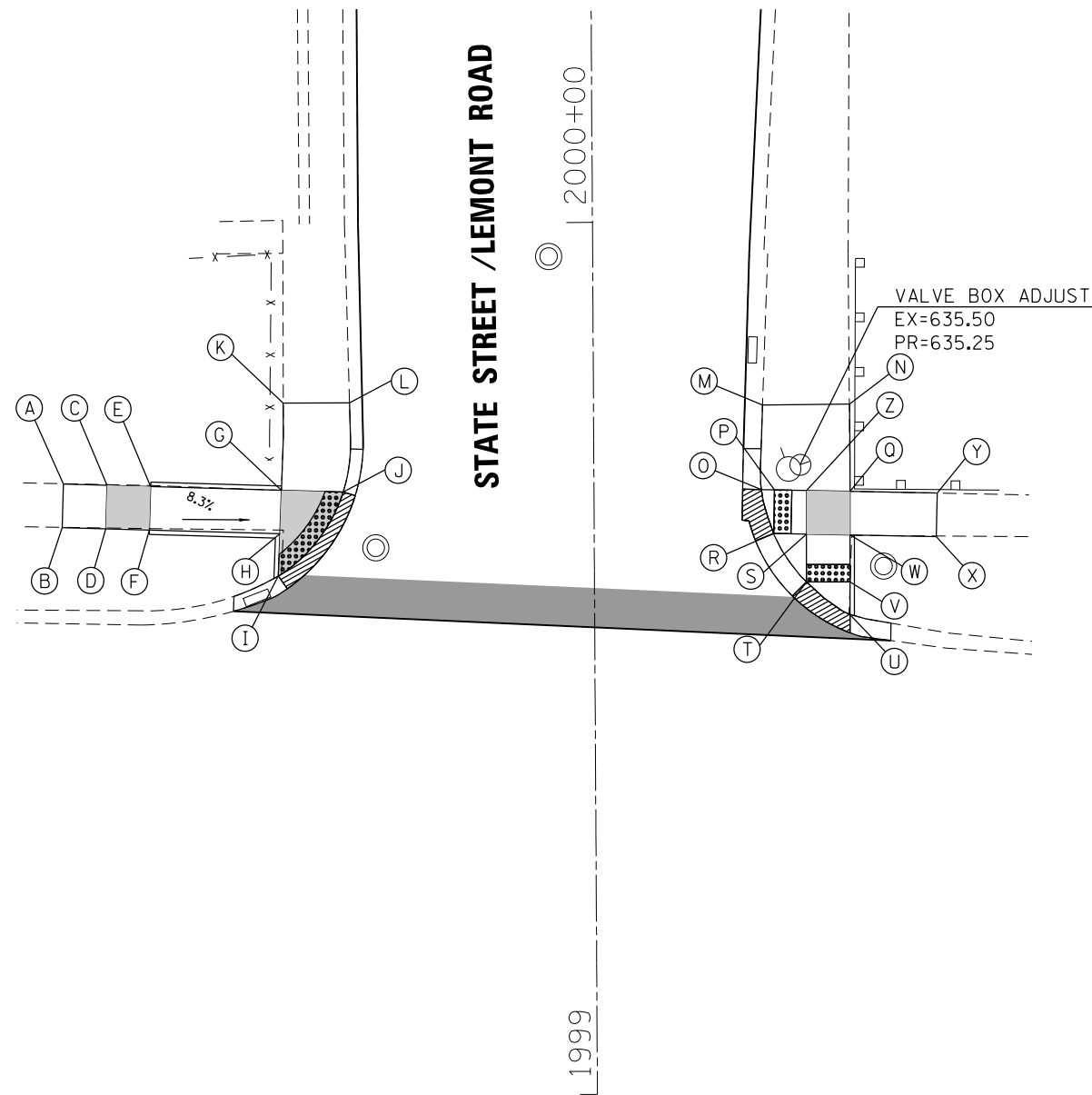
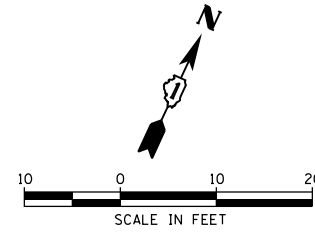
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PLOT DATE = 5/20/2016	DATE - 5/20/16	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SIDEWALK RAMP DETAILS
 ILLINOIS STREET**

SCALE: 1" = 50' SHEET NO. 8 OF 9 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2612	2016-018RS	COOK	34	20
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60Y92	



POINT DESCRIPTION ILLINOIS STREET						
POINT	STATION	OFFSET	TOP OF CURB WALL	GUTTER FLOWLINE	SIDEWALK, DRIVEWAY, OR RAMP	REMARK
A	1999+70.3	60.8' LT			636.97(ex)	
B	1999+65.3	61.0' LT			637.10(ex)	
C	1999+70.2	55.8' LT			636.70	
D	1999+65.3	56.0' LT			636.76	
E	1999+70.0	50.8' LT	636.62		636.62	
F	1999+65.2	51.0' LT	636.70		636.70	
G	1999+69.5	35.9' LT	635.87		635.37	
H	1999+64.5	36.1' LT	636.54		636.04	
I	1999+59.7	36.3' LT	637.19		636.69(ex)	DT WARN
J	1999+69.3	28.8' LT			635.23(ex)	DT WARN
K	1999+79.5	35.6' LT			634.86(ex)	
L	1999+79.5	28.0' LT			634.83(ex)	
M	1999+78.9	19.4' RT			634.87(ex)	
N	1999+79.0	29.4' RT			635.08(ex)	
O	1999+69.2	19.2' RT			635.18(ex)	
P	1999+69.2	20.7' RT			635.18	DT WARN
Q	1999+69.0	29.4' RT			635.44	
R	1999+64.2	20.6' RT			635.24(ex)	DT WARN
S	1999+64.1	24.3' RT			635.44	
T	1999+58.6	24.3' RT			635.53(ex)	DT WARN
U	1999+54.9	29.3' RT	636.12		635.62(ex)	
V	1999+58.6	29.3' RT	636.09		635.59	DT WARN
W	1999+64.0	29.3' RT	635.50		635.50	
X	1999+63.7	39.2' RT			635.13(ex)	
Y	1999+68.7	39.4' RT			635.15(ex)	
Z	1999+69.1	24.4' RT			635.36	

LEGEND

- (A) POINT
- [Stippled Pattern] DETECTABLE WARNINGS
- [Hatched Pattern] CURB DEPRESSION

COMPANY NAME: HRGreen
 PROJECT CONTACT: #PROJECT CONTACT #
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 PLOT DRIVER: ILpdf.plt
 PEN TABLE: plotabel.tbl



USER NAME = tyelton	DESIGNED - BH	REVISED -
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PLOT SCALE = 1" = 50'	CHECKED -	REVISED -
PLOT DATE = 5/20/2016	DATE - 5/20/16	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SIDEWALK RAMP DETAILS
 ILLINOIS STREET

SCALE: 1" = 50' SHEET NO. 9 OF 9 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2612	2016-018RS	COOK	34	21
CONTRACT NO.			60Y92	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



Village of Lemont
Planning & Economic Development Department

418 Main Street · Lemont, Illinois 60439
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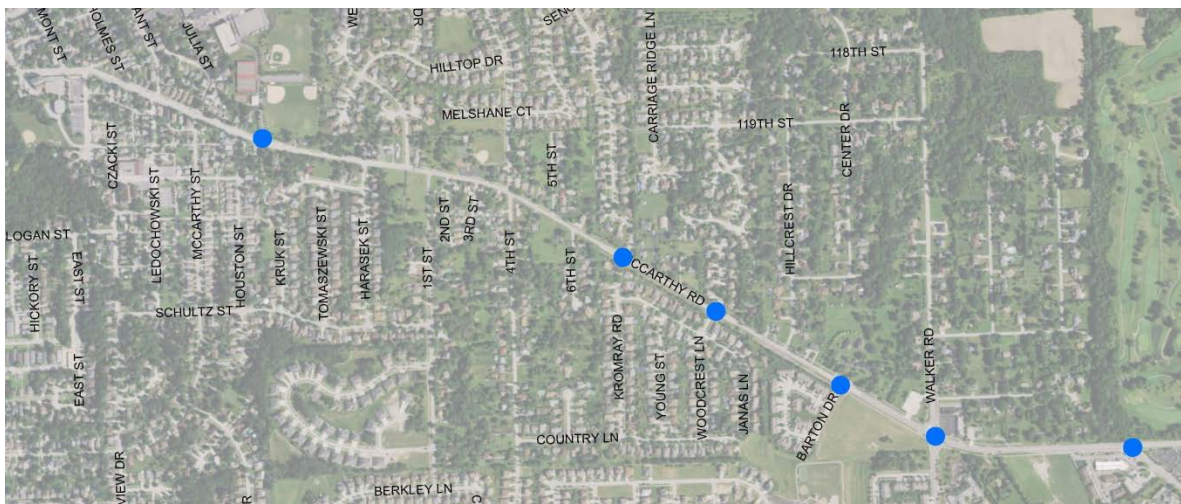
TO: Committee of the Whole
FROM: Charity Jones, AICP, Planning & Economic Development Director
SUBJECT: McCarthy Road Proposed Bicycle / Pedestrian Facilities
DATE: June 17, 2016

SUMMARY

The Village FY17-21 Capital Improvement Plan includes a project for safe accommodation of bicyclists and pedestrians via a bike lane or separated bike path on McCarthy Road from Walker to Illinois Street. The CIP estimates a total cost of \$1,355,000 for this project, with 80% funding provided from STU funds via the Southwest Conference of Mayors. Staff has begun planning work on this project and now is seeking further direction needed from the COW as to the specific type of bicycle and pedestrian improvements desired for this corridor, and whether the Village desired to make other improvements to the corridor in conjunction with the bicycle / pedestrian work.

EXISTING CONDITIONS

The area of McCarthy Road from Derby Rd to the curve near Illinois Street is the area of focus for this project. The road is generally comprised of two 11 ft travel lanes, with several dedicated turn lanes as shown below:



Although the entire segment has similar average daily traffic volume (7,000 – 8,000 vehicles) the corridor has a varied character throughout. Traffic speeds vary from 40 mph to 25 mph from the eastern to the western segments of the corridor. West of Julia Street, there is striped and unstriped on-street parking, while east of Julia there is no on-street parking allowed. Although the McCarthy Road right of way is generally 66 ft or greater, the existing pavement width varies from 22+ to 40 feet. These varied conditions make it challenging to determine the most appropriate bicycle / pedestrian accommodations.

PLANNING CONSIDERATIONS

The Southwest Conference of Mayors (SCM) Active Transportation Plan identifies McCarthy Road as a Tier 3 priority corridor. However, this portion of McCarthy Road is an important link between two Tier 1 priority corridors in the SCM plan, Archer Ave/Centennial Trail and the ComEd Right of Way north of 13st Street.

The 2012 Lemont Active Transportation Plan recommends bike lanes or paved shoulders for McCarthy Road in this area. Additionally, it recommends that when McCarthy Road is next resurfaced, travel lanes should be narrowed to 10 ft in order to slow vehicular traffic through the area.

Per IDOT, since McCarthy Road is a “rural” road (i.e. it does not have curb and gutter along its entire length) the Bureau of Design and Environment (BD&E) Manual states that the required bicycle accommodation is a paved shoulder. Per the BD&E, this paved shoulder should be either 6 ft or 4 ft dependent upon the speed limit of the adjacent road segment.

In addition to bicycle/pedestrian accommodations, the Board has long discussed the possibility of additional improvements for turning movements along McCarthy Road, particularly in the areas near 1st through 5th Streets. With the commencement of a bicycle/pedestrian project, it may be an opportune time to consider additional improvements to the vehicular travel lanes to not just address turning movements, but also bring a more consistent character to the McCarthy Road corridor.

ROADWAY IMPROVEMENT OPTIONS

Staff has evaluated three distinct improvement scenarios for the McCarthy Road corridor. On the following pages are a summary and depiction of a typical right of way cross section for those scenarios. Note, areas with on-street parking will differ from the cross sections depicted.

Scenario One

Scope: Addition of 4' paved shoulder on north and south sides of McCarthy Rd, from Holmes to east of Barton Drive.

Estimated Total Project Cost: \$1,580,000 (20% = \$316,000)



Scenario Two

Scope: Addition of a separated 10 ft bidirectional multi-use path on the north of McCarthy Road, from Holmes to Derby.

Estimated Total Project Cost: \$2,125,000 (20% = \$425,000)



Scenario Three

Scope: Provide a dedicated center turn lane for vehicles from Houston to Walker, add curb and gutter throughout corridor, and add a separated 10 ft bidirectional multi-use path on the north of McCarthy Road, from Holmes to Derby.

Estimated Total Project Cost: \$6,575,000 (20% = \$1,315,000)



Village Board

Agenda Memorandum

To: Mayor & Village Board

From: George Schafer, Village Administrator
Charity Jones, Planning and Economic Development Director
Chris Smith, Finance Director

Subject: Gateway TIF discussion

Date: June 20, 2016

BACKGROUND/HISTORY:

In 2009 the Village Board established the Gateway Tax Increment Finance (TIF) District to facilitate development in the Village's northeastern gateway area. The TIF was amended to add parcels in 2013. The EAV at time of adoption was frozen at approximately \$8 million. Since the establishment of the Gateway TIF the total EAV for the TIF area has decreased to \$4.4 million. Thus currently, the Village is not receiving any increment from its Gateway TIF, and the general fund is absorbing the obligations of the Gateway TIF. Over the last several weeks, staff has been reviewing the Gateway TIF to come up with options to alter the TIF to maximize its potential.

DISCUSSION

As the Village is in the process of marketing its Village owned site, staff has been investigating opportunities to maximize the effectiveness of its TIF. Because the EAV for the entire TIF has decreased significantly since its adoption, the Village is not receiving any increment and will not produce increment for the foreseeable future unless modifications to the TIF are implemented. The analysis includes examining which of the parcels is producing increment, and which parcels' EAV has decreased to a point in which the TIF is being compromised. The analysis has produced that the Village has not received increment for the last several years because the current EAV is significantly below the initial frozen EAV when the TIF was established. Along with other reductions in EAV due to the economy, approximately \$2.6 million of the 3.6 million reduction in EAV is due to the properties the Village has acquired being reassessed at tax exempt status. The properties south of Main Street and Art Logistics are creating an increase in EAV. However, this gain is being completely offset by the Village owned parcels and other properties to the north. :

PROS / CONS / ALTERNATIVES

Through the analysis and per conversations with the Village's TIF attorney, it has been determined that the Village could remove the Village owned and the far north properties from the existing TIF to gain

increment of approximately \$100,000. Further, the properties south of Main Street are being developed currently, thus this increment is expected to raise above this initial amount. According to TIF law, the increment will need to be used first to pay the debt service and if any funds remain it can be used to pay back the internal loans. The alternative would be to leave the TIF as is, and wait for the EAV to increase significantly to raise above the initial frozen EAV. However, staff believes that if the Gateway TIF is left as is it will be several years before the Village will receive increment thus the General Fund will continue to be needed to pay the debt service payments and other obligations of the TIF.

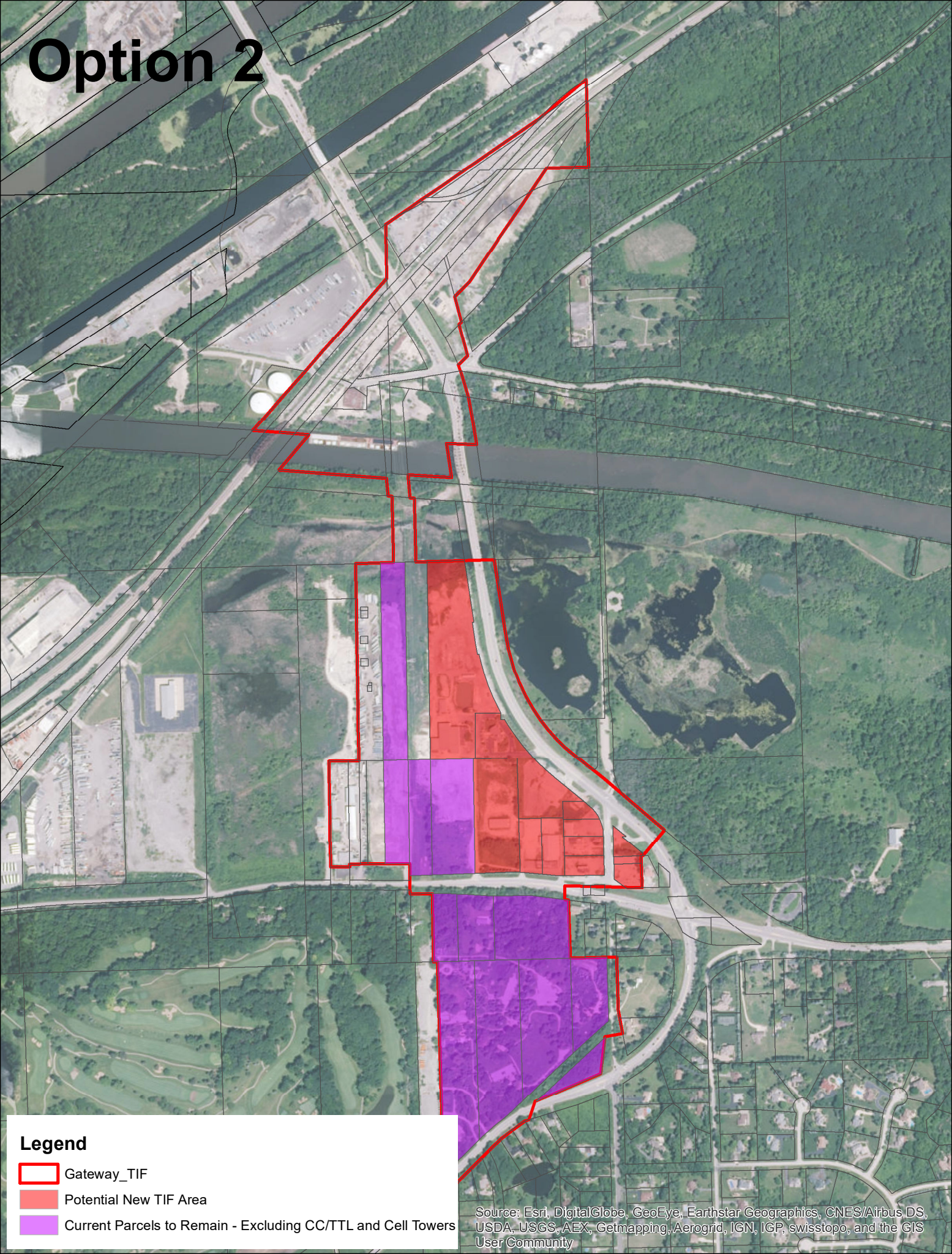
RECOMMENATION:

Due to the increment analysis of the TIF, staff is recommending that the Village owned parcels and northern properties be deleted from the Gateway TIF. If supported, this action can be made via ordinance at a future Board Meeting. If the parcels are deleted from the TIF, staff is also recommending that a new TIF be established with the Village owned parcels that will have been deleted. The TIF establishment process would include the need for a new redevelopment plan and joint review board process. Staff has received preliminary quotes for this consulting work, and will present at the Committee Meeting.




ATTACHMENTS

1. Map of Gateway TIF Boundary and Recommended TIF Revisions

Option 2



Legend

-  Gateway_TIF
-  Potential New TIF Area
-  Current Parcels to Remain - Excluding CC/TTL and Cell Towers

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community