



## Agenda Memo

Crest Hill, IL

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**Meeting Date:** January 23, 2023  
**Submitter:** Ronald J Wiedeman  
**Department:** Engineering  
**Agenda Item:** City Owned Roadway Condition and Funding Discussion

**Summary:** In February 2021 the staff presented to council the results of a Roadway Condition Report that was prepared in 2020 on all city owned streets. I have attached parts of the report presented along with construction and construction engineering estimates to bring city owned streets up to a servable condition. Below is a summary of what the report concluded:

- Of the 50.2 miles of city control roadways the condition of the roadway are as follows:
  - Good-8.1 miles
  - Satisfactory-3.3 miles
  - Fair-5.4 miles
  - Poor-14.1 miles
  - Very Poor-10.9 miles
  - Serious-7.8 miles
  - Failed-0.6 miles
- Estimated Construction cost estimates to keep or bring roadways up to a servable condition are as follows:
  - Good-\$5,924,933.00
  - Satisfactory-\$8,637,510.00
  - Fair-\$12,064,023.00
  - Poor-\$32,896,411.00
  - Very Poor-\$36,704,858.00
  - Serious-\$18,861,923.00
  - Failed-\$637,977.00

Grand Total = \$115,727,636.00

This 2020 roadway condition report will be updated again in 2024 and based on the information provided in the 2020 report and based on current city roadway funding levels the conditions of the streets which are classified in the fair and poor conditions will continue to move into the very

poor to failed categories. Therefore, increasing the dollars needed to raise the roadway to a serviceable condition

In February 2021, City staff recommended and received approval to move forward with the following locations to be improved using dollars received through Illinois Rebuild and MFT.

The locations completed are as follows:

2022/2023

- Arbor Ln from Theodore to Marlboro Ln
- Marlboro Ln from West End to Inner Circle Dr.
- Rock Run Dr.-Theodore to Bicentennial Dr.
- Bicentennial Dr. from Cedarwood Dr. to Pioneer.
- Grandview from South End to Caton Farm Rd
- Fern from US 30 to Greengold St.
- Raynor from Theodore to Oakland
- Brian Dr
- Cul De Sac of Sullivan, Rosel and Elrose Ct

All locations were completed within budget and total lane miles improved was 2.6 miles for a cost of \$1,587,345.00.

Now with most of the Illinois rebuild dollars spent and limited MFT funds and no federal programs to address this issue, the city needs to look at funding options to provide a steady flow of funds to improve and keep the city roadways in a servable condition. This is an issue that all municipalities throughout Illinois are currently dealing with.

Staff acknowledges this need for funding must be weighted in importance with all city needs, but as the roads continue to degrade additional public work manpower and materials cost will rise and the condition of the roads will eventually affect the safety of the motoring public and emergency personnel.

For the 2023/2024 budget staff is proposing the following:

- Roadway Projects
  - Prairie -Theodore to Raynor-Roadway Rehabilitation
  - Parkrose-Gaylord to Sweetbrier St-Roadway Reconstruction and Water Main Replacement.
  - Theodore-West of Rock Run to Thomas Ct.- Roadway Rehabilitation
  - Borio Dr.-Randich to Essex Court- Roadway Rehabilitation
  - Ingalls-Cedarwood to bike trail east of Rock Run- Roadway Rehabilitation (Looking to partner with Joliet)
- Construction and engineering cost to complete the roadway work not including water main replacement is estimated at 2.85 million dollars for 1.9 lane miles and the cost of the water main replacement along Parkrose is estimated at \$875k. This water main work will be funded out of the water fund.

- Proposed Roadway Funding
  - Prairie-funded with remaining Rebuild Illinois funds (\$182k)
  - Parkrose, Theodore, Borio and Ingalls-Funded through anticipated DCEO reimbursement of 2 million dollars submitted for in 2022 with the remaining coming out of the general fund.

It is staff's opinion, the work at these locations will need to be factored into the upcoming budget year in the case the DCEO allocations are not received during FY 2024.

2024/2025 budget and beyond:

Staff suggest the creation of a steady stream of funding in the amount of 2.5 to 3 million dollars each budget year adjusted for inflation for the rehabilitation of the City's roadways.

Please Note:

- That any borrowing the City secures will require the City to pledge a dedicated revenue source that will be restricted to pay the principal and interest on the amount borrowed.
- Due to the City's non-home rule status, we do not have the ability to raise taxes to create new revenue sources.
- The seriousness of the existing roadway conditions requires and near and long-term plan for how these projects will be funded.

Therefore, staff has been working with PMA to come up with potential solutions for the council to consider. The following are options for discussion:

1. Set aside the funding in each yearly budget to cover the 2.5-3 million yearly costs adjusted for inflation.
2. Seek a referendum from the residents to cover the 2.5-3 million yearly cost.
3. Bond for the work and pay back with specific annual payments.
4. Combination of short-term bonding and a future referendum.

Below are a few bond scenarios for the council to consider.

1. A Bond with a 1.5-million-dollar annual payment will provide 5.6 million in funding for a 3-year period.
2. A Bond with a 2-million-dollar annual payment will provide 7.5 million in funding for a 3-year period.
3. A bond with a 2.4-million-dollar annual payment will provide 9 million in funding for a 3-year period.

Example Timeline for Bond Executions

- Council adopts Notice of Intent Ordinance and Mayor signs order calling for Bond (BINA) Hearing October 2023
- Both documents are published in local newspapers- October 2023

- BINA Hearing November 2023
- 30 Day Petition Period November 2023
- Council approves parameters ordinance authorizing the sale December 2023
- Bonds sold, delegates approved final results: First Quarter 2024

**Recommended Council Action:** Provide direction to staff on the list of projects suggested for 2023/2024 budget year.

Direct Staff on how to proceed with City owned roadway funding to create a 2024 and beyond funding stream for roadway repairs.

**Financial Impact:**

**Funding Source:** TBD

**Budgeted Amount:** TBD

**Cost:** TBD

**Attachments:**

2-Pavement Condition Index Map

3-Conditions Categories

4-Roadway Distribution

5-Capital Plan With Water Main Dated 10-1-2022 (version 1)

6-Capital Plan With Water Main Dated 10-1-2022-Grand Totals

7-PMA Bond Information