



**Village of Algonquin
Minutes of the Committee of the Whole Meeting
Held in Village Board Room
September 17, 2019**

AGENDA ITEM 1: Roll Call – Establish a Quorum

Trustee Jim Steigert, Chairperson, called the Committee of the Whole meeting to order at 8:00 p.m.

Trustees Present: Trustees Jim Steigert, Jerry Glogowski, Debby Sosine, Laura Brehmer, John Spella, Janis Jasper, and President Schmitt. A quorum was established.

Staff Members Present: Village Manager, Tim Schloneger; Public Works Director, Robert Mitchard; Senior Planner, Ben Mason; Police Chief, John Bucci; Deputy Village Clerk, Michelle Weber; and Village Attorney, Kelly Cahill.

AGENDA ITEM 2: Public Comment
None

AGENDA ITEM 3: Community Development
Presented by

A. Consider a Special Event Permit for the Dr. Stirneman's Angel Towne Park Celebration, Sunday, October 6, 2019

Dr. Tim Stirneman has requested approval of a Special Event Permit to celebrate the 25th Anniversary of Angel Town playground in Towne Park. The event would be Sunday, October 6th from 1 to 3 pm. In case of rain the event would be relocated to Historic Village Hall. Dr. Stirneman is one of the founding members of the fundraising group that financed Angel Town.

There would be no admission charge, and this would be a family-friendly event to celebrate the fundraising and construction of Angel Town playground. The event would feature kids' games, face painting, memorabilia and history displays, a food cart, Police car and Fire Truck displays, and short program at 1:45 pm. There may be food available, it is unclear if it is a private food vendor or the food is provided by the applicant.

The applicant is asking for a waiver of the fees and for sign placement promoting the event at 6 locations near downtown. The applicant's proposed signs show too many pieces of information which makes it difficult to read, plus has Compassionate Dental Care, the Village, and the Chamber logos. It is recommended these signs be simplified to list only the event, date, and time, which is the purpose of the signs.

The applicant still needs to provide the required Certificate of Insurance; which Staff will make sure is filed before the event.

Recommended conditions include:

1. A McHenry County Health Department permit is required for any proposed food service;
2. Washroom facilities available in Towne Park;
3. Any temporary tents or structures shall be properly weighted or tied down per manufacturers' instructions. In the event of unfavorable weather conditions, any temporary tents or structures shall be vacated and removed, and no temporary tent or structure shall be used for shelter;
4. The requested temporary signs be revised as noted, the locations are approved, and all signs shall be removed by end of the day Monday, October 7.

Dr. Stirneman and Jim Wojdyla indicated that they are working on obtaining the proper certificate of insurance and each food vendor would provide their own permit from the Health Department. He also brought a new signage prototype with and without logos for the Village to review. They are both very excited about the event and have been receiving positive feedback from the facebook community.

President Schmitt indicated they should work with Staff regarding the signage and certificate of insurance.

It was the consensus of the Committee of the Whole to move this event forward for Board approval with the aforementioned conditions.

B. Consider 2075 E. Algonquin Road PUD/Plat/SUP (redevelopment of the former Brunswick Zone site)

Ben Mason Presenting

Mr. Steven Schwartz, property owner, has submitted a petition for re-subdivision of the 5.31-acre parcel located at 2075 East Algonquin. The property has been vacant for many years and was formerly occupied by Brunswick Zone entertainment and bowling alley. Lot 1 would be located toward the rear of the property and consist of the former bowling alley structure, which is proposed for adaptive re-use as a climate controlled self-storage facility. Lot 2 would be sited in the approximate area where the old miniature golf course and batting cages were located,

and be redeveloped for an automated car-wash building. Lot 3 would be positioned at the northeast corner of the property, adjacent to the Thornton's gas station, and a Popeye's Louisiana Kitchen fast casual restaurant will be built with a drive-thru lane wrapping around the rear of the building.

The subject property is currently zoned B-2, General Retail and the proposed development is seeking Final Planned Unit Development approval for each of the three lots. A Special Use Permit is required for the self-storage use proposed on Lot 1, the automotive car wash proposed on Lot 2, and the drive-thru restaurant on Lot 3.

Staff Comments:

Final Plat of Subdivision – The plat of subdivision creates three lots on the subject property: Lot 1, 2.558 acres; Lot 2, 1.847 acres; and Lot 3 0.874 acres. To provide an opportunity for future cross-access to the west, the plat shall be revised to extend the 35-foot cross access easement through the stormwater detention area up to the west property line, adjacent to what is currently the Huntington Bank property.

Site Plan/Engineering Plans – The subject property is located directly west of Thornton's gas station, on the south side of East Algonquin Road (Route 62). The current full access into the site from East Algonquin Road will shift toward the western lot line, in compliance with IDOT approval (see enclosed email confirming IDOT's acceptance of the access relocation), and align with a curb cut on the north side of the road. A cross-access connection will be opened to the Thornton's gas station to the east as well, providing an opportunity to access Compton Drive and the signalized intersection at Compton Drive and East Algonquin Road.

Each lot will have its own parking and cross-access and cross-parking shall be provided throughout the development. There are 30 parking stalls proposed for the Popeye's restaurant lot, which is slightly less than the 38 that would be required for a restaurant of this size. However due to the fact a significant portion of the restaurant's customer's will use the drive-thru, and there will be cross-parking provided on the adjacent lots, the parking is sufficient. The plans shall be revised to modify the dimensions of the parking stalls identified in the Village Engineer's review memo that do not meet the Village's required minimum depth. Details for the dumpster enclosure shall be submitted. The enclosure shall be constructed of masonry material and have solid wooden doors that securely latch close.

Parking for the car wash is primarily provided for customers to utilize vacuums that are proposed to be located outside the front exterior of the building. The locations of the vacuums shall be shown on the revised plans and the color of the vacuums shall match the building's black anodized storefront window system. Additional, parking is provided at the rear of the building, for use by the employees.

The developer is proposing to make minimal improvements to the parking lot on the east and west ends of the former bowling alley building, primarily re-striping and crack sealing. As noted in the Village Engineer's review memo, the condition of the pavement adjacent to the current building is in a substantially deteriorated condition similar to the pavement proposed for a full depth replacement toward the front of the property. At a minimum, the existing asphalt shall be removed and surface replaced in accordance with the Village Engineer's recommendation. The former bowling alley building will be converted to an indoor self-storage facility. Parking for the self-storage facility will be on the east side of the building and the 11 stalls proposed should be more than adequate as the business itself will not have any on-site employees and be fully-automated. Fencing is proposed around the parking lot on the west side of the building, to establish a storage yard for private cars, RV campers and similar larger vehicles. The 12-foot tall PVC fencing shall have a woodgrain texture and material samples shall be submitted for review by Village Staff prior to permitting. The screening fence shall wrap the entire west side of the storage yard, without gaps along the retention pond, down to the south lot line. Nothing stored or accumulated inside the fence shall be visible above the top of the fence line, which may require taller campers and vehicles to be parked toward the interior of the yard rather than along the perimeter of the lot. The Fire District will require the gated access include the installation of a Knox Box key switch and said switch shall be shown on the revised plans. Both the Village Engineer and Fire District have significant questions about whether the proposed water service lines to the car wash and restaurant building are adequately sized to accommodate those uses. Additionally, the Village Engineer noted that the existing water service to the former Brunswick Zone building is not shown on the engineering plans, and may be under-sized; if the existing water service needs to be replaced, the developer shall consider looping watermain through the site to connect to an existing watermain on Compton Drive. The plans shall also be revised to show hydrant locations and proposed fire department connections (FDC) for each building. A fire hydrant is required within 100 feet of each FDC.

Traffic Study – A traffic memorandum, prepared by ARC Design Resources, Inc., with the latest revision date of July 12, 20149 was done for this project to show the number of new trips created by the development and impact to the existing road network. The majority (80%) of the traffic coming to the site will be traffic making trips specifically to the site. The traffic study states that this development will have a negligible impact on traffic at the intersection of Compton Drive and East Algonquin Road. The Village Engineer recommended adding a left turn lane on East Algonquin Road, to serve the full access into the site, and the project engineer shall evaluate the feasibility of adding a turn lane in consultation with IDOT which has jurisdiction over the roadway.

Landscaping – A tree survey was done for the site and the developer shall be required to pay the tree loss fee as calculated by Public Works. Due to the number of existing trees proposed for removal along the western lot line to accommodate the proposed stormwater detention, Staff is requiring the 12-foot tall fence the developer has shown

on the plans to screen the storage yard from the front of the property be further extended all the way south along the west lot line.

Architecture – The former Brunswick Zone bowling alley will be converted to an enclosed self-storage facility. The developer is proposing to retain the existing brick, primarily located on the west elevation, and re-paint the main field of the building's existing EFIS a light brown, sandstone color. A glass atrium would replace the building's main entrance, and provide the front elevation with a refreshed appearance. The developer shall provide material samples for review by Village Staff prior to permitting. The car wash building will be oriented toward East Algonquin Road and have a storefront retail appearance, with windows, canopies and pitched roof elements on both ends. The proposed number of wall signs exceeds Village Code, and the plans will need to be revised to show a maximum of two wall signs. The base of the building will have a masonry foundation and attractive stone columns are shown on all four sides. The windows shall be black anodized aluminum, consistent with what is depicted on the elevations. The plans shall be revised to replace the building's and vacuum canopy's standing seam metal roof with architectural roof shingles.

Similar to the car wash exterior elevations, Popeye's Louisiana Kitchen will feature a stone base with columns on the front of the building. The elevations shall be revised to incorporate stone pilasters on the side and rear elevations as well. Additionally, the canopies above the storefront windows shall be revised from standing seam metal to a fabric material. The windows shall be dark bronze anodized aluminum, consistent with what is depicted on the elevations. Material and color samples shall be provided for review by Village Staff prior to permitting.

Signage – Each building shall be permitted two wall signs, and meet Village Code standards for dimensions and lettering size. Wall sign letters are allowed a maximum height of 24 inches. The existing ground sign that served the former Brunswick Zone business will be removed. New ground signs are proposed for the two outlots. Popeye's Louisiana Kitchen will have their sign located on their lot and include brick on all sides and a masonry cap. The Popeye's sign is 10' by 12' wide, and shall include a decorative landscaped foundation that will remain attractive throughout the year. The car wash will have a ground sign on their lot as well, that will be shared by the Self-Storage business. The two-panel ground sign shall also have brick on all sides and a masonry cap, as depicted on the enclosed sign rendering. The height of the two-panel sign exceeds the Village Code standard of 12' tall, however staff supports the requested 16' height in part because the developer will be removing a currently non-conforming sign (Brunswick Zone) and also due to the fact that the East Algonquin Road Commercial Corridor was the subject of an extensive market study in 2015 by Gruen Gruen + Associates and one of its key findings suggested:

- *The high speed and level of traffic on East Algonquin Road is such that the study area offers only a limited "billboard" effect for those driving by properties that in some cases are not well placed and not readily visible to drivers. Given this constraint and the prevalence of poorly located and configured commercial uses with limited visibility to East Algonquin Road, consider flexibility on signage standards, especially if such flexibility is taken in conjunction with actions by property owners to make physical or tenanting enhancements to their properties.*

Planning & Zoning Recommendation - On September 9, 2019 the Planning and Zoning Commission considered the petition and unanimously recommended approval (5-0) of the request subject to the conditions listed by staff and the additional recommendations that increased landscaping be added along Route 62, as well as that the Village consider permitting a standing seam metal roof material on the car wash building if it were in a darker tone of red than proposed on the drawings.

Recommendation - Final Plat of Subdivision, Final Planned Unit Development and Special Use Permit for a self-storage facility, automotive car wash, and drive-through restaurant with outdoor seating, consistent with the plans submitted and the following conditions:

1. The site construction, utility installation and grading shall not commence until a Site Development Permit has been issued by the Village and all offsite and onsite utilities serving the subject property shall be underground, and water and sanitary sewer permits have been issued by the Illinois Environmental Protection Agency.
2. The Final Plat of Subdivision prepared by Arc Design Resources, Inc. with the latest revision date of August 6, 2019 shall be revised to incorporate the comments noted below and in the September 4, 2019 memorandum from Christopher Burke Engineering, the August 28, 2019 memorandum from the Algonquin-Lake in the Hills Fire District, and the September 12, 2019 Public Works memo. The plat shall be revised to extend the 35-foot cross access easement through the stormwater detention area up to the west property line, to provide the opportunity for future cross-access to the west.
3. The Site Plan prepared by Reitan Architects, LLC with the latest revision date of July 15, 2019 shall be revised to incorporate the comments noted below and in the September 4, 2019 memorandum from Christopher Burke Engineering, the August 28, 2019 memorandum from the Algonquin-Lake in the Hills Fire District, and the September 12, 2019 Public Works memo. The Village Engineer recommended adding a left turn lane on East Algonquin Road, to serve the full access into the site, and the project engineer shall evaluate the feasibility of adding a turn lane in consultation with IDOT which has jurisdiction over the roadway.
4. The Final Engineering Plans prepared by ARC Design Resources, Inc. with the latest revision date of August 9, 2019 shall be revised to incorporate the comments noted below and in the September 4, 2019 memorandum

from Christopher Burke Engineering, the August 28, 2019 memorandum from the Algonquin-Lake in the Hills Fire District, and September 12, 2019 Public Works memo. The plans shall be revised to modify the dimensions of the parking stalls identified in the Village Engineer's review memo, that do not meet the Village's required minimum depth. Details for the dumpster enclosures shall be submitted. The enclosures shall be constructed of masonry material and have solid wooden doors that securely latch close. The locations of the car wash vacuums shall be shown on the revised plans and the color of the vacuums shall match the building's black anodized storefront window system. The existing asphalt adjacent to the former bowling alley building shall be removed and surface replaced in accordance with the Village Engineer's recommendation. The 12-foot tall PVC fencing shall have a woodgrain texture and material samples shall be submitted for review by Village Staff prior to permitting. The screening fence shall wrap the entire west side of the storage yard, without gaps along the retention pond, down to the south lot line. Nothing stored or accumulated inside the fence shall be visible above the top of the fence line, which may require taller campers and vehicles to be parked toward the interior of the yard rather than along the perimeter of the lot. The Fire District will require the gated access include the installation of a Knox Box key switch and said switch shall be shown on the revised plans. The developer shall consider looping watermain through the site to connect to an existing watermain on Compton Drive. The plans shall also be revised to show hydrant locations, proposed fire department connections (FDC) for each building. A fire hydrant is required within 100 feet of each FDC.

5. The Landscape Plan as prepared by ARC Design Resources, Inc. with the latest revision date of August 9, 2019, shall be revised to incorporate the comments noted below and in the September 4, 2019 memorandum from Christopher Burke Engineering, the August 28, 2019 memorandum from the Algonquin-Lake in the Hills Fire District, and September 12, 2019 Public Works memo. The tree loss fee as calculated by Public Works in the amount of \$43,050 shall be the responsibility of the developer to pay prior to obtaining any site development or building permits.
6. The exterior remodeling of the Brunswick Zone bowling alley shall be consistent with the Safe Storage renderings as prepared by Reitan Architects, LLC with the latest revision date of September 5, 2019. The developer shall provide material samples for review by Village Staff prior to permitting.
7. The exterior elevations of the car wash building as prepared by WT Group with the latest revision date of September 5, 2019 shall be revised to show a maximum of two wall signs. The windows shall be black anodized aluminum, consistent with what is depicted on the elevations. The plans shall also be revised to replace the building's and vacuum canopy's standing seam metal roof with architectural roof shingles.
8. The exterior elevations of the Popeyes Louisiana Kitchen as prepared by Purohit Architects with the latest revision date of July 15, 2019 shall be revised to incorporate stone pilasters on the side and rear elevations. Additionally, the canopies above the storefront windows shall be revised from standing seam metal to a fabric material. The windows shall be dark bronze anodized aluminum, consistent with what is depicted on the elevations. Material and color samples shall be provided for reviewed by Village Staff prior to permitting.
9. Each building shall be permitted two wall signs, and meet Village Code standards for dimensions and lettering size. The existing ground sign that served the former Brunswick Zone business shall be removed concurrent with the installation of the proposed new grounds signs on the outlots. The ground signs shall be consistent with the enclosed rendering dated August 9, 2019 and have brick on all sides, a decorative masonry cap and foundation landscaping that is attractive throughout the year.
10. The Photometric Plan, as prepared by Cree Lighting, with the latest revision date of July 17, 2019 shall be revised to shall be revised to incorporate the comments noted below and in the September 4, 2019 memorandum from Christopher Burke Engineering, the August 28, 2019 memorandum from the Algonquin-Lake in the Hills Fire District, and subject to Public Works approval. The parking lot light fixtures shall meet Village standards with 25 foot poles, metal halide or LED lights, lens flush with the housing, downcast lighting, all flat black in color. The building mounted lights shall be downcast, lens flush with housing and metal halide or LED, and black in color. The Village Board shall have the right to review light levels and require a change if deemed inappropriate light levels.
11. All roof-mounted or ground located mechanical equipment shall be screened with an appropriate architectural element or landscaping.
12. The Private Property Enforcement Agreement shall be executed with the Algonquin Police Department prior to the issuance of any Certificate of Occupancies.
13. No materials or products may be stored outside the fenced storage yard at any time
14. The following signs shall be prohibited, at all times: inflatable signs, flags, banners, pennants or any temporary or portable signs.

Mr. Schwartz presented a Power Point going over the layout of the proposed project, showing fencing, signage, renderings of each building and subdivided lot. Within his presentation he explained the adjacent properties topography and how he feels that property is undevelopable the current forestation would obstruct the view of the back lot of the storage facility and why he proposes a 6-foot fence verses the 12 foot wall as suggested by staff. He also explained that studies show higher signage is needed for traffic at a higher rate of speed as on Algonquin

Road. Also, that after discussing signage with the proposed carwash owner, he would like to include a portion of the sign to be removable/changeable.

Mr. Smith, from the audience, asked if there was any concern with the far west exit of the property being too close to Huntington Bank and what was the distance between the two?

Following extensive discussion by the Committee regarding environmental issues with the outdoor storage, signage, landscape, fencing, roof material, exterior colors, and security at the storage units, it was the consensus of the Committee of the Whole to have the developer work with staff on toning down the red on the car wash, the roofing materials, signage size, fencing, and additional landscaping around the storage unit exterior fencing.

AGENDA ITEM 4: General Administration

None

AGENDA ITEM 5: Public Works & Safety

Mr. Mitchard Presented a virtual tour of the Downtown development project explaining in detail each of the projects included in their packet. He explained where they are now, what will be accomplished within the proposed projects, and the final objectives. He also explained that there have been many complications that have arose with the various stages of the project that have required work a rounds and additional add-ons for each project thus far. Following his presentation, the Committee addressed each contract/project individually.

A. Consider an Agreement with Christopher Burke Engineering for the MCCD Trailhead and LaFox River Drive Bridge Improvements 75% plans

Staff has been working with the McHenry County Conservation District (MCCD) to replace the bridge over La Fox River Drive and improve the bike trail and trailhead adjacent to the bridge.

Christopher B. Burke Eng. Ltd. (CBBEL) was assigned the preliminary engineering tasks on this project and performed very well.

Public Works desires to have the bridge replacement and MCCD Trailhead ready to go as soon as possible after the bridge is removed as part of the Downtown Streetscape Stage 3 Wet Utility Project that proceeds through that area. As you may recall, the Stage 3 Wet Utility Project is the installation of the new Interceptor Sewer from Algonquin Rd. south to the corner of La Fox River Dr. and Center St.

The Stage 3 Wet Utility project is projected to commence in 2020.

We have received proposal from CBBEL in the amount of \$62,814 to bring the plans to 75% completion. A copy of the proposal is attached with the various tasks outlined.

During budget preparation for this fiscal year, staff was not sure of the exact timing and phasing of the Stage 3 Wet Utility project and how coordination of this part of the downtown streetscape would factor out with different contractors. We were expecting that it may go into a design/build project that would have started construction this summer. However, this will now be happening in the summer of 2020. Staff budgeted \$550,000 in this year's budget in line item 04900300 45593 to start construction. Since this will be deferred until next year, we will move \$62,814 of that money into engineering 04900300 42232 for this design. This contract will get us to 75% plans which will allow for a design/build proposal of these improvements once the wet utilities are completed.

It is Public Works recommendation that the Committee of the Whole take action to move this matter forward to the Village Board for approval of a design contract with Christopher B. Burke Engineering for MCD Trailhead & LaFox River Drive Bridge Improvements 75% plans in the amount of \$62,814.

Mr. Kempf, from the audience, asked how long would the trail be closed. Mr. Mitchard indicated most of the 2020 construction season.

Following discussion, it was the consensus of the Committee of the Whole to move this forward for Board approval.

B. Consider an Agreement with Christopher B. Burke Engineering for Stage 1D of the Downtown Streetscape which is the Bike Trail Connection on Main Street and Harrison Street and the Roundabout at Cary/Algonquin Road

Staff has been working with the McHenry County Department of Transportation (McDOT) and CBBEL has competed a Phase 1 Engineering Study of the project that will create a roundabout, road improvements and bicycle trails.

This project has been awarded Federal funds through an ITEP Grant (\$1.2 million) as well as funding from McDOT (\$500,000).

The Phase 2 design now needs to be commenced. Christopher B. Burke Engineering Ltd. (CBBEL) competed the Phase 1 Study, has been coordinating and assisting in the grant applications and negotiating with McDOT for their financial participation. Public Works desires to have the bike trail and roundabout design ready to go as soon as possible after the completion of the Downtown Streetscape Stage 2&3 Wet Utility Project that proceeds through this area.

Staff has received a proposal from CBBEL for this Phase 2 Engineering work where the details of the work and specific tasks are located. This work is required to follow all Federal Design and submittal standards and CBBEL's proposal reflects the level of effort to complete as required.

CBBEL has successfully completed numerous Federal Phase 2 projects for the Village and their knowledge of this project makes them the logical choice to perform these services.

During budget preparation for this fiscal year, staff was not sure of the exact timing and phasing of the Stage 2&3 Wet Utility projects and how the phasing and construction of the bike trail and roundabout would play out. Now that construction is proceeding on both Stage 2&3 of the wet utilities, staff expects that the entire bike/pedestrian connect from Cary/Algonquin Road to the Prairie Trail on S. Harrison Street can be completed when the utility work is done. Because we did not know the bike connection phasing, \$170,000 was budgeted in the Street Improvement Fund 04900300 42232 in anticipation that we would engineer the section from Cary Road to Algonquin Road. Since we now know we can move forward with the entire connection, CBBEL's proposal reflects that cost at \$261,550.

Staff proposes to cover the additional cost of \$91,550 from the \$550,000 that was budgeted for the MCCD Trailhead construction since that project will not begin until summer of 2020.

It is Public Works recommendation that the Committee of the Whole take action to move this matter forward to the Village Board for approval of a design contract with Christopher B. Burke Engineering for Stage 1D of the Downtown Streetscape which is the bike trail connection on Main Street and Harrison Street and the roundabout at Cary/Algonquin Road in the amount of \$261,550.

Following discussion, it was the consensus of the Committee of the Whole to move this forward for Board approval.

C. Consider an Agreement with Christopher Burke Engineering for the Downtown Streetscape and Utility Work; Design-Build Services

Staff proposes a Design-Build Guaranteed Maximum Price and Standard Form of At-Risk Management Contractor for Designer-Led Design-Build Project for Phase 1B of the Downtown Streetscape and Utility Work. The contract covers work that is very similar to the prior streetscape work in Downtown Streetscape Phase 1A, including all the same features and quality construction work that our residents and businesses have enjoyed. The work to be completed is from the new Main Street Bridge over Crystal Creek to the Algonquin Road intersection.

The design-build concept is a recommendation that staff is making in order to bring this project in on-time, within budget, and within the high expectation of the Board of Trustees, stakeholders, and our residents and businesses. With our approval, Burke, LLC will be handling all design, bidding, contractor selection, project construction management, and PR communications and marketing (through a third party vendor) under the Guaranteed Maximum Price of \$1,121,304. An owner's allowance of \$100,000 is also included, but will only be expended should there be significant changes in the project scope that would add work task(s) to the job.

The most attractive part of this delivery method is the fact that the Village of Algonquin, as owner will be teaming with Burke, LLC and the contractors to deliver a quality project. In traditional design-bid-build delivery, the Village would be attempting to manage, at least, five separate contracts and five different contractors and their sub-contractors in this very tight and restrictive construction site. The design-build option allows us to funnel all construction contracts and related activities through Burke, LLC, making the overall management of the contract much more streamlined, comprehensive and coordinated. Any construction savings realized through the design-build team effort will be shared equally between Burke, LLC and the Village of Algonquin, as owner.

Currently, in the Capital Improvement Budgets, we have \$1,500,000 budgeted in the Street Improvement Fund for the construction of the bridge over Main Street. Although this is undergoing construction currently, the Village received federal funding to complete this job. Therefore, all invoicing goes to IDOT for payment and then they bill us for our cost share portion. The current Village portion of the project is estimated to be the \$1,500,000 that we budgeted. Because this is a federally funded job, it generally takes IDOT up to 2 years to bill us for our cost share. Therefore, this money is available in the current year. Since we did not budget to construct Stage 1B of the Streetscape, due to potential timing issues with the bridge construction, staff proposes to use the \$1,500,000 to implement the Stage 1B design/build project.

Staff recommends that the Committee of the Whole take the necessary action on the contract with Burke, LLC in the amount of \$1,121,304.00 and move that motion on to the Village Board of Trustees for approval. Work will begin as soon as the contract is approved and bids for services can be collected and considered by Burke, LLC. The contract is expected to be completed on, or before, December 15, 2018.

Mr. Glogowski asked what the \$100,000 owners allowance cover. Mr. Mitchard that is a contingency fund, to ensure the project does not go over budget if an unidentified complication arises.

Following discussion, it was the consensus of the Committee of the Whole to move this forward for Board approval.

AGENDA ITEM 6: Executive Session
None

AGENDA ITEM 7: Other Business
None

AGENDA ITEM 8: Adjournment
Being no further business, the meeting was adjourned at 10:28 pm.

Submitted by: Michelle Weber, Deputy Village Clerk