



Roadway Maintenance Program Status Summary



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- Village Roadway System Data
- Pavement Maintenance (2004-2011)
- Status Review – 2004-2011 Programs
- Budget Analysis
- Future Expenditure
- New Multi-Year Program
- Conclusions

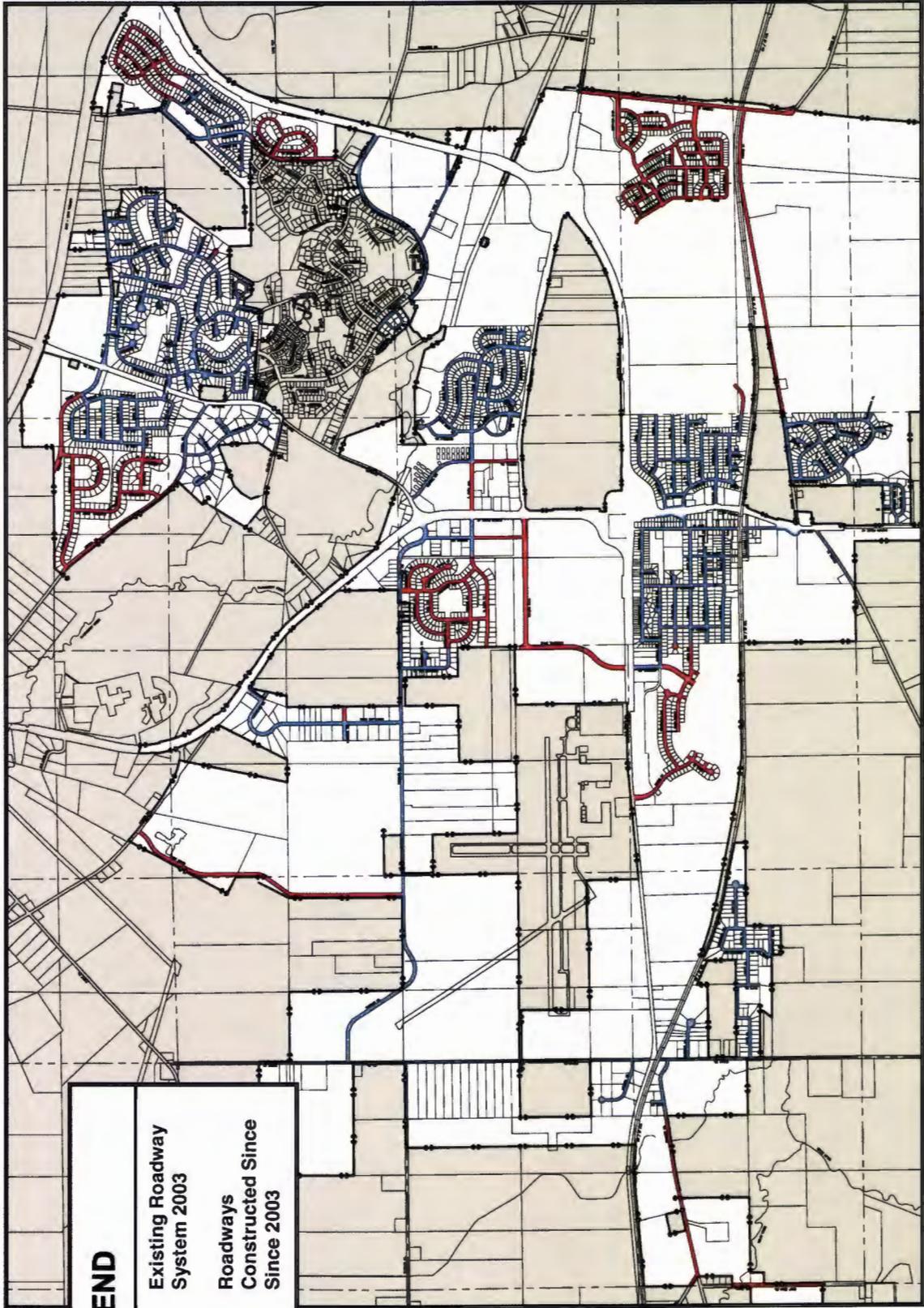


Village Roadway System Data

- 60 Centerline Miles
- 40.4 Miles at Time of 2003 Study
- 54.4 Miles at Time of 2006 Study
- 19.6 Miles (49%) of Growth Since 2003
- Overall PCI (Pavement Condition Index) in 2003 – 75.9
- Overall PCI in 2006 – 78.2
- Current PCI – 74.4



Roadways Added Since 2003



LEGEND

Existing Roadway System 2003

Roadways Constructed Since 2003



Pavement Maintenance 2004-2011

- **Completed Pavement Maintenance Since 2003 Study**
 - 2004 - \$185,600 (MFT Program, Storm Sewer)
 - 2005 - \$244,000 (MFT Program)
 - 2006 - \$329,200 (MFT Program, Storm Sewer)
 - 2007 - \$382,300 (MFT & Non-MFT Program)
 - 2008 - \$1,041,000 (MFT, Merrill/Bliss Imp., Village Hall Parking Lot Resurfacing)
 - 2009 - \$1,396,100 (Wheeler & Hankes LAPPs, Municipal Drive South of US30, MFT Program)
 - 2010 - \$1,024,700 (Prairie LAPP)
 - 2011 - \$380,100 (Granart LAPP, MFT Program, Crack Seal Program)

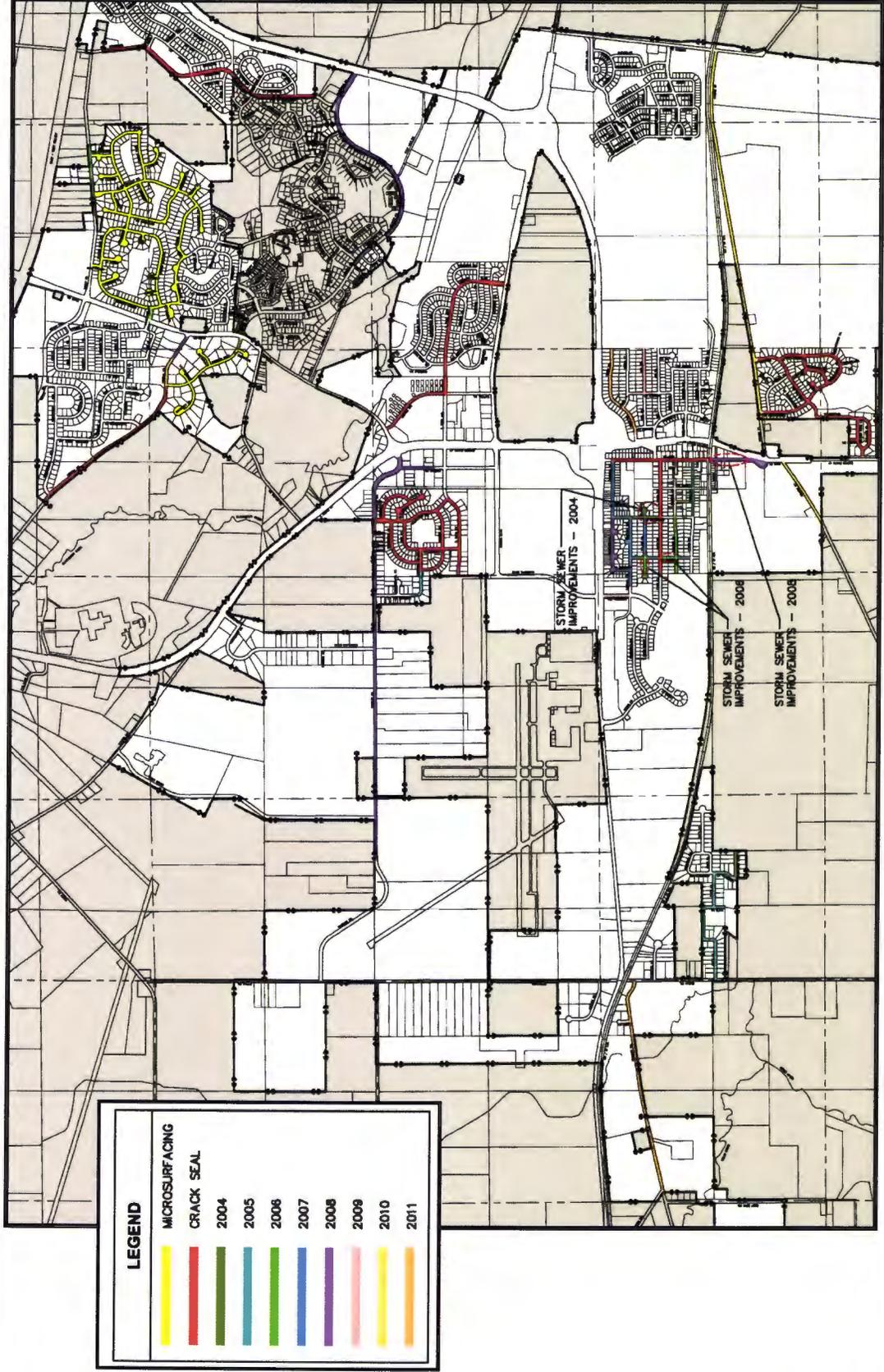


Pavement Maintenance 2004-2011

- Summary
 - \$4,983,000 – Eight Year Total Expenditure
 - \$1,614,700 – Eight Year Grant Total
 - \$622,900 Average Annual Expenditure
 - \$421,100 – Village Funds
 - \$201,800 – Grants
 - 11.3 Miles of Resurfacing (19% of System)
 - 6.2 Miles of Microsurfacing (10% of System)
 - 12.4 Miles of Crack Sealing (21% of System)



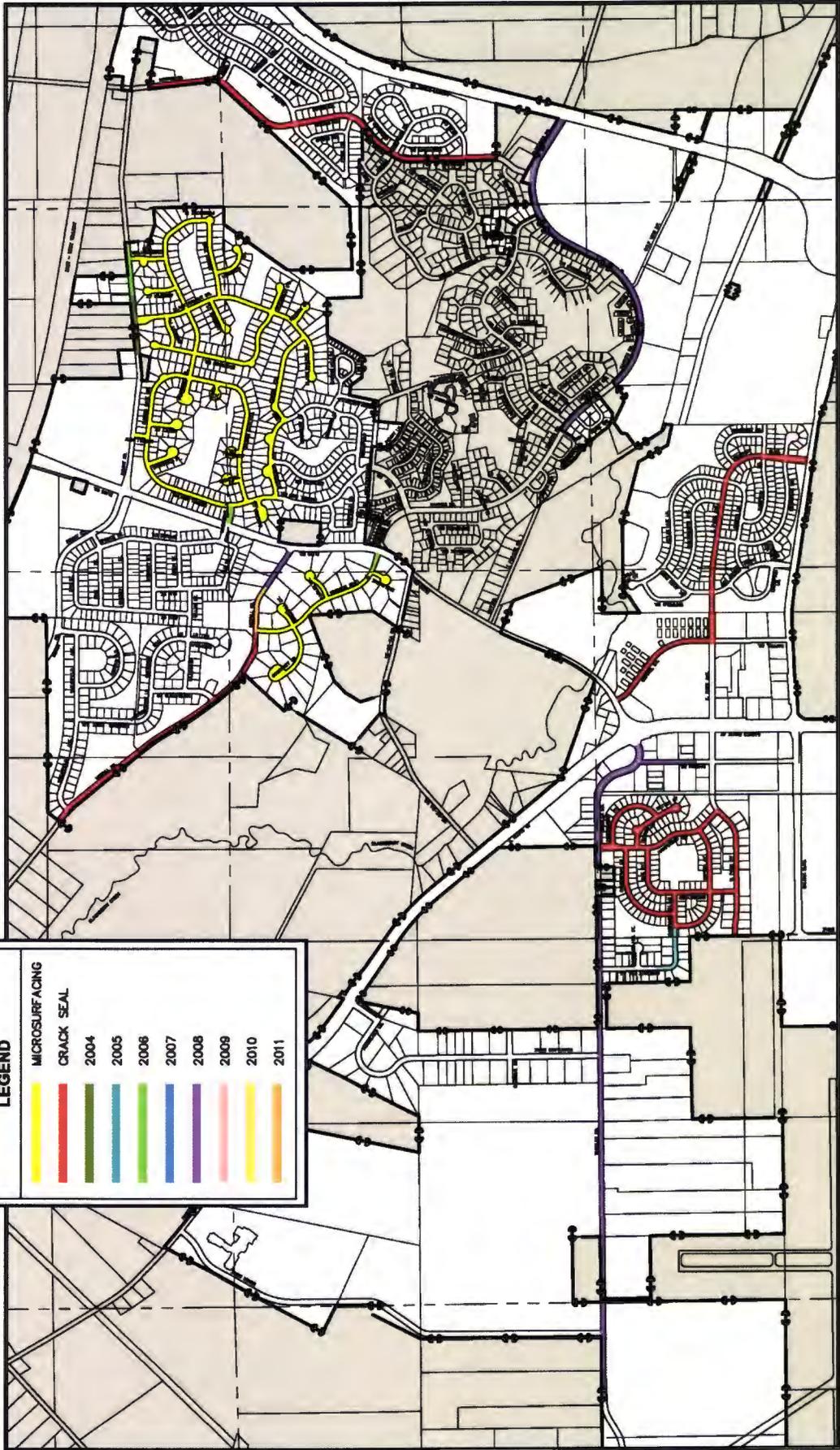
Pavement Maintenance 2004-2011





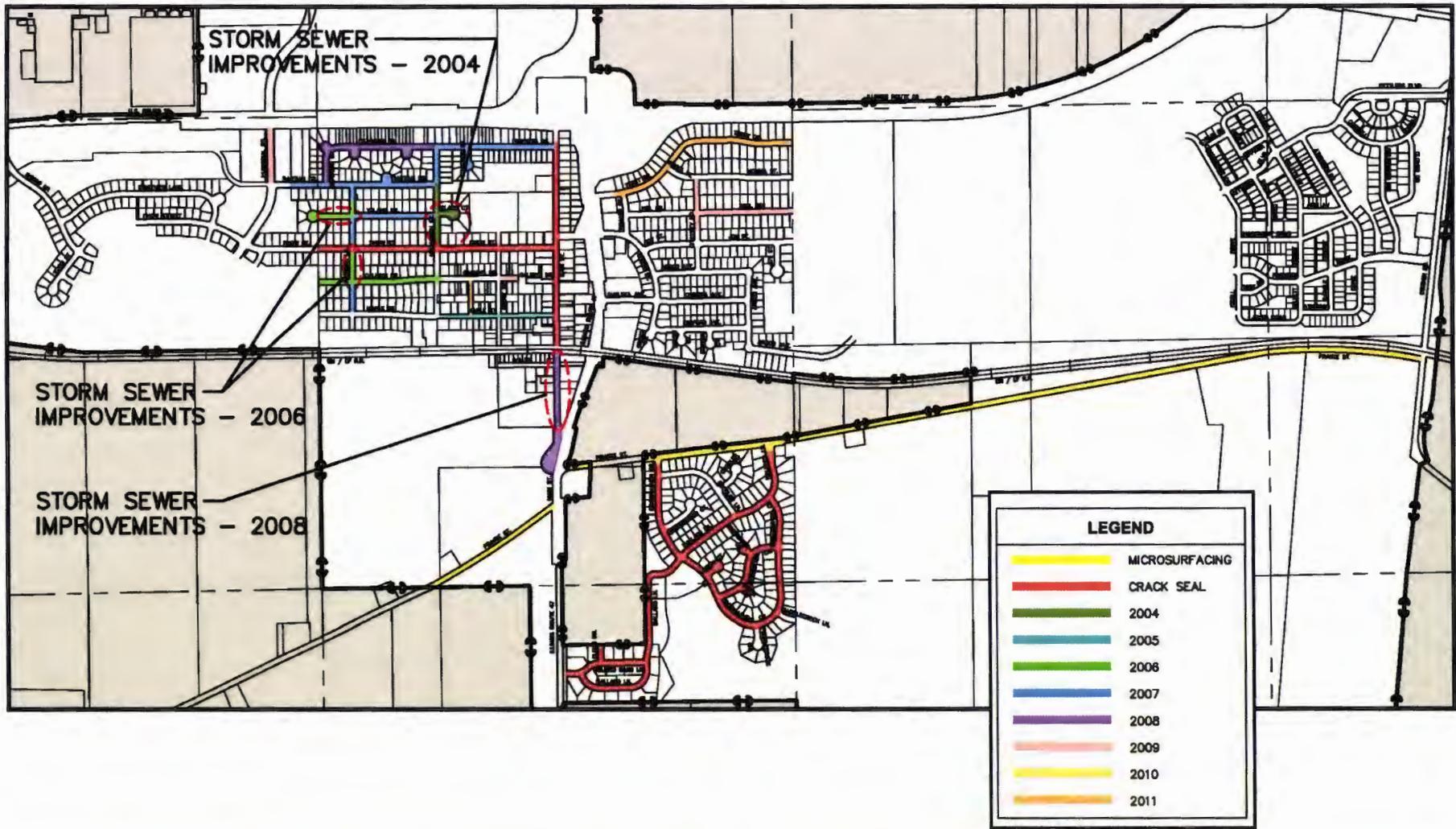
Pavement Maintenance 2004-2011

LEGEND	
	MICROSURFACING
	CRACK SEAL
	2004
	2005
	2006
	2007
	2008
	2009
	2010
	2011





Pavement Maintenance 2004-2011





Status Review – 2004-2011

- Annual Expenditure
 - Programmed Amount - \$330,000
 - Actual Amount - \$622,900
- 2006 Report – MicroPAVER Program Suggested Expenditure - \$750,000
- Maintenance Projects Only



Status Review – 2004-2011

- Programmed Roadways, Completed
- 3.6 Miles

Annette's Circle (Fay's Lane to Whispering Oaks Lane)

Bastian Drive

Calkins Drive (East End to Grove Street)

Fay's Lane (Dugan Road to Annette's Circle)

McCannon Street (Snow Street to Bastian Drive)

Meadows Drive (Bastian to McCannon Street)

Neil Road (East End to Stanley Road)

Patricia Lane (Yolane to Snow and Calkins to Maple)

Stanley Road (Neil Road to Monna Street)

Terry Drive (Monna Street to East End)

West Street

Wheeler Road

Whispering Oaks Lane

Yolane Drive/Yolane Court



Status Review – 2004-2011

- Programmed Roadways, Not Completed
- 2.7 Miles

Calkins Drive – Grove Street to McCannon Street

Denny Road – Bliss Road East 1,500 Feet

Dugan Road at West Wheeler

First Street

Heartland Drive

Joy Street

Joy Court

McCannon Street – Snow Street to Maple Street

Neil Road – Stanley Road to Richard Street

Stanley Road – Joy Street to Neil Road



Status Review – 2004-2011

- **Un-Programmed Roadways, Completed (1/2)**
- **7.7 Miles**

Calkins Drive (West End to McCannon Street)

Carriage Hill Road (Carriage Hill Court to Windsor West Subdivision)

Denny Road (1,650 Feet in Two Sections at Black Walnut Dr. and Pinecrest Dr.)

Division Drive (Wheeler Road, south 775 Feet)

Dugan Road (2,150 Feet in Two Sections Between US30 and Wheeler)

Granart Road (Dugan Road, west 5,000 Feet)

Hankes Road (IL56 Bridge to Winthrop New Road)

Main Street (BNSF RR to IL47)

McCannon Street (Bastian Drive to Meadows Lane)

Merrill Road (Windsor Drive to Bliss Road)



Status Review – 2004-2011

- Un-Programmed Roadways, Completed (2/2)
- 7.7 Miles

Maple (West Street to McCannon Street)

Meadows Court

Municipal Drive (Bastian Drive to US30)

Terry Drive (Monna Street to Frontage Road)

Prairie Street (West of IL47 to Gordon Road)

Patricia Lane (Snow to Calkins)

Village Hall Parking Lot

Windsor Lane (Bliss Road to Shelburne Lane)

Windstone Lane (Bliss Road to Queens Gate Circle)



Status Review – 2004-2011

- Summary
 - 3.6 of 6.3 Miles of Programmed Improvements Completed
 - 2.7 Miles Delayed
 - Annual Re-Evaluation During Final Programming
 - Free Up Local Share for Federal “Matching” Programs
 - 7.7 Miles Added to Program
 - 5.5 Miles – As Required to Capitalize on Federal or Other Cost Share Projects
 - 2.2 Miles – Based on Annual Re-Evaluation Process



Budget Analysis

- Motor Fuel Tax Allotment of \$230,000/Year
- Village Supplemental Revenue
 - Bonds and Other Local Revenue
 - Approximately \$200,000/Year from 2004-2011
- MicroPAVER Program
 - Recommended Budget of \$1,450,000 Annually
 - Does Not Factor Benefits of Crack Sealing and Microsurfacing

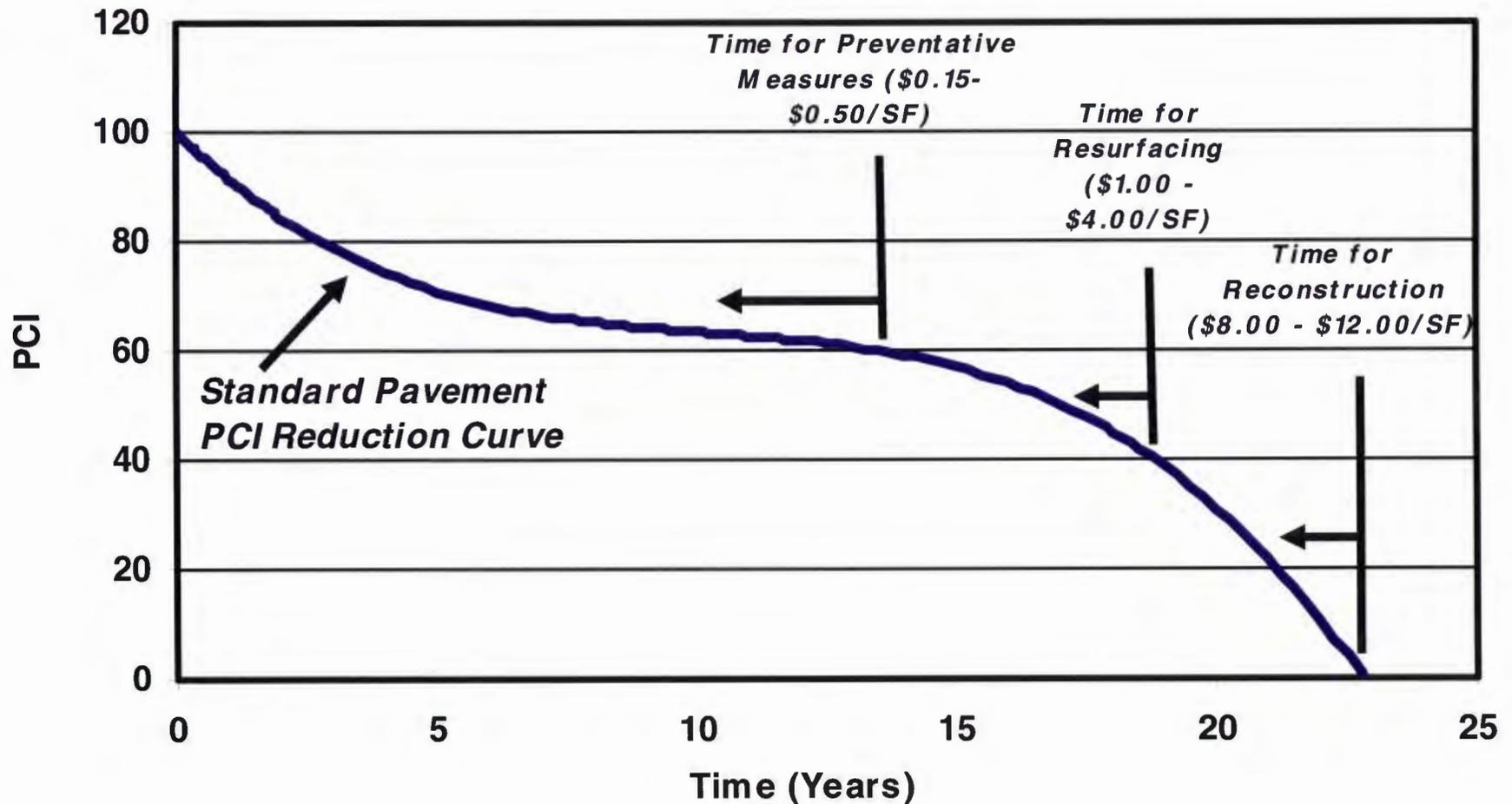


Future Expenditure

- Do We Really Need to Spend \$1,450,000 Each Year?
- Current Annual Expenditure \$622,900
 - Resurfacing of:
 - 2.5% of Village System Annually (1.4 Miles)
 - 40 Year Average Cycle Per Roadway
- Recommended Cycle – 20 Years
 - 5% of Village System Annually (2.9 Miles)
 - Double Existing Budget
 - \$1,250,000



Future Expenditure





Future Expenditure

- Do Our Roads Really Need Overlays Every 20-25 Years?
 - Possibly Not; Some Might be Okay at 30 Years...
 - Current Expenditure Levels Result in Overlays Every 40 Years +/-
 - Preventative Measures = Prolonged Life
 - Crack Sealing = \$12,500 per Mile
 - Microsurfacing = \$33,000 per Mile
 - Resurfacing? Approximately \$415,000 per Mile
 - Newer Subdivisions
 - MANY Will Require Rehabilitation at the Same Time
 - That Work May Need to Start in the Next Few Years



New Multi-Year Program

- 2012 – 2016
- Select Target Annual Budget
- Identify Areas for Preventative Maintenance
- Identify Resurfacing Program
- Monitor Federal Grant Programs



Conclusions

- Continue to Monitor Roadway Conditions
- Utilize Preventative Measures – Crack Sealing, Microsurfacing & Patching Program
- Resurface Prior to Need for Reconstruction (Less than Half the Cost!)
- Continue Submissions for Federally Funded Cost-Sharing Opportunities on Major Roadways
- Identify Additional Funding Sources
- Next Step – Determine Budget and New Five-Year Plan