



**AGENDA
REGULAR MEETING
PATHWAY COMMISSION**

**Thursday, September 8, 2016
7:00 P.M.**

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. APPROVAL OF MINUTES – May 12, 2016**
- 4. LETTER REGARDING ASPHALT SIDEWALK ON LINCOLNSHIRE DRIVE**
- 5. REVIEW OF PATHWAY PLAN AND FUTURE PROJECTS**
- 6. BOARD REPORT**
- 7. OLD/NEW BUSINESS**
- 8. ADJOURNMENT**

DISTRIBUTION

Pat Liss, Chairperson
Marilou McGirr
John Pacocha
Todd Davis
Luisa Hoch
Elaine Layden
Mayor Straub
Trustee Franzese
Trustee Grasso
Trustee Paveza
Trustee Bolos
Trustee Murphy
Trustee Schiappa
Doug Pollock
Steve Stricker



VILLAGE OF BURR RIDGE MEMORANDUM

TO: Village of Burr Ridge Pathway Commission
Pat Liss, Chairperson

FROM: Doug Pollock, Community Development Director

DATE: September 2, 2016

RE: **Agenda Summary for September 8, 2016 Meeting**

The next meeting of the Pathway Commission is Thursday, September 8, 2016 at 7:00 PM. Enclosed is an agenda for the meeting. The following is a staff summary of the agenda.

- 4. LETTERS REGARDING CHASEMOOR AND 79TH STREET ASPHALT SIDEWALKS:** Please find attached letters from two Chasemoor residents regarding sidewalks located in the area of Chasemoor, Lincolnshire Drive, and 79th Street. The first letter seems to suggest a sidewalk on 79th Street between Chasemoor Drive and the Lincolnshire pathway. The second letter is asking that the Village consider replacing the Lincolnshire asphalt sidewalk with a concrete sidewalk. The resident is particularly concerned with the sidewalk in front of the PACE park and ride lot but is also concerned about the pathway

The issue of sidewalk on 79th Street west of Chasemoor Drive was recently discussed by the Pathway Commission. Any further discussion should be in the context of all future projects (see discussion below).

In regards to replacement of the asphalt sidewalks, a 2014 report from the Village Engineer regarding the asphalt sidewalks in the Village is attached. The report provides a description of the asphalt sidewalk conditions throughout the Village. The sidewalk referenced in the resident's letter is the "Chasemoor (rear)" sidewalk. The 2014 report does not distinguish between that portion of the sidewalk adjacent to the PACE lot and remainder of the pathway located behind the Chasemoor residences.

An excerpt from the November 13, 2014 Pathway Commission meeting is attached. The minutes include the discussion held by the Commission in response to the Village Engineer's report on asphalt sidewalks. This issue has not been revisited nor has any further work been done by staff since the 2014 report and discussion.

Staff recommends that any discussion or recommendations for replacement of asphalt sidewalks with concrete should consider replacement priorities relative to conditions and relative to prioritization of funds for new sidewalks.

5. **REVIEW OF PATHWAY PLAN AND FUTURE PROJECTS:** The Village budget process begins in December of each year for the fiscal year beginning the following May 1. Typically, at the September, November and January meetings, the Pathway Commission considers future sidewalk projects. It may be helpful at this time to review the 2009 Pathway Plan and its priority of projects. An updated list of projects is attached. Please recall that all remaining money in the Pathway budget has been designated for the sidewalk on the east side of County Line Road.
6. **BOARD REPORT:** The Board of Trustees approved an Ordinance authorizing a referendum question to be placed on the November 8, 2016 ballot. The referendum will ask voters if they want to “rollover” the expiring water bonds into an “infrastructure tax” which would include streets and sidewalks. If the referendum is approved, it will provide the Village with approximately \$500,000 per year in revenue to be used for infrastructure without any increase in taxes paid. Attached is a flyer with more information about the referendum.

The Village Board of Trustees also approved preliminary plats of subdivision for the Dlugopolski’s Resubdivision at 16W380 93rd Place and the Esther Court/Drew Avenue Subdivision at 9191 Drew Avenue. The Board approvals included approval of the Pathway Commission recommendations to collect a donation in lieu of the required sidewalks. The amount of the donation will be determined if and when the property owners proceed with the final plats of subdivision. It is estimated that the combined donations will be a minimum of \$14,237.

7. **OLD/NEW BUSINESS;** The following are updates on sidewalks that the Pathway Commission previously reviewed and recommended:

County Line Road Sidewalk Project – East Side from Longwood Drive to 60th Street; This project was re-submitted for grant funding in August 2016. A final decision on award of grant funding is anticipated by the end of the current calendar year.

German Church Road Sidewalk Project – North Side from Bridle Path to County Line Road; This project has been completed.

PATHWAY COMMISSION

VILLAGE OF BURR RIDGE

MINUTES FOR REGULAR MEETING OF MAY 12, 2016

1. **CALL TO ORDER:** The meeting was called to order at 7:00 p.m.
2. **ROLL CALL:**
 - PRESENT:** Commissioner Marilou McGirr, Commissioner Elaine Layden, Commissioner John Pacocha, Commissioner Luisa Hoch, and Commissioner Todd Davis
 - ABSENT:** Chairperson Pat Liss
 - ALSO PRESENT:** Community Development Director Doug Pollock

3. APPROVAL OF JANUARY 14, 2016 MINUTES

A **MOTION** was made by Commissioner Pacocha and **SECONDED** by Commissioner Davis to approve the January 14, 2016 minutes. The **MOTION** was **APPROVED** by a 5 - 0 voice vote of the Pathway Commission.

4. REVIEW OF SUBDIVISION SIDEWALKS

- **Dlugopolski's Resubdivision – 16W380 93rd Place**

Mr. Pollock described the subdivision as a two lot re-subdivision with responsibility for sidewalks on both 93rd Place and Kingery Highway. He said the final engineering has not been submitted so he does not have the final contribution amount. He said the final engineering plans would have to include engineering for the sidewalk which would be used to determine the actual cost and donation. Mr. Pollock added that the Pathway Plan does not propose a sidewalk on either street adjacent to this subdivision.

Commissioner Davis said the Village should take the donation although he noted that this would have been the second piece of a sidewalk on Kingery Highway if the Spectrum sidewalk had been required.

A **MOTION** was made by Commissioner Pacocha and **SECONDED** by Commissioner McGirr to recommend that the Board of Trustees accept a donation in lieu of the required sidewalks for the Dlugopolski Subdivision. The **MOTION** was **APPROVED** by a 5 - 0 voice vote of the Pathway Commission.

- **Esther Court/Drew Avenue Subdivision – 9191 Drew Avenue**

Mr. Pollock described the subdivision as a two lot subdivision with responsibility for a sidewalk on the adjacent side of Drew Avenue. He said the final engineering has not been submitted so he does not have the final contribution amount. He said the final engineering plans would have to include engineering for the sidewalk which would be used to determine the actual cost and donation. Mr. Pollock added that the Pathway Plan does not proposed a sidewalk on Drew Avenue.

Commissioner Davis said this subdivision was similar to the previous one and that Village should take the donation.

A **MOTION** was made by Commissioner Davis and **SECONDED** by Commissioner Pacocha to recommend that the Board of Trustees accept a donation in lieu of the required sidewalks for the Esther Court Subdivision. The **MOTION** was **APPROVED** by a 5 - 0 voice vote of the Pathway Commission.

5. BOARD REPORT

Mr. Pollock said the Board of Trustees approved the Pathway budget for fiscal year 2016-17.

7. OLD/NEW BUSINESS

Under new business, Mr. Pollock presented information to the Commission regarding the potential infrastructure referendum. He said the Village was retiring water bonds and that the Board of Trustees was considering asking the voters if they wanted to flip that bond into a levy for streets, sidewalks and stormwater improvements. He said the referendum would be on the November ballot if approved by the Village Board.

Commissioner Pacocha asked if the levy would be used for beautification such as the bricks at the corner of Burr Ridge Parkway and County Line Road. Mr. Pollock said that was not the intent of the Village Board or the potential levy.

Commissioner Hoch suggested using hotel tax to pay for a sidewalk on South Frontage Road in the vicinity of the ESA and Crown Plaza hotels. Mr. Pollock said he would ask if that was possible.

8. ADJOURNMENT

A **MOTION** was made by Commissioner Leyden and **SECONDED** by Commissioner Hoch to **ADJOURN** this meeting. **ALL MEMBERS VOTING AYE**, the meeting was adjourned at 7:55 p.m.

Respectfully Submitted:

J. Douglas Pollock, AICP

Dog

June 12, 2016

Mayor of Burr Ridge

Village Hall of Burr Ridge

7660 County Line Road

Burr Ridge, IL 60527

Dear Mayor:

As a resident of Chasemoor, I have deep concerns over the following items:

- Dog
- There should be a sidewalk exiting Chasemoor Drive onto 79th Street going west connecting to the north/south Chasemoor walking path. The unevenness and cracks of said sidewalk are a tripping hazard. The sidewalk going east has been a blessing to walking residents.
 - The Burr Ridge Police should enforce legal parking at the PACE parking lot, since many cars block the sidewalk where pedestrians are forced to walk around these illegally parked vehicles.
 - Finally, The Capri Restaurant's dumpster is usually overflowing and is an unacceptable eyesore to people walking to and from the shopping area. It also emits a foul odor.
- Chief
- Dog

Your attention to the above items would be very much appreciated.

Sincerely,

A Concerned Resident of Chasemoor

Mr. & Mrs. John W. Hartigan

*137 Northgate Place
Burr Ridge, IL 60527-6479
cm.hartigan@yahoo.com*

August 18, 2016

Burr Ridge Pathway Commission
Burr Ridge Village Hall
7660 South County Line Road
Burr Ridge, Illinois 60527

Re: Pathways on Lincolnshire Drive

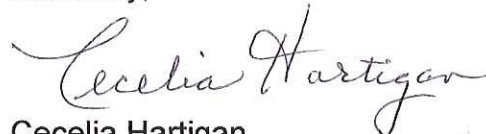
Please reconsider replacing the asphalt walkways along Lincolnshire Drive, particularly those in front of the PACE Lot and Capri Restaurant.

This project was considered around July, 2012 and was put on hold at that time due to economic downturn and low funding. At that time the concern was about unsafe conditions on the walkways.

Since then, there has been an increased use of the PACE lot by residents going to work and recreation downtown. Not only has the automobile traffic increased, but many more are walking and running along the Lincolnshire pathway, both from the Village Center units, as well as the Chasemoor community and beyond. Pathway traffic has increased significantly due to the automobile traffic using Lincolnshire coming and going to the PACE lot and to cut through Chasemoor I and others who used to walk along the street curb to avoid the broken pathway, now chance tripping there instead of being hit on the street.

This pathway is not only unsightly, but dangerous and is getting even more so with the increased use not only by the PACE passengers, but also for those of us visiting the many stores, restaurants, Lifetime Fitness, activities and concerts in the Village Center. Please don't put this off for another year or two. Burr Ridge is too nice a community to have such a neglected pathway leading to our major shopping and entertainment centers.

Sincerely,



Cecelia Hartigan

Cc: Mayor Mickey Straub



M E M O

To: Steven S. Stricker, Village Administrator
Douglas Pollock, Director of Community Development

From: Paul D. May, P.E., Director of Public Works & Village Engineer

Date: August 5, 2011
Updated September 23, 2014

Subject: Asphalt Sidewalk Summary Report

Pursuant to your request, the Engineering Division has performed a field review of all publicly owned asphalt sidewalks within the Village of Burr Ridge. The purpose of this report is to provide an estimate for the remaining life and potential replacement cost for all asphalt sidewalks within the Village.

Condition Survey & Replacement Schedule:

The field survey conducted in 2011 included the visual inspection of all asphalt sidewalks in order to determine the current condition. Pathways were evaluated relative to surface failures such as longitudinal cracking, transverse cracking, alligator cracking, root damage/heaving, settlement, drainage deficiencies, utility repairs, and edge failure. Based upon the visual inspection, pathways have been given a general condition rating of Good, Fair, or Poor, to assist in the categorization of the infrastructure. *Note: This document was updated in 2014, based upon the 2011 surface distress observations. The pathways were not inspected again in 2014 as of the date of this document; this update is intended to remove the two pathways which have been upgraded from the report (Chasemoor Drive, path around Kraml Pond).*

Staff estimates that asphalt pathways generally have a lifespan of approximately 20 - 25 years, although the functional life of an asphalt pathway can be significantly impacted by external factors, such as root damage/heaving and utility repairs, which can contribute to accelerated deterioration and a shorter life. For the purposes of this report, the following replacement schedule has been developed based upon the current condition category:

Poor – existing condition warrants immediate replacement

Fair – existing condition warrants replacement in 5 - 10 years*

Good – existing condition warrants replacement in 10+ years*

**bi-annual evaluation should be performed in order to adjust for increasing rates of failure*

Staff evaluated existing asphalt pathways at nine locations, as listed above (2011). The total length of public asphalt pathways in 2014 11,743 feet (2.22 miles). The width of existing asphalt pathways is variable, but generally between 5½ feet and 6½ feet, therefore the total area of existing asphalt pathways remaining in 2014 is 71,135 square feet.

Two of the asphalt pathways, those in the rear of Chasemoor subdivision, and along Kraml Drive were rated “Poor” in 2011; and the remainder of the pathways were rated “Fair” in 2011 (79th, 91st, Burr Ridge Parkway, County Line Road, and McClintock Drive). In summary, the total areas in each condition category are as follows:

Burr Ridge Asphalt Sidewalk Locations & Condition							
Street	From	To	Length(ft)	Width(ft)	Area(sq ft)	Cost (\$8 sq ft)	
79th St.	County Line Rd.	Burr Oak Ln.	2,443	6	14,658	\$117,264.00	
91st St.	Spots across/next to park		2,168	6	13,008	\$104,064.00	
Burr Ridge Pkwy	Chasemoor Dr.	Bridewell Dr.	1,327	5.5	7,299	\$58,388.00	
County Line Rd.	Burr Ridge Pkwy.	79th St. (East side of road)	1,625	6	9,750	\$78,000.00	
Kraml Dr.	Adj. to 87th St.	Adj. to Madison St.	1,550	6.5	10,075	\$80,600.00	
McClintock Dr.	Portions		750	5.5	4,125	\$33,000.00	
Chasemoor subdivision (rear)	ALL		1,880	6.5	12,220	\$97,760.00	
TOTAL			11,743		71,135	\$569,076.00	

Street	Condition	Notes
79th St.	FAIR	Moderate to severe longitudinal cracking
91st St.	FAIR	Moderate cracking
Burr Ridge Pkwy	FAIR	Moderate transverse cracks and severe longitudinal cracks
County Line Rd.	FAIR	Moderate to severe transverse and longitudinal cracks
Kraml Dr.	POOR	Root damage and heaving, severe longitudinal and transverse cracking
McClintock Dr.	FAIR	Moderate to severe transverse cracking
Chasemoor subdivision (rear)	POOR	Moderate cracking, moderate utility patch

Condition Category	Remaining Life	Replacment Schedule	Length (FT)	Area (SF)	Cost
GOOD	10+ years	2021+	0	0	\$ -
FAIR	5 - 10 years	2016 - 2021	8,313	48,840	\$ 390,716.00
POOR	life elapsed	Immediate	3,430	22,295	\$ 178,360.00
Based upon 2011 visual evaluation					\$ 569,076.00

Condition Category	Remaining Life	Replacment Schedule	Length (FT)	Area (SF)
GOOD	10+ years	2021+	955	5,730
FAIR	5 - 10 years	2016 - 2021	8,313	48,840
POOR	life elapsed	Immediate	4,792	30,467



Replacement Cost:

Ultimately, all asphalt sidewalks within the Village will require replacement. It is recommended that replacement be provided with concrete rather than asphalt, as the effective life of concrete sidewalk will be substantially longer (50+ years), and concrete sidewalk is much less susceptible to damage from tree roots and settlement. For budgeting purposes, staff generally uses \$5/SF as the cost for the installation of new sidewalk. In this case, additional costs will be incurred due to the removal and disposal of the existing asphalt sidewalk prior to replacement. The cost for removal and disposal is estimated at \$3/SF, therefore a total removal and replacement cost of \$8/SF is used for the purposes of establishing budget estimates for this work.

Replacement of the remaining asphalt sidewalk system (71,135 SF) is estimated at \$569K. When considering the remaining life and estimated replacement schedule, a cost can be identified for each of the replacement periods, see following chart (all costs in 2014 dollars, un-inflated). Therefore, the Village's budget plan should contemplate immediate expenditures (FY 2012) of \$178K, followed by expenditures of \$390K in future years.

Condition Category	Remaining Life	Replacement Schedule	Length (FT)	Area (SF)	Cost
GOOD	10+ years	2021+	0	0	\$ -
FAIR	5 - 10 years	2016 - 2021	8,313	48,840	\$ 390,716.00
POOR	life elapsed	Immediate	3,430	22,295	\$ 178,360.00
Based upon 2011 visual evaluation					\$ 569,076.00



Chairperson Liss suggested the corner of County Line Road and Burr Ridge Parkway where the brick plazas are located.

Commissioner Pacocha said that the Pathway fund did not have sufficient money to pay for benches and suggested the Board consider alternative funding.

A **MOTION** was made by Commissioner Pacocha and **SECONDED** by Commissioner Davis to recommend to the Board that that the Pathway Commission would be willing to undertake placement of benches in front of open spaces if funding can be provided from sources other than the Pathway fund including but not limited to the hotel motel tax fund. The motion was approved by a unanimous voice vote of the Pathway Commission.

6. SIDEWALK MAINTENANCE – Asphalt Sidewalk Replacement

Chairperson Liss said this was a continuing discussion from the previous meeting. Mr. Pollock added that staff was looking for the Pathway Commission to prioritize future replacement of asphalt sidewalks with concrete.

Commissioner Pacocha said that he was surprised that the asphalt sidewalks were in better condition than he had expected.

Chairperson Liss said that the Kraml sidewalk on Madison Street has a depression which can be very dangerous. She said it gets very slick when wet and needs to be re-graded.

Commissioner Davis said he agrees with the rankings provided before the meeting by Commissioner Hoch with the Kraml sidewalk being the worst. He said that some of the sidewalks are in good condition but just have some bad spots.

Chairperson Liss said she talked with Village Engineer Paul May about patching the sidewalks and that patching may be a good option.

Commissioner Pacocha asked if the patching should be done with concrete or with asphalt.

Chairperson Liss said that Mr. May had suggested having an intern do an up to date evaluation next summer and to look for patching opportunities.

Commissioner Pacocha said that it appears to be the consensus of the Commission that the Kraml sidewalk is the worst. He suggested having the Village Engineer evaluate Kraml to determine if it can be patched or would be more cost efficient to replace. He said this would be a good test case.

In response to a question, Mr. Pollock said that staff will proceed with the assumption that all replacement will be with 5 foot wide concrete.

Commissioner Pacocha said that he is opposed to exact replacement because in some areas additional work will be required to resolve depressed areas and drainage issues. He said more engineering would have to be done which would add to the cost and he said he needs more information before making a final decision.

Chairperson Liss summarized that the Commission would like more information on patching versus replacement with a detailed analysis of the Kraml sidewalks as a test case.

Commissioner Hoch added that the water issues should be addressed.

Commissioner Pacocha said that the Village Engineer should also look at the Ambriance! sidewalk on County Line Road to see if patching would be sufficient.

Table 4.B Ranking of Pathway and Sidewalk Projects
UPDATED AS OF SEPTEMBER 2, 2016

High Priority Projects													
Highest priority sidewalk projects for which planning and implementation may begin immediately depending on public input and engineering.													
		Length (lineal feet)	Cost Estimate	Street Classification	Community Support	\$ Per Lineal Foot	ROW Acquisition	Subdivision Potential	Sidewalk Connections	Community Connections	School & Park Connections	Utility Conflicts	Drive, Grade or Tree Conflicts
				5 points for arterial; 2 for collector.	0 to 2 points	2 points if less than \$100.	1 point if not required.	1 point if no potential.	1 point per connection.	1 point per connection.	1 point per connection.	1 point if no conflicts.	1 point if minimal conflicts.
1	South Frontage Road from 83rd Street to IL 83	1,200	\$150,000	Arterial	Yes	*tbd	No	No	Yes	No	No	No	No
				5	2	2	1	1	1	0	0	1	1
2	German Church Road (North Side) from Greystone Court to County Line Road	1,025	\$145,625	Arterial	Yes	\$142	No	Yes	Yes	Yes	Yes	Yes	Yes
				5	2	0	1	0	2	2	2	0	0
3	County Line Road from 60th Street to Longwood Drive	2,361	\$122,675	Arterial	Yes	\$52	No	No	Yes	Yes	No	Yes	Yes
				5	1	2	1	1	2	1	1	0	0
4	Madison Street from 87th Street to 89th Street	500	\$39,000	Arterial	tbd (to be determined)	\$78	Yes	Yes	Yes	No	Yes	Yes	No
				5		2	0	0	2	0	2	0	1
5	Plainfield Road (South Side) from Manor Drive to Hillcrest Drive	380	\$48,000	Arterial	tbd	\$126	No	No	Yes	No	Yes	Yes	No
				5		0	1	1	2	0	1	0	1

Grant funding not awarded; project canceled

Project completed as of September, 2016

Grant funding application submitted August 5, 2016 for sidewalk on the east side of street.

Project Completed.

Project completed.

High Priority Projects

6	South Frontage Road from County Line Road to west end of 75th Street	2,875	\$193,375	Arterial	tbd	\$67	No	Yes	Yes	Yes	No	No	Yes	12	Would connect Hotel and Office buildings with downtown Burr Ridge.
				5		2	1	0	1	2	0	1	0		
7	Garfield Avenue from 63rd Street South to Corporate Boundary	680	\$48,000	Collector	tbd	\$71	Yes	No	Yes	No	No	Yes	Yes	9	Cost should be shared with Willowbrook as south connection would be in Willowbrook. Relatively inexpensive project that would provide significant connections.
				2		2	0	1	2	0	2	0	0		
8	75th Street and Arbor Drive (North Side) from Forest Hill Road to Burr Ridge Corporate Park	1,500	\$92,500	Local	No	\$62	No	No	Yes	Yes	Yes	Yes	Yes	9	Provides connection between Downtown, Pleasantdale School, and Walker Park.
				0	0	2	1	1	2	1	2	0	0		
9	Carriage Way from Old Mill Lane to County Line Road	1,267	\$55,175	Local	tbd	\$44	No	No	Yes	Yes	Yes	Yes	No	9	Missing link between Carriageway Park, Heatherfields pathway, Garywood Park and County Line Rd. Intersection at County Line Rd will be challenge.
				0		2	1	1	2	1	1	0	1		
10	87th Street; One side of street (to be determined) from Madison Street to County Line Road	3,800	\$259,500	Collector	tbd	\$68	No	Yes	Yes	Yes	Yes	Yes	Yes	9	Preferably to be done concurrent with street improvements west of County Line Rd; monitor road program for future coordination.
				2		2	1	0	2	1	1	0	0		
11	Forest Hill Road from 75th Street to 79th Street	2,515	\$175,375	Local	tbd	\$70	No	No	Yes	No	Yes	Yes	Yes	8	Connects subdivisions, parks and schools. Intersection at 79th Street may be challenge as the 79th Street sidewalk is on opposite side of the street.
				0		2	1	1	2	0	2	0	0		
	Totals	18,103	\$1,329,225												

Future Projects

Sidewalks that may be equal in benefit to High Priority Projects but with sections currently not in the Village or with potential for significant portions to be constructed by developers via subdivision of adjacent properties. Projects in this category should be moved to the High Priority list upon annexation or subdivision development and ranked as determined appropriate at that time.

	Length (lineal feet)	Cost Estimate	Street Classification	Community Support	Cost Per Lineal Foot	ROW Acquisition	Subdivision Potential	Sidewalk Connections	School or Park Connections	Utility Conflicts	Drive, Grade or Tree Conflicts	Comments
8670 County Line Road - West Side of Street	300	to be determined (tbd)	Arterial	tbd	tbd	Yes	Yes	Yes	No	No	Yes	Missing link for County Line Road sidewalk due to need for ROW. Property likely to be subdivided in which case, ROW will be dedicated and sidewalk constructed by developer.
15W070 60th Street - North Side of Street	319	tbd	Local	Yes	tbd	Yes	Yes	Yes	Yes	No	Yes	Missing link on 60th Street. Property likely to be subdivided at which time ROW will be dedicated and sidewalk constructed by developer.
County Line Road (east side) from 79th Street to German Church Road	6,115	tbd	Arterial	tbd	tbd	Yes	Yes	Yes	No	Yes	Yes	Redundant with sidewalk on west side; but desirable because of arterial street. Some sections have been or will be built by developers.
North Frontage Road from Harvester Drive to Madison Street	2,900	tbd	Arterial	tbd	tbd	Yes	No	Yes	Yes	Yes	Yes	Provides connection between schools and parks; portions of area not yet in the Village.
Plainfield Road (South Side) from Shady Lane to County Line Road	550	tbd	Arterial	tbd	tbd	Yes	Yes	Yes	Yes	Yes	Yes	Subdivision possible at SEC of Shady Lane; development may provide that section of sidewalk.
Madison Street from 89th Street to 91st Street	1,240	tbd	Arterial	tbd	tbd	Yes	Yes	Yes	Yes	No	Yes	High priority but not in Village. Should be moved to high priority when annexed.
Remainder of 91st Street	3,425	tbd	Arterial	tbd	tbd	Yes	Yes	Yes	Yes	Yes	Yes	Section from current border to IL 83 to be completed in 2017 by Spectrum Developer. Other sections would complete sidewalks on 2 sides of an arterial street.
Bridewell Drive from Commonwealth to Burr Ridge Parkway	1,100	tbd	Collector	tbd	tbd	No	Yes	Yes	Yes	Yes	No	Development/Subdivision of property is pending.

Future Projects												
Subdivision Sidewalk between Crosscreek Subdivision and Village Pump Station	tbd	tbd	Local	tbd	tbd	No	Yes	Yes	No	No	No	Desirability depends on future subdivision of pump center property and adjacent County Line Road property . May provide a more convenient access to County Line Road for residents of the area.
Corporate Park - east side of lake between 73rd Place and Arbor Dr connection to 73rd Place.	500	tbd	Local	tbd	tbd	No	Yes	Yes	Yes	No	No	Development/Subdivision of property is pending.
Corporate Park - parallel with Commonwealth Ave between Arbor Dr and Bridewell Drive	1,400	tbd	Local	tbd	tbd	No	Yes	Yes	Yes	No	No	Development/Subdivision of property is pending.
Downtown Burr Ridge Including 2nd Side of McClintock Drive	2,000	tbd	Collector	tbd	tbd	No	Yes	Yes	Yes	No	No	Downtown sidewalk network to be completed by development . Sidewalk gaps may become apparent in the future that require construction by the Village.
Thurlow and 89th Street	1,900	tbd	Local	tbd	tbd	Yes	Yes	Yes	No	No	No	To be constructed by developers of adjacent private property.
Veterans Boulevard Extension to Harvester Drive	600	tbd	Collector	tbd	tbd	Yes	Yes	Yes	No	No	No	To be constructed by developers of adjacent private property.

Long Range Projects

High cost projects and/or projects deemed less essential.

	Length	Cost Estimate	Street Classification	Community Support	Cost Per Lineal Foot	ROW Acquisition	Subdivision Potential	Sidewalk Connections	School or Park Connections	Utility Conflicts	Drive, Grade or Tree Conflicts	Comments
South Frontage Rd from 75th St to Madison St	3,500	to be determined (tbd)	Arterial	tbd	tbd	No	No	No	No	No	Yes	Serves primarily a non-residential area and therefore not as essential.
East side of Madison Street from 91st Street South to Village border	2,415	tbd	Arterial	tbd	tbd	Yes	No	No	Yes	Yes	Yes	A desirable project but does not provide as many connections as other projects.
South Frontage Road from 79th Street to 83rd Street	3,500	tbd	Arterial	tbd	tbd	No	No	No	No	No	Yes	Primarily benefits employees from the industrial parks.
I-55 Bridge from Oak Grove Park to 75th Street	tbd	tbd	Arterial	tbd	tbd	Yes	No	Yes	Yes	Yes	Yes	Desirable project but extreme expense lowers priority. Grant funding would increase priority.
County Line Rd from 91st St, across Des Plaines River to I & M Canal Bike Trail	2,000	tbd	Arterial	tbd	tbd	Yes	No	Yes	Yes	Yes	Yes	Would connect DuPage bike system and the Village with Centennial and DesPlaines Valley bike trails. Highly desirable but very expensive. Grant funding should be pursued.
North Frontage Road at Northeast Corner of I-55 and County Line Road	5,000	tbd	Arterial	tbd	tbd	Yes	No	No	No	Yes	Yes	Primarily benefits employees from the industrial parks.
From 55th St to Plainfield Rd via existing streets east of County Line Rd.	5,400	tbd	Local	tbd	tbd	tbd	No	Yes	Yes	tbd	Yes	Exact route to be determined.
55th Street from Woodview Road to County Line Road	1,700	tbd	Arterial	tbd	tbd	No	No	Yes	Yes	No	No	Majority of sidewalk would have to be paid for and constructed by the Village of Hinsdale.

	Length	Cost Estimate	Street Classification	Community Support	Cost Per Lineal Foot	ROW Acquisition	Subdivision Potential	Sidewalk Connections	School or Park Connections	Utility Conflicts	Drive, Grade or Tree Conflicts	Comments
Madison Street West Side from North Frontage Road to 79th Street	2,500	tbd	Arterial	tbd	tbd	Yes	No	No	No	Yes	Yes	These sidewalk projects represent the Village's policy of eventually providing sidewalks on both sides of all arterial streets. These projects should remain a low priority until the rest of the pathway and sidewalk network are completed or until alternative funding becomes available.
Madison Street West Side from 91st Street to 97th Street	7,500	tbd	Arterial	tbd	tbd	Yes	No	No	No	Yes	Yes	
79th Street North Side from Madison Street to Wolf Road	3,000	tbd	Arterial	tbd	tbd	Yes	No	No	No	Yes	Yes	
83rd Street North Side from South Frontage Road to County Line Road	7,500	tbd	Arterial	tbd	tbd	Yes	No	No	No	Yes	Yes	
German Church Road South Side from Arrowhead Farm to County Line Road	1,025	tbd	Arterial	tbd	tbd	Yes	No	Yes	No	Yes	Yes	
87th Street; 2nd Side (North or South tbd) from Madison Street to County Line Road	3,800	tbd	Collector	tbd	tbd	Yes	Yes	No	No	Yes	Yes	
Wolf Road West Side from 79th Street to 75th St		tbd	Arterial	tbd	tbd	Yes	No	Yes	Yes	Yes	Yes	

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REFERENDUM PROPOSED FOR FUTURE INFRASTRUCTURE MAINTENANCE

The Village of Burr Ridge has always been proud of the way it maintains its streets, sidewalks and stormwater system. As we celebrate our 60th Anniversary, it is clear that we need to plan for the future maintenance of our infrastructure. Over the past few years, it has become increasingly difficult to find revenues to fund necessary street, sidewalk and stormwater related improvements. One-time developer revenues used for this purpose in the past have been expended, and developer donations for sidewalks and annexation fees for Capital Projects can no longer be relied upon as ongoing sources of revenue. In addition, and perhaps most importantly, the General Fund will no longer be able to support funding for further infrastructure improvements.

After considerable review, the Mayor and Village Board have determined that a new source of revenue is needed. One approach to solving this problem without increasing what Burr Ridge taxpayers currently pay is to transfer the amount of property taxes previously used to pay off the principle and interest on the G.O. Bond issue that brought Lake Michigan water to Burr Ridge from Bedford Park, (\$520,000), which expire at the end of the year 2016, and earmark these existing tax dollars for streets and other infrastructure needs for years to come. This action would result in no increase in the actual property tax paid by Burr Ridge residents. Voters would need to approve this approach via referendum. Again, the only difference is that there will be \$520,000 more in the Corporate levy and \$520,000 less for the Bond and Interest levy, which will no longer exit on residents' tax bills after this year (see chart below).

VILLAGE OF BURR RIDGE 2015 PROPOSED TAX LEVY AND RATES			
\$1,003,953,267	2014 Actual EAV		
\$1,064,190,463	2015 Estimated EAV		
2.00%	Increase In Value		
4.00%	New Construction		
6.00%	Total		
Fund	Levy Amount	Extended Amount	Extended Rate
Corporate	\$268,923	\$276,991	0.0260
Police Protection	\$179,282	\$184,660	0.0174
Police Pension	\$677,460	\$697,784	0.0656
Subtotal	\$1,125,665	\$1,159,435	0.1089
Bond & Interest	\$505,490	\$520,655	0.0489
Total	\$1,631,155	\$1,680,090	0.1579

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2.00%	Increase In Value		
4.00%	New Construction		
6.00%	Total		
Fund	Levy Amount	Extended Amount	Extended Rate
Corporate	\$774,413	\$797,646	0.0750
Police Protection	\$179,282	\$184,660	0.0174
Police Pension	\$677,460	\$697,784	0.0656
Total	\$1,631,155	\$1,680,090	0.1579

It is estimated that the taxpayers of Burr Ridge have been paying approximately \$100 per year in taxes on a house valued at \$600,000 in DuPage County, and \$130 per year for an equivalent property in Cook County for the Bond and Interest Levy (\$520,000). The Mayor and Board of Trustees will vote in August to decide whether or not to place this referendum on the November ballot. Additional information regarding the referendum will be placed on the Village's website and other social media. In the meantime, resident input is welcome. Please contact Village Administrator Steve Stricker at (630)654-8181, extension 2000, or via email at sstricker@burr-ridge.gov with your questions or comments.

Financial Update

Major Concerns Looming for the General Fund

VILLAGE OF BURR RIDGE GENERAL FUND SUMMARY OF FINANCIAL OPERATIONS FOR FISCAL YEAR ENDING APRIL 30, 2017								
	2013/2014 Actual	2014/2015 Actual	2015/2016 Est Actual	2016/2017 Budget	2017/2018 Projected	2018/2019 Projected	2019/2020 Projected	2020/2021 Projected
Available Reserves - May 1	4,531,565	4,596,126	4,608,605	4,726,180	4,941,285	4,482,440	4,104,850	3,450,665
Total Revenues	8,252,110	8,249,417	8,269,920	8,743,375	8,791,410	9,020,735	9,256,855	9,499,940
Total Expenditures	8,187,549	8,236,938	8,152,345	8,528,270	9,250,255	9,398,325	9,911,040	9,928,995
Net Increase (Decrease)	64,561	12,479	117,575	215,105	-458,845	-377,590	-654,185	-429,055
Available Reserves - April 30	4,596,126	4,608,605	4,726,180	4,941,285	4,482,440	4,104,850	3,450,665	3,021,610

Transfer to the Cap. Improve. Fund	15-16 Est. Act.	15-16 Budget	16-17 Budget	17-18 Project	18-19 Project	19-20 Project	20-21 Project
Road Program	0	0	0	431,830	437,630	646,680	397,230

- Growth in revenues remains flat while expenditures continue to rise
- Continuing threat from Illinois Government to take away our Local Government Income Tax allotment (LGDF) – 11.4% of total General Fund revenue
- Future years projections show that after FY 2016-17, deficits will occur in the General Fund.
- Not enough General Fund operating revenues or potential end of the year surpluses to cover needed transfers to the Capital Improvement Fund for the Road Program and other infrastructure improvements.
- Only source of revenue for roads is Motor Fuel Tax - \$250,000 to \$275,000 per year
- A new source of revenue is needed to pay for future costs of roads, sidewalks, and other infrastructure

Financial Update

Opportunity: Lake Michigan Bond Issue Expires

- Bond and Interest Levy for the GO Bonds Issue for Lake Michigan water expires in December of 2016
- Tax amount for Burr Ridge home valued at \$600,000 = \$99.80
- Bond and Interest Levy currently generates \$520,655
- Could this be the new source of revenues we need?



Financial Update

Possible Solution – Combining “Debt Service” Levy with the “Corporate” Levy

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Police Protection	\$179,282	\$184,660	0.0174
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Subtotal	\$1,125,665	\$1,159,435	0.1089
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- Referendum required to move the Bond and Interest Levy (G.O. 2003) to an Infrastructure Levy – November 2016
- Amount of Property taxes paid to the Village by Burr Ridge property owners would remain the same – **NO INCREASE**
- This would provide a continued revenue source for future infrastructure projects (roads, sidewalks, storm water projects, etc.) relieving the burden on the General Fund.