



**City of Woodstock
Office of the City Manager**

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121 W. Calhoun Street
Woodstock, Illinois 60098

Roscoe C. Stelford III
City Manager

**WOODSTOCK CITY COUNCIL
WORKSHOP
Council Chambers
Woodstock City Hall
April 20, 2020
3:00 PM**

AGENDA

*In light of the current COVID-19 public health emergency, this meeting will be conducted remotely. The public can listen and comment, when appropriate, by calling in to participate at: 312-626-6799, the Meeting ID is 955-6753-0438. At appropriate times during the meeting, in order for a member of the public to be recognized for comments, dial *9 on your telephone. Members of the public can also attend online by clicking [here](#).*

CALL TO ORDER: The purpose for this Special Meeting is the City Council review and discussion of an Enhanced Street Maintenance Program for 2021-2024.

ROLL CALL:

FLOOR DISCUSSION

Anyone wishing to address the Council on an item not already on the agenda may do so at this time.

- A. Public Comments
- B. Council Comments

AGENDA ITEMS:

- 1. Affirmation of State of Emergency**
Affirmation by the City Council of a Continuation of the Mayor's Emergency Declaration through April 30, 2020.

2. Discussion/Presentation – Hampton Lenzini and Renwick – Long-Term Planning of Municipal Assets/Accrued Liabilities: *A Streets Story*

3. Award of Contract –Approval of Engineering Contract for 2021 Street Resurfacing Program

Approval to award a contract to Hampton, Lenzini and Renwick, Inc. for the corresponding Survey & Engineering Fees to design the Council's preferred 2021 Street Resurfacing program with fees ranging from a minimum of \$190,170 for a \$2.5 million program to a maximum of \$1,214,000 for a \$15.4 million program.

ADJOURN:

NOTICE: In compliance with the American's With Disabilities Act (ADA), this and all other City Council meetings are located in facilities that are physically accessible to those who have disabilities. If additional reasonable accommodations are needed, please call the City Manager's Office at 815/338-4301 at least 72 hours prior to any meeting so that accommodations can be made. In light of the COVID-19 emergency and the plan for a remote meeting to protect the public health, please notify the City if you need any special accommodations to follow this meeting remotely.



City of WOODSTOCK

Office of the Mayor
Dr. Brian Sager, Mayor
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Declaration of Local State of Emergency Continued

*State of Illinois
County of McHenry
City of Woodstock, IL*

Pursuant to the authority vested in the office of Mayor by the Illinois Emergency Management Agency Act Section 3305/11, by the Illinois Municipal Code Section 5/11-1-6 and by the City's power as an Illinois Home Rule municipality, I, Brian Sager, Ph.D., Mayor of the City of Woodstock, Illinois do hereby declare that the Local State of Emergency originally declared on Tuesday, March 17, 2020, in response to the COVID-19 pandemic, and set to expire at 9:00 p.m. Tuesday, March 24th 2020, and subsequently continued until 9:00 pm on Tuesday, April 7 2020, is hereby extended concurrently with the Governor's orders to 9:00 pm on Thursday, April 30, 2020 unless otherwise continued by me in a manner consistent with Ordinance 20-O-20 of the City (to be codified as Title 1, Chapter 5, Section 1.5.1.H of the Woodstock City Code).

The nature of the emergency is as follows: Given the determined Novel Coronavirus (COVID-19) pandemic and the declaration of a State of Emergency at the Federal, State and County levels, and with a shared interest, responsibility and intent of mitigating the spread and effects of the virus, it is prudent to declare a Local State of Emergency for the City of Woodstock.

During the existence of the Local State of Emergency, the Mayor shall exercise such authority as provided under the Illinois Municipal Code, the Illinois Emergency Management Agency Act and Ordinance 20-O-20 of the City (to be codified as Title 1, Chapter 5, Section 1.5.1.H of the Woodstock City Code).

This Declaration of Local State of Emergency shall be filed with the City Clerk as soon as practicable. When reasonably practical and safe, this Declaration is to be posted in a prominent place at City Hall and upon the City's web site.

I, BRIAN SAGER, Ph.D., Mayor, whose name is signed to this instrument, being first duly sworn, signed and executed the instrument as the Declaration of Local State of Emergency, and that I signed willingly, and that I executed it as my free and voluntary act for the purposes therein expressed.

CITY OF WOODSTOCK

By 
Brian Sager, Ph.D., Mayor

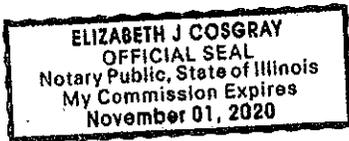
[NOTARIZATION CONTAINED ON NEXT PAGE]

NOTARY ACKNOWLEDGMENT

STATE OF ILLINOIS)
)ss
COUNTY OF MCHENRY)

I, the undersigned, a Notary Public in and for said County and State aforesaid, DO HEREBY CERTIFY that **Brian Sager, Ph.D.**, personally known to me to be the Mayor of the City of Woodstock, and personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that as such Mayor, he signed and delivered the said instrument and caused the corporate seal of said City of Woodstock to be affixed thereto, pursuant to authority given by the City Council, as his free and voluntary act, and as the free and voluntary act and deed of said City of Woodstock, for the uses and purposes therein set forth.

Given under my hand and seal this 3 day of April, 2020.



Elizabeth J. Cosgray
Notary Public

[SEAL]



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MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Roscoe C. Stelford III, City Manager
Paul Christensen, Assistant City Manager/Finance Director
Jeff Van Landuyt, Public Works Director

DATE: April 16, 2020

RE: **Enhanced Streets Maintenance Program – 2021-2024**

At the November 17, 2015 City Council meeting, Baxter & Woodman transmitted a Pavement Management Report, which analyzed and reviewed 125 center-line miles of streets to establish a Pavement Condition Index (PCI) value for each City road segment. The intention of this report was to assist the City with the ongoing management of its street resurfacing efforts. A copy of this report has been attached for your reference.

As a result, the City Council authorized the City Administration to create a Pavement Management Taskforce to consist of various representatives from a number of areas including the City Council, Transportation Commission, various McHenry County communities, and consulting engineers. The Pavement Management Taskforce prepared a report, which was transmitted at the September 20, 2016 meeting to the City Council. A copy of this report has been attached for your reference.

Many of the recommendations of the Pavement Management Taskforce have been implemented by the City. In addition, the City Council adopted a Home Rule Sales Tax effective January 1, 2018 to provide a dedicated funding source for the City's infrastructure needs. More recently, the City Council has implemented a local Motor Fuel Tax of \$0.03 per gallon to fund the bond payment for the Enhanced 2020 Street Maintenance Program.

The City Administration has been working with representatives from Hampton, Lenzini and Renwick (HLR) to analyze potential approaches to address the City's street infrastructure over the next four years. A presentation regarding these findings will be provided at the Council Workshop scheduled as a remote meeting for Monday, April 20th at 3:00 pm. Ryan Livingston will present the findings to the Mayor and City Council for your direction on how to move forward.

Please note, beyond the first scenario, which is to return back to current funding levels for the City's streets resurfacing program with an additional \$500,000 dedicated within the General Corporate - CIP Fund, all other scenarios will require either additional taxes and water/sewer revenues, delays in other expenditure areas or some combination of the two to provide the necessary funding.

Council could consider a variety of revenue options including:

- Extending the PTELL property tax rate, which Council has forgone over the past nine years;
- Increasing the Home Rule Sales Tax and/or local Motor Fuel Tax;
- Imposing utility taxes on currently non-taxed areas; and/or
- Establishing a food & beverage tax for restaurants; and/or
- Implementing Package Liquor/Cigarette taxes.

Furthermore, HLR has provided estimates regarding the cost impact to the Water & Sewer Fund to replace existing underground infrastructure at the same time the associated streets are being resurfaced. This will result in lower costs for these necessary replacements, as well as limit damage to the new streets from repairs to water mains and other underground infrastructure in the future. As a result, Council will not only need to consider the funding options required to finance an enhanced Streets Resurfacing Program, but also the financial demands placed upon the Water & Sewer Fund, which would require potential rate increases.

The City Administration has attached a preliminary version of the presentation for your review. Our consulting engineer will finalize two additional approaches (i.e., dedicated property tax increases at 2% or 3%) and incorporate these within the final presentation, which will be provided at the City Council meeting.

The intent of the Council Workshop is to review various options and achieve consensus from the City Council on how to move forward with the 2021-2024 Street Resurfacing Program.

Council's direction is requested.

Please feel free to contact me with any questions.



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To: Roscoe Stelford, City Manager
From: Alan Wilson, City Engineer
Re: Transmittal of Pavement Management Report for City Streets
Date: November 9, 2015

The maintenance and preservation of the City of Woodstock's 125 center-line miles of streets has become a costly endeavor that must be properly planned, budgeted, funded, designed, constructed, monitored and evaluated on a yearly basis. Because revenue sources are becoming increasingly limited each year, it is even more important that funds are appropriated for pavement preservation and that those funds are used as effectively as possible. One proven method to obtain the maximum value of our available funds is through the use of a pavement management system.

Earlier this year, the City authorized Baxter & Woodman Consulting Engineers to prepare a pavement management report to assess the condition of the City streets and to develop a plan to economically maintain those streets. The attached pavement management report provides a set of guidelines that the City can use to maintain pavement in a serviceable condition over a given period of time. The engineers preparing the report utilized a rating system that provides an objective analysis of the pavement condition on each City street. The ultimate goal of this system is to identify the optimal level of funding, timing and the most effective renewal strategy to keep the roadways at a satisfactory level of service. Ideally the City wants to develop practices that will delay the total reconstruction of a road for as long as possible while still maintaining a serviceable roadway pavement.

This report provides valuable information that the City can utilize to determine the following:

- Which streets will need no maintenance, minimal maintenance (crack sealing and/or spot patching), edge grinding and resurfacing, milling and resurfacing, full depth asphalt replacement and full-depth asphalt pavement removal and replacement.
- Estimated costs for projected road maintenance repairs based on a five-year pavement improvement plan.
- Which streets, if improved, would provide the most direct benefit to City residents on a yearly basis.

- Which streets would provide a direct cost savings for improvements based on grouping streets with other streets scheduled for improvements in the same calendar year.
- Physical characteristics of each street (i.e. length, width, surface area, amount of curb and gutter or lack of curb and gutter) to be used for planning purposes.

The report provides a current inventory of information on each street in a database. The streets have been “prioritized” based on observed distresses in the roadway pavement. The report indicates the structural integrity of the pavement and provides a means to determine recommended strategies for repairs and maintenance. It is a tool that City staff will utilize each year for the re-surfacing program, the spot patching program and the crack sealing program. Another benefit to having a planning document like this is so that in advance of pavement management activities, the City can look at underground infrastructure needs as well and plan for appropriate corrective action. The plan and report will be re-evaluated by city staff on a yearly basis to help determine where we are meeting and exceeding or, failing to meet, our project goals and pavement maintenance budget. It may be necessary for the City to utilize the services of Baxter & Woodman every 4-5 years to readjust the planning document by adding improvements that have taken place over that period of time.

Mr. Jason Fluhr of Baxter & Woodman Consulting Engineers will be in attendance at the November 17, 2015 meeting of the City Council to answer any questions about the document as necessary and appropriate.



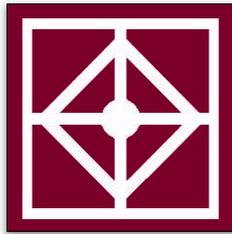
Reviewed and Approved by:

Roscoe C. Stelford III

City Manager

City of Woodstock

Pavement Management Report



Prepared by:

BAXTER & WOODMAN
Consulting Engineers

www.baxterwoodman.com

June 22, 2015

City of Woodstock Pavement Management Report

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- 2 Photo Examples of Conditions
- 3 2015 Detailed Cost Summary by Rehabilitation Strategy
- 4 2015 Pavement Management Data (PCI)
- 5 2015 Pavement Management Data (Alphabetically)
- 6 5-Year Pavement Improvement Plan

LIST OF EXHIBITS

Exhibit

- 1 Jurisdiction Map
- 2 Curb and Gutter Map
- 3 Pavement Condition Index (PCI) Rating Map
- 4 Recommended 5-Year Pavement Improvement Plan Map

EXECUTIVE SUMMARY

The City of Woodstock has authorized this pavement management report to assess the condition of the City's streets and develop economical and workable street programs to maintain those streets over the next several years. Data collected from pavement evaluations completed in April/May, 2015 of all the streets maintained by the City of Woodstock was entered into a database using PAVER version 7.0.55 software. Pavement condition was rated and rehabilitation strategies and total repair costs were developed for the 115 miles of streets currently maintained by the City. In general, this report does not address streets maintained by the Illinois Department of Transportation, McHenry County, Dorr Township, developers, or private corporations. Additionally parking facilities and the brick roadways around Historic Downtown are not addressed in this report. The streets are classified into four categories: 1) Residential/Commercial (83.4 miles); 2) Arterial (18.1 miles); 3) Collector (10.4 miles); and 4) Industrial Streets (3.1 miles).

This study was completed using a Pavement Condition Index (PCI) rating system (0-100), which is an objective analysis of the pavement condition of each City Street. In general a PCI rating over 85 represents a pavement that requires little or no maintenance while a PCI of 20 or less represents a failed pavement requiring complete reconstruction. The average (PCI) rating of all City streets is currently 46.

The primary goal of a successful pavement management plan is to rehabilitate streets on a schedule that targets streets just before their condition rapidly declines and becomes far more expensive. This strategy is the most effective use of the City's allocated budget regardless of its amount. This report has been prepared using a budget of \$1 million. Our analysis shows that maintaining this budget will result in a decrease of average PCI rating from Poor (35 - 49) to Very Poor (20 - 34) at the end of the 5-year plan.

The cost to complete all roadway maintenance on all City streets in 2016 would total to \$69 million. In order to maintain the current average road PCI rating of 46, the City would need to increase its annual roadway maintenance budget to \$4 to \$5 million. While this is an unrealistic budget for the City, these values highlights the point that the average condition of the City streets are deteriorating each year, and reversing the trend will require a significant investment in the City's street system.

1. PURPOSE OF STUDY

The City of Woodstock is committed to maintaining its streets in order to provide for safe passage of residents within and through the City and provide adequate ride comfort and reduced vehicle maintenance costs to residents and the traveling public. To fulfill this commitment, the City plans to undertake annual street improvement programs over the next several years.

To maintain and improve its streets, the City has determined that careful planning is needed to enable the City to continue maximizing the effectiveness of monies spent for annual street maintenance and rehabilitation projects. The City of Woodstock commissioned Baxter & Woodman, Inc. to assess the condition of the City's street network and produce a pavement management report with the objectives of:

- Developing a current inventory of street information in a database that is easy to access and update.
- Evaluating each street section and assign a Pavement Condition Index (PCI) value.
- Estimating the costs of improving each street maintained by the City based on the pavement improvement strategies recommended for each street section.
- Analyzing the effectiveness of the City's current roadway improvements annual budget and recommending an annual budget to effectively maintain City streets.
- Developing a workable 5-Year Pavement Improvement Plan for the City by selecting the highest priority street sections whose total estimated costs match the City's projected road budget.

2. APPROACH

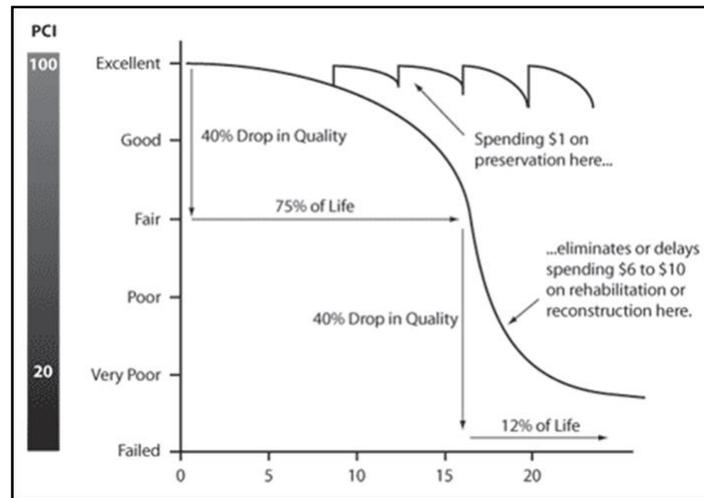
Pavement Condition Index

The Pavement Condition Index (PCI) is a numeral indicator from 0 to 100 that rates the surface condition of the pavement, based on the distresses observed on the surface of the pavement. A PCI of 100 denotes a distress free pavement, whereas 0 indicates a failed pavement. The PCI can indicate the structural integrity of the pavement, but does not measure its structural capacity. Given that American Society for Testing and Materials (ASTM) has adopted the PCI as standard practice for roads (D-6433-09) and airfields (D-5340-10), it provides an objective and rational basis for determining maintenance and repair needs and priorities.

Pavement Life Cycle

Most pavements tend to follow a generalized pavement condition life cycle as seen in Figure 1:

FIGURE 1
Pavement Life Cycle



If maintenance and repair is performed during the early stages of deterioration, before the sharp decline in pavement condition, a significant cost savings can be shown. Waiting to repair the road past this pivot point, referred to as the critical PCI, can also require long periods of closure or detours.

Methodology

The chosen methodology to develop this pavement management report includes the following:

1. Utilize the existing street inventory database of all of the streets maintained by the City from City/County GIS data, updating as necessary. Transfer database to PAVER version 7.0.55 software.
2. Evaluate the streets in the City's street network by visual inspection of random representative samples of each street section, identifying various distress types.
3. Use PAVER to assign a Pavement Condition Index (PCI) rating on a scale of 0-100 (100=best, 0=worst) from the inspection data.
4. Develop pavement rehabilitation strategies for each street based on the rating of that street section, and estimate the current costs for rehabilitating each street.
 - a. Recommended rehabilitation strategy for residential roads based on rating:

85-100	Excellent - No maintenance required.
75-84	Very Good – Minimal Maintenance - Crack Seal
65-74	Good – Minimal Maintenance - Spot Patch, Crack Seal
50-64	Fair – Edge Grind and Resurface w/ minimal patching & curb repair
35-49	Poor – Mill and Resurface w/ minor patching & curb repair
20-34	Very Poor – Full-depth asphalt replacement w/ moderate curb repair
< 20	Failed – Full-depth asphalt replacement w/ complete curb replacement

Streets without curb will have aggregate wedge shoulder repairs.

5. Analyze the effectiveness of the City's current roadway improvements annual budget and recommend an annual budget to effectively maintain City streets.
6. Develop a 5-Year Pavement Improvement Plan by prioritizing street sections with the highest cost to benefit ratio (streets in Fair condition) whose total estimated cost matches the City's budget.
7. Meet with City staff to discuss the results of the field survey, the recommended rehabilitation strategies, the existing street network and a draft 5-Year Pavement Improvement Plan.

3. EXISTING CONDITIONS

Pavement Evaluation

Pavement distress quantities were recorded for random representative samples of each street section. The amount and types of pavement distresses (i.e. cracking, potholes, “alligator” cracking, rutting, etc.) and the levels of pavement deterioration observed during the field evaluations were recorded. See Appendix 1 for a sample pavement evaluation form used.

Pavement Inventory Database

Prior to completing the evaluations, a pavement inventory database of the City’s street network was created using existing data from City/County GIS data. This data was verified, updated as necessary then transferred to PAVER, a pavement management database and analysis software package developed by the U.S. Army Corps of Engineers, and endorsed by the American Public Works Association (APWA). The inventory is arranged in a three tiered classification system: Network, Branch, and Section.

TABLE 1

Inventory Database Examples

Inventory Type	Example Name (ID)
Network	City of Woodstock (WDSTK)
Branch	Fox Sedge Trail (FOXSEdGTR)
Section	Water Leaf Ln to Savanna Drive Ln (AU219)

Attributes for each section provided by the City/County GIS were added to the database. These attributes include street width, length, shoulder/curb type, and year of last construction. Any data not included or found to be incorrect in the City/County GIS data was updated. The street width and length were used to calculate square foot cost estimates for each street section, which typically provides a more accurate cost estimate than estimating costs by linear foot of roadway.

After the pavement segments were evaluated, the results were entered into PAVER. From the input of observed pavement distresses, a PCI was calculated for each street.

Evaluation Results

Most of the City's street network is in Fair to Failed condition as can be seen in Table 2 and Figure 2. Appendix 4 provides the entire street network database of all the streets maintained by the City, sorted by PCI condition. Appendix 5 provides the entire street network database sorted by street name in alphabetical order. These tables provide information such as pavement length, width, area, and total estimated cost (which includes construction and engineering costs) for repairs or maintenance in 2016.

TABLE 2
Length of City Streets Per Condition

<i>Condition</i>	<i>Residential/ Commercial</i>					<i>Total Miles</i>
	<i>PCI</i>	<i>Miles</i>	<i>Arterial Miles</i>	<i>Collector Miles</i>	<i>Industrial Miles</i>	
Excellent	85-100	7.64	0.80	3.27	0.10	11.80
Very Good	75-84	9.43	0.29	1.82	0.18	11.72
Good	65-74	8.77	0.45	0.88	0.13	10.23
Fair	50-64	16.07	0.81	1.88	0.62	19.38
Poor	35-49	11.76	0.28	2.22	0.70	14.96
Very Poor	20-34	14.21	1.17	2.86	0.73	18.98
Failed	<20	22.00	1.42	3.83	0.66	27.92
<i>Total Miles</i>		89.88	5.22	16.77	3.13	115.00

FIGURE 2
Percent Area in PCI Ranges

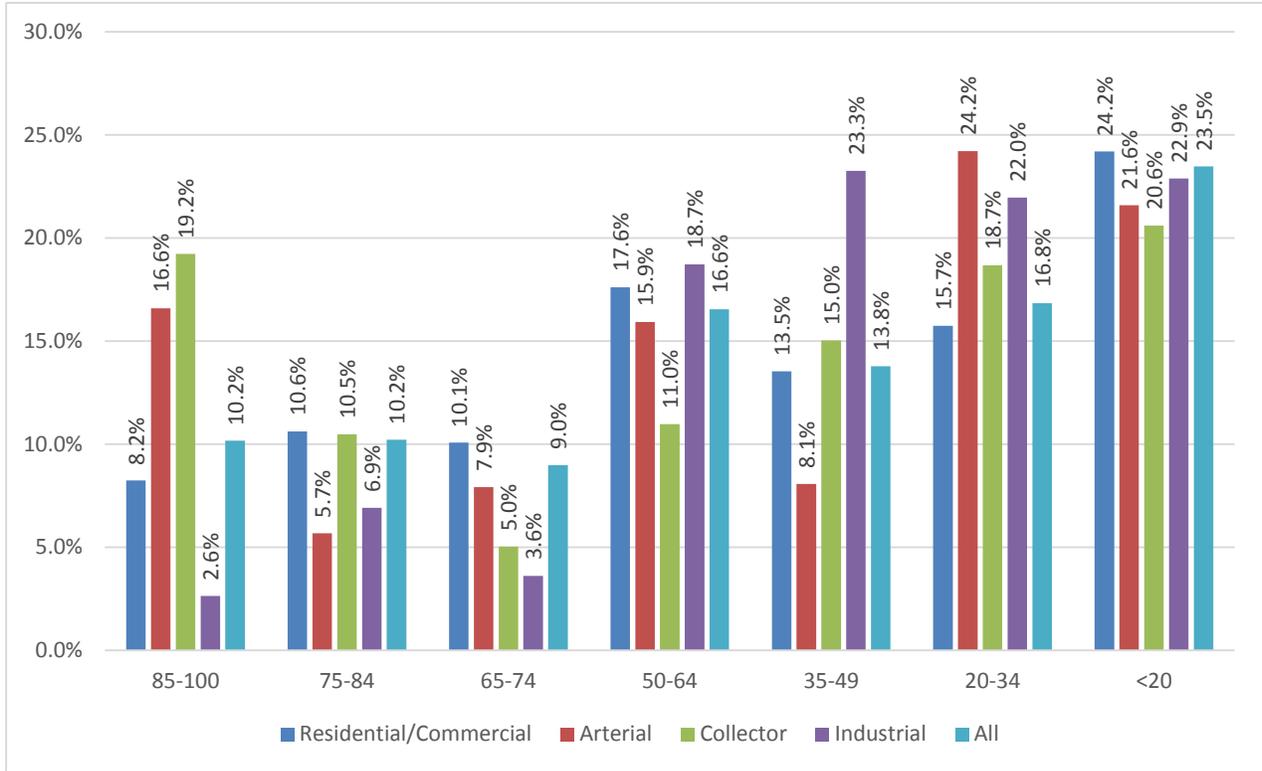


Exhibit 1 (Pavement Condition Index Rating Map) provides a graphical representation of the current street rating of the City’s street network database.

4. PROPOSED IMPROVEMENTS

Recommended Rehabilitation Strategies

Rehabilitation strategies for each street, based on rating, were selected on overall effectiveness, expected life and individual benefits and costs. Each strategy consists of one or more rehabilitation techniques required to either maintain the pavement in its existing good condition or to improve pavements in poor or fair condition to good condition. In general, pavement will continue to degrade over time and consequently, the rehabilitation strategies proposed in this report may not be adequate if rehabilitation is postponed for too long a period of time. Less-costly strategies which are less effective than the recommended strategy can be completed but will have a far shorter life expectancy and would not be an effective use of road funding.

We recommend the following pavement ratings with associated rehabilitation strategies:

- PCI Index 85-100: **Excellent - No maintenance required** (“Blue” color on Exhibit 3)

This rating applies to newly constructed roads or roads that have been recently reconstructed or rehabilitated. It is recommended, however, that agencies implement some type of rehabilitation action on their pavements within 2-5 years of construction, usually crack filling, and the City should anticipate maintenance work on these pavements in future years.

- PCI Index 75-84: **Very Good – Minimal Maintenance - Crack Seal** (“Dark Green” color in Exhibit 3)

This strategy involves repairing localized areas of distress with crack sealing.

Crack sealing limits the amount of moisture and incompressible materials that can infiltrate the structure of a pavement, which can prevent further deterioration of the crack edges. Crack sealing involves thorough crack preparation and the placement of quality materials into cracks. Crack sealing is not crack-filling, which simply places materials in unprepared cracks as a temporary cure. There are many different materials and methods available for crack sealing, but the most popular involves placing a thermoplastic sealant with a hand-held wand in prepared cracks (usually routed). Thermoplastic sealants are bituminous materials that soften upon heating and harden upon cooling. Rubber-modified asphalt has become an industry standard for crack sealing in the past 20 years. Crack sealing should be performed as soon as possible after a pavement begins to crack to obstruct further crack growth.

- **PCI Index 65-74: Good – Minimal Maintenance - Spot Patch, Crack Seal** (“Bright Green” color in Exhibit 3)

This strategy involves repairing localized areas of distress with surface and base course patches, followed by crack sealing,

Pavements that have been selected for patching and crack sealing have only small localized areas of needed repair; and replacement of the entire pavement would not be cost-effective. Localized areas of structural failure, such as “alligator” cracking, should be repaired with surface and base course patching. The structural patch involves the removal of failed surface and base material and replacement with a new asphalt patch. As the amount of these failed areas increases (when patching exceeds 20 percent of the pavement area), this rehabilitation option becomes less cost-effective and other rehabilitation strategies should be utilized.

- **PCI Index 50-64; Fair – Edge Grind and Resurface** (“Yellow” color in Exhibit 3)

This strategy is used on pavements with more frequent surface distresses and pavements which generally appear worn and aged. This strategy begins by grinding off only the outer portion (typically 5’-7’ from the edge of pavement) of the existing asphalt surface by cold milling to a specified depth at the edge of pavement and reducing down to no removal at the inside edge of path.

After milling, base and surface patches are used to repair surface deficiencies and localized areas of distress. This strategy is completed with the placement of a new asphalt wearing surface (1 ¾” or more).

This strategy is only effective on streets with a good base. If there are excessive surface and base failures in a pavement section, a grind and overlay will not be effective. An overlay on a pavement with a base in poor condition would only cover up a more severe problem. Additionally, this strategy will raise the crown of the roadway, so an alternate strategy should be used on pavements that already have a high cross slope.

- **PCI Index 35-49; Poor – Mill and Resurface** (“Orange” color in Exhibit 3)

This strategy is used on pavements with more frequent surface distresses and pavements which generally appear worn and aged. This strategy begins by grinding off the full-width of the existing asphalt surface to the edges of the pavement to a specified depth by cold milling.

After milling, base and surface patches are used to repair surface deficiencies and localized areas of distress. A thin asphalt leveling course (typically less than 1”) is then placed to provide a smooth uniform surface, eliminating any surface irregularities and correcting cross slope deficiencies. Crack control is also recommended, and if fabric is used, it should be placed after the leveling course because it cannot be placed on a milled surface. This strategy is completed with the placement of a new asphalt wearing surface (1 ¾” or more).

This strategy is only effective on streets with a good base. If there are excessive surface and base failures in a pavement section, a grind and overlay will not be effective. An overlay on a pavement with a base in poor condition would only cover up a more severe problem.

- ***PCI Index 20-34: Very Poor – Full-depth asphalt replacement*** (“Pink” color on Exhibit 3)

This strategy is used on streets where the majority of the asphalt surface has failed, and more than 25 percent of the pavement is alligator cracked, but the base aggregate is in good condition and there is adequate drainage. This rehabilitation strategy involves the complete removal of the entire existing asphalt pavement, typically 4” or more in total thickness. The existing aggregate base is then repaired, shaped and prepared for an overlay of a completely new hot-mix asphalt binder and surface layers.

- ***PCI Index < 20; Failed, Reconstruction or Full-depth asphalt pavement removal and replacement*** (“Red” color on Exhibit 3)

Streets with a PCI under 20 are considered to be failed pavements and require more extensive repair work. Since the existing pavement composition is often unknown, pavement cores are useful to determine whether the streets require reconstruction or full-depth asphalt pavement removal and replacement (previous strategy). For example, a street with failed bituminous material may have a salvageable base course.

Reconstruction should be considered when pavement cores indicate poor base course conditions or a rural section will be urbanized with curb and gutter. This work includes the removal and disposal of the failed existing pavement surface and base courses and sub-grade necessary to establish a finished sub-grade elevation. This work may also involve the removal and disposal of unsuitable material in the sub-grade as determined by borings or field inspection at the time of construction, and replacement with a suitable granular material. Once the finished sub-grade is compacted, the base course, hot-mix asphalt binder and surface course are constructed with materials and mixtures at thicknesses determined in the design engineering phase of the project.

The high cost of reconstruction warrants its use only in the most severe cases of pavement structural failure. Pavement reconstruction is very time-consuming and adds considerable delay and inconvenience for local residents. Pavements with large amounts of fatigue cracking or unstable base/sub-grade are good candidates for this option. A street selected for this strategy has severe levels of deterioration and resurfacing this street would act only as a temporary repair that will last only a few years, and the true cause of pavement deterioration in the sub-base or sub-grade would not be fixed.

Depending on existing pavement and base condition, as determined by pavement cores, some streets may be candidates for Full Depth Reclamation or Pulverization. With this strategy the existing pavement material is crushed and kept in place over the existing base course. The

aggregate base is then repaired, shaped and prepared for an overlay of a completely new hot-mix asphalt binder and surface layers. While it is best suited for rural (non-curbed) typical sections, Full Depth Reclamation can also be applied in urban (curbed) typical sections. In that case the street is completed one half at a time, with crushed reclaimed pavement material being temporarily placed on the opposite side such that adjustments can be made to the existing aggregate base to maintain the existing curb & gutter elevations. Full Depth Reclamation or Pulverization can have a costs savings of up to 40% - 50% over full reconstruction.

Rehabilitation Costs

The total area of each street section was multiplied by the square foot unit cost for the rehabilitation strategy to determine the pavement repair cost in current dollars, based on the current PCI (as seen in Appendixes 4 and 5).

The square foot unit cost for each of the different rehabilitation strategies accounted for estimated percentages of surface and base course patches, approximate length of curb and gutter removal and replacement, the estimated number of drainage and utility structure adjustments, construction contingencies and approximate engineering costs. Appendix 3 shows a detailed calculation of the unit costs used to determine the square foot costs.

It is understood that the City's approximate budget for all roadway maintenance activities (resurfacing, patching, crack sealing, pavement marking) is approximately \$900k. For the purposes of this document, all engineering and construction estimation values are based on a minimum of \$1 million in order to select streets to be included in future street programs and summarize the overall condition of the City's street network. The intent of the costs presented in this report is to provide a conservative estimate of street repairs which can be used to select streets and develop a budget. More detailed engineering will have to be completed at the time of the individual street programs to determine the actual estimated construction and engineering costs for a particular street section.

Five Year Improvement Plan

Once the pavement condition and associated rehabilitation costs for each street was determined, a 5-Year Pavement Improvement Plan was developed for the City using the budget provided by the City as a starting point.

The 5-year plan was created with the purpose of being a schedule for providing timely, effective rehabilitation to the streets within the network. These street programs were developed by PAVER to select the highest priority street sections, whose total estimated costs match the City's annual street maintenance and rehabilitation budget needs. After the PAVER analysis, we further analyzed the five year program while considering the following factors:

1. The street is located in a residential area and improving the street would provide the most direct benefit to City residents.
2. The street has a "borderline" condition, in that it has a high probability of needing more significant repair if not rehabilitated within five years.
3. The proximity of the street to other streets recently rehabilitated in past years, including other streets to be completed as part of the 5-year program.
4. Grouping streets with other streets in the network scheduled for improvements in the same year (limiting the amount of "mobilization" needed by the Contractor).
5. The age of the street, with older streets having priority over newer streets or streets rehabilitated within the last 10-15 years.
6. The amount of traffic a street handles and its proximity to local access to other collector and arterial highways.

Many municipalities face political pressure to rehabilitate streets that are garnering the most complaints. These streets typically have the lowest rating (either Very Poor or Failed), meaning they have the highest cost of repair. It is important to stress that allocating most/all of the roadway maintenance budget to these low rating streets, is not the most effective use of the budgeted dollars and will cause the overall condition of the City's streets to further deteriorate. The primary goal should be to capture as many streets as possible just before they begin to rapidly deteriorate and their costs escalate. Mixing in some of the streets garnering complaints to the 5-year plan is reasonable, but should be limited. It is recommended that the City limit spending on these segments to no more than 25% of the annual budget.

The recommended 5-year pavement improvement plan is presented in map form in Exhibit 4, and summarized in detail in Appendix 6.

5. CONCLUSIONS/RECOMMENDATIONS

The results of this pavement management report should be very beneficial in assisting the planning of the annual street improvement projects for the City of Woodstock. The use of PAVER software gives the City the ability to easily access and update information. The City should continue to utilize PAVER to update the database periodically to monitor the progress of the City's street programs and to increase the accuracy of the pavement life cycle prediction model.

The cost to complete all roadway maintenance on all City streets in 2016 would total to \$69 million. For the City to maintain its current average road PCI rating of 46, that would require increasing its annual roadway maintenance budget to \$4 to \$5 million. Although the City has indicated that this budget is not realistic at this time, it illustrates the point that the City streets are deteriorating each year and that trend will be difficult to reverse without significant investment in the City's street program. It is important to stress that the implementation of this 5-Year Pavement Improvement Plan will slow the deterioration of the City streets, regardless of the budget amount, as its allocation of funds is the most effective use of the budgeted dollars.

We also recommend the City continue its program for preventative maintenance such as crack sealing and patching focusing on streets in Good and Very Good condition (PCI 65-84) to delay streets from needing more costly repairs, and further increasing the future annual road budget. Preventative maintenance on these streets can be a cost effective way to increase the pavement life of these streets. We recommend the City allocate approximately \$165,000 annually over in five year improvement plan. This amount balances the City's need for continued preventative maintenance with the significant budgetary needs for roadway rehabilitation. This cost has been included in the recommended \$1.0 million average annual cost.

Given the limited annual budget as compared to annual needs, we strongly recommend the City seek federal funding for roadways that are already eligible for federal funding. These include Lamb Rd, E Lake Ave, Ware Rd, Kimball Ave and others. Moreover, the City should investigate eligibility for federal funding for additional streets. These include Lucas Rd, Bandford Rd, N Rose Farm Rd, Dead St south of US 14, Raffel Rd north of Ware St.

It should be noted that recommendations made in this report are based on data from pavement evaluations performed in April/May of 2015. Sewer and sidewalk improvements and the costs to change streets from rural cross sections to urban cross sections were not included in this report. Pavement performance over a period of time such as five years can be variable. In addition, the estimated costs of rehabilitation will become less accurate as time progresses because of variable pavement deterioration and inflation. Furthermore, increased traffic or new developments may cause the rehabilitation needs of certain streets to become a higher priority than they were at the time of this report. Street programs should be coordinated with all developments and local and private utilities to minimize future road disruption and to fully capitalize on coinciding construction seasons. Therefore, it is recommended that the information contained in the pavement inventory database be updated once every three to six years.

Concrete Surfaced Roads and Parking Lots

ROADWAY CONCRETE PAVEMENT CONDITION SURVEY DATA SHEET								
PID				INSPECTOR NAME				
FROM				BRANCH USE		DATE INSPECTED		
TO				SECTION WIDTH		SECTION LENGTH		
SLAB WIDTH		SLAB LENGTH		NUMBER OF SLABS				
PCC Surfaced Distress Codes								
21. Blow up/Buckling		26. Joint Seal		31. Polished Aggregate		36. Scaling		
22. Corner Break		27. Lane/Shoulder		32. Poouts		37. Shrinkage		
23. Divided Slab		28. Linear Cracking		33. Pumping		38. Spalling Corner		
24. Durability Crack		29. Patching (Large)		34. Punchout		39. Spalling Joint		
25. Faulting		30. Patching (Small)		35. Railroad Crossing				
SAMPLE NUMBER				SLABS IN SAMPLE				Sketch / Comments
DISTRESS CODE	L	M	H					
SAMPLE NUMBER				SLABS IN SAMPLE				Sketch / Comments
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H	



Excellent – Pavement Condition Index (PCI) 85-100
Zimmerman Road (Between Throop Street to Dean Street)



Very Good – Pavement Condition Index (PCI) 75-84
Davis Road (Between Steig Road to Dean Street)



Good – Pavement Condition Index (PCI) 65-74
Hercules Road (Between Jonathon Lane and Braeburn Way)



Fair – Pavement Condition Index (PCI) 50-64
Clay Street (Between Meadow Avenue and Walnut Drive)



Poor – Pavement Condition Index (PCI) 35-49
Memorial Drive (Between Doty Road to End)



Very Poor – Pavement Condition Index (PCI) 20-34
Tanager Drive (Between Banford Drive to Barn Swallow Drive)



**Failed – Pavement Condition Index (PCI) < 20
Davis Court (Between Fremont Street and Lake Avenue)**

2015 Detailed Cost Summary by Rehabilitation Strategy

All of the below Engineering and Cost Estimation Values are based on a minimum street program of **\$1,000,000**. These values are specifically provided for the purposes of this Pavement Management Report. More detailed engineering will have to be completed at the time of the street projects to determine the actual construction and engineering costs.

URBAN (CURBED) ROADWAYS

PCI	Repair Cost (\$/SQ FT)	Des. Eng. Cost (\$/SQ FT)	Const. Eng. Cost (\$/SQ FT)	Total Cost (\$/SQ FT)	Improvement Strategy
85-100	\$0.00	\$0.00	\$0.00	\$0.00	Excellent; No Maintenance Required
75-84	\$0.05	\$0.01	\$0.01	\$0.07	Very Good; Minimal Maintenance - Crack Seal
65-74	\$0.11	\$0.01	\$0.02	\$0.14	Good; Minor Maintenance - Spot Patch, Crack Seal, Microsurface
50-64	\$2.00	\$0.10	\$0.20	\$2.30	Fair; Edge Grind and Resurface, 1 3/4" Surface, 10% Curb Repair, 5% Patching
35-49	\$3.70	\$0.26	\$0.37	\$4.33	Poor; Mill and Resurface with Crack Control Fabric, 3/4" Leveling Binder, 1 3/4" Surface, 20% Curb Repair, 10% Patching
20-34	\$4.60	\$0.33	\$0.56	\$5.49	Very Poor; Full Depth Asphalt Pavement Removal and Replacement with 5% Base Repair, 2 1/2" Binder, 2" Surface, 30% Curb Repair
<20	\$6.40	\$0.70	\$0.90	\$8.00	Failed; Full Depth Asphalt Pavement Removal and Replacement with 15% Base Repair, 2 1/2" Binder, 2" Surface, 100% Curb Repair
<20	\$16.90	\$1.70	\$2.60	\$21.20	Failed; Arterial/Industrial Pavement Reconstruction w/ Subgrade Repair, 12" Agg. Subbase, 7" Binder, 2" Surface, 100% Curb Repair

RURAL (NON-CURBED) ROADWAYS

PCI	Repair Cost (\$/SQ FT)	Des. Eng. Cost (\$/SQ FT)	Const. Eng. Cost (\$/SQ FT)	Total Cost (\$/SQ FT)	Improvement Strategy
85-100	\$0.00	\$0.00	\$0.00	\$0.00	Excellent; No Maintenance Required
75-84	\$0.05	\$0.01	\$0.01	\$0.07	Very Good; Minimal Maintenance - Crack Control
65-74	\$0.11	\$0.01	\$0.02	\$0.14	Good; Minor Maintenance - Spot Patch, Crack Seal, Microsurface
50-64	\$1.80	\$0.09	\$0.18	\$2.07	Fair; Edge Grind/Overlay, 1 3/4" Surface, 5% Patching, Agg Wedge Shoulders
35-49	\$3.20	\$0.23	\$0.32	\$3.75	Poor; Mill and Resurface with Crack Control Fabric, 3/4" Leveling Binder, 1 3/4" Surface, 10% Patching, Agg Wedge Shoulders
20-34	\$3.90	\$0.28	\$0.47	\$4.65	Very Poor; Full Depth Asphalt Pavement Removal and Replacement with 5% Base Repair, 2 1/2" Binder, 2" Surface, Agg Wedge Shoulders
<20	\$4.10	\$0.50	\$0.60	\$5.20	Failed; Full Depth Asphalt Pavement Removal and Replacement with 15% Base Repair, 2 1/2" Binder, 2" Surface, Agg Wedge Shoulders
<20	\$14.70	\$1.50	\$2.30	\$18.50	Failed; Arterial/Industrial Pavement Reconstruction w/ Subgrade Repair, 12" Agg. Subbase, 7" Binder, 2" Surface, , Agg Wedge Shoulders

* Costs listed above include design and construction engineering but do not include drainage improvements

Input Values used for Strategy Cost

Leveling Binder	\$100.00	\$/ton
Hot-Mix Asphalt Binder	\$85.00	\$/ton
Hot-Mix Asphalt Surface	\$90.00	\$/ton
Cold Milling	\$4.00	\$/sq yd
Full Depth HMA Surface Removal	\$6.00	\$/sq yd
Base Prep	\$2.50	\$/sq yd
Base Repair	\$20.00	\$/sq yd
Pavement Removal	\$14.00	\$/sq yd
Geotechnical Fabric	\$2.50	\$/sq yd
12" Aggregate Base Course	\$18.00	\$/sq yd
Earth Excavation	\$35.00	\$/cu yd
Subgrade Repair	\$68.00	\$/cu yd
New Curb and Gutter	\$30.00	\$/lin. ft
Traffic Control / Mobilization		5 %
Reflective Crack Control	\$2.00	\$/sq yd
Restoration (Driveways & Sodding)	\$18.00	\$/sq yd
Crack Routing and Filling	\$1.30	\$/foot
Pavement Patching	\$65.00	\$/sq yd
Aggregate Wedge Shoulder	\$40.00	\$/ton
Curb & Gutter Repair:	\$36.00	\$/lin. ft

Assumed Engineering Costs (% of Construction Cost)

Maintenance/Resurfacing Projects	
Design Engineering	0% - 5%
Construction Engineering	10%
Reconstruction Projects	
Design Engineering	10%
Construction Engineering	12% - 15%

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
RUSSEL CT	RT 47	JULIE ST	1,173	44	51,627	Yes	100	\$ -
SHARON DR	FLAGG LN	ELLEN CT	577	23	13,267	No	100	\$ -
SOUTH ST	BLAKELY ST	PUTNAM ST	872	30	26,152	Yes	100	\$ -
SOUTH ST	PUTNAM ST	HAYWARD ST	548	30	16,436	Yes	100	\$ -
SOUTH ST	HAYWARD ST	TRYON ST	360	32	11,531	Yes	100	\$ -
SOUTH ST	TRYON ST	THROOP ST	364	40	14,571	Yes	100	\$ -
SOUTH ST	THROOP ST	DEAN ST	357	47	16,793	Yes	100	\$ -
SOUTH ST	RR TRACKS	SEMINARY	67	15	1,009	No	100	\$ -
TARA DR	FOREST AVE	TARA CT	528	30	15,847	Yes	100	\$ -
TARA DR	SOUTH ST	FOREST AVE	93	30	2,797	Yes	100	\$ -
TIMOTHY LN	ELLEN CT	LINDA CT	1,196	23	27,519	No	100	\$ -
W BEECH AV	WHEELER ST	TAPPAN ST	329	19	6,257	No	100	\$ -
BULL VALLEY DR	CLUB ROAD	TAURUS CT	856	22	18,828	No	99	\$ -
SANDO LN	HICKORY LN	CITY LIMITS	348	15	5,215	No	98	\$ -
McCONNELL RD	ASPEN DR	RED BARN RD	515	40	20,585	Yes	97	\$ -
DICK TRACY WY	FREMONT ST	LAKE AVE	277	31	8,596	Yes	96	\$ -
QUEEN ANNE ST	SECOND ST	THIRD ST	391	29	11,344	Yes	96	\$ -
SHARON DR	SCHUTTE DR	ROSE CT	351	29	10,178	No	96	\$ -
ZIMMERMAN RD	COUNTRY CLUB RD	LEAH LN	1,627	21	34,163	No	95	\$ -
DANE ST	ARTHUR DR	OAK ST	1,370	22	30,132	No	94	\$ -
DEAN ST	CITY LIMITS	CITY LIMITS	3,141	26	81,656	No	94	\$ -
HANDEL LN	VERDI ST	SCHUMANN ST	763	27	20,605	Yes	94	\$ -
HICKORY RD	CENTRAL PW	TODD WOODS RD	662	15	9,924	No	94	\$ -
McCONNELL RD	RED BARN RD	APPLEWOOD LN	138	40	5,511	Yes	94	\$ -
McCONNELL RD	APPLEWOOD LN	GREENVIEW DR	75	30	2,265	Yes	93	\$ -
N SEMINARY AV	HUTCHINS ST	TO CUL DE SAC	549	30	22,148	Yes	93	\$ -
QUEEN ANNE ST	FIRST ST	SECOND ST	351	29	10,173	Yes	93	\$ -
REDTAIL DR	OAKMONT DR	REDTAIL CT	161	25	4,494	Yes	93	\$ -
THROOP ST	CASS ST	W. JACKSON ST	215	44	9,464	Yes	93	\$ -
TODD WOODS RD	END	HICKORY RD	306	15	4,594	No	93	\$ -
CALHOUN ST	THROOP ST	JOHNSON ST	167	44	7,362	Yes	92	\$ -
E JUDD ST	MADISON ST	N. SEMINARY AVE	419	40	16,748	Yes	92	\$ -
McCONNELL RD	COURTAULDS DR	DUNCAN PLACE	920	27	24,827	No	92	\$ -
SCHUETTE DR	END	SHARON DR	63	19	1,193	No	92	\$ -
SOUTH ST	JEFFERSON ST	MADISON ST	361	30	10,821	Yes	92	\$ -
THROOP ST	E. JUDD ST	CASS ST	115	44	5,064	Yes	92	\$ -
CHRISTIAN WY	N SEMINARY AVE	NORTHHAMPTON ST	640	23	14,718	No	91	\$ -
FIRST ST	QUEEN ANNE ST	WHEELER ST	404	30	12,121	Yes	91	\$ -
GERRY ST	FOREST AVE	STEWART AVE	300	30	9,012	Yes	91	\$ -
MELODY LN	BELLAIR LN	TAPPAN ST	293	31	9,096	Yes	91	\$ -
NORTH ST	MADISON ST	TO CUL DE SAC	390	27	16,198	Yes	91	\$ -

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
ROGER RD	MANKE LN	HARVEY LN	453	29	13,132	Yes	91	\$ -
SOUTH ST	DEAN ST	JEFFERSON ST	362	31	11,219	Yes	91	\$ -
THOMAS DR	CARLISLE DR	SUMMIT AVE	195	30	5,863	Yes	91	\$ -
GERRY ST	STEWART AVE	RIDGELAND AVE	404	30	12,114	Yes	90	\$ -
McCONNELL RD	APPLEWOOD LN	APPLEWOOD LN	77	18	1,391	No	90	\$ -
McCONNELL RD	CITY LIMITS	HARROW GATE DR	428	23	9,854	No	90	\$ -
McCONNELL RD	HERON WAY	CITY LIMITS	176	22	3,872	No	90	\$ -
McCONNELL RD	DUNCAN PLACE	HERON WAY	437	25	10,930	No	90	\$ -
NORTH ST	CLAY ST	MADISON ST	505	27	13,646	Yes	90	\$ -
POWERS RD	MANKE LN	ROGER RD	701	29	20,316	Yes	90	\$ -
WICKER ST	TERRY CT	FOX LN	556	31	17,233	Yes	90	\$ -
ZIMMERMAN RD	LEAH LN	McCONNELL RD	1,010	21	21,206	No	90	\$ -
CLAUSSEN DR	BORDEN ST	HILLSIDE ST	506	29	14,680	Yes	89	\$ -
JEFFERSON ST	SOUTH ST	LAWRENCE AVE	644	26	16,750	Yes	89	\$ -
MARVEL AV	OLSON ST	PARK ST	296	20	5,922	Yes	89	\$ -
PLEASANT ST	MARY ANN ST	CAROL AVE	971	30	29,123	Yes	89	\$ -
ROGER RD	POWERS RD	POWERS RD	57	27	1,532	Yes	89	\$ -
ROGER RD	HAVENS DR	POWERS RD	258	27	6,968	Yes	89	\$ -
ROSE CT	SHARON DR	TO CUL DE SAC	393	20	7,869	No	89	\$ -
TIMOTHY LN	LINDA CT	SHARON DR	661	20	13,224	No	89	\$ -
W JUDD ST	PLEASANT ST	HAYWARD ST	1,017	30	30,519	Yes	89	\$ -
BUTTERFIELD RD	ROGER RD	MANKE LN	759	27	20,489	Yes	88	\$ -
CALHOUN ST	S SEMINARY AVE	RR TRACKS	316	35	11,044	Yes	88	\$ -
HICKORY RD	MCCANNON RD	CENTRAL PW	742	15	11,135	No	88	\$ -
LONGWOOD CT	E LONGWOOD DR	CUL DE SAC	193	28	12,592	No	88	\$ -
TRYON ST	CALHOUN ST	W. JACKSON ST	326	27	8,807	Yes	88	\$ -
DONOVAN AV	END	OLIVE ST	119	24	2,859	No	87	\$ -
MELODY LN	NORTHWOOD LN	BELLAIR LN	785	32	25,104	Yes	87	\$ -
SOUTH VIEW DR	RT 47 - S EASTWOOD DR	EDGEWOOD DR	797	30	23,905	Yes	87	\$ -
THROOP ST	CALHOUN ST	SOUTH ST	328	47	15,398	Yes	87	\$ -
CARLISLE DR	ROBERT DR	END	187	30	5,601	Yes	86	\$ -
DEAN ST	HOY AVE	STEWART AVE	305	36	10,988	Yes	86	\$ -
PRESWICK LN	REDTAIL DR	REDTAIL CIR	161	28	4,521	Yes	86	\$ -
RAFFEL RD	MCHENRY AVE	CITY LIMITS	196	25	4,889	Yes	86	\$ -
SHARON DR	TIMOTHY LN	FLAGG LN	866	22	19,060	No	86	\$ -
THROOP ST	W. JACKSON ST	CALHOUN ST	329	45	14,792	Yes	86	\$ -
TRYON ST	SOUTH ST	CALHOUN ST	326	27	8,795	Yes	86	\$ -
TRYON ST	LINCOLN AVE	WASHINGTON ST	443	27	11,960	Yes	86	\$ -
CALHOUN ST	DOUGLAS ST	NEBRASKA ST	457	36	16,447	Yes	85	\$ -
CALHOUN ST	IRVING AVE	FAIR ST	612	36	22,035	Yes	85	\$ -
CALHOUN ST	FAIR ST	RT 47 - S EASTWOOD DR	93	44	4,098	Yes	85	\$ -

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
CLAY ST	MAPLE AVE	WILLOW AVE	637	31	19,745	Yes	85	\$ -
HUTCHINS ST	MADISON ST	N. SEMINARY AVE	432	28	12,084	Yes	85	\$ -
MADISON ST	ALLY 3	NEWELL ST	174	30	5,218	Yes	85	\$ -
MADISON ST	NORTH ST	ALLY 3	172	30	5,170	Yes	85	\$ -
McCONNELL RD	CITY LIMITS	ASPEN DR	247	23	5,684	No	85	\$ -
NORTH ST	CLAY ST	WHEELER ST	480	22	10,562	Yes	85	\$ -
REDTAIL DR	REDTAIL CIR	REDTAIL LN	276	25	7,734	Yes	85	\$ -
STEWART AV	GERRY ST	BLAKELY ST	423	30	12,688	Yes	85	\$ -
TERRY CT	QUAIL CT	WICKER ST	279	31	8,635	Yes	85	\$ -
VERDI ST	HANDEL LN	SCHUMANN ST	654	27	17,645	Yes	85	\$ -
W JUDD ST	HAYWARD ST	TRYON ST	360	27	9,715	Yes	85	\$ -
Very Good (75 - 84)								
CALHOUN ST	S SEMINARY AVE	DOUGLAS ST	453	36	16,310	Yes	84	\$ 1,141.70
CALHOUN ST	NEBRASKA ST	IRVING AVE	440	36	15,829	Yes	84	\$ 1,108.03
CASTLE RD	FOX SEDGE TR	CITY LIMITS	166	28	3,486	Yes	84	\$ 244.02
CLAY ST	CLAY ST	CLAY CT	244	29	7,078	Yes	84	\$ 495.46
GOLDEN OAK DR	OAK RIDGE LN	W END	92	34	3,128	Yes	84	\$ 218.96
JEFFERSON ST	LAWRENCE AVE	FREMONT ST	317	26	8,240	Yes	84	\$ 576.80
MELODY LN	RT 47	NORTHWOOD LN	228	30	6,851	Yes	84	\$ 479.57
W JACKSON ST	HILL ST	PLEASANT ST	672	27	18,155	Yes	84	\$ 1,270.85
BUTTERFIELD RD	HAVENS DR	ROGER RD	260	27	7,029	Yes	83	\$ 492.03
HICKMAN LN	FLAGG LN	FLAGG LN	1,043	24	25,038	No	83	\$ 1,752.66
LINDA CT	TIMOTHY LN	CUL DE SAC	236	23	10,450	No	83	\$ 731.50
ROGER RD	SWEETWATER DR	HAVENS DR	244	27	6,596	Yes	83	\$ 461.72
SANDPIPER LN	CUL DE SAC	SANDPIPER LN	317	27	8,561	Yes	83	\$ 599.27
W JACKSON ST	HAYWARD ST	TRYON ST	360	27	9,712	Yes	83	\$ 679.84
CASTLE RD	NOVEAN PKWY	FOX SEDGE TR	527	28	11,072	Yes	82	\$ 775.04
CLAY ST	CLAY CT	WILLOW AVE	355	28	9,927	Yes	82	\$ 694.89
E LONGWOOD DR	LONGWOOD CT	W LONGWOOD DR	829	28	24,874	No	82	\$ 1,741.18
FREMONT ST	DICK TRACY WAY	RYDER ST	300	20	5,992	No	82	\$ 419.44
REDTAIL DR	REDTAIL CT	REDTAIL LN	226	25	6,340	Yes	82	\$ 443.80
SOUTH ST	DUVALL DR	TARA DR	931	27	25,141	Yes	82	\$ 1,759.87
SUZANNE ST	ANNE ST	END	182	29	5,289	Yes	82	\$ 370.23
YASGUR DR	MANKE LN	WOODSIDE DR	994	27	26,835	Yes	82	\$ 1,878.45
FOX SEDGE TR	WATERLEAF LN	SAVANNA GROVE LN	415	26	10,786	Yes	81	\$ 755.02
FREMONT ST	JEFFERSON ST	MADISON ST	381	23	8,762	Yes	81	\$ 613.34
NORTHWOOD LN	MELODY LN	NORTH TO END	127	30	3,817	Yes	81	\$ 267.19
OAKMONT CT	OAKMONT DR	CUL DE SAC	873	28	31,680	No	81	\$ 2,217.60
RIDGEMOOR TR	OAKMONT DR	W LONGWOOD DR	1,755	28	49,145	No	81	\$ 3,440.15
SPARROW DR	MARTIN DR	KILDEER DR	317	30	9,504	Yes	81	\$ 665.28

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
TAPPAN ST	CHERRY CT	ASH AVE	191	36	6,874	Yes	81	\$ 481.18
TERRY CT	WICKER ST	ISLAND CT	644	30	19,325	Yes	81	\$ 1,352.75
THROOP ST	WASHINGTON ST	E. JUDD ST	600	45	26,989	Yes	81	\$ 1,889.23
VINE ST	GREENLEY ST	FREMONT ST	586	25	14,651	Yes	81	\$ 1,025.57
BULL VALLEY DR	WHITE FACE CT	CLUB ROAD	502	22	11,052	No	80	\$ 773.64
BUTTERFIELD RD	POWERS RD	HAVENS DR	258	27	6,958	Yes	80	\$ 487.06
DEAN ST	LAWRENCE AVE	FREMONT ST	250	27	6,758	Yes	80	\$ 473.06
HERCULES RD	MACINTOSH AV	CITY LIMITS	128	38	4,857	Yes	80	\$ 339.99
HICKMAN LN	MCHENRY AVE	FLAGG LN	632	25	15,807	No	80	\$ 1,106.49
MADISON ST	CHURCH ST	E JUDD ST	326	30	9,787	Yes	80	\$ 685.09
OAK LEAF LN	ZIMMERMAN RD	END	324	28	9,063	Yes	80	\$ 634.41
QUEEN ANNE ST	SUMMIT AVE	MEADOW AVE	322	21	6,760	Yes	80	\$ 473.20
REDTAIL DR	W FINCH CT	N WARBLER CT	258	29	7,471	Yes	80	\$ 522.97
REDTAIL DR	E FINCH CT	W FINCH CT	11	28	297	Yes	80	\$ 20.79
REDTAIL DR	PRESWICK LN	E FINCH CT	485	28	13,581	Yes	80	\$ 950.67
REDTAIL DR	REDTAIL LN	PRESWICK LN	105	25	2,941	Yes	80	\$ 205.87
SANCTUARY DR	FAIRVIEW DR	ROLLING HILLS DR	464	25	12,997	Yes	80	\$ 909.79
SOUTH VIEW DR	SAVANNA LN	EDGEWOOD DR	847	29	24,552	Yes	80	\$ 1,718.64
SWEETWATER DR	QUILL LN	SEBASTIAN DR	143	30	4,277	Yes	80	\$ 299.39
VERDI ST	SCHUMANN ST	SCHUBERT ST	702	27	18,946	Yes	80	\$ 1,326.22
W LONGWOOD DR	HILLCREST RD	RIDGEMOOR TR	1,422	28	42,675	No	80	\$ 2,987.25
WOODSIDE DR	ST. JOHNS RD	YASGUR DR	422	30	12,648	Yes	80	\$ 885.36
CASTLE RD	CORD GRASS TR	NOVEAN PARKWAY	204	28	4,079	Yes	79	\$ 285.53
FARM TR	WICKER ST	CUL DE SAC	228	31	12,092	Yes	79	\$ 846.44
HAYDN ST	CHOPIN LN	VIVALDI ST	302	27	8,144	Yes	79	\$ 570.08
POWERS RD	CITY LIMITS	CITY LIMITS	1,068	24	25,626	No	79	\$ 1,793.82
POWERS RD	WARE RD	CITY LIMITS	49	29	1,429	Yes	79	\$ 100.03
SCHUBERT ST	VERDI ST	BRAHMS CT	631	27	17,027	Yes	79	\$ 1,191.89
SCHUMANN ST	HANDEL LN	VIVALDI ST	385	27	10,401	Yes	79	\$ 728.07
TERRY CT	ISLAND CT	TAPPAN ST	272	30	8,168	Yes	79	\$ 571.76
TRYON ST	W. JUDD ST	LINCOLN AVE	490	27	13,243	Yes	79	\$ 927.01
VERDI ST	VIVALDI ST	HANDEL LN	1,203	27	32,471	Yes	79	\$ 2,272.97
W JACKSON ST	PLEASANT ST	HAYWARD ST	1,018	27	27,474	Yes	79	\$ 1,923.18
WALNUT DR	CLAY ST	ASH AVE	686	30	20,584	Yes	79	\$ 1,440.88
WESTWOOD TR	OAKVIEW TER	HILLSIDE TR	952	24	21,886	No	79	\$ 1,532.02
COUNTRY CLUB RD	CITY LIMITS	CITY LIMITS	970	25	24,238	No	78	\$ 1,696.66
DIANE CT	JOSEPH ST	TO CUL DE SAC	311	31	14,655	Yes	78	\$ 1,025.85
HAYDN ST	WARE RD	VERDI CT	334	27	9,010	Yes	78	\$ 630.70
HAYDN ST	VIVALDI ST	SCHUBERT DR	602	27	16,241	Yes	78	\$ 1,136.87
NEWELL ST	WHEELER ST	TO END	110	36	3,978	Yes	78	\$ 278.46
ST JOHNS RD	WOODSIDE DR	RAFFEL RD	417	36	15,015	Yes	78	\$ 1,051.05

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
STEWART AV	MURIEL ST	MITCHELL ST	359	20	7,187	No	78	\$ 503.09
SWEETWATER DR	SEBASTIAN DR	YASGUR DR	129	30	3,870	Yes	78	\$ 270.90
VERDI ST	HAYDN ST	CHOPIN LN	705	27	19,040	Yes	78	\$ 1,332.80
WALNUT DR	WILLOW AVE	CLAY ST	1,011	30	30,330	Yes	78	\$ 2,123.10
WALNUT DR	ASH AVE	WILLOW AVE	556	30	16,677	Yes	78	\$ 1,167.39
WESTWOOD TR	HILLSIDE TR	SENECA CT	344	24	7,919	No	78	\$ 554.33
WHEELER ST	NORTH ST	FIRST ST	474	28	13,269	Yes	78	\$ 928.83
WOODSIDE DR	QUILL LN	SWEETWATER DR	665	29	19,282	Yes	78	\$ 1,349.74
BURBANK AV	BUNKER ST	CUL DE SAC	511	30	21,701	Yes	77	\$ 1,519.07
CLAY ST	NORTH ST	FIRST ST	268	27	7,241	Yes	77	\$ 506.87
CLAY ST	WALNUT DR	MAPLE AVE	264	28	7,394	Yes	77	\$ 517.58
DAVIS RD	STEIG RD	DEAN ST	6,640	25	166,000	No	77	\$ 11,620.00
E LONGWOOD DR	COUNTRY CLUB RD	LONGWOOD CT	624	28	18,709	No	77	\$ 1,309.63
FAIRVIEW CI	FAIRVIEW CIR	SANCTUARY DR	2,181	25	61,080	Yes	77	\$ 4,275.60
FAIRVIEW CI	FAIRVIEW CIR	HILLCREST RD	371	25	10,382	Yes	77	\$ 726.74
MAPLE AV	MADISON ST	RT 47	339	28	9,486	Yes	77	\$ 664.02
SUMMIT AV	WICKER ST	JEWETT ST	330	31	10,234	Yes	77	\$ 716.38
VERDI ST	SCHUBERT ST	STRAUSS CT	181	27	4,888	Yes	77	\$ 342.16
BAGLEY ST	WHEELER ST	TAPPAN ST	330	19	6,264	No	76	\$ 876.96
FAIRVIEW CI	SANCTUARY DR	FAIRVIEW CIR	423	25	11,850	Yes	76	\$ 1,659.00
JACKSON DR	KISHWAUKEE VALLEY RD	EMRICSON DR	2,060	24	49,449	No	76	\$ 6,922.86
MARK CT	RIDGEWOOD DR	TO WEST CUL DE SAC	256	27	13,274	Yes	76	\$ 1,858.36
ROGER RD	CITY LIMITS	HICKORY RD	31	18	560	No	76	\$ 78.40
ROGER RD	CITY LIMITS	CITY LIMITS	299	15	4,486	No	76	\$ 628.04
VERDI ST	STRAUSS CT	BRAHMS CT	496	27	13,397	Yes	76	\$ 1,875.58
W LAKE SHORE DR	RT 14	END	966	40	38,625	Yes	76	\$ 5,407.50
WESTWOOD TR	RYAN CT	TRINITY CT	701	30	21,029	Yes	76	\$ 2,944.06
BRAHMS CT	SCHUBERT ST	SOUTH CUL DE SAC	172	27	11,016	Yes	75	\$ 1,542.24
DEAN ST	SOUTH ST	LAWRENCE AVE	609	28	17,043	Yes	75	\$ 2,386.02
ISLAND CT	JOSEPH ST	NORTH TO CUL DE SAC	205	30	11,181	Yes	75	\$ 1,565.34
MADISON ST	E JUDD ST	E JACKSON ST	325	30	9,763	Yes	75	\$ 1,366.82
N SEMINARY AV	HUTCHINS ST	CHURCH ST	367	32	11,747	Yes	75	\$ 1,644.58
QUAIL CT	FOX LN	TO CUL DE SAC	308	31	14,569	Yes	75	\$ 2,039.66
RAFFEL RD	GREENWOOD AVE	MCHENRY AVE	88	60	5,266	Yes	75	\$ 737.24
RAFFEL RD	ST. JOHNS	CITY LIMITS	2,362	25	59,040	No	75	\$ 8,265.60
REDTAIL DR	REDTAIL LN	REDTAIL CIR	57	28	1,604	Yes	75	\$ 224.56
ROGER RD	MANKE LN	SWEETWATER DR	532	27	14,351	Yes	75	\$ 2,009.14
VERDI CT	HAYDN ST	CUL DE SAC	406	27	17,319	Yes	75	\$ 2,424.66
W JACKSON ST	JACKSON DR	CEMETARY RD	69	48	3,325	No	75	\$ 465.50
W JACKSON ST	CEMETARY RD	OAKLAND	840	24	20,167	No	75	\$ 2,823.38
WESTWOOD TR	SENECA CT	RYAN CT	329	24	7,562	No	75	\$ 1,058.68

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
YASGUR DR	SWEETWATER DR	WOODSIDE DR	578	27	15,616	Yes	75	\$ 2,186.24
Good (65 - 74)								
CALHOUN ST	RR TRACKS	MADISON ST	98	32	3,149	Yes	74	\$ 440.86
DACY ST	DANE ST	LINCOLN AVE	1,111	29	32,220	Yes	74	\$ 4,510.80
DEAN ST	PERKINS RD	LUCAS RD	722	25	18,061	No	74	\$ 2,528.54
FIRST ST	WHEELER ST	CLAY ST	596	30	17,867	Yes	74	\$ 2,501.38
HAVENS DR	ROGER RD	MANKE LN	625	27	16,863	Yes	74	\$ 2,360.82
HAYDN ST	VERDI CT	BACH CT	351	27	9,482	Yes	74	\$ 1,327.48
HAYDN ST	SCHUBERT DR	RAFFEL RD	1,474	27	39,787	Yes	74	\$ 5,570.18
MANKE LN	ROGER RD	HAVENS DR	373	29	10,805	Yes	74	\$ 1,512.70
MARK CT	WEST CUL DE SAC	EAST CUL DE SAC	293	27	7,902	Yes	74	\$ 1,106.28
RAFFEL RD	BANFORD	ST. JOHNS	206	25	5,147	Yes	74	\$ 720.58
RIDGELAND AV	BLAKELY ST	MURIEL ST	356	28	9,975	Yes	74	\$ 1,396.50
SANCTUARY DR	ROLLING HILLS DR	McCONNELL RD	311	25	8,721	Yes	74	\$ 1,220.94
SANDPIPER LN	COUNTRY RIDGE SQ	TO CUL DE SAC	270	27	7,293	Yes	74	\$ 1,021.02
SCHUMANN ST	VERDI ST	HANDEL LN	737	27	19,911	Yes	74	\$ 2,787.54
SOUTH ST	CITY LIMITS	RT 14	206	36	7,407	Yes	74	\$ 1,036.98
SPRING DR	BARBARY LN	TO END	112	27	3,012	Yes	74	\$ 421.68
SWEETWATER DR	WARE RD	WOODSIDE DR	438	30	13,145	Yes	74	\$ 1,840.30
THOMAS DR	SUMMIT AVE	REGINA CT	76	31	2,369	Yes	74	\$ 331.66
W LONGWOOD DR	RIDGEMOOR TR	E LONGWOOD DR	1,755	28	52,637	No	74	\$ 7,369.18
CALHOUN ST	TRYON ST	THROOP ST	365	30	10,938	Yes	73	\$ 1,531.32
COBBLESTONE WY	LAKE AVE	CASTLE RD	1,697	30	50,896	Yes	73	\$ 7,125.44
CORD GRASS TR	SAVANNA GROVE LN	FOX SEDGE TR	1,096	26	28,497	Yes	73	\$ 3,989.58
GRACY ST	MCHENRY AVE	END	165	12	1,981	Yes	73	\$ 277.34
MADISON ST	RR TRACKS	CALHOUN ST	171	30	5,138	Yes	73	\$ 719.32
NEWELL ST	CLAY ST	WHEELER ST	363	36	13,061	Yes	73	\$ 1,828.54
OAKMONT DR	OAKMONT CT	RIDGEMOOR TR	1,781	28	53,433	No	73	\$ 7,480.62
PARK ST	MARVEL AVE	IRVING AVE	324	27	8,755	Yes	73	\$ 1,225.70
SCHUBERT ST	BRAHMS CT	HAYDN ST	362	27	9,783	Yes	73	\$ 1,369.62
TERRY CT	QUAIL CT	TO THE WEST	137	31	4,253	Yes	73	\$ 595.42
WARE RD	HAYDEN ST	RAFFEL RD	619	21	12,999	Yes	73	\$ 1,819.86
BAGLEY ST	JEWETT ST	QUEEN ANNE ST	343	19	6,509	No	72	\$ 911.26
DONOVAN AV	MADISON	SEMINARY	443	31	13,747	Yes	72	\$ 1,924.58
DUNCAN PL	McCONNELL	DUNCAN PLACE	672	30	20,174	Yes	72	\$ 2,824.36
FOX SEDGE TR	CASTLE RD	WATERLEAF LN	186	26	4,835	Yes	72	\$ 676.90
HICKORY RD	TODD WOODS RD	WARE RD	688	15	10,326	No	72	\$ 1,445.64
MANKE LN	HAVENS DR	POWERS RD	267	29	7,746	Yes	72	\$ 1,084.44
OAK ST	DANE ST	AMSTERDAM ST	47	32	1,495	Yes	72	\$ 209.30
SEBASTIAN DR	SWEETWATER DR	MANKE LN	820	27	22,135	Yes	72	\$ 3,098.90

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
SERENITY LN	ROLLER DR	BENTGRASS LN	1,232	27	33,258	Yes	72	\$ 4,656.12
BANFORD RD	RAFFEL RD	REDWING DR	617	30	18,513	Yes	71	\$ 2,591.82
CARLISLE DR	THOMAS DR	ROBERT DR	820	30	24,591	Yes	71	\$ 3,442.74
COUNTRY CLUB RD	RT 47 - S EASTWOOD DR	LEAH LN	1,271	28	35,593	Yes	71	\$ 4,983.02
DEAN ST	DEAN ST ALLY	SOUTH ST	160	42	6,724	Yes	71	\$ 941.36
DEAN ST	CALHOUN ST	DEAN ST ALLY	170	42	7,127	Yes	71	\$ 997.78
GINNY LN	PORTAGE LN	ACADIA LN	293	29	8,502	Yes	71	\$ 1,190.28
HARVEY RD	ROGER RD	SEBASTIAN DR	260	27	7,013	Yes	71	\$ 981.82
HARVEY RD	SEBASTIAN DR	WOODSIDE DR	259	27	6,998	Yes	71	\$ 979.72
HICKORY RD	ROGER RD	MCCANNON RD	773	15	11,600	No	71	\$ 1,624.00
HILLCREST RD	W LONGWOOD DR	FAIRVIEW LN	553	25	15,493	Yes	71	\$ 2,169.02
INDIGO LN	PRAIRIE RIDGE DR	SANDPIPER LN	825	27	22,268	Yes	71	\$ 3,117.52
VIVALDI ST	SCHUMANN ST	HAYDN ST	272	27	7,338	Yes	71	\$ 1,027.32
BRAHMS CT	SCHUBERT ST	VERDI CT	434	27	11,706	Yes	70	\$ 1,638.84
E JACKSON ST	S. SEMINARY AVE	DOUGLAS ST	452	19	8,596	No	70	\$ 1,203.44
GERRY ST	RIDGELAND AVE	KIMBALL AVE	616	30	18,480	Yes	70	\$ 2,587.20
SEBASTIAN DR	MANKE LN	HARVEY RD	461	27	12,436	Yes	70	\$ 1,741.04
SWEETWATER DR	YASGUR DR	SEBASTIAN DR	261	30	7,827	Yes	70	\$ 1,095.78
TARA DR	WINSLOW AVE	LORR DR	543	30	16,301	Yes	70	\$ 2,282.14
BUNKER ST	SCHRYVER AVE	KIMBALL AVE	343	22	7,544	No	69	\$ 1,056.16
CLAY ST	NEWELL ST	ALLY 3	172	27	4,644	Yes	69	\$ 650.16
HERCULES RD	JONATHON LN	BRAEBURN WAY	959	37	35,466	Yes	69	\$ 4,965.24
HERCULES RD	BRAEBURN CT	COURTLAND ST	279	37	10,316	Yes	69	\$ 1,444.24
NUTHATCH DR	TANAGER DR	MARTIN DR	315	30	9,460	Yes	69	\$ 1,324.40
SAVANNA GROVE LN	ASTER TR	CORD GRASS TR	345	26	8,973	Yes	69	\$ 1,256.22
SOUTH ST	DAKOTA ENT	MORAIN DR	2,176	30	65,266	Yes	69	\$ 9,137.24
SWEETWATER DR	SEBASTIAN DR	ROGER RD	261	30	7,819	Yes	69	\$ 1,094.66
VIVALDI ST	VERDI ST	SCHUMANN ST	465	27	12,552	Yes	69	\$ 1,757.28
WATERLEAF LN	FOX SEDGE TR	ASTER TR	290	26	7,537	Yes	69	\$ 1,055.18
WOODSIDE CT	ST. JOHNS RD	SOUTH TO CUL DE SAC	330	30	14,919	Yes	69	\$ 2,088.66
BACH CT	HAYDN ST	CUL DE SAC	324	27	15,118	Yes	68	\$ 2,116.52
CLAY ST	ALLY 3	NORTH ST	173	27	4,680	Yes	68	\$ 655.20
DEAN ST	BLOOMFIELD DR	HERCULES RD	388	26	10,095	Yes	68	\$ 23,218.50
E LONGWOOD DR	W LONGWOOD DR	HILLCREST RD	2,607	30	78,214	No	68	\$ 10,949.96
KISHWAUKEE VALLEY RD	BORDEN ST	CITY LIMITS	621	19	11,793	No	68	\$ 1,651.02
MARGE LN	WOODSIDE DR	RAFFEL RD	226	27	6,111	Yes	68	\$ 855.54
PLEASANT ST	W JUDD ST	W JACKSON ST	336	30	10,078	Yes	68	\$ 1,410.92
TRYON ST	W. JACKSON ST	W. JUDD ST	332	27	8,976	Yes	68	\$ 20,644.80
WOODSIDE DR	YASGUR DR	MARGE LN	262	29	7,591	Yes	68	\$ 1,062.74
CHOPPIN LN	VERDI ST	HAYDN ST	554	27	14,969	Yes	67	\$ 2,095.66
MEADOW AV	WICKER ST	JEWETT ST	330	31	10,227	Yes	67	\$ 1,431.78

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
AMSTERDAM ST	PLEASANT ST	WASHINGTON ST	397	29	11,506	Yes	66	\$ 26,463.80
DEAN ST	FREMONT ST	TRYON ST	337	28	9,441	Yes	66	\$ 21,714.30
EMRICSON DR	SOUTH ST	PARKING LOT A	473	24	11,363	No	66	\$ 23,521.41
HAYDN ST	BACH CT	CHOPIN LN	373	27	10,070	Yes	66	\$ 23,161.00
MANKE LN	YASGUR DR	WOODSIDE DR	260	29	7,543	Yes	66	\$ 17,348.90
REDWING DR	CITY LIMITS	BARN SWALLOW DR	1,455	31	45,099	Yes	66	\$ 103,727.70
SANDPIPER LN	PRAIRIE RIDGE DR	INDIGO LN	524	27	14,149	Yes	66	\$ 32,542.70
SMITH ST	BROWN ST	BRINK ST	353	21	7,423	No	66	\$ 15,365.61
WILLOW AV	CLAY ST	MADISON ST	240	29	6,960	Yes	66	\$ 16,008.00
WOODSIDE DR	MANKE LN	HARVEY RD	469	29	13,596	Yes	66	\$ 31,270.80
BURBANK AV	HIBBARD ST	S EAST ST	407	28	11,399	Yes	65	\$ 26,217.70
FAIRVIEW LN	GREENVIEW DR	PRESWICK LN	912	27	24,636	Yes	65	\$ 56,662.80
GALLOWAY DR	BERLTSUM LN	END	517	22	15,006	No	65	\$ 31,062.42
McCONNELL RD	APPLEWOOD LN	GREENVIEW DR	1,964	30	58,916	Yes	65	\$ 135,506.80
PUTNAM ST	SOUTH ST	FOREST AVE	1,317	40	52,694	Yes	65	\$ 121,196.20
ROGER RD	HARVEY LN	BUTTERFIELD RD	225	29	6,517	Yes	65	\$ 14,989.10
ROGER RD	POWERS RD	BUTTERFIELD RD	190	27	5,134	Yes	65	\$ 11,808.20
STEIG RD	DAVIS RD	SOUTH ST	315	24	7,571	No	65	\$ 15,671.97
WOODSIDE DR	MARGE LN	QUILL LN	285	29	8,275	Yes	65	\$ 19,032.50
Fair (50 - 64)								
CLAY ST	CHURCH ST	ALLY 1	183	39	7,143	Yes	64	\$ 16,428.90
DONOVAN AV	QUEEN ANNE	WHEELER	333	21	6,986	No	64	\$ 14,461.02
McCONNELL RD	HARROW GATE DR	CITY LIMITS	621	23	14,291	No	64	\$ 29,582.37
OAKMONT DR	COUNTRY CLUB RD	OAKMONT CT	437	28	13,115	No	64	\$ 27,148.05
SERENITY LN	BENTGRASS LN	GREENVIEW DR	375	27	10,112	Yes	64	\$ 23,257.60
SWEETWATER DR	WOODSIDE DR	QUILL LN	259	30	7,778	Yes	64	\$ 17,889.40
WICKER ST	FARM TR	MEADOW AVE	494	31	15,324	Yes	64	\$ 35,245.20
WICKER ST	ORCHARD CT	FARM TR	64	31	1,992	Yes	64	\$ 4,581.60
CLAY ST	HUTCHINS ST	ALLY 2	170	40	6,796	Yes	63	\$ 15,630.80
CLAY ST	ALLY 2	NEWELL ST	172	40	6,894	Yes	63	\$ 15,856.20
CLAY ST	E BEECH AVE	MEADOW AVE	206	28	5,770	Yes	63	\$ 13,271.00
COUNTRY CLUB RD	CITY LIMITS	CITY LIMITS	1,287	25	32,184	No	63	\$ 66,620.88
DEAN ST	RT 14	DAVIS RD	133	26	3,447	No	63	\$ 7,135.29
FREMONT ST	LAWNDALE AVE	DICK TRACY WAY	139	27	3,765	Yes	63	\$ 8,659.50
MANKE LN	SEBASTIAN DR	ROGER RD	262	29	7,586	Yes	63	\$ 17,447.80
McCONNELL RD	HILLCREST RD	SANCTUARY DR	834	27	22,509	No	63	\$ 46,593.63
MERRYMAN FIELD	RAFFEL RD	TO END	2,580	28	72,234	Yes	63	\$ 166,138.20
NEBRASKA ST	E JUDD ST	E JACKSON ST	325	19	6,184	No	63	\$ 12,800.88
PARK ST	NORTHAMPTON ST	MARVEL AVE	323	29	9,356	Yes	63	\$ 21,518.80
SHARON DR	MCHENRY AVE	SCHUETTE DR	123	35	4,294	Yes	63	\$ 9,876.20

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
SOUTH ST	MADISON ST	RR TRACKS	348	24	8,353	No	63	\$ 17,290.71
VERDI ST	CHOPIN LN	VIVALDI ST	292	30	8,772	Yes	63	\$ 20,175.60
WOODSIDE DR	HARVEY RD	YASGUR DR	237	29	6,861	Yes	63	\$ 15,780.30
EDGEWOOD DR	CITY LIMITS	CITY LIMITS	1,073	21	22,530	No	62	\$ 46,637.10
ROGER RD	POPLAR LN	CITY LIMITS	131	30	3,945	No	62	\$ 8,166.15
ROGER RD	POPLAR LN	POWERS RD	379	30	11,375	Yes	62	\$ 26,162.50
WHEELER ST	ASH AVE	MEADOW AVE	639	31	19,805	Yes	62	\$ 45,551.50
WOODSIDE DR	MANKE LN	YASGUR DR	628	29	18,219	Yes	62	\$ 41,903.70
CLAY ST	GROVE ST	TODD AVE	783	28	21,933	Yes	61	\$ 50,445.90
DONA CT	ARTHUR DR	END	335	19	6,373	No	61	\$ 13,192.11
EDGEWOOD DR	CITY LIMITS	CITY LIMITS	452	21	9,501	No	61	\$ 19,667.07
GERRY ST	WINSLOW AVE	GERRY CT	502	30	15,057	Yes	61	\$ 34,631.10
JEWETT ST	SUMMIT AVE	MEADOW AVE	320	29	9,279	Yes	61	\$ 21,341.70
LILY POND RD	CITY LIMITS	CITY LIMITS	187	22	4,119	No	61	\$ 8,526.33
LILY POND RD	CITY LIMITS	McCONNELL RD	2,651	24	63,621	No	61	\$ 131,695.47
MADISON ST	NEWELL ST	MCHENRY AVE	68	30	2,045	Yes	61	\$ 4,703.50
OAKVIEW TE	WESTWOOD TR	OAKVIEW CT	452	24	10,395	No	61	\$ 21,517.65
OAKVIEW TE	OAKVIEW CT	MORAIN DR	1,213	24	27,904	No	61	\$ 57,761.28
PLEASANT ST	CAROL AVE	TO END	508	30	15,233	Yes	61	\$ 35,035.90
S SEMINARY AV	E JACKSON ST	CALHOUN ST	332	35	11,619	Yes	61	\$ 26,723.70
SEBASTIAN DR	SWEETWATER DR	SWEETWATER DR	899	27	24,270	Yes	61	\$ 55,821.00
W HALMA LN	MCCONNELL RD	EXIT ROAD	157	18	2,820	Yes	61	\$ 6,486.00
ASTER TR	WATERLEAF LN	SAVANNA GROVE LN	549	26	14,282	Yes	60	\$ 32,848.60
BRINK ST	GIDDINGS ST	WASHBURN ST	374	21	7,844	No	60	\$ 16,237.08
FOX LN	QUAIL CT	WICKER ST	381	31	11,817	Yes	60	\$ 27,179.10
GERRY ST	WINSLOW AVE	WINSLOW CIR	587	30	17,595	Yes	60	\$ 40,468.50
HERCULES RD	DEAN ST	JONATHON LN	517	35	19,136	Yes	60	\$ 44,012.80
INFANTA CT	CASTLEBAR TR	END	460	28	18,364	Yes	60	\$ 42,237.20
IRVING AV	OLSON ST	PARK ST	70	27	1,885	Yes	60	\$ 4,335.50
JOHNSON ST	VAN BUREN ST	CALHOUN ST	233	31	7,223	Yes	60	\$ 16,612.90
LILY POND RD	CITY LIMITS	CITY LIMITS	2,340	22	51,471	No	60	\$ 106,544.97
LILY POND RD	LILY POND RD	CITY LIMITS	31	22	681	No	60	\$ 1,409.67
LILY POND RD	CITY LIMITS	CITY LIMITS	649	22	14,276	No	60	\$ 29,551.32
McCONNELL RD	SANCTUARY DR	CITY LIMITS	1,294	27	34,937	No	60	\$ 72,319.59
SOUTH ST	DUVALL DR	CITY LIMITS	1,357	36	48,848	Yes	60	\$ 112,350.40
CHURCH ST	N SEMINARY AVE	MADISON ST	423	26	11,001	Yes	59	\$ 25,302.30
GOLDEN OAK DR	MCCONNELL RD	T-Intersection	172	31	5,328	Yes	59	\$ 12,254.40
HERCULES RD	COURTLAND ST	MACINTOSH AVE	1,057	38	40,155	Yes	59	\$ 92,356.50
LUCAS RD	CITY LIMITS	CITY LIMITS	714	20	14,287	No	59	\$ 29,574.09
OSAGE WY	DAKOTA DR	TO END	172	30	5,173	Yes	59	\$ 11,897.90
RHETT PL	TWELVE OAKS PKWY	SCARLET WAY	491	31	15,206	Yes	59	\$ 34,973.80

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
W JUDD ST	HILL ST	PLEASANT ST	695	30	20,848	Yes	59	\$ 47,950.40
WESTWOOD TR	TRINITY CT	INFANTA CT	438	28	13,143	Yes	59	\$ 30,228.90
YASGUR DR	WOODSIDE DR	MANKE LN	675	27	18,235	Yes	59	\$ 41,940.50
ANNE ST	SUZANNE ST	MARY ANN ST	552	29	16,014	Yes	58	\$ 36,832.20
ARTHUR DR	DONA CT	OAK ST	328	22	7,222	No	58	\$ 14,949.54
CENTRAL PW	HICKORY RD	END	240	8	1,916	No	58	\$ 3,966.12
CLAY ST	ALLY 1	HUTCHINS ST	171	39	6,662	Yes	58	\$ 15,322.60
LORR DR	TARA DR	CUL DE SAC	134	29	10,252	Yes	58	\$ 23,579.60
MITCHELL ST	DESMOND DR	HICKORY LN	961	30	28,822	Yes	58	\$ 66,290.60
N SEMINARY AV	CHURCH ST	E JUDD ST	316	33	10,417	Yes	58	\$ 23,959.10
QUILL LN	WOODSIDE DR	SWEETWATER DR	537	27	14,508	Yes	58	\$ 33,368.40
STEWART AV	MITCHELL ST	GOULD ST	329	21	6,905	No	58	\$ 14,293.35
TAPPAN ST	BAGLEY ST	GREENWOOD AVE	424	20	8,475	No	58	\$ 17,543.25
W JACKSON ST	OAKLAND AVE	HILL ST	436	24	10,468	No	58	\$ 21,668.76
WHEELER ST	NORTH ST	NEWELL ST	229	28	6,401	Yes	58	\$ 14,722.30
BERLTSUM LN	WHITE OAK LN	BOULDER LN	195	28	5,860	Yes	57	\$ 13,478.00
BULL VALLEY DR	CLUB ROAD	WHITE FACE CT	3,760	23	86,484	No	57	\$ 179,021.88
CASTLE RD	POND POINT RD	CORD GRASS TR	797	28	15,943	Yes	57	\$ 36,668.90
CLAY ST	MEADOW AVE	WALNUT DR	394	29	11,440	Yes	57	\$ 26,312.00
GIDDINGS ST	BROWN ST	BRINK ST	334	19	6,351	No	57	\$ 13,146.57
GREENWOOD AV	SEMINARY AVE	GREENWOOD CIR	437	36	15,727	Yes	57	\$ 36,172.10
JEFFERSON ST	HOY AVE	CHESTNUT AVE	365	27	9,858	Yes	57	\$ 22,673.40
JOSEPH ST	DIANE CT	ISLAND CT	986	30	29,569	Yes	57	\$ 68,008.70
QUEEN ANNE ST	GREENWOOD AVE	W BEECH AVE	325	22	7,159	No	57	\$ 14,819.13
STEWART AV	BLAKELY ST	MURIEL ST	356	20	7,125	No	57	\$ 14,748.75
TAPPAN ST	WILLOW AVE	MEADOW AVE	768	36	27,652	Yes	57	\$ 63,599.60
BUNKER ST	LIBERTY LN	BURBANK AVE	697	31	21,609	Yes	56	\$ 49,700.70
KISHWAUKEE VALLEY RD	RT 14	BORDEN ST	1,480	36	53,281	No	56	\$ 110,291.67
NORTHAMPTON ST	OLSON ST	CHRISTIAN WAY	119	22	2,624	No	56	\$ 5,431.68
PLEASANT ST	DANE ST	LINCOLN AVE	1,114	29	32,300	Yes	56	\$ 74,290.00
PRAIRIE RIDGE DR	CUL DE SAC		401	26	10,433	Yes	56	\$ 23,995.90
SAVANNA GROVE LN	FOX SEDGE TR	ASTER TR	335	26	8,713	Yes	56	\$ 20,039.90
SOUTH ST	MORAIN DRIVE	RT 14	507	36	18,237	Yes	56	\$ 41,945.10
VINE ST	MADISON ST	GREENLEY ST	443	24	10,636	Yes	56	\$ 24,462.80
BECKING AV	CONWAY ST	QUINLAN ST	625	30	18,742	Yes	55	\$ 43,106.60
CASTLE RD	COBBLESTONE WAY	POND POINT RD	672	28	14,122	Yes	55	\$ 32,480.60
GREENVIEW DR	FAIRVIEW LN	SERENITY LN	872	27	23,531	Yes	55	\$ 54,121.30
JEFFERSON ST	GRIFFING AVE	HOY AVE	338	27	9,115	Yes	55	\$ 20,964.50
LAKE AV	KIMBALL AVE	RT 47 - S EASTWOOD DR	1,071	33	35,339	Yes	55	\$ 81,279.70
RAFFEL RD	WARE RD	MARGE LN	1,010	25	25,249	Yes	55	\$ 58,072.70
SAVANNA GROVE LN	SOUTHVIEW DR	PRAIRIE RIDGE DR	489	29	14,195	Yes	55	\$ 32,648.50

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
SOUTH ST	DAKOTA EXIT	CITY LIMITS	1,298	31	40,238	No	55	\$ 83,292.66
SOUTH ST	DAKOTA ENT	DAKOTA EXIT	54	65	3,478	Yes	55	\$ 7,999.40
W JUDD ST	OAKLAND AVE	HILL ST	402	30	12,057	Yes	55	\$ 27,731.10
WATERLEAF LN	ASTER TR	CORD GRASS TR	283	26	7,360	Yes	55	\$ 16,928.00
CLOVER CHASE CI	PRAIRIE RIDGE DR	VERBENNA LN	1,520	30	45,588	Yes	54	\$ 104,852.40
DEAN ST	BLOOMFIELD DR	CITY LIMITS	150	26	3,910	Yes	54	\$ 16,930.30
FOX SEDGE TR	SAVANNA GROVE LN	CORD GRASS TR	1,033	26	26,852	Yes	54	\$ 61,759.60
GREENVIEW DR	SERENITY LN	SERENITY LN	2,269	27	61,259	Yes	54	\$ 140,895.70
HIGHLAND AV	BLAKELY ST	MURIEL ST	357	21	7,492	No	54	\$ 15,508.44
JEFFERSON ST	KIMBALL	BURBANK	421	28	11,776	Yes	54	\$ 27,084.80
LAKE AV	RT 14	COBBLESTONE WAY	1,494	40	59,747	Yes	54	\$ 137,418.10
LAKE SHORE DR	RT 14	END	1,770	32	56,655	No	54	\$ 117,275.85
LAUREL AV	ROOSEVELT ST	OAKWOOD ST	705	21	14,809	No	54	\$ 30,654.63
LUCAS RD	RT 47 - S EASTWOOD DR	EAST TO CITY LIMITS	721	30	21,624	No	54	\$ 44,761.68
MANKE LN	WOODSIDE DR	SEBASTIAN DR	256	29	7,418	Yes	54	\$ 17,061.40
MARTIN DR	SPARROW DR	NUTHATCH DR	696	30	20,882	Yes	54	\$ 48,028.60
PRAIRIE RIDGE DR	SAVANNA LN	CUL DE SAC	532	26	13,834	Yes	54	\$ 31,818.20
RIDGEWOOD DR	LEE ANN LN	MARK CT	561	31	17,403	Yes	54	\$ 40,026.90
DAVIS RD	DAVIS RD	CITY LIMITS	1,088	20	21,755	No	53	\$ 45,032.85
EMRICSON DR	PARKING LOT A	PARKING LOT B	89	42	3,729	No	53	\$ 7,719.03
HARROW GATE DR	McCONNELL RD	HARROW GATE DR	52	30	1,556	Yes	53	\$ 3,578.80
HARROW GATE DR	CITY LIMITS	HERON WAY	761	30	22,824	Yes	53	\$ 52,495.20
KILDEER DR	SPARROW DR	NUTHATCH DR	666	30	19,979	Yes	53	\$ 45,951.70
KILKENNY CT	LAKE AVE	TO CUL DE SAC	1,198	30	41,736	Yes	53	\$ 95,992.80
POWERS RD	MANKE LN	BUTTERFIELD RD	567	29	16,450	Yes	53	\$ 37,835.00
PRAIRIE RIDGE DR	INDIGO LN	SAVANNA LN	346	26	9,003	Yes	53	\$ 20,706.90
PRESWICK LN	REDTAIL CIR	FAIRVIEW LN	1,096	28	30,692	Yes	53	\$ 70,591.60
BOULDER LN	BERLTSUM LN	WHITE OAK LN	605	30	18,147	Yes	52	\$ 78,576.51
BUNKER ST	BURBANK AVE	KIMBALL AVE	422	22	9,274	No	52	\$ 34,777.50
BURBANK AV	JEFFERSON ST	HIBBARD ST	425	28	11,886	Yes	52	\$ 51,466.38
CLUB RD	BULL VALLEY DR	GALLOWAY DR	393	24	9,436	No	52	\$ 35,385.00
CORD GRASS TR	WATERLEAF LN	SAVANNA GROVE LN	653	26	16,966	Yes	52	\$ 73,462.78
DONOVAN AV	RHODES ST	OLIVE ST	667	21	13,997	Yes	52	\$ 60,607.01
JOSEPH ST	QUAIL CT	DIANE CT	369	31	11,445	Yes	52	\$ 49,556.85
MITCHELL ST	KIMBALL AVE	DESMOND DR	344	30	10,312	Yes	52	\$ 44,650.96
OAKMONT DR	REDTAIL DR	BULL VALLEY DR	441	30	13,244	No	52	\$ 49,665.00
W JACKSON ST	BORDEN ST	KISHWAUKEE VALLEY RD	1,434	33	47,318	No	52	\$ 177,442.50
WHEELER ST	W. BEECH AVE	GREENWOOD AVE	325	30	9,738	Yes	52	\$ 42,165.54
WINSLOW CI	LORR DR	GERRY ST	1,153	30	34,601	Yes	52	\$ 149,822.33
CASTLE RD	RT 47	COBBLESTONE	1,909	21	40,092	Yes	51	\$ 173,598.36
DEAN ST	HERCULES RD	PERKINS RD	4,085	26	106,215	No	51	\$ 398,306.25

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
HARROW GATE DR	MALLARD LN	CUL DE SAC	306	30	15,271	Yes	51	\$ 66,123.43
HARVEST CT	AMBER CT	END	219	30	12,920	Yes	51	\$ 55,943.60
HERON WY	MCCONNELL RD	MALLARD LN	949	30	28,482	Yes	51	\$ 123,327.06
LISA ST	MARY ANN ST	SUZANNE ST	539	30	16,168	Yes	51	\$ 70,007.44
PRAIRIE RIDGE DR	GINNY LN	SANDPIPER LN	283	29	8,217	Yes	51	\$ 35,579.61
S EAST ST	KIMBALL AVE	BURBANK AVE	404	19	7,680	No	51	\$ 28,800.00
ASH AV	WHEELER ST	TAPPAN ST	277	31	8,600	Yes	50	\$ 37,238.00
BANFORD RD	TANAGER DR	QUEEN ANNE RD	3,012	21	63,245	Yes	50	\$ 273,850.85
BUTTERFIELD RD	MANKE LN	POWERS RD	730	27	19,704	Yes	50	\$ 85,318.32
E JACKSON ST	DOUGLAS ST	NEBRASKA ST	457	18	8,223	No	50	\$ 30,836.25
McCONNELL RD	RT 47 - S EASTWOOD DR	RxR TRACKS	326	24	7,816	No	50	\$ 29,310.00
QUAIL CT	JOSEPH ST	TERRY CT	758	31	23,492	Yes	50	\$ 101,720.36
SAVANNA GROVE LN	BARBARY LN	SOUTH VIEW DR	614	29	17,816	Yes	50	\$ 77,143.28
SERENITY LN	GREENVIEW DR	CUL DE SAC	88	27	9,325	Yes	50	\$ 40,377.25
SUZANNE ST	LISA ST	ANNE ST	323	29	9,372	Yes	50	\$ 40,580.76
WHEELER ST	SUMMIT AVE	W. BEECH AVE	323	30	9,699	Yes	50	\$ 41,996.67
Poor (35 - 49)								
AMBER CT	GOLDEN AVE	HARVEST CT	382	30	11,465	Yes	49	\$ 49,643.45
BAGLEY ST	QUEEN ANNE ST	WHEELER ST	333	18	5,986	No	49	\$ 22,447.50
DEAN ST	RIDGELAND AVE	SCHRYVER AVE	163	37	6,044	Yes	49	\$ 26,170.52
DEAN ST	STEWART AVE	RIDGELAND AVE	447	36	16,106	Yes	49	\$ 69,738.98
FOREST AV	GERRY	END	161	29	4,668	Yes	49	\$ 20,212.44
LAKE AV	CATALPA LN/KILKENNY CT	RT 14	961	45	43,227	Yes	49	\$ 187,172.91
LAKE AV	AMERICAN AVE	KILKENNY CT	497	62	30,832	Yes	49	\$ 133,502.56
PRAIRIE RIDGE DR	INDIGO LN	COUNTRY RIDGE LN	387	29	11,237	Yes	49	\$ 48,656.21
REDWING DR	BARN SWALLOW DR	TANAGER DR	372	31	11,518	Yes	49	\$ 49,872.94
SHORT ST	RR TRACKS	RAILROAD ST	109	40	4,347	Yes	49	\$ 18,822.51
TWELVE OAKS PW	BROADWAY AVE	ASHLEY CT	162	31	5,032	Yes	49	\$ 21,788.56
AMSTERDAM ST	OAK ST	PLEASANT ST	396	29	11,483	Yes	48	\$ 49,721.39
HIGHLAND AV	BLAKELY ST	TO END	260	19	4,933	No	48	\$ 18,498.75
PRAIRIE RIDGE DR	SANDPIPER LN	COUNTRY RIDGE SQ	201	29	5,828	Yes	48	\$ 25,235.24
PRESWICK LN	GREENVIEW DR	FAIRVIEW LN	997	27	26,921	Yes	48	\$ 116,567.93
SPARROW DR	KILDEER DR	EAST TO END	141	30	4,222	Yes	48	\$ 18,281.26
STRAUSS CT	VERDI ST	CUL DE SAC	310	27	14,740	Yes	48	\$ 63,824.20
ASH AV	WHEELER ST	WHEELER	1,279	31	39,661	Yes	47	\$ 171,732.13
BIRCH RD	ROGER RD	ST. JOHNS RD	454	30	13,611	Yes	47	\$ 58,935.63
CATALPA LN	LAKE AVE	AMERICAN AVE	625	32	20,014	Yes	47	\$ 86,660.62
DAKOTA DR	OSAGE WAY	TETON DR	644	31	19,968	Yes	47	\$ 86,461.44
DEAN ST	SCHRYVER AVE	HIGHLAND AVE	112	36	4,031	Yes	47	\$ 17,454.23
JEFFERSON ST	E. JUDD ST	E. JACKSON ST	325	36	11,715	Yes	47	\$ 50,725.95

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
LAWNDALE AV	FREMONT ST	ROOSEVELT ST	447	22	9,842	No	47	\$ 36,907.50
MANKE LN	POWERS RD	BUTTERFIELD RD	260	29	7,529	Yes	47	\$ 32,600.57
N SEMINARY AV	E JUDD ST	E JACKSON ST	325	35	11,391	Yes	47	\$ 49,323.03
DEAN ST	TRYON ST	FOREST AVE	413	27	11,146	Yes	46	\$ 48,262.18
DONOVAN AV	WHEELER	TAPPAN	327	27	8,819	Yes	46	\$ 38,186.27
EASTWOOD CT	RT 47	RT 47	234	18	4,217	Yes	46	\$ 18,259.61
GINNY LN	PRAIRIE RIDGE DR	PORTAGE LN	533	29	15,447	Yes	46	\$ 66,885.51
HARROW GATE DR	HERON WAY	MALLARD LN	648	30	19,442	Yes	46	\$ 84,183.86
HUTCHINS ST	CLAY ST	MADISON ST	509	40	20,362	Yes	46	\$ 88,167.46
JEFFERSON ST	FREMONT ST	GRIFFING AVE	310	27	8,377	Yes	46	\$ 36,272.41
McCONNELL RD	GREENVIEW DR	CITY LIMITS	493	27	13,298	No	46	\$ 49,867.50
QUEEN ANNE ST	W BEECH AVE	SUMMIT AVE	323	22	7,102	No	46	\$ 26,632.50
RHODES ST	DONOVAN AVE	OLIVE	287	18	5,165	No	46	\$ 19,368.75
VIVALDI ST	WARE RD	VERDI ST	333	27	9,002	Yes	46	\$ 38,978.66
CASTLEBAR TR	INFANTA CT	DONEGAL CT	624	28	18,706	Yes	45	\$ 80,996.98
KIMBALL AV	S. EAST ST	LAKE AVE	2,109	36	75,913	Yes	45	\$ 328,703.29
LEAH LN	COUNTRY CLUB RD	ZIMMERMAN RD	2,001	30	60,019	Yes	45	\$ 259,882.27
RED BARN RD	ROLLER DR	RED BARN CT	317	29	9,191	No	45	\$ 34,466.25
RIDGELAND AV	GERRY ST	BLAKELY ST	424	21	8,906	Yes	45	\$ 38,562.98
WESTWOOD TR	MORAIN DR	WESTWOOD CT	528	24	12,151	No	45	\$ 45,566.25
WHITE OAK LN	BOULDER LN	BERLTSUM LN	1,086	28	32,595	Yes	45	\$ 141,136.35
BERLTSUM LN	GALLOWAY DR	WHITE OAK LN	1,102	28	33,051	Yes	44	\$ 143,110.83
COUNTRY RIDGE SQ	SANDPIPER LN	PRAIRIE RIDGE DR	350	27	9,453	Yes	44	\$ 40,931.49
EMRICSON DR	PARKING LOT B	JACKSON DR	895	24	21,485	No	44	\$ 80,568.75
GROVE ST	CLAY ST	MADISON ST	503	27	13,581	Yes	44	\$ 58,805.73
HERRINGTON PL	AUSTIN AVE	END	129	29	3,731	Yes	44	\$ 16,155.23
LAKE SHORE DR	RT 14	HARDING LN	744	38	28,258	Yes	44	\$ 122,357.14
POPLAR LN	ST. JOHNS RD	ROGER RD	485	30	14,537	Yes	44	\$ 62,945.21
PORTAGE LN	PRAIRIE RIDGE DR	GINNY LN	433	30	13,005	Yes	44	\$ 56,311.65
TAPPAN ST	ASH AVE	WILLOW AVE	706	36	25,399	Yes	44	\$ 109,977.67
WHEELER ST	MEADOW AVE	SUMMIT AVE	324	30	9,713	Yes	44	\$ 42,057.29
BIGELOW RD	PARKING LOT E	KISHWAUKEE VALLEY RD	537	24	12,885	No	43	\$ 48,318.75
BRAHMS CT	VERDI CT	NORTH CUL DE SAC	196	27	11,161	Yes	43	\$ 48,327.13
CALHOUN ST	JOHNSON ST	DEAN ST	190	44	8,349	Yes	43	\$ 36,151.17
GINNY LN	BARBARY LN	BLUE BONNET LN	296	29	8,571	Yes	43	\$ 37,112.43
RAFFEL RD	CITY LIMITS	HAYDN ST	360	28	10,069	Yes	43	\$ 43,598.77
RIDGEWOOD DR	DEAN ST	LEE ANN LN	199	31	6,175	Yes	43	\$ 26,737.75
WILLOW AV	MADISON ST	RT 47	484	30	14,534	Yes	43	\$ 62,932.22
BRIDGE LN	HARDING LN	TO END	840	38	31,916	Yes	42	\$ 138,196.28
BUNKER ST	CHESTNUT AVE	SCHRYVER AVE	339	22	7,454	No	42	\$ 27,952.50
CLAY ST	GREENWOOD AVE	E BEECH AVE	342	28	9,584	Yes	42	\$ 41,498.72

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
COBBLESTONE WY	POND POINT RD	CASTLE RD	806	36	29,025	Yes	42	\$ 125,678.25
E JACKSON ST	MADISON ST	S. SEMINARY AVE	416	31	12,907	Yes	42	\$ 55,887.31
E JUDD ST	DOUGLAS ST	NEBRASKA ST	457	40	18,274	Yes	42	\$ 79,126.42
GOLDEN AV	AMBER CT	WINSLOW AVE	658	29	19,087	Yes	42	\$ 82,646.71
GREENWOOD AV	THOMAS DR	WICKER ST	286	37	10,577	Yes	42	\$ 45,798.41
HAVENS DR	MANKE LN	BUTTERFIELD RD	641	27	17,312	Yes	42	\$ 74,960.96
HICKORY RD	ST JOHNS RD	ROGER RD	455	17	7,730	No	42	\$ 28,987.50
MORAIN DR	SOUTH	WESTWOOD TR	608	22	13,382	No	42	\$ 50,182.50
SERENITY LN	GREENVIEW DR	ROLLER DR	739	27	19,963	Yes	42	\$ 86,439.79
TAPPAN ST	TERRY CT	CHERRY CT	166	36	5,992	Yes	42	\$ 25,945.36
WESTWOOD TR	WESTWOOD CT	WESTWOOD CT	122	24	2,801	No	42	\$ 10,503.75
AMBER CT	WINSLOW AVE	END - WINSLOW CT	307	30	15,583	Yes	41	\$ 67,474.39
BLUE BONNET LN	WOOD CT	GINNY LN	561	29	16,272	Yes	41	\$ 70,457.76
COBBLESTONE WY	RT 47 - S EASTWOOD DR	POND POINT RD	525	36	18,901	Yes	41	\$ 81,841.33
DIVISION ST	SCHRYVER	HOY AVE	773	22	17,008	No	41	\$ 63,780.00
EDGEWOOD DR	CITY LIMITS	CITY LIMITS	65	21	1,365	No	41	\$ 5,118.75
FREMONT ST	MADISON ST	LAWNDALE AVE	131	28	3,660	Yes	41	\$ 15,847.80
GOLDEN OAK DR	West end cul de sac	East end cul de sac	381	30	11,443	Yes	41	\$ 49,548.19
HICKORY LN	SANDO LANE	BLAKELY ST	221	19	4,198	No	41	\$ 15,742.50
McCONNELL RD	W HALMA LN EXIT	E HALMA LN ENTRANCE	55	36	1,972	No	41	\$ 7,395.00
MEMORIAL DR	DOTY RD	TO END	914	40	36,552	Yes	41	\$ 158,270.16
ROBERT DR	CARLISLE DR	COLLINS DR	603	30	18,092	Yes	41	\$ 78,338.36
VERBENA LN	PRAIRIE RIDGE DR	CLOVER CHASE CIR	659	30	19,765	Yes	41	\$ 85,582.45
WESTWOOD TR	WESTWOOD CT	OAKVIEW TER	449	24	10,326	No	41	\$ 38,722.50
WICKER ST	FOX LN	ORCHARD CT	969	31	30,048	Yes	41	\$ 130,107.84
AUSTIN AV	HERRINGTON PLACE	FOREST AVE	683	29	19,795	Yes	40	\$ 85,712.35
BARBARY LN	GINNY LN	SANDPIPER LN	282	29	8,187	Yes	40	\$ 35,449.71
CAIRNS CT	WASHINGTON ST	END	460	20	9,196	No	40	\$ 34,485.00
EDGEWOOD DR	CITY LIMITS	CITY LIMITS	85	21	1,789	No	40	\$ 6,708.75
HARDING LN	BRIDGE LN	END	592	38	22,500	Yes	40	\$ 97,425.00
HERRINGTON PL	AUSTIN AVE	HAYWARD ST	195	29	5,664	Yes	40	\$ 24,525.12
MARY ANN ST	CAROL AVE	LISA ST	332	30	10,174	Yes	40	\$ 44,053.42
RAFFEL RD	MANKE LN	MARGE LN	787	25	19,673	Yes	40	\$ 85,184.09
SENECA CT	SOUTH TO CUL DE SAC		84	25	8,468	No	40	\$ 31,755.00
ST JOHNS RD	RT 47	BIRCH RD	946	37	34,986	Yes	40	\$ 151,489.38
ST JOHNS RD	HICKORY RD	POPLAR LN	491	35	17,183	Yes	40	\$ 74,402.39
ST JOHNS RD	POWERS RD	WOODSIDE DR	964	35	33,725	Yes	40	\$ 146,029.25
TETON DR	DAKOTA DR	TO END	154	30	4,610	Yes	40	\$ 19,961.30
BIRCH RD	RT 47	CHARLES ST	777	31	24,080	Yes	39	\$ 104,266.40
BORDEN ST	CASTLESHIRE DR	CASTLESHIRE DR	435	29	12,612	Yes	39	\$ 54,609.96
CLUB RD	GALLOWAY DR	BULL VALLEY DR	2,091	24	50,174	No	39	\$ 188,152.50

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
DEAN ST	FOREST AVE	HOY AVE	150	31	4,647	Yes	39	\$ 25,512.03
GREENVIEW DR	PRESWICK LN	FAIRVIEW LN	244	27	6,580	Yes	39	\$ 28,491.40
IRVING AV	MCHENRY AVE	OLSON ST	401	27	10,815	Yes	39	\$ 46,828.95
LINCOLN AV	PLEASANT ST	DACY ST	360	27	9,729	Yes	39	\$ 42,126.57
MADISON ST	GROVE ST	TODD AVE	786	30	23,571	Yes	39	\$ 102,062.43
MANKE LN	RAFFEL RD	YASGUR DR	187	29	5,424	Yes	39	\$ 23,485.92
MARY ANN ST	OAK ST	CAROL AVE	431	39	16,796	Yes	39	\$ 72,726.68
MARY ANN ST	WASHINGTON ST	PLEASANT ST	394	39	15,370	Yes	39	\$ 66,552.10
POND POINT RD	COBBLESTONE WAY	CASTLE RD	1,192	32	38,141	Yes	39	\$ 165,150.53
RAILROAD ST	SHORT ST	QUEEN ANNE ST	131	30	3,929	Yes	39	\$ 17,012.57
SENECA CT	NORTH TO CUL DE SAC		436	24	16,386	No	39	\$ 61,447.50
BAGLEY ST	WICKER ST	JEWETT ST	343	19	6,512	No	38	\$ 30,280.80
DUNCAN PL	DUNCAN PLACE	DILLARD	952	30	28,550	Yes	38	\$ 156,739.50
E JUDD ST	BENTON ST	JEFFERSON ST	181	27	4,877	Yes	38	\$ 26,774.73
MADISON ST	TODD AVE	DONOVAN AVE	481	30	14,437	Yes	38	\$ 79,259.13
McCONNELL RD	CITY LIMITS	CITY LIMITS	1,255	23	28,861	No	38	\$ 134,203.65
OAK ST	WEST AVE	CAROL AVE	649	29	18,808	Yes	38	\$ 103,255.92
OLSON ST	PINE COURT	END	155	15	2,329	No	38	\$ 10,829.85
SANDPIPER LN	PRAIRIE RIDGE DR	COUNTRY RIDGE SQ	182	27	4,906	Yes	38	\$ 26,933.94
SANDPIPER LN	INDIGO LN	BARBARY LN	637	27	17,203	Yes	38	\$ 94,444.47
WHEELER ST	BAGLEY ST	GREENWOOD AVE	424	30	12,720	Yes	38	\$ 69,832.80
WICKER ST	THIRD ST	RAILROAD ST.	94	38	3,558	Yes	38	\$ 19,533.42
E HALMA LN	BERLTSUM LN	ENTRANCE RD	806	20	16,114	Yes	37	\$ 88,465.86
E JUDD ST	JEFFERSON ST	MADISON ST	361	36	13,007	Yes	37	\$ 71,408.43
FOREST AV	GOULD	AUSTIN	184	29	5,345	Yes	37	\$ 29,344.05
FREMONT ST	BUNKER ST	JEFFERSON ST	444	28	12,438	Yes	37	\$ 68,284.62
GALLOWAY DR	BERLTSUM LN	AYRSHIRE CT	638	22	14,041	No	37	\$ 65,290.65
GRIFFING AV	BUNKER ST	JEFFERSON ST	429	21	9,012	No	37	\$ 41,905.80
JEFFERSON ST	SOUTH ST	DEAN ALLY	164	34	5,584	Yes	37	\$ 30,656.16
JEFFERSON ST	DEAN ALLY	CALHOUN ST	168	34	5,705	Yes	37	\$ 31,320.45
LAUREL AV	OAKWOOD ST	KIMBALL AVE	386	21	8,112	No	37	\$ 37,720.80
McCONNELL RD	ZIMMERMAN RD	GOLDEN OAK DR	490	30	14,708	Yes	37	\$ 80,746.92
NUTHATCH DR	MARTIN DR	KILDEER DR	302	30	9,047	Yes	37	\$ 49,668.03
RYAN CT	WESTWOOD TR	TO CUL DE SAC	610	24	22,016	Yes	37	\$ 120,867.84
SILVER CREEK RD	HICKORY RD	CUL DE SAC	808	31	25,045	Yes	37	\$ 137,497.05
SUNSET RIDGE DR	HILLSIDE RD	WASHINGTON ST	1,973	19	37,481	No	37	\$ 174,286.65
WOOD DR	BLUE BONNET LN	BARBARY LN	317	29	9,188	Yes	37	\$ 50,442.12
AMBER CT	HARVEST CT	WINSLOW AVE	311	30	9,344	Yes	36	\$ 51,298.56
BROADWAY AV	MCHENRY AVE	GREENWOOD AVE	1,261	25	31,528	No	36	\$ 146,605.20
CATALPA LN	RT 47 - S EASTWOOD DR	INDUSTRIAL HTS DR	1,806	31	55,975	Yes	36	\$ 307,302.75
DEAN ST	KIMBALL AVE	RIDGEWOOD DR	1,304	36	46,937	Yes	36	\$ 257,684.13

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
DEAN ST	KIMBALL AVE	KIMBALL AVE	31	36	1,131	Yes	36	\$ 6,209.19
OAKWOOD ST	ROOSEVELT ST	LAUREL AVE	324	20	6,474	No	36	\$ 30,104.10
OAKWOOD ST	JEFFERSON ST	ROOSEVELT ST	363	20	7,263	No	36	\$ 33,772.95
RED BARN RD	RED BARN CT	TO END	147	29	4,261	No	36	\$ 19,813.65
SUMMIT AV	JEWETT ST	QUEEN ANNE ST	341	22	7,511	Yes	36	\$ 41,235.39
WHEELER ST	WASHINGTON ST	RR TRACKS	363	22	7,976	Yes	36	\$ 43,788.24
CALHOUN ST	JEFFERSON ST	MADISON ST	361	44	15,873	Yes	35	\$ 87,142.77
CLUB RD	COUNTRY CLUB RD	BULL VALLEY DR	329	40	13,154	Yes	35	\$ 72,215.46
GINNY LN	WOOD DR	PRAIRIE RIDGE DR	291	29	8,426	Yes	35	\$ 46,258.74
HARDING LN	LAKE SHORE DR	SOUTH TO CITY LIMITS	160	38	6,080	Yes	35	\$ 33,379.20
WILLOW BROOKE DR	RT 47 - S EASTWOOD DR	END	415	22	9,136	No	35	\$ 42,482.40
Very Poor (20 - 34)								
BERLTSUM LN	W HALMA LN	END	167	30	4,995	Yes	34	\$ 27,422.55
BIGELOW RD	EMRICSON DR	PARKING LOT E	1,563	24	37,504	No	34	\$ 174,393.60
DANE ST	BECKING AVE	PLEASANT ST	326	30	9,793	Yes	34	\$ 53,763.57
DILLARD CT	DUNCAN PLACE	DUNCAN PLACE	1,424	30	45,229	Yes	34	\$ 248,307.21
GREENVIEW DR	MCCONNELL RD	PRESWICK LN	777	27	20,982	Yes	34	\$ 115,191.18
GRETA AV	DUVAL DR	CUL DE SAC	327	29	15,852	Yes	34	\$ 87,027.48
HAYWARD ST	CALHOUN ST	SOUTH ST	327	29	9,497	Yes	34	\$ 52,138.53
KIMBALL AV	LAUREL AVE	S. EAST ST	155	29	4,499	Yes	34	\$ 24,699.51
LAKE AV	RT 47 - S EASTWOOD DR	AMERICAN AVE	3,487	40	139,485	Yes	34	\$ 765,772.65
MALLARD LN	HERON WAY	HARROW GATE DR	642	30	19,252	Yes	34	\$ 105,693.48
MEADOW AV	TAPPAN ST	CLAY ST	661	27	17,848	Yes	34	\$ 97,985.52
MORAIN DR	OAKVIEW TER	CASTLEBAR	742	22	16,326	Yes	34	\$ 89,629.74
OAKMONT DR	RIDGEMOOR TR	REDTAIL DR	236	30	7,090	No	34	\$ 32,968.50
ST JOHNS RD	POPLAR LN	POWERS RD	529	35	18,503	Yes	34	\$ 101,581.47
TERRY CT	TAPPAN ST	CLAY ST	967	30	28,997	Yes	34	\$ 159,193.53
CLAY ST	TODD AVE	DONOVAN AVE	482	28	13,495	Yes	33	\$ 74,087.55
HICKORY RD	ST. JOHNS RD	SILVER CREEK	446	31	13,834	Yes	33	\$ 75,948.66
MEADOW AV	JEWETT ST	QUEEN ANNE ST	341	31	10,584	Yes	33	\$ 58,106.16
RAFFEL RD	HAYDN ST	WARE RD	1,607	29	46,615	No	33	\$ 216,759.75
SHEILA ST	RT 47	CENTRAL PARKWAY	1,115	26	28,982	Yes	33	\$ 159,111.18
WHEELER ST	SECOND ST	THIRD ST	392	29	11,360	Yes	33	\$ 62,366.40
WICKER ST	RAILROAD TRACK	SHORT ST	554	38	21,071	Yes	33	\$ 115,679.79
CATALPA LN	LAKE AVE	INDUSTRIAL HTS	914	31	28,322	Yes	32	\$ 155,487.78
FOREST AV	BLAKELY	MURIEL	356	29	10,331	Yes	32	\$ 56,717.19
IRVING AV	RT 47	MCHENRY AVE	2,313	30	69,395	Yes	32	\$ 380,978.55
MADISON ST	E JACKSON ST	RR TRACKS	163	30	4,900	Yes	32	\$ 26,901.00
McCONNELL RD	GOLDEN OAK DR	W HALMA LN EXIT	1,924	36	69,267	No	32	\$ 322,091.55
PLEASANT ST	LINCOLN AVE	QUINLAN ST	148	29	4,286	Yes	32	\$ 23,530.14

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
TAPPAN ST	DONOVAN AVE	BAGLEY ST	429	22	9,446	No	32	\$ 43,923.90
TAPPAN ST	MELODY LN	TERRY CT	982	36	35,337	Yes	32	\$ 194,000.13
CHARLES ST	BIRCH RD	CENTRAL PARKWAY	988	28	27,651	Yes	31	\$ 151,803.99
DEAN ST	PRAIRIE RIDGE DR	WAGNER LN	514	36	18,512	Yes	31	\$ 101,630.88
DEERPATH RD	CITY LIMITS	COUNTRY CLUB RD	3,188	22	70,129	No	31	\$ 326,099.85
GOLDEN AV	TARA DR	AMBER CT	328	29	9,505	Yes	31	\$ 52,182.45
NEWELL ST	CLAY ST	MADISON ST	508	32	16,242	Yes	31	\$ 89,168.58
OAKLAND ST	W JACKSON ST	W JUDD ST	342	27	9,243	Yes	31	\$ 50,744.07
TWELVE OAKS PW	RHETT PL	SCARLET WAY	296	31	9,173	Yes	31	\$ 50,359.77
VERBENA LN	CLOVER CHASE CIR	PORTAGE LN	635	30	19,040	Yes	31	\$ 104,529.60
WICKER ST	W. BEECH AVE	GREENWOOD AVE	327	32	10,460	Yes	31	\$ 57,425.40
CASTLESHIRE DR	BORDEN ST	BORDEN ST	1,262	29	36,589	Yes	30	\$ 200,873.61
DANE ST	MARY ANN ST	ARTHUR DR	146	29	4,238	Yes	30	\$ 23,266.62
DAVIS RD	DEAN ST	CITY LIMITS	5,235	21	109,927	No	30	\$ 511,160.55
DIECKMAN ST	TEHCOURT	END	346	31	10,724	Yes	30	\$ 58,874.76
GREENWOOD AV	CLAY ST	MADISON ST	513	37	18,972	Yes	30	\$ 104,156.28
JEFFERSON ST	E. JACKSON ST	CALHOUN ST	335	36	12,067	Yes	30	\$ 66,247.83
TANAGER DR	NUTHATCH DR	SPARROW DR	644	31	19,976	Yes	30	\$ 109,668.24
TARA DR	GOLDEN AVE	WINSLOW AVE	681	30	20,425	Yes	30	\$ 112,133.25
BAGLEY ST	CLAY ST	MADISON ST	513	19	9,739	No	29	\$ 45,286.35
CLAY ST	DONOVAN AVE	BAGLEY ST	429	28	12,022	Yes	29	\$ 66,000.78
E JUDD ST	NEBRASKA ST	RT 47	473	40	18,927	Yes	29	\$ 103,909.23
GREENWOOD AV	RAFFEL RD	END	558	23	12,843	Yes	29	\$ 70,508.07
PARK ST	SEMINARY AVE	CRESCENT CT	331	30	9,924	Yes	29	\$ 54,482.76
PEACH TREE LN	HILLTOP CT	CLAY ST	255	31	7,914	Yes	29	\$ 43,447.86
QUAIL CT	TERRY CT	FOX LN	552	31	17,127	Yes	29	\$ 94,027.23
SHARON DR	ROSE CT	TIMOTHY LN	605	22	13,309	No	29	\$ 69,206.80
CALHOUN ST	HAYWARD ST	TRYON ST	360	27	9,729	Yes	28	\$ 53,412.21
CAROL ST	OAK ST	WEST AVE	594	30	17,819	Yes	28	\$ 97,826.31
FOREST AV	MURIEL	MITCHELL	359	29	10,422	Yes	28	\$ 57,216.78
NORTHAMPTON ST	MCHENRY AVE	OLSON	335	22	7,379	No	28	\$ 34,312.35
PLEASANT ST	DANE ST	AMSTERDAM ST	515	29	14,941	Yes	28	\$ 82,026.09
ARTHUR DR	DANE ST	DONA CT	546	22	12,010	No	27	\$ 55,846.50
AYRSHIRE CT	GALLOWAY DR	TO CUL DE SAC	285	22	10,110	No	27	\$ 47,011.50
BLAKELY ST	SOUTH ST	FOREST AVE	1,303	30	39,095	Yes	27	\$ 214,631.55
E HALMA LN	MCCONNELL RD	ENTRANCE ROAD	216	18	3,889	Yes	27	\$ 21,350.61
FREMONT ST	DAVIS CT	LAWNDALE AVE	409	28	11,446	Yes	27	\$ 62,838.54
GROVE ST	MADISON ST	N. SEMINARY AVE	446	27	12,052	Yes	27	\$ 66,165.48
HERON WY	MALLARD LN	HARROW GATE DR	257	30	7,724	Yes	27	\$ 42,404.76
KISHWAUKEE VALLEY RD	CITY LIMITS	CEMETERY RD	657	19	12,488	No	27	\$ 58,069.20
LAKE AV	SOUTH ST	GREENLEY ST	551	31	17,075	Yes	27	\$ 93,741.75

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
MURIEL ST	RIDGELAND AVE	HIGHLAND AVE	305	21	6,406	No	27	\$ 29,787.90
ORCHARD CT	WICKER ST	TO CUL DE SAC	123	30	8,722	Yes	27	\$ 47,883.78
RIDGEWOOD DR	MARK CT	LIBERTY LN	535	31	16,599	Yes	27	\$ 91,128.51
ROOSEVELT ST	OAKWOOD AVE	LAUREL AVE	389	21	8,167	No	27	\$ 37,976.55
VALERIAN LN	WOOD DR	GINNY LN	563	29	16,338	Yes	27	\$ 89,695.62
GREENWOOD AV	MADISON ST	RT 47	454	40	18,159	Yes	26	\$ 99,692.91
LORR DR	WINSLOW CIR	TARA DR	352	29	10,196	Yes	26	\$ 55,976.04
PARK ST	SEMINARY AVE	NORTHAMPTON ST	324	29	9,406	Yes	26	\$ 51,638.94
PORTAGE LN	VERBENA LN	PRAIRIE RIDGE DR	286	30	8,577	Yes	26	\$ 47,087.73
WARE RD	RT 47	POWERS RD	672	21	14,109	Yes	26	\$ 77,458.41
BOBLINK CI	BULL VALLEY DR	BULL VALLEY DR	1,119	22	24,621	No	25	\$ 114,487.65
BORDEN ST	CASTLESHIRE DR	CLAUSSEN DR	502	29	14,560	Yes	25	\$ 79,934.40
HARDING LN	LAKE SHORE DR	BRIDGE LN	626	38	23,787	Yes	25	\$ 130,590.63
McCONNELL RD	E HALMA LN ENTRANCE	COURTAULDS DR	271	36	9,746	No	25	\$ 45,318.90
OLIVE ST	RHODES ST	FRANSON ST	323	20	6,459	No	25	\$ 30,034.35
TANAGER DR	BARN SWALLOW DR	CITY LIMITS	382	31	11,829	Yes	25	\$ 64,941.21
WESTWOOD CT	WESTWOOD TR	WESTWOOD TR	256	22	5,623	No	25	\$ 26,146.95
WICKER ST	GREENWOOD AVE	BAGLEY ST	425	36	15,317	Yes	25	\$ 84,090.33
BORDEN ST	KISHWAUKEE VALLEY RD	CASTLESHIRE DR	409	29	11,873	Yes	24	\$ 65,182.77
CAROL ST	WEST	MARY ANN ST	789	30	23,663	Yes	24	\$ 129,909.87
CHESTNUT AV	BUNKER ST	JEFFERSON ST	430	24	10,323	No	24	\$ 48,001.95
CORD GRASS TR	CASTLE RD	WATERLEAF LN	368	26	9,555	Yes	24	\$ 52,456.95
DESMOND DR	MURIEL ST	MITCHELL ST	355	30	10,641	Yes	24	\$ 58,419.09
DONOVAN AV	RHODES ST	WICKER ST	321	21	6,734	No	24	\$ 31,313.10
GALLOWAY DR	BULL VALLEY DR	AYRSHIRE CT	530	22	12,718	No	24	\$ 66,133.60
GREENWOOD CI	GREENWOOD AVE	SEMINARY AVE	1,201	30	36,034	Yes	24	\$ 197,826.66
HILL ST	MARGARET DR	END	217	29	6,306	Yes	24	\$ 34,619.94
IRVING AV	PARK ST	END	359	20	7,180	No	24	\$ 33,387.00
JULIE ST	CENTRAL PARKWAY	CUL DE SAC	1,092	29	31,671	Yes	24	\$ 173,873.79
KIMBALL AV	JEFFERSON ST	HIBBARD ST	425	29	12,311	Yes	24	\$ 67,587.39
LAWNDALE AV	ROOSEVELT ST	FREMONT ST	1,259	20	25,171	No	24	\$ 117,045.15
MADISON ST	VINE ST	FREMONT ST	320	27	8,635	Yes	24	\$ 47,406.15
MURIEL ST	FOREST AVE	STEWART AVE	297	21	6,247	No	24	\$ 29,048.55
POWERS RD	ROGER RD	BUTTERFIELD RD	291	30	8,742	Yes	24	\$ 47,993.58
WHEELER ST	ASH AVE	ASH AVE	901	31	27,921	Yes	24	\$ 153,286.29
ASH AV	TAPPAN ST	WALNUT DR	401	30	12,026	Yes	23	\$ 96,208.00
BRINK ST	SMITH ST	GIDDINGS ST	360	21	7,567	No	23	\$ 39,348.40
CLAY CT	LANE	CUL DE SAC	34	21	2,755	Yes	23	\$ 22,040.00
CLAY ST	WALNUT DR	LOCUST AVE	298	29	8,649	Yes	23	\$ 69,192.00
DAKOTA DR	TETON DR	OSAGE WAY	459	31	14,239	Yes	23	\$ 113,912.00
DOTY RD	MEMORIAL DR	CITY LIMITS	416	36	14,976	Yes	23	\$ 119,808.00

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
FREMONT ST	VINE ST	DAVIS CT	275	28	7,697	Yes	23	\$ 61,576.00
HILLTOP CT	PEACH TREE LN	TO CUL DE SAC	491	30	19,764	Yes	23	\$ 158,112.00
KIMBALL AV	BLAKELY ST	MITCHELL ST	717	29	20,807	Yes	23	\$ 166,456.00
LAKE AV	DICK TRACY WAY	FREMONT ST	1,119	31	34,674	Yes	23	\$ 735,088.80
LAKE AV	DAVIS CT	DICK TRACY WAY	541	31	16,756	Yes	23	\$ 355,227.20
SOUTH ST	HILL ST	BLAKELY ST	307	29	8,904	Yes	23	\$ 188,764.80
SUMMIT AV	THOMAS DR	WICKER ST	297	31	9,206	Yes	23	\$ 73,648.00
TWELVE OAKS PW	ASHLEY CT	RHETT PL	271	31	8,397	Yes	23	\$ 67,176.00
WAGNER LN	WAGNER LN	END	65	20	1,295	No	23	\$ 6,734.00
WAGNER LN	DEAN ST	CITY LIMITS	1,744	23	40,114	No	23	\$ 208,592.80
WICKER ST	DONOVAN AVE	DONOVAN AVE	23	36	815	No	23	\$ 4,238.00
WICKER ST	BAGLEY ST	DONOVAN AVE	407	36	14,642	Yes	23	\$ 117,136.00
WICKER ST	SUMMIT AVE	W. BEECH AVE	322	30	9,656	Yes	23	\$ 77,248.00
CENTRAL PW	CHARLES ST	JULIE ST	298	26	7,759	Yes	22	\$ 62,072.00
CLAY ST	PEACH TREE LN	TERRY CT	364	31	11,273	Yes	22	\$ 90,184.00
ELM LN	WASHINGTON ST	END	550	30	16,494	Yes	22	\$ 349,672.80
FLAGG LN	HICKMAN LN	SHARON DR	435	24	10,443	No	22	\$ 54,303.60
FREMONT ST	LAWNDALE AVE	VINE ST	477	28	13,352	Yes	22	\$ 106,816.00
KIMBALL AV	HIBBARD ST	LAUREL AVE	264	29	7,663	Yes	22	\$ 61,304.00
MARGARET DR	HILL ST	TO CUL DE SAC	765	30	28,618	Yes	22	\$ 228,944.00
OAK ST	DANE ST	ARTHUR DR	1,027	30	30,815	Yes	22	\$ 246,520.00
OAK ST	ARTHUR DR	MARY ANN ST	770	29	22,320	Yes	22	\$ 178,560.00
RAFFEL RD	CITY LIMITS	TO END	3,298	25	82,440	Yes	22	\$ 659,520.00
SCARLET WY	RHETT PL	TWELVE OAKS PKWY	346	31	10,730	Yes	22	\$ 85,840.00
SOUTH ST	GERRY ST	HILL ST	197	27	5,317	Yes	22	\$ 112,720.40
ST JOHNS RD	BIRCH RD	HICKORY RD	717	35	25,100	Yes	22	\$ 200,800.00
SUMMIT AV	WHEELER ST	TAPPAN ST	328	22	7,212	No	22	\$ 37,502.40
SUNSHINE LN	N. SEMINARY AVE	TO CUL DE SAC	535	30	16,047	Yes	22	\$ 128,376.00
W HALMA LN	W HALMA LN EXIT	COURT	436	20	8,727	Yes	22	\$ 69,816.00
W JUDD ST	TRYON ST	THROOP ST	365	41	14,980	Yes	22	\$ 119,840.00
WICKER ST	DONOVAN AVE	OLIVE ST	263	36	9,474	Yes	22	\$ 75,792.00
BARN SWALLOW DR	REDWING DR	TANAGER DR	978	31	30,313	Yes	21	\$ 242,504.00
COUNTRY CLUB RD	DEERPATH RD	CITY LIMITS	2,516	26	65,413	No	21	\$ 340,147.60
DAKOTA DR	ENTRANCE	EXIT	50	32	1,608	Yes	21	\$ 12,864.00
GERRY CT	CUL DE SAC	GERRY ST	237	32	13,123	Yes	21	\$ 104,984.00
KIMBALL AV	GERRY ST	BLAKELY ST	423	29	12,274	Yes	21	\$ 98,192.00
MARY ANN ST	ANNE ST	DANE ST	185	30	5,541	Yes	21	\$ 44,328.00
MORAIN DR	CASTLEBAR	END	760	28	22,028	Yes	21	\$ 176,224.00
NORTHAMPTON ST	PARK ST	TO END	398	20	7,962	No	21	\$ 41,402.40
PORTAGE LN	LIBERTY LN	VERBENA	542	30	16,249	Yes	21	\$ 129,992.00
ROBERT DR	THOMAS DR	COLLINS DR	556	33	18,346	Yes	21	\$ 146,768.00

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
TETON DR	DAKOTA DR	DAKOTA DR	572	30	17,169	Yes	21	\$ 137,352.00
WICKER ST	MEADOW AVE	SUMMIT AVE	318	31	9,861	Yes	21	\$ 78,888.00
BULL VALLEY DR	BOBOLINK CIRCLE	BOBOLINK CIRCLE	781	22	17,172	No	20	\$ 89,294.40
DAKOTA DR	EXIT	WINTU CT	581	31	23,810	Yes	20	\$ 190,480.00
DEAN ST	RIDGEWOOD DR	PRAIRIE RIDGE DR	592	36	21,322	Yes	20	\$ 170,576.00
DUVALL DR	SOUTH ST	SOUTH ST	1,265	31	39,217	Yes	20	\$ 313,736.00
HOY AV	DEAN ST	DIVISION ST	334	29	9,699	Yes	20	\$ 77,592.00
MAPLE AV	CLAY ST	MADISON ST	325	28	9,101	Yes	20	\$ 72,808.00
Failed (< 20)								
BIRCH RD	JULIE ST	ROGER RD	399	31	12,384	Yes	19	\$ 99,072.00
CONWAY ST	HILL ST	BECKING AVE	318	30	9,554	Yes	19	\$ 76,432.00
KIMBALL AV	DEAN ST	BUNKER ST	1,350	36	48,588	Yes	19	\$ 388,704.00
LIBERTY LN	BUNKER ST	PORTAGE LN	459	30	13,771	Yes	19	\$ 110,168.00
MARVEL AV	PARK ST	TO END	414	20	8,279	No	19	\$ 43,050.80
MARY ANN ST	PLEASANT ST	OAK ST	343	39	13,377	Yes	19	\$ 107,016.00
OLIVE ST	RHODES ST	WICKER ST	321	21	6,740	No	19	\$ 35,048.00
PLEASANT ST	QUINLAN ST	W JUDD ST	342	29	9,911	Yes	19	\$ 79,288.00
ROSE FARM RD	RT 14	CITY LIMITS	663	22	14,589	No	19	\$ 75,862.80
WHEELER ST	FIRST ST	SECOND ST	392	30	11,746	Yes	19	\$ 93,968.00
WICKER ST	SHORT ST	WASHINGTON ST	205	42	8,602	Yes	19	\$ 68,816.00
ACACIA LN	PRAIRIE RIDGE DR	GINNY LN	475	30	14,247	Yes	18	\$ 113,976.00
ASPEN DR	McCONNELL RD	APPLEWOOD LN	2,323	27	70,820	Yes	18	\$ 566,560.00
HAYWARD ST	W. JACKSON ST	CALHOUN ST	325	29	9,431	Yes	18	\$ 75,448.00
HIGHLAND AV	MURIEL ST	MITCHELL ST	359	21	7,547	No	18	\$ 39,244.40
LAWRENCE AV	DEAN ST	JEFFERSON ST	715	24	17,161	Yes	18	\$ 137,288.00
MARY ANN ST	LISA ST	ANNE ST	332	30	9,955	Yes	18	\$ 79,640.00
MURIEL ST	DESMOND DR	HICKORY LN	964	30	28,910	Yes	18	\$ 231,280.00
SOUTH ST	TARA DR	GERRY ST	1,619	27	43,707	Yes	18	\$ 926,588.40
SUMMIT AV	QUEEN ANNE ST	WHEELER ST	332	22	7,313	No	18	\$ 38,027.60
THOMAS DR	MEADOW AVE	CARLISLE DR	152	31	4,699	Yes	18	\$ 37,592.00
BELLAIR LN	MELODY LN	PEACH TREE LN	690	30	20,715	Yes	17	\$ 165,720.00
COURTAULDS DR	MCCONNELL RD	END	836	31	34,730	Yes	17	\$ 736,276.00
DOTY RD	RT 14	MEMORIAL DR	1,007	40	40,263	Yes	17	\$ 322,104.00
E JUDD ST	N. SEMINARY AVE	DOUGLAS ST	620	40	18,075	Yes	17	\$ 144,600.00
JULIE ST	RUSSEL CT	CENTRAL PARKWAY	557	30	16,707	Yes	17	\$ 133,656.00
MADISON ST	NORTH ST	GROVE ST	780	30	23,412	Yes	17	\$ 187,296.00
TRINITY CT	WESTWOOD TR	TO THE WEST	212	36	7,646	No	17	\$ 39,759.20
W HALMA LN	COURT	COURT	56	70	9,178	Yes	17	\$ 73,424.00
ASHLEY CT	TWELVE OAKS PKWY	TO CULDESAC	251	30	12,567	Yes	16	\$ 100,536.00
JEFFERSON ST	CHURCH ST	E. JUDD ST	332	40	13,282	Yes	16	\$ 106,256.00

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
LAKE AV	GREENLEY ST	DAVIS CT	990	31	30,696	Yes	16	\$ 650,755.20
LUCAS RD	DEAN ST	RT 47 - S EASTWOOD DR	5,472	25	136,794	No	16	\$ 711,328.80
NEBRASKA ST	E JACKSON ST	CALHOUN ST	330	17	5,610	No	16	\$ 29,172.00
THOMAS DR	REGINA CT	GREENWOOD AVE	572	31	17,732	Yes	16	\$ 141,856.00
WINSLOW AV	GOLDEN AVE	AMBER CT	1,209	30	36,263	Yes	16	\$ 290,104.00
CEMETARY RD	KISHWAUKEE VALLEY RD	W JACKSON ST	647	17	11,007	No	15	\$ 57,236.40
PEACH TREE LN	BELLAIR LN	HILLTOP CT	262	31	8,124	Yes	15	\$ 64,992.00
RED BARN RD	McCONNELL RD	ROLLER DR	352	29	10,220	No	15	\$ 53,144.00
TAURUS CT	BULL VALLEY DR	TO CUL DE SAC	288	22	6,331	No	15	\$ 32,921.20
YELLOWHEAD CT	BULL VALLEY DR	NORTH TO CUL DE SAC	279	22	9,768	No	15	\$ 50,793.60
BAGLEY ST	TAPPAN ST	CLAY ST	326	19	6,188	No	14	\$ 32,177.60
BLAKELY ST	DESMOND DR	HICKORY LN	966	28	27,047	Yes	14	\$ 216,376.00
BROWN ST	GIDDINGS ST	WASHBURN ST	409	22	8,994	No	14	\$ 46,768.80
DAVIS CT	FREMONT ST	LAKE AVE	389	15	5,838	Yes	14	\$ 46,704.00
DONOVAN AV	TAPPAN	CLAY	328	27	8,858	Yes	14	\$ 70,864.00
HOY AV	BUNKER ST	JEFFERSON ST	430	29	12,457	Yes	14	\$ 99,656.00
JULIE ST	CUL DE SAC	BIRCH RD	261	29	12,569	Yes	14	\$ 100,552.00
KIMBALL AV	BUNKER ST	JEFFERSON ST	431	29	12,503	Yes	14	\$ 100,024.00
McCONNELL RD	RT 47 - S EASTWOOD DR	ZIMMERMAN RD	905	30	27,157	Yes	14	\$ 217,256.00
PRAIRIE RIDGE DR	CLOVER CHASE CIR	VERBENA LN	301	30	9,018	Yes	14	\$ 72,144.00
SENECA CT	WESTWOOD TR	SENECA CT	299	24	7,185	No	14	\$ 37,362.00
TAPPAN ST	TODD AVE	DONOVAN AVE	482	22	10,614	No	14	\$ 55,192.80
W BEECH AV	QUEEN ANNE ST	WHEELER ST	332	19	6,315	No	14	\$ 32,838.00
WICKER ST	OLIVE ST	TODD AVE	221	36	7,965	Yes	14	\$ 63,720.00
WOOD DR	GINNY LN	VALERIAN LN	767	29	22,245	Yes	14	\$ 177,960.00
BANFORD RD	REDWING DR	TANAGER DR	308	30	9,225	Yes	13	\$ 73,800.00
BARBARY LN	SPRING DR	AUTUMN DR	169	29	4,909	Yes	13	\$ 39,272.00
BARBARY LN	AUTUMN DR	SAVANNA LN	270	29	7,821	Yes	13	\$ 62,568.00
BLAKELY ST	STEWART AVE	RIDGELAND AVE	404	29	11,710	Yes	13	\$ 93,680.00
CLAY ST	BAGLEY ST	GREENWOOD AVE	424	28	11,862	Yes	13	\$ 94,896.00
DAKOTA DR	DAKOTA DR/ENT	TETON DR	633	31	19,618	Yes	13	\$ 156,944.00
DEAN ST	WAGNER LN	RT 14	219	36	7,867	No	13	\$ 40,908.40
FREMONT ST	DEAN ST	BUNKER ST	425	28	11,905	Yes	13	\$ 95,240.00
HILL ST	QUINLAN LN	CONWAY ST	623	29	18,071	Yes	13	\$ 144,568.00
PINE CT	OLSON ST	END	258	15	3,866	No	13	\$ 20,103.20
PLEASANT ST	AMSTERDAM ST	MARY ANN ST	1,790	29	51,899	Yes	13	\$ 415,192.00
QUEEN ANNE RD	RT 120	BANFORD RD	675	26	17,559	No	13	\$ 91,306.80
QUEEN ANNE RD	BANFORD RD	TO END	6,579	25	164,486	No	13	\$ 855,327.20
SCHUETTE DR	SHARON DR	MCHENRY AVE	1,161	23	26,706	No	13	\$ 138,871.20
TAURUS CT	CUL DE SAC		218	23	5,013	No	13	\$ 26,067.60
TODD AV	JEWETT ST	QUEEN ANNE ST	345	27	9,318	Yes	13	\$ 74,544.00

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
WINTU CT	DAKOTA DR	END	208	30	12,053	Yes	13	\$ 96,424.00
BUNKER ST	FREMONT ST	GRIFFING AVE	377	21	7,916	No	12	\$ 41,163.20
GINNY LN	BLUE BONNET LN	VALERIAN LN	288	29	8,338	Yes	12	\$ 66,704.00
HICKORY LN	MITCHELL ST	DEAN ST	332	20	6,632	No	12	\$ 34,486.40
HILL ST	CONWAY ST	MARGARET DR	165	29	4,791	Yes	12	\$ 38,328.00
KIMBALL AV	LAKE ST	END	464	26	12,071	No	12	\$ 62,769.20
KIMBALL AV	MITCHELL ST	DEAN ST	330	29	9,565	Yes	12	\$ 76,520.00
RIDGELAND AV	GOULD ST	DEAN ST	72	26	1,878	Yes	12	\$ 15,024.00
ROLLER DR	RED BARN RD	SERENITY LN	296	27	7,987	Yes	12	\$ 63,896.00
TECH CT	DIECKMAN ST	CUL DE SAC	288	30	17,796	Yes	12	\$ 377,275.20
THOMAS DR	ROBERT DR	TO THE NORTH	202	30	6,068	Yes	12	\$ 48,544.00
W HALMA LN	COURT	BERLTSUM LN	485	20	9,693	Yes	12	\$ 77,544.00
W HALMA LN	E. HALMA LN	BERLTSUM LN	314	31	9,740	Yes	12	\$ 77,920.00
WINSLOW CI	GERRY ST	LORR DR	309	30	9,283	Yes	12	\$ 74,264.00
BARBARY LN	PORTAGE LN	WOOD CT	251	29	7,283	Yes	11	\$ 58,264.00
BULL VALLEY DR	BOBOLINK CIRCLE	OAKMONT DR	408	22	8,981	No	11	\$ 46,701.20
BULL VALLEY DR	TAURUS CT	YELLOWHEAD CT	938	22	20,633	No	11	\$ 107,291.60
CLAY ST	TERRY CT	CHERRY CT	161	29	4,678	Yes	11	\$ 37,424.00
DAKOTA DR	SOUTH ST / ENTRANCE	DAKOTA DR	268	18	4,823	Yes	11	\$ 38,584.00
FLAGG LN	HICKMAN LN	HICKMAN LN	1,429	23	32,866	No	11	\$ 170,903.20
FOREST AV	GERRY	BLAKELY	422	22	9,286	Yes	11	\$ 74,288.00
IRVING AV	RT 47 - S EASTWOOD DR	CALHOUN ST	596	30	17,880	No	11	\$ 92,976.00
JEFFERSON ST	SCHRYVER AVE	KIMBALL AVE	341	28	9,550	Yes	11	\$ 76,400.00
JEFFERSON ST	OAKWOOD ST	SCHRYVER AVE	79	27	2,134	Yes	11	\$ 17,072.00
MADISON ST	SOUTH ST	VINE ST	685	28	19,172	Yes	11	\$ 153,376.00
MITCHELL ST	FOREST AVE	STEWART AVE	298	20	5,963	No	11	\$ 31,007.60
MORAIN CT	MORAIN DR	MORAIN DR	248	22	5,461	No	11	\$ 28,397.20
MURIEL ST	STEWART AVE	RIDGELAND AVE	404	21	8,480	No	11	\$ 44,096.00
OAKVIEW CT	OAKVIEW TER	TO CUL DE SAC	219	24	10,702	No	11	\$ 55,650.40
ROGER RD	POWERS RD	BUTTERFIELD RD	735	30	22,057	Yes	11	\$ 176,456.00
SCHRYVER AV	DEAN ST	DIVISION ST	341	21	7,162	No	11	\$ 37,242.40
TAPPAN ST	MEADOW AVE	SUMMIT AVE	317	18	5,715	No	11	\$ 29,718.00
THIRD ST	WICKER ST	JEWETT ST	341	23	7,852	No	11	\$ 40,830.40
THOMAS DR	ROBERT DR	MEADOW AVE	162	31	5,032	Yes	11	\$ 40,256.00
TRINITY CT	WESTWOOD TR	TO THE EAST	430	28	17,493	Yes	11	\$ 139,944.00
W JACKSON ST	TRYON ST	THROOP ST	366	27	9,873	Yes	11	\$ 78,984.00
WEST AV	CAROL AVE	TO CUL DE SAC	401	29	11,634	Yes	11	\$ 93,072.00
WHEELER ST	DONOVAN AVE	BAGLEY ST	429	30	12,881	Yes	11	\$ 103,048.00
WOOD DR	VALERINA LN	BLUE BONNET LN	304	29	8,810	Yes	11	\$ 70,480.00
AMERICAN AV	CATALPA LN	LAKE AVE	652	30	19,571	Yes	10	\$ 156,568.00
BECKING AV	DANE ST	CONWAY ST	633	30	19,002	Yes	10	\$ 152,016.00

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
BIRCH RD	CHARLES ST	JULIE ST	219	31	6,803	Yes	10	\$ 54,424.00
BULL VALLEY DR	YELLOWHEAD CT	BOBOLINK CIRCLE	687	22	15,106	No	10	\$ 78,551.20
DAKOTA DR	SOUTH ST / EXIT	DAKOTA DR	259	18	4,654	Yes	10	\$ 37,232.00
DIECKMAN ST	RT 47 - S EASTWOOD DR	TECHCOURT	1,029	31	31,887	Yes	10	\$ 676,004.40
DUBLIN CT	CASTLEBAR TR	END	482	30	20,141	Yes	10	\$ 161,128.00
DUVALL DR	SOUTH ST	GRETA AVE	696	30	20,873	Yes	10	\$ 166,984.00
GERRY ST	SOUTH ST	FOREST AVE	1,044	30	31,310	Yes	10	\$ 250,480.00
GINNY LN	VALERIAN LN	WOOD DR	289	29	8,390	Yes	10	\$ 67,120.00
HOY AV	DIVISION ST	BUNKER ST	583	29	16,909	Yes	10	\$ 135,272.00
JEFFERSON ST	CHESTNUT AVE	OAKWOOD ST	264	28	7,398	Yes	10	\$ 59,184.00
JEWETT ST	W. BEECH AVE	SUMMIT AVE	322	21	6,769	No	10	\$ 35,198.80
LAKE AV	FREMONT ST	KIMBALL AVE	566	31	15,986	Yes	10	\$ 338,903.20
LAMB RD	RxR TRACKS	NORTH TO CITY LIMITS	3,317	24	79,617	No	10	\$ 1,472,914.50
TANAGER DR	REDWING DR	NUTHATCH DR	206	31	6,401	Yes	10	\$ 51,208.00
TODD AV	QUEEN ANNE ST	WHEELER ST	333	28	9,319	Yes	10	\$ 74,552.00
W HALMA LN	BERLTSUM LN	CUL DE SAC	276	31	11,989	Yes	10	\$ 95,912.00
AMSTERDAM ST	WASHINGTON	END	372	21	7,807	No	9	\$ 40,596.40
COUNTRY CLUB RD	CITY LIMITS	DORHAM LN	753	25	18,813	No	9	\$ 97,827.60
DEAN ST	HIGHLAND AVE	KIMBALL AVE	280	36	10,096	Yes	9	\$ 80,768.00
DONEGAL CT	CASTLEBAR TR	END	323	28	15,362	Yes	9	\$ 122,896.00
MORAIN DR	MORAIN CT	MORAIN CT	121	22	2,651	No	9	\$ 13,785.20
MORAIN DR	OAKVIEW TER	MORAIN CT	665	22	14,627	No	9	\$ 76,060.40
POWERS RD	ST JOHNS RD	TWELVE OAKS PKWY	306	30	9,184	Yes	9	\$ 73,472.00
QUINLAN ST	HILL ST	BECKING AVE	323	30	9,686	Yes	9	\$ 77,488.00
RAFFEL RD	MANKE LN	BANFORD RD	804	25	20,109	Yes	9	\$ 160,872.00
WARE RD	RT 47	POWERS RD	1,669	21	35,044	Yes	9	\$ 280,352.00
ASPEN DR	ASPEN DR	McCONNELL RD	1,160	27	37,816	Yes	8	\$ 302,528.00
BARBARY LN	WOOD CT	GINNY	559	29	16,211	Yes	8	\$ 129,688.00
BOULDER CT	BERLTSUM LN	CUL DE SAC	359	28	15,309	Yes	8	\$ 122,472.00
BURBANK AV	BUNKER ST	JEFFERSON ST	430	22	9,456	No	8	\$ 49,171.20
CAROL ST	PLEASANT ST	OAK ST	389	29	11,277	Yes	8	\$ 90,216.00
CASTLEBAR TR	DONEGAL CT	DUBLIN CT	199	28	5,964	Yes	8	\$ 47,712.00
CENTRAL PW	SHIELA ST	CHARLES ST	292	26	7,601	Yes	8	\$ 60,808.00
CHERRY CT	CLAY ST	END	230	20	4,603	Yes	8	\$ 36,824.00
DESMOND DR	BLAKELY ST	MURIEL ST	362	30	10,860	Yes	8	\$ 86,880.00
E BEECH AV	MADISON	RT 47	489	29	14,186	Yes	8	\$ 113,488.00
E BEECH AV	CLAY ST	MADISON ST	487	29	14,122	Yes	8	\$ 112,976.00
E BEECH AV	MADISON ST	E BEECH AVE	77	30	2,300	Yes	8	\$ 18,400.00
GOULD ST	STEWART AVE		81	26	2,105	Yes	8	\$ 16,840.00
HAYWARD ST	SOUTH ST	HERRINGTON PL	653	29	18,949	Yes	8	\$ 151,592.00
LINCOLN AV	DACY ST	TRYON ST	1,030	27	27,806	Yes	8	\$ 222,448.00

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
LOCUST AV	CLAY ST	RT 47	338	29	9,792	Yes	8	\$ 78,336.00
MADISON ST	GREENWOOD AVE	E. BEECH ST	355	30	10,660	Yes	8	\$ 85,280.00
MADISON ST	E. BEECH ST	MAPLE AVE	735	28	20,571	Yes	8	\$ 164,568.00
MADISON ST	MAPLE AVE	WILLOW AVE	609	28	17,053	Yes	8	\$ 136,424.00
MORAIN DR	MORAIN CT	WESTWOOD TR	349	22	7,686	No	8	\$ 39,967.20
NORTHAMPTON ST	CHRISTIAN WAY	PARK ST	396	22	8,715	No	8	\$ 45,318.00
PRAIRIE RIDGE DR	DEAN ST	CLOVER CHASE CIR	247	31	7,658	Yes	8	\$ 61,264.00
RHODES ST	OLIVE ST	CUL DE SAC	260	30	7,806	Yes	8	\$ 62,448.00
ROSE FARM RD	CITY LIMITS	WALSH DR	2,692	22	59,225	No	8	\$ 307,970.00
ROSE FARM RD	WALSH DR	CITY LIMITS	222	22	4,877	No	8	\$ 25,360.40
SCHRYVER AV	DIVISION ST	BUNKER ST	1,013	22	22,290	No	8	\$ 115,908.00
TAPPAN ST	W. BEECH AVE	GREENWOOD AVE	324	19	6,152	Yes	8	\$ 49,216.00
TAPPAN ST	SUMMIT AVE	W. BEECH AVE	332	19	6,307	No	8	\$ 32,796.40
TODD AV	WICKER ST	JEWETT ST	348	27	9,390	Yes	8	\$ 75,120.00
TODD AV	WHEELER ST	TAPPAN ST	323	28	9,051	Yes	8	\$ 72,408.00
TODD AV	TAPPAN ST	CLAY ST	330	28	9,236	Yes	8	\$ 73,888.00
TRYON ST	SOUTH ST	DEAN ST	1,024	27	27,654	Yes	8	\$ 221,232.00
W BEECH AV	JEWETT ST	QUEEN ANNE ST	341	19	6,487	No	8	\$ 33,732.40
WALSH DR	VILLAGE LIMITS	ROSE FARM RD	51	20	1,014	No	8	\$ 5,272.80
BARBARY LN	SANDPIPER LN	SPRING DR	528	29	15,319	Yes	7	\$ 122,552.00
DONOVAN AV	CLAY	MADISON	511	31	15,827	Yes	7	\$ 126,616.00
HILLSIDE TR	WESTWOOD TR	END	322	24	7,729	No	7	\$ 40,190.80
KING ST	E. LAKE ST	SMITH ST	373	22	8,207	No	7	\$ 42,676.40
OAK ST	MARY ANN ST	WEST AVE	306	29	8,886	Yes	7	\$ 71,088.00
PRAIRIE RIDGE DR	GINNY LN	PORTAGE	269	30	8,061	Yes	7	\$ 64,488.00
RAILROAD ST	WICKER ST	QUEEN ANNE ST	810	26	21,067	Yes	7	\$ 168,536.00
SOUTH ST	WASHBURN ST	FAIR ST	115	28	3,222	Yes	7	\$ 68,306.40
TARA DR	KIMBLE AVE	GOLDEN AVE	197	30	5,921	Yes	7	\$ 47,368.00
CLAUSSEN DR	BORDEN ST	TO END	412	29	11,955	Yes	6	\$ 253,446.00
COUNTRY CLUB RD	DORHAM LN	BULL VALLEY RD	1,180	26	30,671	No	6	\$ 159,489.20
DORHAM LN	COUNTRY CLUB	END	297	22	6,543	No	6	\$ 34,023.60
DOUGLAS ST	E JACKSON ST	CALHOUN ST	329	19	6,253	No	6	\$ 32,515.60
GERRY ST	GERRY CT	HICKORY LN	306	30	9,178	Yes	6	\$ 73,424.00
GINNY LN	ACADIA LN	PRAIRIE RIDGE DR	721	29	20,917	Yes	6	\$ 167,336.00
GOULD ST	FOREST AVE	STEWART AVE	299	27	8,065	Yes	6	\$ 64,520.00
HAYWARD ST	W. JUDD ST	W. JACKSON ST	333	29	9,662	Yes	6	\$ 77,296.00
HILL ST	W. JUDD ST	QUINLAN ST	354	28	9,898	Yes	6	\$ 79,184.00
ISLAND CT	TERRY CT	JOSEPH ST	265	30	7,952	Yes	6	\$ 63,616.00
KATHLEEN CT	TARA DR	TO CUL DE SAC	172	30	11,526	Yes	6	\$ 92,208.00
MEADOW AV	WICKER ST	THOMAS DR	286	31	8,851	Yes	6	\$ 70,808.00
POWERS RD	ST JOHNS RD	ROGER RD	491	30	14,730	Yes	6	\$ 117,840.00

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
SECOND ST	QUEEN ANNE ST	WHEELER ST	392	21	8,232	No	6	\$ 42,806.40
SOUTH ST	FAIR ST	RT 47 - S EASTWOOD DR	415	36	14,933	Yes	6	\$ 316,579.60
TARA DR	KATHLEEN CT	GRETA AVE	301	30	9,027	Yes	6	\$ 72,216.00
TARA DR	TARA CT	KATHLEEN CT	325	30	9,741	Yes	6	\$ 77,928.00
WANDA LN	RT 47	TO END	701	25	17,514	No	6	\$ 91,072.80
WEST AV	CAROL AVE	OAK ST	617	29	17,886	Yes	6	\$ 143,088.00
WICKER ST	TODD AVE	THIRD ST	515	36	18,530	Yes	6	\$ 148,240.00
WILLOW AV	TAPPAN ST	WALNUT DR	327	29	9,476	Yes	6	\$ 75,808.00
WINSLOW AV	AMBER CT	TARA DR	317	30	9,505	Yes	6	\$ 76,040.00
AUTUMN DR	BARBARY LN	CUL DE SAC	281	26	14,531	Yes	5	\$ 116,248.00
BLAKELY ST	RIDGELAND AVE	HIGHLAND AVE	305	29	8,834	Yes	5	\$ 70,672.00
DANE ST	OAK ST	BECKING AVE	285	30	8,542	Yes	5	\$ 68,336.00
DORHAM LN	END	TO EAST	618	22	17,016	No	5	\$ 88,483.20
FOREST AV	PUTNAM	GOULD	173	29	5,012	Yes	5	\$ 40,096.00
GOLDEN AV	WINSLOW AVE	END	178	29	5,149	Yes	5	\$ 41,192.00
GRETA AV	DUVAL	TARA	546	29	15,833	Yes	5	\$ 126,664.00
PRAIRIE RIDGE DR	PORTAGE LN	ACACIA LN	359	30	10,768	Yes	5	\$ 86,144.00
ROOSEVELT ST	LAUREL AVE	LAWNDALE AVE	530	21	11,137	No	5	\$ 57,912.40
SPARROW DR	TANAGER DR	MARTIN DR	367	30	11,018	Yes	5	\$ 88,144.00
TANAGER DR	SPARROW DR	BARN SWALLOW DR	233	31	7,213	Yes	5	\$ 57,704.00
TARA CT	TARA DR	CULDESAC	326	30	16,146	Yes	5	\$ 129,168.00
THIRD ST	QUEEN ANNE ST	WHEELER ST	390	21	8,196	No	5	\$ 42,619.20
BLAKELY ST	KIMBALL AVE	DESMOND DR	327	29	9,496	Yes	4	\$ 75,968.00
BLAKELY ST	HIGHLAND AVE	KIMBALL AVE	312	28	8,734	Yes	4	\$ 69,872.00
BUNKER ST	GRIFFING AVE	HOY AVE	338	21	7,102	No	4	\$ 36,930.40
CLAY ST	FIRST ST	GROVE ST	512	28	14,331	Yes	4	\$ 114,648.00
DAVIS RD	RT 47 - S EASTWOOD DR	CASTLE	1,741	25	43,520	No	4	\$ 226,304.00
DORHAM LN	END	TO WEST	480	22	13,991	No	4	\$ 72,753.20
HICKORY LN	GERRY ST	SANDO LANE	625	19	11,880	Yes	4	\$ 95,040.00
INDUSTRIAL HTS DR	CATALPA LN	END	928	27	31,427	No	4	\$ 581,399.50
MADISON ST	DONOVAN AVE	BAGLEY ST	429	30	12,881	Yes	4	\$ 103,048.00
PORTAGE LN	BARBARY LN	LIBERTY LN	450	30	13,493	Yes	4	\$ 107,944.00
PRAIRIE RIDGE DR	VERBENA LN	GINNY LN	1,100	30	32,990	Yes	4	\$ 263,920.00
PRAIRIE RIDGE DR	ACACIA LN	GINNY LN	295	30	8,851	Yes	4	\$ 70,808.00
TARA DR	GRETA AVE	KIMBALL AVE	183	30	5,486	Yes	4	\$ 43,888.00
TODD AV	MADISON ST	N. SEMINARY AVE	444	28	12,432	Yes	4	\$ 99,456.00
WINSLOW AV	TARA DR	GERRY ST	461	30	13,826	Yes	4	\$ 110,608.00
CASTLEBAR TR	DUBLIN CT	MORAIN DR	674	28	20,212	Yes	3	\$ 161,696.00
CENTER ST	RT 47	END	753	21	15,808	Yes	3	\$ 126,464.00
DOUGLAS ST	E JUDD ST	E JACKSON ST	325	22	7,160	Yes	3	\$ 57,280.00
HICKORY LN	MURIEL ST	MITCHELL ST	361	19	6,867	No	3	\$ 35,708.40

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
MITCHELL ST	STEWART AVE	RIDGELAND AVE	404	20	8,076	No	3	\$ 41,995.20
OLSON ST	IRVING ST	PINE COURT	282	15	4,228	No	3	\$ 21,985.60
QUINLAN ST	BECKING AVE	PLEASANT ST	342	30	10,251	Yes	3	\$ 82,008.00
RIDGELAND AV	MURIEL ST	MITCHELL ST	359	28	10,063	Yes	3	\$ 80,504.00
RIDGELAND AV	MITCHELL ST	GOULD ST	329	28	9,207	Yes	3	\$ 73,656.00
SCHRYVER AV	BUNKER ST	JEFFERSON ST	431	21	9,043	No	3	\$ 47,023.60
SHORT ST	WICKER ST	RR TRACKS	474	38	18,009	Yes	3	\$ 144,072.00
EMRICSON DR	JACKSON DR	BIGELOW RD	433	24	10,391	No	2	\$ 54,033.20
GERRY ST	HICKORY LN	KIMBALL AVE	879	30	26,379	Yes	2	\$ 211,032.00
GOULD ST	STEWART AVE	DEAN ST	323	26	8,394	Yes	2	\$ 67,152.00
GREENLEY ST	VINE ST	LAKE AVE	452	15	6,783	Yes	2	\$ 54,264.00
HICKORY LN	BLAKELY ST	MURIEL ST	362	19	6,881	No	2	\$ 35,781.20
THIRD ST	JEWETT ST	QUEEN ANNE ST	346	21	7,276	No	2	\$ 37,835.20
WARE RD	VIVALDI ST	HAYDN ST	1,022	21	21,471	Yes	2	\$ 171,768.00
CENTER LN	RT 47	END	235	12	2,817	Yes	1	\$ 22,536.00
CHERRY CT	TAPPAN ST	CLAY ST	967	19	18,368	Yes	1	\$ 146,944.00
DANE ST	PLEASANT ST	DACY ST	368	30	11,027	Yes	1	\$ 88,216.00
E LAKE ST	BROWN ST	KING ST	364	22	8,013	No	1	\$ 41,667.60
MADISON ST	CALHOUN ST	SOUTH ST	337	30	10,103	Yes	1	\$ 80,824.00
MEADOW AV	WHEELER ST	TAPPAN ST	326	22	7,172	No	1	\$ 37,294.40
SMITH ST	KING ST	E LAKE ST	356	21	7,480	No	1	\$ 38,896.00
BLAKELY ST	FOREST AVE	STEWART AVE	299	28	8,366	Yes	0	\$ 66,928.00
BROWN ST	E LAKE ST	SMITH ST	356	22	7,834	No	0	\$ 40,736.80
BROWN ST	SMITH ST	GIDDINGS ST	458	22	10,070	No	0	\$ 52,364.00
BUNKER ST	HOY AVE	CHESTNUT AVE	366	21	7,688	No	0	\$ 39,977.60
CLAY ST	CHERRY CT	WALNUT DR	175	29	5,083	Yes	0	\$ 40,664.00
DANE ST	DACY ST	WASHINGTON ST	251	30	7,524	Yes	0	\$ 60,192.00
E LAKE ST	KING ST	SMITH ST	451	20	9,027	No	0	\$ 46,940.40
E LAKE ST	SOUTH ST	BROWN ST	1,419	23	32,634	No	0	\$ 169,696.80
FAIR ST	CALHOUN ST	SOUTH ST	395	36	14,218	Yes	0	\$ 113,744.00
FOREST AV	MITCHELL	PUTNAM	156	29	4,523	Yes	0	\$ 36,184.00
HIGHLAND AV	MITCHELL ST	DEAN ST	328	21	6,895	No	0	\$ 35,854.00
HILL ST	W. JACKSON ST	SOUTH ST	796	30	23,893	Yes	0	\$ 191,144.00
MADISON ST	BAGLEY ST	GREENWOOD AVE	425	30	12,740	Yes	0	\$ 101,920.00
MEADOW AV	QUEEN ANNE ST	WHEELER ST	332	22	7,312	No	0	\$ 38,022.40
MITCHELL ST	RIDGELAND AVE	HIGHLAND AVE	305	20	6,110	No	0	\$ 31,772.00
RED BARN CT	RED BARN RD	CUL DE SAC	174	27	9,716	No	0	\$ 50,523.20
S SEMINARY AV	CALHOUN ST	SOUTH ST	319	29	9,247	No	0	\$ 48,084.40
SMITH ST	BRINK ST	KING ST	233	21	4,889	No	0	\$ 25,422.80
STEWART AV	GOULD ST	DEAN ST	310	24	7,448	Yes	0	\$ 59,584.00
TODD AV	CLAY ST	MADISON ST	508	28	14,217	Yes	0	\$ 113,736.00

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
W BEECH AV	WICKER	JEWETT	331	19	6,290	No	0	\$ 32,708.00
WASHBURN ST	BROWN ST	BRINK ST	319	22	7,023	No	0	\$ 36,519.60
WASHBURN ST	SOUTH ST	BROWN ST	457	22	10,046	No	0	\$ 185,851.00
WHEELER ST	THIRD ST	TODD AVE	515	29	14,947	Yes	0	\$ 119,576.00
WHEELER ST	TODD AVE	DONOVAN AVE	483	30	14,488	Yes	0	\$ 115,904.00
WHITE FACE CT	BULL VALLEY DR	TO CUL DE SAC	260	22	9,132	No	0	\$ 47,486.40
WILLOW AV	WALNUT DR	CLAY ST	322	29	9,346	Yes	0	\$ 74,768.00

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
A								
ACACIA LN	PRAIRIE RIDGE DR	GINNY LN	475	30	14,247	Yes	18	\$ 113,976.00
AMBER CT	WINSLOW AVE	END - WINSLOW CT	307	30	15,583	Yes	41	\$ 67,474.39
AMBER CT	HARVEST CT	WINSLOW AVE	311	30	9,344	Yes	36	\$ 51,298.56
AMBER CT	GOLDEN AVE	HARVEST CT	382	30	11,465	Yes	49	\$ 49,643.45
AMERICAN AV	CATALPA LN	LAKE AVE	652	30	19,571	Yes	10	\$ 156,568.00
AMSTERDAM ST	OAK ST	PLEASANT ST	396	29	11,483	Yes	48	\$ 49,721.39
AMSTERDAM ST	PLEASANT ST	WASHINGTON ST	397	29	11,506	Yes	66	\$ 26,463.80
AMSTERDAM ST	WASHINGTON	END	372	21	7,807	No	9	\$ 40,596.40
ANNE ST	SUZANNE ST	MARY ANN ST	552	29	16,014	Yes	58	\$ 36,832.20
ARTHUR DR	DANE ST	DONA CT	546	22	12,010	No	27	\$ 55,846.50
ARTHUR DR	DONA CT	OAK ST	328	22	7,222	No	58	\$ 14,949.54
ASH AV	WHEELER ST	WHEELER	1,279	31	39,661	Yes	47	\$ 171,732.13
ASH AV	WHEELER ST	TAPPAN ST	277	31	8,600	Yes	50	\$ 37,238.00
ASH AV	TAPPAN ST	WALNUT DR	401	30	12,026	Yes	23	\$ 96,208.00
ASHLEY CT	TWELVE OAKS PKWY	TO CULDESAC	251	30	12,567	Yes	16	\$ 100,536.00
ASPEN DR	McCONNELL RD	APPLEWOOD LN	2,323	27	70,820	Yes	18	\$ 566,560.00
ASPEN DR	ASPEN DR	McCONNELL RD	1,160	27	37,816	Yes	8	\$ 302,528.00
ASTER TR	WATERLEAF LN	SAVANNA GROVE LN	549	26	14,282	Yes	60	\$ 32,848.60
AUSTIN AV	HERRINGTON PLACE	FOREST AVE	683	29	19,795	Yes	40	\$ 85,712.35
AUTUMN DR	BARBARY LN	CUL DE SAC	281	26	14,531	Yes	5	\$ 116,248.00
AYRSHIRE CT	GALLOWAY DR	TO CUL DE SAC	285	22	10,110	No	27	\$ 47,011.50
B								
BACH CT	HAYDN ST	CUL DE SAC	324	27	15,118	Yes	68	\$ 2,116.52
BAGLEY ST	WICKER ST	JEWETT ST	343	19	6,512	No	38	\$ 30,280.80
BAGLEY ST	JEWETT ST	QUEEN ANNE ST	343	19	6,509	No	72	\$ 911.26
BAGLEY ST	QUEEN ANNE ST	WHEELER ST	333	18	5,986	No	49	\$ 22,447.50
BAGLEY ST	WHEELER ST	TAPPAN ST	330	19	6,264	No	76	\$ 876.96
BAGLEY ST	TAPPAN ST	CLAY ST	326	19	6,188	No	14	\$ 32,177.60
BAGLEY ST	CLAY ST	MADISON ST	513	19	9,739	No	29	\$ 45,286.35
BANFORD RD	RAFFEL RD	REDWING DR	617	30	18,513	Yes	71	\$ 2,591.82
BANFORD RD	REDWING DR	TANAGER DR	308	30	9,225	Yes	13	\$ 73,800.00
BANFORD RD	TANAGER DR	QUEEN ANNE RD	3,012	21	63,245	Yes	50	\$ 273,850.85
BARBARY LN	PORTAGE LN	WOOD CT	251	29	7,283	Yes	11	\$ 58,264.00
BARBARY LN	WOOD CT	GINNY	559	29	16,211	Yes	8	\$ 129,688.00
BARBARY LN	GINNY LN	SANDPIPER LN	282	29	8,187	Yes	40	\$ 35,449.71
BARBARY LN	SANDPIPER LN	SPRING DR	528	29	15,319	Yes	7	\$ 122,552.00
BARBARY LN	SPRING DR	AUTUMN DR	169	29	4,909	Yes	13	\$ 39,272.00
BARBARY LN	AUTUMN DR	SAVANNA LN	270	29	7,821	Yes	13	\$ 62,568.00
BARN SWALLOW DR	REDWING DR	TANAGER DR	978	31	30,313	Yes	21	\$ 242,504.00

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
BECKING AV	CONWAY ST	QUINLAN ST	625	30	18,742	Yes	55	\$ 43,106.60
BECKING AV	DANE ST	CONWAY ST	633	30	19,002	Yes	10	\$ 152,016.00
BELLAIR LN	MELODY LN	PEACH TREE LN	690	30	20,715	Yes	17	\$ 165,720.00
BENTGRASS DR	SERENITY LN	TO END	142	27	3,830	Yes	100	\$ -
BERLTSUM LN	W HALMA LN	END	167	30	4,995	Yes	34	\$ 27,422.55
BERLTSUM LN	WHITE OAK LN	BOULDER LN	195	28	5,860	Yes	57	\$ 13,478.00
BERLTSUM LN	GALLOWAY DR	WHITE OAK LN	1,102	28	33,051	Yes	44	\$ 143,110.83
BIGELOW RD	EMRICSON DR	PARKING LOT E	1,563	24	37,504	No	34	\$ 174,393.60
BIGELOW RD	PARKING LOT E	KISHWAUKEE VALLEY RD	537	24	12,885	No	43	\$ 48,318.75
BIRCH RD	ROGER RD	ST. JOHNS RD	454	30	13,611	Yes	47	\$ 58,935.63
BIRCH RD	JULIE ST	ROGER RD	399	31	12,384	Yes	19	\$ 99,072.00
BIRCH RD	CHARLES ST	JULIE ST	219	31	6,803	Yes	10	\$ 54,424.00
BIRCH RD	RT 47	CHARLES ST	777	31	24,080	Yes	39	\$ 104,266.40
BLAKELY ST	DESMOND DR	HICKORY LN	966	28	27,047	Yes	14	\$ 216,376.00
BLAKELY ST	KIMBALL AVE	DESMOND DR	327	29	9,496	Yes	4	\$ 75,968.00
BLAKELY ST	HIGHLAND AVE	KIMBALL AVE	312	28	8,734	Yes	4	\$ 69,872.00
BLAKELY ST	RIDGELAND AVE	HIGHLAND AVE	305	29	8,834	Yes	5	\$ 70,672.00
BLAKELY ST	STEWART AVE	RIDGELAND AVE	404	29	11,710	Yes	13	\$ 93,680.00
BLAKELY ST	FOREST AVE	STEWART AVE	299	28	8,366	Yes	0	\$ 66,928.00
BLAKELY ST	SOUTH ST	FOREST AVE	1,303	30	39,095	Yes	27	\$ 214,631.55
BLUE BONNET LN	WOOD CT	GINNY LN	561	29	16,272	Yes	41	\$ 70,457.76
BOBLINK CI	BULL VALLEY DR	BULL VALLEY DR	1,119	22	24,621	No	25	\$ 114,487.65
BORDEN ST	KISHWAUKEE VALLEY RD	CASTLESHIRE DR	409	29	11,873	Yes	24	\$ 65,182.77
BORDEN ST	CASTLESHIRE DR	CASTLESHIRE DR	435	29	12,612	Yes	39	\$ 54,609.96
BORDEN ST	CASTLESHIRE DR	CLAUSSEN DR	502	29	14,560	Yes	25	\$ 79,934.40
BOULDER CT	BERLTSUM LN	CUL DE SAC	359	28	15,309	Yes	8	\$ 122,472.00
BOULDER LN	BERLTSUM LN	WHITE OAK LN	605	30	18,147	Yes	52	\$ 78,576.51
BRAHMS CT	SCHUBERT ST	SOUTH CUL DE SAC	172	27	11,016	Yes	75	\$ 1,542.24
BRAHMS CT	SCHUBERT ST	VERDI CT	434	27	11,706	Yes	70	\$ 1,638.84
BRAHMS CT	VERDI CT	NORTH CUL DE SAC	196	27	11,161	Yes	43	\$ 48,327.13
BRIDGE LN	HARDING LN	TO END	840	38	31,916	Yes	42	\$ 138,196.28
BRINK ST	SMITH ST	GIDDINGS ST	360	21	7,567	No	23	\$ 39,348.40
BRINK ST	GIDDINGS ST	WASHBURN ST	374	21	7,844	No	60	\$ 16,237.08
BROADWAY AV	McHENRY AVE	GREENWOOD AVE	1,261	25	31,528	No	36	\$ 146,605.20
BROWN ST	E LAKE ST	SMITH ST	356	22	7,834	No	0	\$ 40,736.80
BROWN ST	SMITH ST	GIDDINGS ST	458	22	10,070	No	0	\$ 52,364.00
BROWN ST	GIDDINGS ST	WASHBURN ST	409	22	8,994	No	14	\$ 46,768.80
BULL VALLEY DR	BOBOLINK CIRCLE	OAKMONT DR	408	22	8,981	No	11	\$ 46,701.20
BULL VALLEY DR	BOBOLINK CIRCLE	BOBOLINK CIRCLE	781	22	17,172	No	20	\$ 89,294.40
BULL VALLEY DR	TAURUS CT	YELLOWHEAD CT	938	22	20,633	No	11	\$ 107,291.60
BULL VALLEY DR	YELLOWHEAD CT	BOBOLINK CIRCLE	687	22	15,106	No	10	\$ 78,551.20

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
BULL VALLEY DR	CLUB ROAD	TAURUS CT	856	22	18,828	No	99	\$ -
BULL VALLEY DR	WHITE FACE CT	CLUB ROAD	502	22	11,052	No	80	\$ 773.64
BULL VALLEY DR	CLUB ROAD	WHITE FACE CT	3,760	23	86,484	No	57	\$ 179,021.88
BUNKER ST	LIBERTY LN	BURBANK AVE	697	31	21,609	Yes	56	\$ 49,700.70
BUNKER ST	BURBANK AVE	KIMBALL AVE	422	22	9,274	No	52	\$ 34,777.50
BUNKER ST	SCHRYVER AVE	KIMBALL AVE	343	22	7,544	No	69	\$ 1,056.16
BUNKER ST	CHESTNUT AVE	SCHRYVER AVE	339	22	7,454	No	42	\$ 27,952.50
BUNKER ST	HOY AVE	CHESTNUT AVE	366	21	7,688	No	0	\$ 39,977.60
BUNKER ST	GRIFFING AVE	HOY AVE	338	21	7,102	No	4	\$ 36,930.40
BUNKER ST	FREMONT ST	GRIFFING AVE	377	21	7,916	No	12	\$ 41,163.20
BURBANK AV	BUNKER ST	CUL DE SAC	511	30	21,701	Yes	77	\$ 1,519.07
BURBANK AV	BUNKER ST	JEFFERSON ST	430	22	9,456	No	8	\$ 49,171.20
BURBANK AV	JEFFERSON ST	HIBBARD ST	425	28	11,886	Yes	52	\$ 51,466.38
BURBANK AV	HIBBARD ST	S EAST ST	407	28	11,399	Yes	65	\$ 26,217.70
BUTTERFIELD RD	POWERS RD	HAVENS DR	258	27	6,958	Yes	80	\$ 487.06
BUTTERFIELD RD	HAVENS DR	ROGER RD	260	27	7,029	Yes	83	\$ 492.03
BUTTERFIELD RD	MANKE LN	POWERS RD	730	27	19,704	Yes	50	\$ 85,318.32
BUTTERFIELD RD	ROGER RD	MANKE LN	759	27	20,489	Yes	88	\$ -
C								
CAIRNS CT	WASHINGTON ST	END	460	20	9,196	No	40	\$ 34,485.00
CALHOUN ST	HAYWARD ST	TRYON ST	360	27	9,729	Yes	28	\$ 53,412.21
CALHOUN ST	TRYON ST	THROOP ST	365	30	10,938	Yes	73	\$ 1,531.32
CALHOUN ST	THROOP ST	JOHNSON ST	167	44	7,362	Yes	92	\$ -
CALHOUN ST	JOHNSON ST	DEAN ST	190	44	8,349	Yes	43	\$ 36,151.17
CALHOUN ST	DEAN ST	JEFFERSON ST	362	44	15,947	Yes	100	\$ -
CALHOUN ST	JEFFERSON ST	MADISON ST	361	44	15,873	Yes	35	\$ 87,142.77
CALHOUN ST	RR TRACKS	MADISON ST	98	32	3,149	Yes	74	\$ 440.86
CALHOUN ST	S SEMINARY AVE	RR TRACKS	316	35	11,044	Yes	88	\$ -
CALHOUN ST	S SEMINARY AVE	DOUGLAS ST	453	36	16,310	Yes	84	\$ 1,141.70
CALHOUN ST	DOUGLAS ST	NEBRASKA ST	457	36	16,447	Yes	85	\$ 1,151.29
CALHOUN ST	NEBRASKA ST	IRVING AVE	440	36	15,829	Yes	84	\$ 1,108.03
CALHOUN ST	IRVING AVE	FAIR ST	612	36	22,035	Yes	85	\$ 1,542.45
CALHOUN ST	FAIR ST	RT 47 - S EASTWOOD DR	93	44	4,098	Yes	85	\$ 286.86
CARLISLE DR	ROBERT DR	END	187	30	5,601	Yes	86	\$ -
CARLISLE DR	THOMAS DR	ROBERT DR	820	30	24,591	Yes	71	\$ 3,442.74
CAROL ST	WEST	MARY ANN ST	789	30	23,663	Yes	24	\$ 129,909.87
CAROL ST	OAK ST	WEST AVE	594	30	17,819	Yes	28	\$ 97,826.31
CAROL ST	PLEASANT ST	OAK ST	389	29	11,277	Yes	8	\$ 90,216.00
CASTLE RD	FOX SEDGE TR	CITY LIMITS	166	28	3,486	Yes	84	\$ 244.02
CASTLE RD	NOVEAN PKWY	FOX SEDGE TR	527	28	11,072	Yes	82	\$ 775.04

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
CASTLE RD	CORD GRASS TR	NOVEAN PARKWAY	204	28	4,079	Yes	79	\$ 285.53
CASTLE RD	POND POINT RD	CORD GRASS TR	797	28	15,943	Yes	57	\$ 36,668.90
CASTLE RD	COBBLESTONE WAY	POND POINT RD	672	28	14,122	Yes	55	\$ 32,480.60
CASTLE RD	RT 47	COBBLESTONE	1,909	21	40,092	Yes	51	\$ 173,598.36
CASTLEBAR TR	DUBLIN CT	MORAIN DR	674	28	20,212	Yes	3	\$ 161,696.00
CASTLEBAR TR	DONEGAL CT	DUBLIN CT	199	28	5,964	Yes	8	\$ 47,712.00
CASTLEBAR TR	INFANTA CT	DONEGAL CT	624	28	18,706	Yes	45	\$ 80,996.98
CASTLESHIRE DR	BORDEN ST	BORDEN ST	1,262	29	36,589	Yes	30	\$ 200,873.61
CATALPA LN	LAKE AVE	INDUSTRIAL HTS	914	31	28,322	Yes	32	\$ 155,487.78
CATALPA LN	LAKE AVE	AMERICAN AVE	625	32	20,014	Yes	47	\$ 86,660.62
CATALPA LN	RT 47 - S EASTWOOD DR	INDUSTRIAL HTS DR	1,806	31	55,975	Yes	36	\$ 307,302.75
CEMETARY RD	KISHWAUKEE VALLEY RD	W JACKSON ST	647	17	11,007	No	15	\$ 57,236.40
CENTER LN	RT 47	END	235	12	2,817	Yes	1	\$ 22,536.00
CENTER ST	RT 47	END	753	21	15,808	Yes	3	\$ 126,464.00
CENTRAL PW	SHIELA ST	CHARLES ST	292	26	7,601	Yes	8	\$ 60,808.00
CENTRAL PW	CHARLES ST	JULIE ST	298	26	7,759	Yes	22	\$ 62,072.00
CENTRAL PW	HICKORY RD	END	240	8	1,916	No	58	\$ 3,966.12
CHARLES ST	BIRCH RD	CENTRAL PARKWAY	988	28	27,651	Yes	31	\$ 151,803.99
CHERRY CT	TAPPAN ST	CLAY ST	967	19	18,368	Yes	1	\$ 146,944.00
CHERRY CT	CLAY ST	END	230	20	4,603	Yes	8	\$ 36,824.00
CHESTNUT AV	BUNKER ST	JEFFERSON ST	430	24	10,323	No	24	\$ 48,001.95
CHOPPIN LN	VERDI ST	HAYDN ST	554	27	14,969	Yes	67	\$ 2,095.66
CHRISTIAN WY	N SEMINARY AVE	NORTHHAMPTON ST	640	23	14,718	No	91	\$ -
CHURCH ST	N SEMINARY AVE	MADISON ST	423	26	11,001	Yes	59	\$ 25,302.30
CLAUSSEN DR	BORDEN ST	HILLSIDE ST	506	29	14,680	Yes	89	\$ -
CLAUSSEN DR	BORDEN ST	TO END	412	29	11,955	Yes	6	\$ 253,446.00
CLAY CT	LANE	CUL DE SAC	34	21	2,755	Yes	23	\$ 22,040.00
CLAY ST	CHURCH ST	ALLY 1	183	39	7,143	Yes	64	\$ 16,428.90
CLAY ST	ALLY 1	HUTCHINS ST	171	39	6,662	Yes	58	\$ 15,322.60
CLAY ST	HUTCHINS ST	ALLY 2	170	40	6,796	Yes	63	\$ 15,630.80
CLAY ST	ALLY 2	NEWELL ST	172	40	6,894	Yes	63	\$ 15,856.20
CLAY ST	NEWELL ST	ALLY 3	172	27	4,644	Yes	69	\$ 650.16
CLAY ST	ALLY 3	NORTH ST	173	27	4,680	Yes	68	\$ 655.20
CLAY ST	NORTH ST	FIRST ST	268	27	7,241	Yes	77	\$ 506.87
CLAY ST	FIRST ST	GROVE ST	512	28	14,331	Yes	4	\$ 114,648.00
CLAY ST	GROVE ST	TODD AVE	783	28	21,933	Yes	61	\$ 50,445.90
CLAY ST	TODD AVE	DONOVAN AVE	482	28	13,495	Yes	33	\$ 74,087.55
CLAY ST	DONOVAN AVE	BAGLEY ST	429	28	12,022	Yes	29	\$ 66,000.78
CLAY ST	BAGLEY ST	GREENWOOD AVE	424	28	11,862	Yes	13	\$ 94,896.00
CLAY ST	GREENWOOD AVE	E BEECH AVE	342	28	9,584	Yes	42	\$ 41,498.72
CLAY ST	E BEECH AVE	MEADOW AVE	206	28	5,770	Yes	63	\$ 13,271.00

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
CLAY ST	MEADOW AVE	WALNUT DR	394	29	11,440	Yes	57	\$ 26,312.00
CLAY ST	WALNUT DR	MAPLE AVE	264	28	7,394	Yes	77	\$ 517.58
CLAY ST	MAPLE AVE	WILLOW AVE	637	31	19,745	Yes	85	\$ 1,382.15
CLAY ST	CLAY CT	WILLOW AVE	355	28	9,927	Yes	82	\$ 694.89
CLAY ST	CLAY ST	CLAY CT	244	29	7,078	Yes	84	\$ 495.46
CLAY ST	WALNUT DR	LOCUST AVE	298	29	8,649	Yes	23	\$ 69,192.00
CLAY ST	CHERRY CT	WALNUT DR	175	29	5,083	Yes	0	\$ 40,664.00
CLAY ST	TERRY CT	CHERRY CT	161	29	4,678	Yes	11	\$ 37,424.00
CLAY ST	PEACH TREE LN	TERRY CT	364	31	11,273	Yes	22	\$ 90,184.00
CLOVER CHASE CI	PRAIRIE RIDGE DR	VERBENNA LN	1,520	30	45,588	Yes	54	\$ 104,852.40
CLUB RD	GALLOWAY DR	BULL VALLEY DR	2,091	24	50,174	No	39	\$ 188,152.50
CLUB RD	BULL VALLEY DR	GALLOWAY DR	393	24	9,436	No	52	\$ 35,385.00
CLUB RD	COUNTRY CLUB RD	BULL VALLEY DR	329	40	13,154	Yes	35	\$ 72,215.46
COBBLESTONE WY	RT 47 - S EASTWOOD DR	POND POINT RD	525	36	18,901	Yes	41	\$ 81,841.33
COBBLESTONE WY	POND POINT RD	CASTLE RD	806	36	29,025	Yes	42	\$ 125,678.25
COBBLESTONE WY	LAKE AVE	CASTLE RD	1,697	30	50,896	Yes	73	\$ 7,125.44
CONWAY ST	HILL ST	BECKING AVE	318	30	9,554	Yes	19	\$ 76,432.00
CORD GRASS TR	SAVANNA GROVE LN	FOX SEDGE TR	1,096	26	28,497	Yes	73	\$ 3,989.58
CORD GRASS TR	WATERLEAF LN	SAVANNA GROVE LN	653	26	16,966	Yes	52	\$ 73,462.78
CORD GRASS TR	CASTLE RD	WATERLEAF LN	368	26	9,555	Yes	24	\$ 52,456.95
COUNTRY CLUB RD	END	E LONGWOOD DR	821	27	22,167	No	100	\$ -
COUNTRY CLUB RD	E LONGWOOD DR	CITY LIMITS	588	27	15,878	No	100	\$ -
COUNTRY CLUB RD	CITY LIMITS	CITY LIMITS	1,415	27	38,198	No	100	\$ -
COUNTRY CLUB RD	CITY LIMITS	OAKMONT DR	403	27	10,879	No	100	\$ -
COUNTRY CLUB RD	OAKMONT DR	CITY LIMITS	644	27	17,387	No	100	\$ -
COUNTRY CLUB RD	DEERPATH RD	CITY LIMITS	1,012	27	27,322	No	100	\$ -
COUNTRY CLUB RD	CITY LIMITS	DEERPATH RD	1,122	26	29,185	No	100	\$ -
COUNTRY CLUB RD	DEERPATH RD	CITY LIMITS	2,516	26	65,413	No	21	\$ 340,147.60
COUNTRY CLUB RD	RT 47 - S EASTWOOD DR	LEAH LN	1,271	28	35,593	Yes	71	\$ 4,983.02
COUNTRY CLUB RD	LEAH LN	ZIMMERMAN RD	320	28	8,951	Yes	100	\$ -
COUNTRY CLUB RD	ZIMMERMAN RD	CITY LIMITS	36	28	1,008	Yes	100	\$ -
COUNTRY CLUB RD	CITY LIMITS	CITY LIMITS	970	25	24,238	No	78	\$ 1,696.66
COUNTRY CLUB RD	CITY LIMITS	CITY LIMITS	1,287	25	32,184	No	63	\$ 66,620.88
COUNTRY CLUB RD	CITY LIMITS	DORHAM LN	753	25	18,813	No	9	\$ 97,827.60
COUNTRY CLUB RD	DORHAM LN	BULL VALLEY RD	1,180	26	30,671	No	6	\$ 159,489.20
COUNTRY RIDGE SQ	SANDPIPER LN	PRAIRIE RIDGE DR	350	27	9,453	Yes	44	\$ 40,931.49
COURTAULDS DR	MCCONNELL RD	END	836	31	34,730	Yes	17	\$ 736,276.00
D								
DACY ST	DANE ST	LINCOLN AVE	1,111	29	32,220	Yes	74	\$ 4,510.80
DAKOTA DR	EXIT	WINTU CT	581	31	23,810	Yes	20	\$ 190,480.00

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
DAKOTA DR	SOUTH ST / EXIT	DAKOTA DR	259	18	4,654	Yes	10	\$ 37,232.00
DAKOTA DR	ENTRANCE	EXIT	50	32	1,608	Yes	21	\$ 12,864.00
DAKOTA DR	SOUTH ST / ENTRANCE	DAKOTA DR	268	18	4,823	Yes	11	\$ 38,584.00
DAKOTA DR	DAKOTA DR/ENT	TETON DR	633	31	19,618	Yes	13	\$ 156,944.00
DAKOTA DR	TETON DR	OSAGE WAY	459	31	14,239	Yes	23	\$ 113,912.00
DAKOTA DR	OSAGE WAY	TETON DR	644	31	19,968	Yes	47	\$ 86,461.44
DANE ST	MARY ANN ST	ARTHUR DR	146	29	4,238	Yes	30	\$ 23,266.62
DANE ST	ARTHUR DR	OAK ST	1,370	22	30,132	No	94	\$ -
DANE ST	OAK ST	BECKING AVE	285	30	8,542	Yes	5	\$ 68,336.00
DANE ST	BECKING AVE	PLEASANT ST	326	30	9,793	Yes	34	\$ 53,763.57
DANE ST	PLEASANT ST	DACY ST	368	30	11,027	Yes	1	\$ 88,216.00
DANE ST	DACY ST	WASHINGTON ST	251	30	7,524	Yes	0	\$ 60,192.00
DAVIS CT	FREMONT ST	LAKE AVE	389	15	5,838	Yes	14	\$ 46,704.00
DAVIS RD	RT 47 - S EASTWOOD DR	CASTLE	1,741	25	43,520	No	4	\$ 226,304.00
DAVIS RD	DEAN ST	CITY LIMITS	5,235	21	109,927	No	30	\$ 511,160.55
DAVIS RD	DAVIS RD	CITY LIMITS	1,088	20	21,755	No	53	\$ 45,032.85
DAVIS RD	STEIG RD	DEAN ST	6,640	25	166,000	No	77	\$ 11,620.00
DEAN ST	HERCULES RD	PERKINS RD	4,085	26	106,215	No	51	\$ 398,306.25
DEAN ST	BLOOMFIELD DR	HERCULES RD	388	26	10,095	Yes	68	\$ 23,218.50
DEAN ST	BLOOMFIELD DR	CITY LIMITS	150	26	3,910	Yes	54	\$ 16,930.30
DEAN ST	CITY LIMITS	CITY LIMITS	3,141	26	81,656	No	94	\$ -
DEAN ST	RT 14	DAVIS RD	133	26	3,447	No	63	\$ 7,135.29
DEAN ST	WAGNER LN	RT 14	219	36	7,867	No	13	\$ 40,908.40
DEAN ST	PRAIRIE RIDGE DR	WAGNER LN	514	36	18,512	Yes	31	\$ 101,630.88
DEAN ST	RIDGEWOOD DR	PRAIRIE RIDGE DR	592	36	21,322	Yes	20	\$ 170,576.00
DEAN ST	KIMBALL AVE	RIDGEWOOD DR	1,304	36	46,937	Yes	36	\$ 257,684.13
DEAN ST	KIMBALL AVE	KIMBALL AVE	31	36	1,131	Yes	36	\$ 6,209.19
DEAN ST	HIGHLAND AVE	KIMBALL AVE	280	36	10,096	Yes	9	\$ 80,768.00
DEAN ST	SCHRYVER AVE	HIGHLAND AVE	112	36	4,031	Yes	47	\$ 17,454.23
DEAN ST	RIDGELAND AVE	SCHRYVER AVE	163	37	6,044	Yes	49	\$ 26,170.52
DEAN ST	STEWART AVE	RIDGELAND AVE	447	36	16,106	Yes	49	\$ 69,738.98
DEAN ST	HOY AVE	STEWART AVE	305	36	10,988	Yes	86	\$ 769.16
DEAN ST	FOREST AVE	HOY AVE	150	31	4,647	Yes	39	\$ 25,512.03
DEAN ST	TRYON ST	FOREST AVE	413	27	11,146	Yes	46	\$ 48,262.18
DEAN ST	FREMONT ST	TRYON ST	337	28	9,441	Yes	66	\$ 21,714.30
DEAN ST	LAWRENCE AVE	FREMONT ST	250	27	6,758	Yes	80	\$ 473.06
DEAN ST	SOUTH ST	LAWRENCE AVE	609	28	17,043	Yes	75	\$ 2,386.02
DEAN ST	DEAN ST ALLY	SOUTH ST	160	42	6,724	Yes	71	\$ 941.36
DEAN ST	CALHOUN ST	DEAN ST ALLY	170	42	7,127	Yes	71	\$ 997.78
DEAN ST	PERKINS RD	LUCAS RD	722	25	18,061	No	74	\$ 2,528.54
DEERPATH RD	CITY LIMITS	COUNTRY CLUB RD	3,188	22	70,129	No	31	\$ 326,099.85

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
DESMOND DR	BLAKELY ST	MURIEL ST	362	30	10,860	Yes	8	\$ 86,880.00
DESMOND DR	MURIEL ST	MITCHELL ST	355	30	10,641	Yes	24	\$ 58,419.09
DIANE CT	JOSEPH ST	TO CUL DE SAC	311	31	14,655	Yes	78	\$ 1,025.85
DICK TRACY WY	FREMONT ST	LAKE AVE	277	31	8,596	Yes	96	\$ -
DIECKMAN ST	RT 47 - S EASTWOOD DR	TEHCOURT	1,029	31	31,887	Yes	10	\$ 676,004.40
DIECKMAN ST	TEHCOURT	END	346	31	10,724	Yes	30	\$ 58,874.76
DILLARD CT	DUNCAN PLACE	DUNCAN PLACE	1,424	30	45,229	Yes	34	\$ 248,307.21
DIVISION ST	SCHRYVER	HOY AVE	773	22	17,008	No	41	\$ 63,780.00
DONA CT	ARTHUR DR	END	335	19	6,373	No	61	\$ 13,192.11
DONEGAL CT	CASTLEBAR TR	END	323	28	15,362	Yes	9	\$ 122,896.00
DONOVAN AV	END	OLIVE ST	119	24	2,859	No	87	\$ -
DONOVAN AV	RHODES ST	OLIVE ST	667	21	13,997	Yes	52	\$ 60,607.01
DONOVAN AV	RHODES ST	WICKER ST	321	21	6,734	No	24	\$ 31,313.10
DONOVAN AV	WICKER ST	JEWETT ST	346	21	7,256	No	100	\$ -
DONOVAN AV	JEWETT ST	QUEEN ANNE ST	344	21	7,219	No	100	\$ -
DONOVAN AV	QUEEN ANNE	WHEELER	333	21	6,986	No	64	\$ 14,461.02
DONOVAN AV	WHEELER	TAPPAN	327	27	8,819	Yes	46	\$ 38,186.27
DONOVAN AV	TAPPAN	CLAY	328	27	8,858	Yes	14	\$ 70,864.00
DONOVAN AV	CLAY	MADISON	511	31	15,827	Yes	7	\$ 126,616.00
DONOVAN AV	MADISON	SEMINARY	443	31	13,747	Yes	72	\$ 1,924.58
DORHAM LN	END	TO WEST	480	22	13,991	No	4	\$ 72,753.20
DORHAM LN	END	TO EAST	618	22	17,016	No	5	\$ 88,483.20
DORHAM LN	COUNTRY CLUB	END	297	22	6,543	No	6	\$ 34,023.60
DOTY RD	MEMORIAL DR	CITY LIMITS	416	36	14,976	Yes	23	\$ 119,808.00
DOTY RD	RT 14	MEMORIAL DR	1,007	40	40,263	Yes	17	\$ 322,104.00
DOUGLAS ST	E JACKSON ST	CALHOUN ST	329	19	6,253	No	6	\$ 32,515.60
DOUGLAS ST	E JUDD ST	E JACKSON ST	325	22	7,160	Yes	3	\$ 57,280.00
DUBLIN CT	CASTLEBAR TR	END	482	30	20,141	Yes	10	\$ 161,128.00
DUNCAN PL	DUNCAN PLACE	DILLARD	952	30	28,550	Yes	38	\$ 156,739.50
DUNCAN PL	McCONNELL	DUNCAN PLACE	672	30	20,174	Yes	72	\$ 2,824.36
DUVALL DR	SOUTH ST	GRETA AVE	696	30	20,873	Yes	10	\$ 166,984.00
DUVALL DR	SOUTH ST	SOUTH ST	1,265	31	39,217	Yes	20	\$ 313,736.00
E								
E BEECH AV	MADISON	RT 47	489	29	14,186	Yes	8	\$ 113,488.00
E BEECH AV	CLAY ST	MADISON ST	487	29	14,122	Yes	8	\$ 112,976.00
E BEECH AV	MADISON ST	E BEECH AVE	77	30	2,300	Yes	8	\$ 18,400.00
E HALMA LN	MCCONNELL RD	ENTRANCE ROAD	216	18	3,889	Yes	27	\$ 21,350.61
E HALMA LN	BERLTUM LN	ENTRANCE RD	806	20	16,114	Yes	37	\$ 88,465.86
E JACKSON ST	MADISON ST	S. SEMINARY AVE	416	31	12,907	Yes	42	\$ 55,887.31
E JACKSON ST	S. SEMINARY AVE	DOUGLAS ST	452	19	8,596	No	70	\$ 1,203.44

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
E JACKSON ST	DOUGLAS ST	NEBRASKA ST	457	18	8,223	No	50	\$ 30,836.25
E JUDD ST	BENTON ST	JEFFERSON ST	181	27	4,877	Yes	38	\$ 26,774.73
E JUDD ST	JEFFERSON ST	MADISON ST	361	36	13,007	Yes	37	\$ 71,408.43
E JUDD ST	MADISON ST	N. SEMINARY AVE	419	40	16,748	Yes	92	\$ -
E JUDD ST	N. SEMINARY AVE	DOUGLAS ST	620	40	18,075	Yes	17	\$ 144,600.00
E JUDD ST	DOUGLAS ST	NEBRASKA ST	457	40	18,274	Yes	42	\$ 79,126.42
E JUDD ST	NEBRASKA ST	RT 47	473	40	18,927	Yes	29	\$ 103,909.23
E LAKE ST	KING ST	SMITH ST	451	20	9,027	No	0	\$ 46,940.40
E LAKE ST	BROWN ST	KING ST	364	22	8,013	No	1	\$ 41,667.60
E LAKE ST	SOUTH ST	BROWN ST	1,419	23	32,634	No	0	\$ 169,696.80
E LONGWOOD DR	W LONGWOOD DR	HILLCREST RD	2,607	30	78,214	No	68	\$ 10,949.96
E LONGWOOD DR	LONGWOOD CT	W LONGWOOD DR	829	28	24,874	No	82	\$ 1,741.18
E LONGWOOD DR	COUNTRY CLUB RD	LONGWOOD CT	624	28	18,709	No	77	\$ 1,309.63
EASTWOOD CT	RT 47	RT 47	234	18	4,217	Yes	46	\$ 18,259.61
EDGEWOOD DR	CITY LIMITS	CITY LIMITS	85	21	1,789	No	40	\$ 6,708.75
EDGEWOOD DR	CITY LIMITS	CITY LIMITS	65	21	1,365	No	41	\$ 5,118.75
EDGEWOOD DR	CITY LIMITS	CITY LIMITS	452	21	9,501	No	61	\$ 19,667.07
EDGEWOOD DR	CITY LIMITS	CITY LIMITS	1,073	21	22,530	No	62	\$ 46,637.10
ELLEN CT	SHARON DR	CUL DE SAC	292	23	11,737	No	100	\$ -
ELM LN	WASHINGTON ST	END	550	30	16,494	Yes	22	\$ 349,672.80
EMRICSON DR	SOUTH ST	PARKING LOT A	473	24	11,363	No	66	\$ 23,521.41
EMRICSON DR	PARKING LOT A	PARKING LOT B	89	42	3,729	No	53	\$ 7,719.03
EMRICSON DR	PARKING LOT B	JACKSON DR	895	24	21,485	No	44	\$ 80,568.75
EMRICSON DR	JACKSON DR	BIGELOW RD	433	24	10,391	No	2	\$ 54,033.20
F								
FAIR ST	CALHOUN ST	SOUTH ST	395	36	14,218	Yes	0	\$ 113,744.00
FAIRVIEW CI	FAIRVIEW CIR	SANCTUARY DR	2,181	25	61,080	Yes	77	\$ 4,275.60
FAIRVIEW CI	SANCTUARY DR	FAIRVIEW CIR	423	25	11,850	Yes	76	\$ 1,659.00
FAIRVIEW CI	FAIRVIEW CIR	HILLCREST RD	371	25	10,382	Yes	77	\$ 726.74
FAIRVIEW LN	GREENVIEW DR	PRESWICK LN	912	27	24,636	Yes	65	\$ 56,662.80
FARM TR	WICKER ST	CUL DE SAC	228	31	12,092	Yes	79	\$ 846.44
FIRST ST	QUEEN ANNE ST	WHEELER ST	404	30	12,121	Yes	91	\$ -
FIRST ST	WHEELER ST	CLAY ST	596	30	17,867	Yes	74	\$ 2,501.38
FLAGG LN	HICKMAN LN	SHARON DR	435	24	10,443	No	22	\$ 54,303.60
FLAGG LN	HICKMAN LN	HICKMAN LN	1,429	23	32,866	No	11	\$ 170,903.20
FOREST AV	GERRY	END	161	29	4,668	Yes	49	\$ 20,212.44
FOREST AV	GERRY	BLAKELY	422	22	9,286	Yes	11	\$ 74,288.00
FOREST AV	BLAKELY	MURIEL	356	29	10,331	Yes	32	\$ 56,717.19
FOREST AV	MURIEL	MITCHELL	359	29	10,422	Yes	28	\$ 57,216.78
FOREST AV	MITCHELL	PUTNAM	156	29	4,523	Yes	0	\$ 36,184.00

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
FOREST AV	PUTNAM	GOULD	173	29	5,012	Yes	5	\$ 40,096.00
FOREST AV	GOULD	AUSTIN	184	29	5,345	Yes	37	\$ 29,344.05
FOREST AV	AUSTIN	DEAN	387	29	11,215	Yes	100	\$ -
FOX LN	QUAIL CT	WICKER ST	381	31	11,817	Yes	60	\$ 27,179.10
FOX SEDGE TR	SAVANNA GROVE LN	CORD GRASS TR	1,033	26	26,852	Yes	54	\$ 61,759.60
FOX SEDGE TR	WATERLEAF LN	SAVANNA GROVE LN	415	26	10,786	Yes	81	\$ 755.02
FOX SEDGE TR	CASTLE RD	WATERLEAF LN	186	26	4,835	Yes	72	\$ 676.90
FREMONT ST	DICK TRACY WAY	RYDER ST	300	20	5,992	No	82	\$ 419.44
FREMONT ST	LAWNDALE AVE	DICK TRACY WAY	139	27	3,765	Yes	63	\$ 8,659.50
FREMONT ST	DAVIS CT	LAWNDALE AVE	409	28	11,446	Yes	27	\$ 62,838.54
FREMONT ST	VINE ST	DAVIS CT	275	28	7,697	Yes	23	\$ 61,576.00
FREMONT ST	LAWNDALE AVE	VINE ST	477	28	13,352	Yes	22	\$ 106,816.00
FREMONT ST	JEFFERSON ST	MADISON ST	381	23	8,762	Yes	81	\$ 613.34
FREMONT ST	MADISON ST	LAWNDALE AVE	131	28	3,660	Yes	41	\$ 15,847.80
FREMONT ST	BUNKER ST	JEFFERSON ST	444	28	12,438	Yes	37	\$ 68,284.62
FREMONT ST	DEAN ST	BUNKER ST	425	28	11,905	Yes	13	\$ 95,240.00
G								
GALLOWAY DR	BERLTSUM LN	END	517	22	15,006	No	65	\$ 31,062.42
GALLOWAY DR	BERLTSUM LN	AYRSHIRE CT	638	22	14,041	No	37	\$ 65,290.65
GALLOWAY DR	BULL VALLEY DR	AYRSHIRE CT	530	22	12,718	No	24	\$ 66,133.60
GERRY CT	CUL DE SAC	GERRY ST	237	32	13,123	Yes	21	\$ 104,984.00
GERRY ST	WINSLOW AVE	WINSLOW CIR	587	30	17,595	Yes	60	\$ 40,468.50
GERRY ST	GERRY CT	HICKORY LN	306	30	9,178	Yes	6	\$ 73,424.00
GERRY ST	WINSLOW AVE	GERRY CT	502	30	15,057	Yes	61	\$ 34,631.10
GERRY ST	HICKORY LN	KIMBALL AVE	879	30	26,379	Yes	2	\$ 211,032.00
GERRY ST	RIDGELAND AVE	KIMBALL AVE	616	30	18,480	Yes	70	\$ 2,587.20
GERRY ST	STEWART AVE	RIDGELAND AVE	404	30	12,114	Yes	90	\$ -
GERRY ST	FOREST AVE	STEWART AVE	300	30	9,012	Yes	91	\$ -
GERRY ST	SOUTH ST	FOREST AVE	1,044	30	31,310	Yes	10	\$ 250,480.00
GIDDINGS ST	BROWN ST	BRINK ST	334	19	6,351	No	57	\$ 13,146.57
GINNY LN	PORTAGE LN	ACADIA LN	293	29	8,502	Yes	71	\$ 1,190.28
GINNY LN	PRAIRIE RIDGE DR	PORTAGE LN	533	29	15,447	Yes	46	\$ 66,885.51
GINNY LN	ACADIA LN	PRAIRIE RIDGE DR	721	29	20,917	Yes	6	\$ 167,336.00
GINNY LN	WOOD DR	PRAIRIE RIDGE DR	291	29	8,426	Yes	35	\$ 46,258.74
GINNY LN	VALERIAN LN	WOOD DR	289	29	8,390	Yes	10	\$ 67,120.00
GINNY LN	BLUE BONNET LN	VALERIAN LN	288	29	8,338	Yes	12	\$ 66,704.00
GINNY LN	BARBARY LN	BLUE BONNET LN	296	29	8,571	Yes	43	\$ 37,112.43
GOLDEN AV	WINSLOW AVE	END	178	29	5,149	Yes	5	\$ 41,192.00
GOLDEN AV	AMBER CT	WINSLOW AVE	658	29	19,087	Yes	42	\$ 82,646.71
GOLDEN AV	TARA DR	AMBER CT	328	29	9,505	Yes	31	\$ 52,182.45

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
GOLDEN OAK DR	MCCONNELL RD	T-Intersection	172	31	5,328	Yes	59	\$ 12,254.40
GOLDEN OAK DR	OAK RIDGE LN	W END	92	34	3,128	Yes	84	\$ 218.96
GOLDEN OAK DR	West end cul de sac	East end cul de sac	381	30	11,443	Yes	41	\$ 49,548.19
GOULD ST	STEWART AVE	DEAN ST	323	26	8,394	Yes	2	\$ 67,152.00
GOULD ST	STEWART AVE		81	26	2,105	Yes	8	\$ 16,840.00
GOULD ST	FOREST AVE	STEWART AVE	299	27	8,065	Yes	6	\$ 64,520.00
GRACY ST	MCHENRY AVE	END	165	12	1,981	Yes	73	\$ 277.34
GREENLEY ST	VINE ST	LAKE AVE	452	15	6,783	Yes	2	\$ 54,264.00
GREENVIEW DR	MCCONNELL RD	PRESWICK LN	777	27	20,982	Yes	34	\$ 115,191.18
GREENVIEW DR	FAIRVIEW LN	SERENITY LN	872	27	23,531	Yes	55	\$ 54,121.30
GREENVIEW DR	PRESWICK LN	FAIRVIEW LN	244	27	6,580	Yes	39	\$ 28,491.40
GREENVIEW DR	SERENITY LN	SERENITY LN	2,269	27	61,259	Yes	54	\$ 140,895.70
GREENWOOD AV	THOMAS DR	WICKER ST	286	37	10,577	Yes	42	\$ 45,798.41
GREENWOOD AV	WICKER ST	JEWETT ST	347	36	12,504	Yes	100	\$ -
GREENWOOD AV	JEWETT ST	QUEEN ANNE ST	341	36	12,292	Yes	100	\$ -
GREENWOOD AV	QUEEN ANNE ST	WHEELER ST	332	36	11,966	Yes	100	\$ -
GREENWOOD AV	WHEELER ST	TAPPAN ST	331	35	11,584	Yes	100	\$ -
GREENWOOD AV	TAPPAN ST	CLAY ST	326	36	11,729	Yes	100	\$ -
GREENWOOD AV	CLAY ST	MADISON ST	513	37	18,972	Yes	30	\$ 104,156.28
GREENWOOD AV	MADISON ST	RT 47	454	40	18,159	Yes	26	\$ 99,692.91
GREENWOOD AV	SEMINARY AVE	GREENWOOD CIR	437	36	15,727	Yes	57	\$ 36,172.10
GREENWOOD AV	RAFFEL RD	END	558	23	12,843	Yes	29	\$ 70,508.07
GREENWOOD CI	GREENWOOD AVE	SEMINARY AVE	1,201	30	36,034	Yes	24	\$ 197,826.66
GRETA AV	DUVAL DR	CUL DE SAC	327	29	15,852	Yes	34	\$ 87,027.48
GRETA AV	DUVAL	TARA	546	29	15,833	Yes	5	\$ 126,664.00
GRIFFING AV	BUNKER ST	JEFFERSON ST	429	21	9,012	No	37	\$ 41,905.80
GROVE ST	CLAY ST	MADISON ST	503	27	13,581	Yes	44	\$ 58,805.73
GROVE ST	MADISON ST	N. SEMINARY AVE	446	27	12,052	Yes	27	\$ 66,165.48
H								
HANDEL LN	VERDI ST	SCHUMANN ST	763	27	20,605	Yes	94	\$ -
HARDING LN	LAKE SHORE DR	SOUTH TO CITY LIMITS	160	38	6,080	Yes	35	\$ 33,379.20
HARDING LN	LAKE SHORE DR	BRIDGE LN	626	38	23,787	Yes	25	\$ 130,590.63
HARDING LN	BRIDGE LN	END	592	38	22,500	Yes	40	\$ 97,425.00
HARROW GATE DR	McCONNELL RD	HARROW GATE DR	52	30	1,556	Yes	53	\$ 3,578.80
HARROW GATE DR	CITY LIMITS	HERON WAY	761	30	22,824	Yes	53	\$ 52,495.20
HARROW GATE DR	HERON WAY	MALLARD LN	648	30	19,442	Yes	46	\$ 84,183.86
HARROW GATE DR	MALLARD LN	CUL DE SAC	306	30	15,271	Yes	51	\$ 66,123.43
HARVEST CT	AMBER CT	END	219	30	12,920	Yes	51	\$ 55,943.60
HARVEY RD	ROGER RD	SEBASTIAN DR	260	27	7,013	Yes	71	\$ 981.82
HARVEY RD	SEBASTIAN DR	WOODSIDE DR	259	27	6,998	Yes	71	\$ 979.72

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
HAVENS DR	MANKE LN	BUTTERFIELD RD	641	27	17,312	Yes	42	\$ 74,960.96
HAVENS DR	ROGER RD	MANKE LN	625	27	16,863	Yes	74	\$ 2,360.82
HAYDN ST	WARE RD	VERDI CT	334	27	9,010	Yes	78	\$ 630.70
HAYDN ST	VERDI CT	BACH CT	351	27	9,482	Yes	74	\$ 1,327.48
HAYDN ST	BACH CT	CHOPIN LN	373	27	10,070	Yes	66	\$ 23,161.00
HAYDN ST	CHOPIN LN	VIVALDI ST	302	27	8,144	Yes	79	\$ 570.08
HAYDN ST	VIVALDI ST	SCHUBERT DR	602	27	16,241	Yes	78	\$ 1,136.87
HAYDN ST	SCHUBERT DR	RAFFEL RD	1,474	27	39,787	Yes	74	\$ 5,570.18
HAYWARD ST	SOUTH ST	HERRINGTON PL	653	29	18,949	Yes	8	\$ 151,592.00
HAYWARD ST	CALHOUN ST	SOUTH ST	327	29	9,497	Yes	34	\$ 52,138.53
HAYWARD ST	W. JACKSON ST	CALHOUN ST	325	29	9,431	Yes	18	\$ 75,448.00
HAYWARD ST	W. JUDD ST	W. JACKSON ST	333	29	9,662	Yes	6	\$ 77,296.00
HERCULES RD	MACINTOSH AV	CITY LIMITS	128	38	4,857	Yes	80	\$ 339.99
HERCULES RD	COURTLAND ST	MACINTOSH AVE	1,057	38	40,155	Yes	59	\$ 92,356.50
HERCULES RD	DEAN ST	JONATHON LN	517	35	19,136	Yes	60	\$ 44,012.80
HERCULES RD	JONATHON LN	BRAEBURN WAY	959	37	35,466	Yes	69	\$ 4,965.24
HERCULES RD	BRAEBURN CT	COURTLAND ST	279	37	10,316	Yes	69	\$ 1,444.24
HERON WY	MCCONNELL RD	MALLARD LN	949	30	28,482	Yes	51	\$ 123,327.06
HERON WY	MALLARD LN	HARROW GATE DR	257	30	7,724	Yes	27	\$ 42,404.76
HERRINGTON PL	AUSTIN AVE	END	129	29	3,731	Yes	44	\$ 16,155.23
HERRINGTON PL	AUSTIN AVE	HAYWARD ST	195	29	5,664	Yes	40	\$ 24,525.12
HIBBARD ST	KIMBALL AVE	BURBANK AVE	420	19	7,973	No	100	\$ -
HICKMAN LN	FLAGG LN	FLAGG LN	1,043	24	25,038	No	83	\$ 1,752.66
HICKMAN LN	MCHENRY AVE	FLAGG LN	632	25	15,807	No	80	\$ 1,106.49
HICKORY LN	MURIEL ST	MITCHELL ST	361	19	6,867	No	3	\$ 35,708.40
HICKORY LN	MITCHELL ST	DEAN ST	332	20	6,632	No	12	\$ 34,486.40
HICKORY LN	SANDO LANE	BLAKELY ST	221	19	4,198	No	41	\$ 15,742.50
HICKORY LN	BLAKELY ST	MURIEL ST	362	19	6,881	No	2	\$ 35,781.20
HICKORY LN	GERRY ST	SANDO LANE	625	19	11,880	Yes	4	\$ 95,040.00
HICKORY RD	ST. JOHNS RD	SILVER CREEK	446	31	13,834	Yes	33	\$ 75,948.66
HICKORY RD	ST JOHNS RD	ROGER RD	455	17	7,730	No	42	\$ 28,987.50
HICKORY RD	ROGER RD	MCCANNON RD	773	15	11,600	No	71	\$ 1,624.00
HICKORY RD	MCCANNON RD	CENTRAL PW	742	15	11,135	No	88	\$ -
HICKORY RD	CENTRAL PW	TODD WOODS RD	662	15	9,924	No	94	\$ -
HICKORY RD	TODD WOODS RD	WARE RD	688	15	10,326	No	72	\$ 1,445.64
HIGHLAND AV	BLAKELY ST	TO END	260	19	4,933	No	48	\$ 18,498.75
HIGHLAND AV	BLAKELY ST	MURIEL ST	357	21	7,492	No	54	\$ 15,508.44
HIGHLAND AV	MURIEL ST	MITCHELL ST	359	21	7,547	No	18	\$ 39,244.40
HIGHLAND AV	MITCHELL ST	DEAN ST	328	21	6,895	No	0	\$ 35,854.00
HILL ST	W. JACKSON ST	SOUTH ST	796	30	23,893	Yes	0	\$ 191,144.00
HILL ST	W. JUDD ST	QUINLAN ST	354	28	9,898	Yes	6	\$ 79,184.00

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
HILL ST	QUINLAN LN	CONWAY ST	623	29	18,071	Yes	13	\$ 144,568.00
HILL ST	CONWAY ST	MARGARET DR	165	29	4,791	Yes	12	\$ 38,328.00
HILL ST	MARGARET DR	END	217	29	6,306	Yes	24	\$ 34,619.94
HILLCREST RD	W LONGWOOD DR	FAIRVIEW LN	553	25	15,493	Yes	71	\$ 2,169.02
HILLSIDE TR	WESTWOOD TR	END	322	24	7,729	No	7	\$ 40,190.80
HILLTOP CT	PEACH TREE LN	TO CUL DE SAC	491	30	19,764	Yes	23	\$ 158,112.00
HOY AV	DEAN ST	DIVISION ST	334	29	9,699	Yes	20	\$ 77,592.00
HOY AV	DIVISION ST	BUNKER ST	583	29	16,909	Yes	10	\$ 135,272.00
HOY AV	BUNKER ST	JEFFERSON ST	430	29	12,457	Yes	14	\$ 99,656.00
HUTCHINS ST	CLAY ST	MADISON ST	509	40	20,362	Yes	46	\$ 88,167.46
HUTCHINS ST	MADISON ST	N. SEMINARY AVE	432	28	12,084	Yes	85	\$ 845.88
I								
INDIGO LN	PRAIRIE RIDGE DR	SANDPIPER LN	825	27	22,268	Yes	71	\$ 3,117.52
INDUSTRIAL HTS DR	CATALPA LN	END	928	27	31,427	No	4	\$ 581,399.50
INFANTA CT	CASTLEBAR TR	END	460	28	18,364	Yes	60	\$ 42,237.20
IRVING AV	RT 47 - S EASTWOOD DR	CALHOUN ST	596	30	17,880	No	11	\$ 92,976.00
IRVING AV	RT 47	MCHENRY AVE	2,313	30	69,395	Yes	32	\$ 380,978.55
IRVING AV	MCHENRY AVE	OLSON ST	401	27	10,815	Yes	39	\$ 46,828.95
IRVING AV	OLSON ST	PARK ST	70	27	1,885	Yes	60	\$ 4,335.50
IRVING AV	PARK ST	END	359	20	7,180	No	24	\$ 33,387.00
ISLAND CT	TERRY CT	JOSEPH ST	265	30	7,952	Yes	6	\$ 63,616.00
ISLAND CT	JOSEPH ST	NORTH TO CUL DE SAC	205	30	11,181	Yes	75	\$ 1,565.34
J								
JACKSON DR	KISHWAUKEE VALLEY RD	EMRICSON DR	2,060	24	49,449	No	76	\$ 6,922.86
JEFFERSON ST	KIMBALL	BURBANK	421	28	11,776	Yes	54	\$ 27,084.80
JEFFERSON ST	SCHRYVER AVE	KIMBALL AVE	341	28	9,550	Yes	11	\$ 76,400.00
JEFFERSON ST	OAKWOOD ST	SCHRYVER AVE	79	27	2,134	Yes	11	\$ 17,072.00
JEFFERSON ST	CHESTNUT AVE	OAKWOOD ST	264	28	7,398	Yes	10	\$ 59,184.00
JEFFERSON ST	HOY AVE	CHESTNUT AVE	365	27	9,858	Yes	57	\$ 22,673.40
JEFFERSON ST	GRIFFING AVE	HOY AVE	338	27	9,115	Yes	55	\$ 20,964.50
JEFFERSON ST	FREMONT ST	GRIFFING AVE	310	27	8,377	Yes	46	\$ 36,272.41
JEFFERSON ST	LAWRENCE AVE	FREMONT ST	317	26	8,240	Yes	84	\$ 576.80
JEFFERSON ST	SOUTH ST	LAWRENCE AVE	644	26	16,750	Yes	89	\$ -
JEFFERSON ST	SOUTH ST	DEAN ALLY	164	34	5,584	Yes	37	\$ 30,656.16
JEFFERSON ST	DEAN ALLY	CALHOUN ST	168	34	5,705	Yes	37	\$ 31,320.45
JEFFERSON ST	E. JACKSON ST	CALHOUN ST	335	36	12,067	Yes	30	\$ 66,247.83
JEFFERSON ST	E. JUDD ST	E. JACKSON ST	325	36	11,715	Yes	47	\$ 50,725.95
JEFFERSON ST	CHURCH ST	E. JUDD ST	332	40	13,282	Yes	16	\$ 106,256.00
JEWETT ST	THIRD ST	TODD AVE	513	20	10,265	No	100	\$ -
JEWETT ST	TODD AVE	DONOVAN AVE	484	20	9,678	No	100	\$ -

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JEWETT ST	DONOVAN AVE	BAGLEY ST	429	20	8,587	No	100	\$ -
JEWETT ST	BAGLEY ST	GREENWOOD AVE	425	20	8,495	No	100	\$ -
JEWETT ST	GREENWOOD AVE	W. BEECH AVE	326	22	7,173	No	100	\$ -
JEWETT ST	W. BEECH AVE	SUMMIT AVE	322	21	6,769	No	10	\$ 35,198.80
JEWETT ST	SUMMIT AVE	MEADOW AVE	320	29	9,279	Yes	61	\$ 21,341.70
JOHNSON ST	VAN BUREN ST	CALHOUN ST	233	31	7,223	Yes	60	\$ 16,612.90
JOSEPH ST	DIANE CT	ISLAND CT	986	30	29,569	Yes	57	\$ 68,008.70
JOSEPH ST	QUAIL CT	DIANE CT	369	31	11,445	Yes	52	\$ 49,556.85
JULIE ST	CUL DE SAC	BIRCH RD	261	29	12,569	Yes	14	\$ 100,552.00
JULIE ST	CENTRAL PARKWAY	CUL DE SAC	1,092	29	31,671	Yes	24	\$ 173,873.79
JULIE ST	RUSSEL CT	CENTRAL PARKWAY	557	30	16,707	Yes	17	\$ 133,656.00
K								
KATHLEEN CT	TARA DR	TO CUL DE SAC	172	30	11,526	Yes	6	\$ 92,208.00
KILDEER DR	SPARROW DR	NUTHATCH DR	666	30	19,979	Yes	53	\$ 45,951.70
KILKENNY CT	LAKE AVE	TO CUL DE SAC	1,198	30	41,736	Yes	53	\$ 95,992.80
KIMBALL AV	GERRY ST	BLAKELY ST	423	29	12,274	Yes	21	\$ 98,192.00
KIMBALL AV	BLAKELY ST	MITCHELL ST	717	29	20,807	Yes	23	\$ 166,456.00
KIMBALL AV	DEAN ST	BUNKER ST	1,350	36	48,588	Yes	19	\$ 388,704.00
KIMBALL AV	BUNKER ST	JEFFERSON ST	431	29	12,503	Yes	14	\$ 100,024.00
KIMBALL AV	JEFFERSON ST	HIBBARD ST	425	29	12,311	Yes	24	\$ 67,587.39
KIMBALL AV	HIBBARD ST	LAUREL AVE	264	29	7,663	Yes	22	\$ 61,304.00
KIMBALL AV	LAUREL AVE	S. EAST ST	155	29	4,499	Yes	34	\$ 24,699.51
KIMBALL AV	S. EAST ST	LAKE AVE	2,109	36	75,913	Yes	45	\$ 328,703.29
KIMBALL AV	LAKE ST	END	464	26	12,071	No	12	\$ 62,769.20
KIMBALL AV	MITCHELL ST	DEAN ST	330	29	9,565	Yes	12	\$ 76,520.00
KING ST	E. LAKE ST	SMITH ST	373	22	8,207	No	7	\$ 42,676.40
KISHWAUKEE VALLEY RD	RT 14	BORDEN ST	1,480	36	53,281	No	56	\$ 110,291.67
KISHWAUKEE VALLEY RD	BORDEN ST	CITY LIMITS	621	19	11,793	No	68	\$ 1,651.02
KISHWAUKEE VALLEY RD	CITY LIMITS	CEMETERY RD	657	19	12,488	No	27	\$ 58,069.20
L								
LAKE AV	RT 14	COBBLESTONE WAY	1,494	40	59,747	Yes	54	\$ 137,418.10
LAKE AV	CATALPA LN/KILKENNY CT	RT 14	961	45	43,227	Yes	49	\$ 187,172.91
LAKE AV	AMERICAN AVE	KILKENNY CT	497	62	30,832	Yes	49	\$ 133,502.56
LAKE AV	RT 47 - S EASTWOOD DR	AMERICAN AVE	3,487	40	139,485	Yes	34	\$ 765,772.65
LAKE AV	KIMBALL AVE	RT 47 - S EASTWOOD DR	1,071	33	35,339	Yes	55	\$ 81,279.70
LAKE AV	FREMONT ST	KIMBALL AVE	566	31	15,986	Yes	10	\$ 338,903.20
LAKE AV	DICK TRACY WAY	FREMONT ST	1,119	31	34,674	Yes	23	\$ 735,088.80
LAKE AV	DAVIS CT	DICK TRACY WAY	541	31	16,756	Yes	23	\$ 355,227.20
LAKE AV	GREENLEY ST	DAVIS CT	990	31	30,696	Yes	16	\$ 650,755.20
LAKE AV	SOUTH ST	GREENLEY ST	551	31	17,075	Yes	27	\$ 93,741.75

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LAKE SHORE DR	RT 14	HARDING LN	744	38	28,258	Yes	44	\$ 122,357.14
LAKE SHORE DR	RT 14	END	1,770	32	56,655	No	54	\$ 117,275.85
LAMB RD	RxR TRACKS	NORTH TO CITY LIMITS	3,317	24	79,617	No	10	\$ 1,472,914.50
LAUREL AV	OAKWOOD ST	KIMBALL AVE	386	21	8,112	No	37	\$ 37,720.80
LAUREL AV	ROOSEVELT ST	OAKWOOD ST	705	21	14,809	No	54	\$ 30,654.63
LAWNDALE AV	ROOSEVELT ST	FREMONT ST	1,259	20	25,171	No	24	\$ 117,045.15
LAWNDALE AV	FREMONT ST	ROOSEVELT ST	447	22	9,842	No	47	\$ 36,907.50
LAWRENCE AV	DEAN ST	JEFFERSON ST	715	24	17,161	Yes	18	\$ 137,288.00
LEAH LN	COUNTRY CLUB RD	ZIMMERMAN RD	2,001	30	60,019	Yes	45	\$ 259,882.27
LEE ANN LN	RIDGEWOOD DR	CUL DE SAC #1	440	31	19,999	Yes	100	\$ -
LEE ANN LN	CUL DE SAC #1	CUL DE SAC #2	178	31	11,893	Yes	100	\$ -
LIBERTY LN	BUNKER ST	PORTAGE LN	459	30	13,771	Yes	19	\$ 110,168.00
LILY POND RD	CITY LIMITS	CITY LIMITS	2,340	22	51,471	No	60	\$ 106,544.97
LILY POND RD	CITY LIMITS	CITY LIMITS	187	22	4,119	No	61	\$ 8,526.33
LILY POND RD	LILY POND RD	CITY LIMITS	31	22	681	No	60	\$ 1,409.67
LILY POND RD	CITY LIMITS	CITY LIMITS	649	22	14,276	No	60	\$ 29,551.32
LILY POND RD	CITY LIMITS	McCONNELL RD	2,651	24	63,621	No	61	\$ 131,695.47
LINCOLN AV	PLEASANT ST	DACY ST	360	27	9,729	Yes	39	\$ 42,126.57
LINCOLN AV	DACY ST	TRYON ST	1,030	27	27,806	Yes	8	\$ 222,448.00
LINDA CT	TIMOTHY LN	CUL DE SAC	236	23	10,450	No	83	\$ 731.50
LISA ST	MARY ANN ST	SUZANNE ST	539	30	16,168	Yes	51	\$ 70,007.44
LOCUST AV	CLAY ST	RT 47	338	29	9,792	Yes	8	\$ 78,336.00
LONGWOOD CT	E LONGWOOD DR	CUL DE SAC	193	28	12,592	No	88	\$ -
LORR DR	TARA DR	CUL DE SAC	134	29	10,252	Yes	58	\$ 23,579.60
LORR DR	WINSLOW CIR	TARA DR	352	29	10,196	Yes	26	\$ 55,976.04
LUCAS RD	CITY LIMITS	CITY LIMITS	714	20	14,287	No	59	\$ 29,574.09
LUCAS RD	RT 47 - S EASTWOOD DR	EAST TO CITY LIMITS	721	30	21,624	No	54	\$ 44,761.68
LUCAS RD	DEAN ST	RT 47 - S EASTWOOD DR	5,472	25	136,794	No	16	\$ 711,328.80
M								
MADISON ST	VINE ST	FREMONT ST	320	27	8,635	Yes	24	\$ 47,406.15
MADISON ST	SOUTH ST	VINE ST	685	28	19,172	Yes	11	\$ 153,376.00
MADISON ST	CALHOUN ST	SOUTH ST	337	30	10,103	Yes	1	\$ 80,824.00
MADISON ST	RR TRACKS	CALHOUN ST	171	30	5,138	Yes	73	\$ 719.32
MADISON ST	E JACKSON ST	RR TRACKS	163	30	4,900	Yes	32	\$ 26,901.00
MADISON ST	E JUDD ST	E JACKSON ST	325	30	9,763	Yes	75	\$ 1,366.82
MADISON ST	CHURCH ST	E JUDD ST	326	30	9,787	Yes	80	\$ 685.09
MADISON ST	NEWELL ST	MCHENRY AVE	68	30	2,045	Yes	61	\$ 4,703.50
MADISON ST	ALLY 3	NEWELL ST	174	30	5,218	Yes	85	\$ 365.26
MADISON ST	NORTH ST	ALLY 3	172	30	5,170	Yes	85	\$ 361.90
MADISON ST	NORTH ST	GROVE ST	780	30	23,412	Yes	17	\$ 187,296.00

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
MADISON ST	GROVE ST	TODD AVE	786	30	23,571	Yes	39	\$ 102,062.43
MADISON ST	TODD AVE	DONOVAN AVE	481	30	14,437	Yes	38	\$ 79,259.13
MADISON ST	DONOVAN AVE	BAGLEY ST	429	30	12,881	Yes	4	\$ 103,048.00
MADISON ST	BAGLEY ST	GREENWOOD AVE	425	30	12,740	Yes	0	\$ 101,920.00
MADISON ST	GREENWOOD AVE	E. BEECH ST	355	30	10,660	Yes	8	\$ 85,280.00
MADISON ST	E. BEECH ST	MAPLE AVE	735	28	20,571	Yes	8	\$ 164,568.00
MADISON ST	MAPLE AVE	WILLOW AVE	609	28	17,053	Yes	8	\$ 136,424.00
MALLARD LN	HERON WAY	HARROW GATE DR	642	30	19,252	Yes	34	\$ 105,693.48
MANKE LN	POWERS RD	BUTTERFIELD RD	260	29	7,529	Yes	47	\$ 32,600.57
MANKE LN	HAVENS DR	POWERS RD	267	29	7,746	Yes	72	\$ 1,084.44
MANKE LN	ROGER RD	HAVENS DR	373	29	10,805	Yes	74	\$ 1,512.70
MANKE LN	SEBASTIAN DR	ROGER RD	262	29	7,586	Yes	63	\$ 17,447.80
MANKE LN	WOODSIDE DR	SEBASTIAN DR	256	29	7,418	Yes	54	\$ 17,061.40
MANKE LN	YASGUR DR	WOODSIDE DR	260	29	7,543	Yes	66	\$ 17,348.90
MANKE LN	RAFFEL RD	YASGUR DR	187	29	5,424	Yes	39	\$ 23,485.92
MAPLE AV	CLAY ST	MADISON ST	325	28	9,101	Yes	20	\$ 72,808.00
MAPLE AV	MADISON ST	RT 47	339	28	9,486	Yes	77	\$ 664.02
MARGARET DR	HILL ST	TO CUL DE SAC	765	30	28,618	Yes	22	\$ 228,944.00
MARGE LN	WOODSIDE DR	RAFFEL RD	226	27	6,111	Yes	68	\$ 855.54
MARK CT	RIDGEWOOD DR	TO WEST CUL DE SAC	256	27	13,274	Yes	76	\$ 1,858.36
MARK CT	WEST CUL DE SAC	EAST CUL DE SAC	293	27	7,902	Yes	74	\$ 1,106.28
MARTIN DR	SPARROW DR	NUTHATCH DR	696	30	20,882	Yes	54	\$ 48,028.60
MARVEL AV	OLSON ST	PARK ST	296	20	5,922	Yes	89	\$ -
MARVEL AV	PARK ST	TO END	414	20	8,279	No	19	\$ 43,050.80
MARY ANN ST	ANNE ST	DANE ST	185	30	5,541	Yes	21	\$ 44,328.00
MARY ANN ST	LISA ST	ANNE ST	332	30	9,955	Yes	18	\$ 79,640.00
MARY ANN ST	CAROL AVE	LISA ST	332	30	10,174	Yes	40	\$ 44,053.42
MARY ANN ST	OAK ST	CAROL AVE	431	39	16,796	Yes	39	\$ 72,726.68
MARY ANN ST	PLEASANT ST	OAK ST	343	39	13,377	Yes	19	\$ 107,016.00
MARY ANN ST	WASHINGTON ST	PLEASANT ST	394	39	15,370	Yes	39	\$ 66,552.10
McCONNELL RD	SANCTUARY DR	CITY LIMITS	1,294	27	34,937	No	60	\$ 72,319.59
McCONNELL RD	HILLCREST RD	SANCTUARY DR	834	27	22,509	No	63	\$ 46,593.63
McCONNELL RD	GREENVIEW DR	CITY LIMITS	493	27	13,298	No	46	\$ 49,867.50
McCONNELL RD	APPLEWOOD LN	GREENVIEW DR	1,964	30	58,916	Yes	65	\$ 135,506.80
McCONNELL RD	APPLEWOOD LN	GREENVIEW DR	75	30	2,265	Yes	93	\$ -
McCONNELL RD	RED BARN RD	APPLEWOOD LN	138	40	5,511	Yes	94	\$ -
McCONNELL RD	ASPEN DR	RED BARN RD	515	40	20,585	Yes	97	\$ -
McCONNELL RD	APPLEWOOD LN	APPLEWOOD LN	77	18	1,391	No	90	\$ -
McCONNELL RD	CITY LIMITS	ASPEN DR	247	23	5,684	No	85	\$ 397.88
McCONNELL RD	CITY LIMITS	CITY LIMITS	1,255	23	28,861	No	38	\$ 134,203.65
McCONNELL RD	HARROW GATE DR	CITY LIMITS	621	23	14,291	No	64	\$ 29,582.37

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
McCONNELL RD	CITY LIMITS	HARROW GATE DR	428	23	9,854	No	90	\$ -
McCONNELL RD	HERON WAY	CITY LIMITS	176	22	3,872	No	90	\$ -
McCONNELL RD	DUNCAN PLACE	HERON WAY	437	25	10,930	No	90	\$ -
McCONNELL RD	COURTAULDS DR	DUNCAN PLACE	920	27	24,827	No	92	\$ -
McCONNELL RD	E HALMA LN ENTRANCE	COURTAULDS DR	271	36	9,746	No	25	\$ 45,318.90
McCONNELL RD	W HALMA LN EXIT	E HALMA LN ENTRANCE	55	36	1,972	No	41	\$ 7,395.00
McCONNELL RD	GOLDEN OAK DR	W HALMA LN EXIT	1,924	36	69,267	No	32	\$ 322,091.55
McCONNELL RD	RT 47 - S EASTWOOD DR	RxR TRACKS	326	24	7,816	No	50	\$ 29,310.00
McCONNELL RD	RT 47 - S EASTWOOD DR	ZIMMERMAN RD	905	30	27,157	Yes	14	\$ 217,256.00
McCONNELL RD	ZIMMERMAN RD	GOLDEN OAK DR	490	30	14,708	Yes	37	\$ 80,746.92
MEADOW AV	TAPPAN ST	CLAY ST	661	27	17,848	Yes	34	\$ 97,985.52
MEADOW AV	WICKER ST	THOMAS DR	286	31	8,851	Yes	6	\$ 70,808.00
MEADOW AV	WICKER ST	JEWETT ST	330	31	10,227	Yes	67	\$ 1,431.78
MEADOW AV	JEWETT ST	QUEEN ANNE ST	341	31	10,584	Yes	33	\$ 58,106.16
MEADOW AV	QUEEN ANNE ST	WHEELER ST	332	22	7,312	No	0	\$ 38,022.40
MEADOW AV	WHEELER ST	TAPPAN ST	326	22	7,172	No	1	\$ 37,294.40
MELODY LN	BELLAIR LN	TAPPAN ST	293	31	9,096	Yes	91	\$ -
MELODY LN	NORTHWOOD LN	BELLAIR LN	785	32	25,104	Yes	87	\$ 1,757.28
MELODY LN	RT 47	NORTHWOOD LN	228	30	6,851	Yes	84	\$ 479.57
MEMORIAL DR	DOTY RD	TO END	914	40	36,552	Yes	41	\$ 158,270.16
MERRYMAN FIELD	RAFFEL RD	TO END	2,580	28	72,234	Yes	63	\$ 166,138.20
MITCHELL ST	DESMOND DR	HICKORY LN	961	30	28,822	Yes	58	\$ 66,290.60
MITCHELL ST	KIMBALL AVE	DESMOND DR	344	30	10,312	Yes	52	\$ 44,650.96
MITCHELL ST	RIDGELAND AVE	HIGHLAND AVE	305	20	6,110	No	0	\$ 31,772.00
MITCHELL ST	STEWART AVE	RIDGELAND AVE	404	20	8,076	No	3	\$ 41,995.20
MITCHELL ST	FOREST AVE	STEWART AVE	298	20	5,963	No	11	\$ 31,007.60
MORAIN CT	MORAIN DR	MORAIN DR	248	22	5,461	No	11	\$ 28,397.20
MORAIN DR	SOUTH	WESTWOOD TR	608	22	13,382	No	42	\$ 50,182.50
MORAIN DR	MORAIN CT	WESTWOOD TR	349	22	7,686	No	8	\$ 39,967.20
MORAIN DR	MORAIN CT	MORAIN CT	121	22	2,651	No	9	\$ 13,785.20
MORAIN DR	OAKVIEW TER	MORAIN CT	665	22	14,627	No	9	\$ 76,060.40
MORAIN DR	OAKVIEW TER	CASTLEBAR	742	22	16,326	Yes	34	\$ 89,629.74
MORAIN DR	CASTLEBAR	END	760	28	22,028	Yes	21	\$ 176,224.00
MURIEL ST	DESMOND DR	HICKORY LN	964	30	28,910	Yes	18	\$ 231,280.00
MURIEL ST	RIDGELAND AVE	HIGHLAND AVE	305	21	6,406	No	27	\$ 29,787.90
MURIEL ST	STEWART AVE	RIDGELAND AVE	404	21	8,480	No	11	\$ 44,096.00
MURIEL ST	FOREST AVE	STEWART AVE	297	21	6,247	No	24	\$ 29,048.55
N								
N SEMINARY AV	E JUDD ST	E JACKSON ST	325	35	11,391	Yes	47	\$ 49,323.03
N SEMINARY AV	CHURCH ST	E JUDD ST	316	33	10,417	Yes	58	\$ 23,959.10

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
N SEMINARY AV	HUTCHINS ST	CHURCH ST	367	32	11,747	Yes	75	\$ 1,644.58
N SEMINARY AV	HUTCHINS ST	TO CUL DE SAC	549	30	22,148	Yes	93	\$ -
NEBRASKA ST	E JACKSON ST	CALHOUN ST	330	17	5,610	No	16	\$ 29,172.00
NEBRASKA ST	E JUDD ST	E JACKSON ST	325	19	6,184	No	63	\$ 12,800.88
NEWELL ST	WHEELER ST	TO END	110	36	3,978	Yes	78	\$ 278.46
NEWELL ST	CLAY ST	WHEELER ST	363	36	13,061	Yes	73	\$ 1,828.54
NEWELL ST	CLAY ST	MADISON ST	508	32	16,242	Yes	31	\$ 89,168.58
NORTH ST	CLAY ST	WHEELER ST	480	22	10,562	Yes	85	\$ 739.34
NORTH ST	CLAY ST	MADISON ST	505	27	13,646	Yes	90	\$ -
NORTH ST	MADISON ST	TO CUL DE SAC	390	27	16,198	Yes	91	\$ -
NORTHAMPTON ST	MCHENRY AVE	OLSON	335	22	7,379	No	28	\$ 34,312.35
NORTHAMPTON ST	OLSON ST	CHRISTIAN WAY	119	22	2,624	No	56	\$ 5,431.68
NORTHAMPTON ST	CHRISTIAN WAY	PARK ST	396	22	8,715	No	8	\$ 45,318.00
NORTHAMPTON ST	PARK ST	TO END	398	20	7,962	No	21	\$ 41,402.40
NORTHWOOD LN	MELODY LN	NORTH TO END	127	30	3,817	Yes	81	\$ 267.19
NUTHATCH DR	TANAGER DR	MARTIN DR	315	30	9,460	Yes	69	\$ 1,324.40
NUTHATCH DR	MARTIN DR	KILDEER DR	302	30	9,047	Yes	37	\$ 49,668.03
0								
OAK LEAF LN	ZIMMERMAN RD	END	324	28	9,063	Yes	80	\$ 634.41
OAK ST	DANE ST	AMSTERDAM ST	47	32	1,495	Yes	72	\$ 209.30
OAK ST	DANE ST	ARTHUR DR	1,027	30	30,815	Yes	22	\$ 246,520.00
OAK ST	ARTHUR DR	MARY ANN ST	770	29	22,320	Yes	22	\$ 178,560.00
OAK ST	MARY ANN ST	WEST AVE	306	29	8,886	Yes	7	\$ 71,088.00
OAK ST	WEST AVE	CAROL AVE	649	29	18,808	Yes	38	\$ 103,255.92
OAKLAND ST	W JACKSON ST	W JUDD ST	342	27	9,243	Yes	31	\$ 50,744.07
OAKMONT CT	OAKMONT DR	CUL DE SAC	873	28	31,680	No	81	\$ 2,217.60
OAKMONT DR	REDTAIL DR	BULL VALLEY DR	441	30	13,244	No	52	\$ 49,665.00
OAKMONT DR	RIDGEMOOR TR	REDTAIL DR	236	30	7,090	No	34	\$ 32,968.50
OAKMONT DR	OAKMONT CT	RIDGEMOOR TR	1,781	28	53,433	No	73	\$ 7,480.62
OAKMONT DR	COUNTRY CLUB RD	OAKMONT CT	437	28	13,115	No	64	\$ 27,148.05
OAKVIEW CT	OAKVIEW TER	TO CUL DE SAC	219	24	10,702	No	11	\$ 55,650.40
OAKVIEW TE	WESTWOOD TR	OAKVIEW CT	452	24	10,395	No	61	\$ 21,517.65
OAKVIEW TE	OAKVIEW CT	MORAIN DR	1,213	24	27,904	No	61	\$ 57,761.28
OAKWOOD ST	ROOSEVELT ST	LAUREL AVE	324	20	6,474	No	36	\$ 30,104.10
OAKWOOD ST	JEFFERSON ST	ROOSEVELT ST	363	20	7,263	No	36	\$ 33,772.95
OLIVE ST	RHODES ST	FRANSON ST	323	20	6,459	No	25	\$ 30,034.35
OLIVE ST	RHODES ST	WICKER ST	321	21	6,740	No	19	\$ 35,048.00
OLSON ST	NORTHAMPTON ST	MARVEL AVE	331	17	5,628	No	100	\$ -
OLSON ST	MARVEL AVE	IRVING AVE	395	17	6,719	No	100	\$ -
OLSON ST	IRVING ST	PINE COURT	282	15	4,228	No	3	\$ 21,985.60

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
OLSON ST	PINE COURT	END	155	15	2,329	No	38	\$ 10,829.85
ORCHARD CT	WICKER ST	TO CUL DE SAC	123	30	8,722	Yes	27	\$ 47,883.78
OSAGE WY	DAKOTA DR	TO END	172	30	5,173	Yes	59	\$ 11,897.90
P								
PARK ST	SEMINARY AVE	CRESCENT CT	331	30	9,924	Yes	29	\$ 54,482.76
PARK ST	SEMINARY AVE	NORTHAMPTON ST	324	29	9,406	Yes	26	\$ 51,638.94
PARK ST	NORTHAMPTON ST	MARVEL AVE	323	29	9,356	Yes	63	\$ 21,518.80
PARK ST	MARVEL AVE	IRVING AVE	324	27	8,755	Yes	73	\$ 1,225.70
PEACH TREE LN	BELLAIR LN	HILLTOP CT	262	31	8,124	Yes	15	\$ 64,992.00
PEACH TREE LN	HILLTOP CT	CLAY ST	255	31	7,914	Yes	29	\$ 43,447.86
PINE CT	OLSON ST	END	258	15	3,866	No	13	\$ 20,103.20
PLEASANT ST	W JUDD ST	W JACKSON ST	336	30	10,078	Yes	68	\$ 1,410.92
PLEASANT ST	QUINLAN ST	W JUDD ST	342	29	9,911	Yes	19	\$ 79,288.00
PLEASANT ST	LINCOLN AVE	QUINLAN ST	148	29	4,286	Yes	32	\$ 23,530.14
PLEASANT ST	DANE ST	LINCOLN AVE	1,114	29	32,300	Yes	56	\$ 74,290.00
PLEASANT ST	DANE ST	AMSTERDAM ST	515	29	14,941	Yes	28	\$ 82,026.09
PLEASANT ST	AMSTERDAM ST	MARY ANN ST	1,790	29	51,899	Yes	13	\$ 415,192.00
PLEASANT ST	MARY ANN ST	CAROL AVE	971	30	29,123	Yes	89	\$ -
PLEASANT ST	CAROL AVE	TO END	508	30	15,233	Yes	61	\$ 35,035.90
POND POINT RD	COBBLESTONE WAY	CASTLE RD	1,192	32	38,141	Yes	39	\$ 165,150.53
POPLAR LN	ST. JOHNS RD	ROGER RD	485	30	14,537	Yes	44	\$ 62,945.21
PORTAGE LN	PRAIRIE RIDGE DR	GINNY LN	433	30	13,005	Yes	44	\$ 56,311.65
PORTAGE LN	VERBENA LN	PRAIRIE RIDGE DR	286	30	8,577	Yes	26	\$ 47,087.73
PORTAGE LN	LIBERTY LN	VERBENA	542	30	16,249	Yes	21	\$ 129,992.00
PORTAGE LN	BARBARY LN	LIBERTY LN	450	30	13,493	Yes	4	\$ 107,944.00
POWERS RD	ST JOHNS RD	TWELVE OAKS PKWY	306	30	9,184	Yes	9	\$ 73,472.00
POWERS RD	ST JOHNS RD	ROGER RD	491	30	14,730	Yes	6	\$ 117,840.00
POWERS RD	ROGER RD	BUTTERFIELD RD	291	30	8,742	Yes	24	\$ 47,993.58
POWERS RD	MANKE LN	BUTTERFIELD RD	567	29	16,450	Yes	53	\$ 37,835.00
POWERS RD	MANKE LN	ROGER RD	701	29	20,316	Yes	90	\$ -
POWERS RD	CITY LIMITS	CITY LIMITS	1,068	24	25,626	No	79	\$ 1,793.82
POWERS RD	WARE RD	CITY LIMITS	49	29	1,429	Yes	79	\$ 100.03
PRAIRIE RIDGE DR	CUL DE SAC		401	26	10,433	Yes	56	\$ 23,995.90
PRAIRIE RIDGE DR	VERBENA LN	GINNY LN	1,100	30	32,990	Yes	4	\$ 263,920.00
PRAIRIE RIDGE DR	SAVANNA LN	CUL DE SAC	532	26	13,834	Yes	54	\$ 31,818.20
PRAIRIE RIDGE DR	GINNY LN	PORTAGE	269	30	8,061	Yes	7	\$ 64,488.00
PRAIRIE RIDGE DR	DEAN ST	CLOVER CHASE CIR	247	31	7,658	Yes	8	\$ 61,264.00
PRAIRIE RIDGE DR	CLOVER CHASE CIR	VERBENA LN	301	30	9,018	Yes	14	\$ 72,144.00
PRAIRIE RIDGE DR	PORTAGE LN	ACACIA LN	359	30	10,768	Yes	5	\$ 86,144.00
PRAIRIE RIDGE DR	ACACIA LN	GINNY LN	295	30	8,851	Yes	4	\$ 70,808.00

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
PRAIRIE RIDGE DR	GINNY LN	SANDPIPER LN	283	29	8,217	Yes	51	\$ 35,579.61
PRAIRIE RIDGE DR	SANDPIPER LN	COUNTRY RIDGE SQ	201	29	5,828	Yes	48	\$ 25,235.24
PRAIRIE RIDGE DR	INDIGO LN	COUNTRY RIDGE LN	387	29	11,237	Yes	49	\$ 48,656.21
PRAIRIE RIDGE DR	INDIGO LN	SAVANNA LN	346	26	9,003	Yes	53	\$ 20,706.90
PRESWICK LN	GREENVIEW DR	FAIRVIEW LN	997	27	26,921	Yes	48	\$ 116,567.93
PRESWICK LN	REDTAIL CIR	FAIRVIEW LN	1,096	28	30,692	Yes	53	\$ 70,591.60
PRESWICK LN	REDTAIL DR	REDTAIL CIR	161	28	4,521	Yes	86	\$ -
PUTNAM ST	SOUTH ST	FOREST AVE	1,317	40	52,694	Yes	65	\$ 121,196.20
Q								
QUAIL CT	FOX LN	TO CUL DE SAC	308	31	14,569	Yes	75	\$ 2,039.66
QUAIL CT	TERRY CT	FOX LN	552	31	17,127	Yes	29	\$ 94,027.23
QUAIL CT	JOSEPH ST	TERRY CT	758	31	23,492	Yes	50	\$ 101,720.36
QUEEN ANNE RD	RT 120	BANFORD RD	675	26	17,559	No	13	\$ 91,306.80
QUEEN ANNE RD	BANFORD RD	TO END	6,579	25	164,486	No	13	\$ 855,327.20
QUEEN ANNE ST	FIRST ST	SECOND ST	351	29	10,173	Yes	93	\$ -
QUEEN ANNE ST	SECOND ST	THIRD ST	391	29	11,344	Yes	96	\$ -
QUEEN ANNE ST	THIRD ST	TODD AVE	512	29	14,842	Yes	100	\$ -
QUEEN ANNE ST	TODD AVE	DONOVAN AVE	483	30	14,502	Yes	100	\$ -
QUEEN ANNE ST	DONOVAN AVE	BAGLEY ST	429	30	12,881	Yes	100	\$ -
QUEEN ANNE ST	BAGLEY ST	GREENWOOD AVE	424	29	12,304	Yes	100	\$ -
QUEEN ANNE ST	GREENWOOD AVE	W BEECH AVE	325	22	7,159	No	57	\$ 14,819.13
QUEEN ANNE ST	W BEECH AVE	SUMMIT AVE	323	22	7,102	No	46	\$ 26,632.50
QUEEN ANNE ST	SUMMIT AVE	MEADOW AVE	322	21	6,760	Yes	80	\$ 473.20
QUILL LN	WOODSIDE DR	SWEETWATER DR	537	27	14,508	Yes	58	\$ 33,368.40
QUINLAN ST	HILL ST	BECKING AVE	323	30	9,686	Yes	9	\$ 77,488.00
QUINLAN ST	BECKING AVE	PLEASANT ST	342	30	10,251	Yes	3	\$ 82,008.00
R								
RAFFEL RD	MCHENRY AVE	CITY LIMITS	196	25	4,889	Yes	86	\$ -
RAFFEL RD	GREENWOOD AVE	MCHENRY AVE	88	60	5,266	Yes	75	\$ 737.24
RAFFEL RD	ST. JOHNS	CITY LIMITS	2,362	25	59,040	No	75	\$ 8,265.60
RAFFEL RD	BANFORD	ST. JOHNS	206	25	5,147	Yes	74	\$ 720.58
RAFFEL RD	MANKE LN	BANFORD RD	804	25	20,109	Yes	9	\$ 160,872.00
RAFFEL RD	MANKE LN	MARGE LN	787	25	19,673	Yes	40	\$ 85,184.09
RAFFEL RD	WARE RD	MARGE LN	1,010	25	25,249	Yes	55	\$ 58,072.70
RAFFEL RD	HAYDN ST	WARE RD	1,607	29	46,615	No	33	\$ 216,759.75
RAFFEL RD	CITY LIMITS	HAYDN ST	360	28	10,069	Yes	43	\$ 43,598.77
RAFFEL RD	CITY LIMITS	TO END	3,298	25	82,440	Yes	22	\$ 659,520.00
RAILROAD ST	SHORT ST	QUEEN ANNE ST	131	30	3,929	Yes	39	\$ 17,012.57
RAILROAD ST	WICKER ST	QUEEN ANNE ST	810	26	21,067	Yes	7	\$ 168,536.00
RED BARN CT	RED BARN RD	CUL DE SAC	174	27	9,716	No	0	\$ 50,523.20

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
RED BARN RD	McCONNELL RD	ROLLER DR	352	29	10,220	No	15	\$ 53,144.00
RED BARN RD	ROLLER DR	RED BARN CT	317	29	9,191	No	45	\$ 34,466.25
RED BARN RD	RED BARN CT	TO END	147	29	4,261	No	36	\$ 19,813.65
REDTAIL DR	W FINCH CT	N WARBLER CT	258	29	7,471	Yes	80	\$ 522.97
REDTAIL DR	E FINCH CT	W FINCH CT	11	28	297	Yes	80	\$ 20.79
REDTAIL DR	PRESWICK LN	E FINCH CT	485	28	13,581	Yes	80	\$ 950.67
REDTAIL DR	REDTAIL LN	PRESWICK LN	105	25	2,941	Yes	80	\$ 205.87
REDTAIL DR	REDTAIL CIR	REDTAIL LN	276	25	7,734	Yes	85	\$ 541.38
REDTAIL DR	REDTAIL LN	REDTAIL CIR	57	28	1,604	Yes	75	\$ 224.56
REDTAIL DR	REDTAIL CT	REDTAIL LN	226	25	6,340	Yes	82	\$ 443.80
REDTAIL DR	OAKMONT DR	REDTAIL CT	161	25	4,494	Yes	93	\$ -
REDWING DR	BARN SWALLOW DR	TANAGER DR	372	31	11,518	Yes	49	\$ 49,872.94
REDWING DR	CITY LIMITS	BARN SWALLOW DR	1,455	31	45,099	Yes	66	\$ 103,727.70
RHETT PL	TWELVE OAKS PKWY	SCARLET WAY	491	31	15,206	Yes	59	\$ 34,973.80
RHODES ST	OLIVE ST	CUL DE SAC	260	30	7,806	Yes	8	\$ 62,448.00
RHODES ST	DONOVAN AVE	OLIVE	287	18	5,165	No	46	\$ 19,368.75
RIDGELAND AV	GOULD ST	DEAN ST	72	26	1,878	Yes	12	\$ 15,024.00
RIDGELAND AV	GERRY ST	WEST TO END	186	30	5,574	Yes	100	\$ -
RIDGELAND AV	GERRY ST	BLAKELY ST	424	21	8,906	Yes	45	\$ 38,562.98
RIDGELAND AV	BLAKELY ST	MURIEL ST	356	28	9,975	Yes	74	\$ 1,396.50
RIDGELAND AV	MURIEL ST	MITCHELL ST	359	28	10,063	Yes	3	\$ 80,504.00
RIDGELAND AV	MITCHELL ST	GOULD ST	329	28	9,207	Yes	3	\$ 73,656.00
RIDGEMOOR TR	OAKMONT DR	W LONGWOOD DR	1,755	28	49,145	No	81	\$ 3,440.15
RIDGEWOOD DR	DEAN ST	LEE ANN LN	199	31	6,175	Yes	43	\$ 26,737.75
RIDGEWOOD DR	LEE ANN LN	MARK CT	561	31	17,403	Yes	54	\$ 40,026.90
RIDGEWOOD DR	MARK CT	LIBERTY LN	535	31	16,599	Yes	27	\$ 91,128.51
ROBERT DR	CARLISLE DR	COLLINS DR	603	30	18,092	Yes	41	\$ 78,338.36
ROBERT DR	THOMAS DR	COLLINS DR	556	33	18,346	Yes	21	\$ 146,768.00
ROGER RD	BIRCH RD	CITY LIMITS	26	18	472	No	100	\$ -
ROGER RD	CITY LIMITS	CITY LIMITS	472	15	7,073	No	100	\$ -
ROGER RD	VILLAGE LIMITS	HICKORY RD	222	18	4,002	No	100	\$ -
ROGER RD	CITY LIMITS	HICKORY RD	31	18	560	No	76	\$ 78.40
ROGER RD	CITY LIMITS	CITY LIMITS	299	15	4,486	No	76	\$ 628.04
ROGER RD	POPLAR LN	CITY LIMITS	131	30	3,945	No	62	\$ 8,166.15
ROGER RD	POPLAR LN	POWERS RD	379	30	11,375	Yes	62	\$ 26,162.50
ROGER RD	POWERS RD	BUTTERFIELD RD	735	30	22,057	Yes	11	\$ 176,456.00
ROGER RD	HARVEY LN	BUTTERFIELD RD	225	29	6,517	Yes	65	\$ 14,989.10
ROGER RD	MANKE LN	HARVEY LN	453	29	13,132	Yes	91	\$ -
ROGER RD	MANKE LN	SWEETWATER DR	532	27	14,351	Yes	75	\$ 2,009.14
ROGER RD	POWERS RD	BUTTERFIELD RD	190	27	5,134	Yes	65	\$ 11,808.20
ROGER RD	POWERS RD	POWERS RD	57	27	1,532	Yes	89	\$ -

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ROGER RD	HAVENS DR	POWERS RD	258	27	6,968	Yes	89	\$ -
ROGER RD	SWEETWATER DR	HAVENS DR	244	27	6,596	Yes	83	\$ 461.72
ROLLER DR	RED BARN RD	SERENITY LN	296	27	7,987	Yes	12	\$ 63,896.00
ROOSEVELT ST	OAKWOOD AVE	LAUREL AVE	389	21	8,167	No	27	\$ 37,976.55
ROOSEVELT ST	LAUREL AVE	LAWNDALE AVE	530	21	11,137	No	5	\$ 57,912.40
ROSE CT	SHARON DR	TO CUL DE SAC	393	20	7,869	No	89	\$ -
ROSE CT	CUL DE SAC		506	21	10,628	No	100	\$ -
ROSE FARM RD	RT 14	CITY LIMITS	663	22	14,589	No	19	\$ 75,862.80
ROSE FARM RD	CITY LIMITS	WALSH DR	2,692	22	59,225	No	8	\$ 307,970.00
ROSE FARM RD	WALSH DR	CITY LIMITS	222	22	4,877	No	8	\$ 25,360.40
RUSSEL CT	RT 47	JULIE ST	1,173	44	51,627	Yes	100	\$ -
RYAN CT	WESTWOOD TR	TO CUL DE SAC	610	24	22,016	Yes	37	\$ 120,867.84
S								
S EAST ST	KIMBALL AVE	BURBANK AVE	404	19	7,680	No	51	\$ 28,800.00
S SEMINARY AV	CALHOUN ST	SOUTH ST	319	29	9,247	No	0	\$ 48,084.40
S SEMINARY AV	E JACKSON ST	CALHOUN ST	332	35	11,619	Yes	61	\$ 26,723.70
SANCTUARY DR	ROLLING HILLS DR	McCONNELL RD	311	25	8,721	Yes	74	\$ 1,220.94
SANCTUARY DR	FAIRVIEW DR	ROLLING HILLS DR	464	25	12,997	Yes	80	\$ 909.79
SANDO LN	HICKORY LN	CITY LIMITS	348	15	5,215	No	98	\$ -
SANDPIPER LN	CUL DE SAC	SANDPIPER LN	317	27	8,561	Yes	83	\$ 599.27
SANDPIPER LN	COUNTRY RIDGE SQ	TO CUL DE SAC	270	27	7,293	Yes	74	\$ 1,021.02
SANDPIPER LN	PRAIRIE RIDGE DR	COUNTRY RIDGE SQ	182	27	4,906	Yes	38	\$ 26,933.94
SANDPIPER LN	PRAIRIE RIDGE DR	INDIGO LN	524	27	14,149	Yes	66	\$ 32,542.70
SANDPIPER LN	INDIGO LN	BARBARY LN	637	27	17,203	Yes	38	\$ 94,444.47
SAVANNA GROVE LN	FOX SEDGE TR	ASTER TR	335	26	8,713	Yes	56	\$ 20,039.90
SAVANNA GROVE LN	ASTER TR	CORD GRASS TR	345	26	8,973	Yes	69	\$ 1,256.22
SAVANNA GROVE LN	SOUTHVIEW DR	PRAIRIE RIDGE DR	489	29	14,195	Yes	55	\$ 32,648.50
SAVANNA GROVE LN	BARBARY LN	SOUTH VIEW DR	614	29	17,816	Yes	50	\$ 77,143.28
SCARLET WY	RHETT PL	TWELVE OAKS PKWY	346	31	10,730	Yes	22	\$ 85,840.00
SCHRYVER AV	DIVISION ST	BUNKER ST	1,013	22	22,290	No	8	\$ 115,908.00
SCHRYVER AV	BUNKER ST	JEFFERSON ST	431	21	9,043	No	3	\$ 47,023.60
SCHRYVER AV	DEAN ST	DIVISION ST	341	21	7,162	No	11	\$ 37,242.40
SCHUBERT ST	BRAHMS CT	HAYDN ST	362	27	9,783	Yes	73	\$ 1,369.62
SCHUBERT ST	VERDI ST	BRAHMS CT	631	27	17,027	Yes	79	\$ 1,191.89
SCHUETTE DR	END	SHARON DR	63	19	1,193	No	92	\$ -
SCHUETTE DR	SHARON DR	MCHENRY AVE	1,161	23	26,706	No	13	\$ 138,871.20
SCHUMANN ST	HANDEL LN	VIVALDI ST	385	27	10,401	Yes	79	\$ 728.07
SCHUMANN ST	VERDI ST	HANDEL LN	737	27	19,911	Yes	74	\$ 2,787.54
SEBASTIAN DR	MANKE LN	HARVEY RD	461	27	12,436	Yes	70	\$ 1,741.04
SEBASTIAN DR	SWEETWATER DR	MANKE LN	820	27	22,135	Yes	72	\$ 3,098.90

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
SEBASTIAN DR	SWEETWATER DR	SWEETWATER DR	899	27	24,270	Yes	61	\$ 55,821.00
SECOND ST	QUEEN ANNE ST	WHEELER ST	392	21	8,232	No	6	\$ 42,806.40
SENECA CT	SOUTH TO CUL DE SAC		84	25	8,468	No	40	\$ 31,755.00
SENECA CT	WESTWOOD TR	SENECA CT	299	24	7,185	No	14	\$ 37,362.00
SENECA CT	NORTH TO CUL DE SAC		436	24	16,386	No	39	\$ 61,447.50
SERENITY LN	GREENVIEW DR	ROLLER DR	739	27	19,963	Yes	42	\$ 86,439.79
SERENITY LN	ROLLER DR	BENTGRASS LN	1,232	27	33,258	Yes	72	\$ 4,656.12
SERENITY LN	BENTGRASS LN	GREENVIEW DR	375	27	10,112	Yes	64	\$ 23,257.60
SERENITY LN	GREENVIEW DR	CUL DE SAC	88	27	9,325	Yes	50	\$ 40,377.25
SHARON DR	FLAGG LN	ELLEN CT	577	23	13,267	No	100	\$ -
SHARON DR	TIMOTHY LN	FLAGG LN	866	22	19,060	No	86	\$ 1,334.20
SHARON DR	ROSE CT	TIMOTHY LN	605	22	13,309	No	29	\$ 69,206.80
SHARON DR	SCHUTTE DR	ROSE CT	351	29	10,178	No	96	\$ -
SHARON DR	MCHENRY AVE	SCHUETTE DR	123	35	4,294	Yes	63	\$ 9,876.20
SHEILA ST	RT 47	CENTRAL PARKWAY	1,115	26	28,982	Yes	33	\$ 159,111.18
SHORT ST	WICKER ST	RR TRACKS	474	38	18,009	Yes	3	\$ 144,072.00
SHORT ST	RR TRACKS	RAILROAD ST	109	40	4,347	Yes	49	\$ 18,822.51
SILVER CREEK RD	HICKORY RD	CUL DE SAC	808	31	25,045	Yes	37	\$ 137,497.05
SMITH ST	KING ST	E LAKE ST	356	21	7,480	No	1	\$ 38,896.00
SMITH ST	BRINK ST	KING ST	233	21	4,889	No	0	\$ 25,422.80
SMITH ST	BROWN ST	BRINK ST	353	21	7,423	No	66	\$ 15,365.61
SOUTH ST	DAKOTA EXIT	CITY LIMITS	1,298	31	40,238	No	55	\$ 83,292.66
SOUTH ST	DAKOTA ENT	DAKOTA EXIT	54	65	3,478	Yes	55	\$ 7,999.40
SOUTH ST	DAKOTA ENT	MORAIN DR	2,176	30	65,266	Yes	69	\$ 9,137.24
SOUTH ST	MORAIN DRIVE	RT 14	507	36	18,237	Yes	56	\$ 41,945.10
SOUTH ST	DUVALL DR	CITY LIMITS	1,357	36	48,848	Yes	60	\$ 112,350.40
SOUTH ST	CITY LIMITS	RT 14	206	36	7,407	Yes	74	\$ 1,036.98
SOUTH ST	DUVALL DR	TARA DR	931	27	25,141	Yes	82	\$ 1,759.87
SOUTH ST	TARA DR	GERRY ST	1,619	27	43,707	Yes	18	\$ 926,588.40
SOUTH ST	GERRY ST	HILL ST	197	27	5,317	Yes	22	\$ 112,720.40
SOUTH ST	HILL ST	BLAKELY ST	307	29	8,904	Yes	23	\$ 188,764.80
SOUTH ST	BLAKELY ST	PUTNAM ST	872	30	26,152	Yes	100	\$ -
SOUTH ST	PUTNAM ST	HAYWARD ST	548	30	16,436	Yes	100	\$ -
SOUTH ST	HAYWARD ST	TRYON ST	360	32	11,531	Yes	100	\$ -
SOUTH ST	TRYON ST	THROOP ST	364	40	14,571	Yes	100	\$ -
SOUTH ST	THROOP ST	DEAN ST	357	47	16,793	Yes	100	\$ -
SOUTH ST	DEAN ST	JEFFERSON ST	362	31	11,219	Yes	91	\$ -
SOUTH ST	JEFFERSON ST	MADISON ST	361	30	10,821	Yes	92	\$ -
SOUTH ST	MADISON ST	RR TRACKS	348	24	8,353	No	63	\$ 17,290.71
SOUTH ST	RR TRACKS	SEMINARY	67	15	1,009	No	100	\$ -
SOUTH ST	WASHBURN ST	FAIR ST	115	28	3,222	Yes	7	\$ 68,306.40

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
SOUTH ST	FAIR ST	RT 47 - S EASTWOOD DR	415	36	14,933	Yes	6	\$ 316,579.60
SOUTH VIEW DR	RT 47 - S EASTWOOD DR	EDGEWOOD DR	797	30	23,905	Yes	87	\$ -
SOUTH VIEW DR	SAVANNA LN	EDGEWOOD DR	847	29	24,552	Yes	80	\$ 1,718.64
SPARROW DR	TANAGER DR	MARTIN DR	367	30	11,018	Yes	5	\$ 88,144.00
SPARROW DR	MARTIN DR	KILDEER DR	317	30	9,504	Yes	81	\$ 665.28
SPARROW DR	KILDEER DR	EAST TO END	141	30	4,222	Yes	48	\$ 18,281.26
SPRING DR	BARBARY LN	TO END	112	27	3,012	Yes	74	\$ 421.68
ST JOHNS RD	RT 47	BIRCH RD	946	37	34,986	Yes	40	\$ 151,489.38
ST JOHNS RD	BIRCH RD	HICKORY RD	717	35	25,100	Yes	22	\$ 200,800.00
ST JOHNS RD	HICKORY RD	POPLAR LN	491	35	17,183	Yes	40	\$ 74,402.39
ST JOHNS RD	POPLAR LN	POWERS RD	529	35	18,503	Yes	34	\$ 101,581.47
ST JOHNS RD	POWERS RD	WOODSIDE DR	964	35	33,725	Yes	40	\$ 146,029.25
ST JOHNS RD	WOODSIDE DR	RAFFEL RD	417	36	15,015	Yes	78	\$ 1,051.05
STEIG RD	DAVIS RD	SOUTH ST	315	24	7,571	No	65	\$ 15,671.97
STEWART AV	GOULD ST	DEAN ST	310	24	7,448	Yes	0	\$ 59,584.00
STEWART AV	GERRY ST	BLAKELY ST	423	30	12,688	Yes	85	\$ 888.16
STEWART AV	BLAKELY ST	MURIEL ST	356	20	7,125	No	57	\$ 14,748.75
STEWART AV	MURIEL ST	MITCHELL ST	359	20	7,187	No	78	\$ 503.09
STEWART AV	MITCHELL ST	GOULD ST	329	21	6,905	No	58	\$ 14,293.35
STRAUSS CT	VERDI ST	CUL DE SAC	310	27	14,740	Yes	48	\$ 63,824.20
SUMMIT AV	THOMAS DR	WICKER ST	297	31	9,206	Yes	23	\$ 73,648.00
SUMMIT AV	WICKER ST	JEWETT ST	330	31	10,234	Yes	77	\$ 716.38
SUMMIT AV	JEWETT ST	QUEEN ANNE ST	341	22	7,511	Yes	36	\$ 41,235.39
SUMMIT AV	QUEEN ANNE ST	WHEELER ST	332	22	7,313	No	18	\$ 38,027.60
SUMMIT AV	WHEELER ST	TAPPAN ST	328	22	7,212	No	22	\$ 37,502.40
SUNSET RIDGE DR	HILLSIDE RD	WASHINGTON ST	1,973	19	37,481	No	37	\$ 174,286.65
SUNSHINE LN	N. SEMINARY AVE	TO CUL DE SAC	535	30	16,047	Yes	22	\$ 128,376.00
SUZANNE ST	ANNE ST	END	182	29	5,289	Yes	82	\$ 370.23
SUZANNE ST	LISA ST	ANNE ST	323	29	9,372	Yes	50	\$ 40,580.76
SWEETWATER DR	SEBASTIAN DR	ROGER RD	261	30	7,819	Yes	69	\$ 1,094.66
SWEETWATER DR	YASGUR DR	SEBASTIAN DR	261	30	7,827	Yes	70	\$ 1,095.78
SWEETWATER DR	SEBASTIAN DR	YASGUR DR	129	30	3,870	Yes	78	\$ 270.90
SWEETWATER DR	QUILL LN	SEBASTIAN DR	143	30	4,277	Yes	80	\$ 299.39
SWEETWATER DR	WOODSIDE DR	QUILL LN	259	30	7,778	Yes	64	\$ 17,889.40
SWEETWATER DR	WARE RD	WOODSIDE DR	438	30	13,145	Yes	74	\$ 1,840.30
T								
TANAGER DR	REDWING DR	NUTHATCH DR	206	31	6,401	Yes	10	\$ 51,208.00
TANAGER DR	NUTHATCH DR	SPARROW DR	644	31	19,976	Yes	30	\$ 109,668.24
TANAGER DR	SPARROW DR	BARN SWALLOW DR	233	31	7,213	Yes	5	\$ 57,704.00
TANAGER DR	BARN SWALLOW DR	CITY LIMITS	382	31	11,829	Yes	25	\$ 64,941.21

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
TAPPAN ST	TODD AVE	DONOVAN AVE	482	22	10,614	No	14	\$ 55,192.80
TAPPAN ST	DONOVAN AVE	BAGLEY ST	429	22	9,446	No	32	\$ 43,923.90
TAPPAN ST	BAGLEY ST	GREENWOOD AVE	424	20	8,475	No	58	\$ 17,543.25
TAPPAN ST	W. BEECH AVE	GREENWOOD AVE	324	19	6,152	Yes	8	\$ 49,216.00
TAPPAN ST	SUMMIT AVE	W. BEECH AVE	332	19	6,307	No	8	\$ 32,796.40
TAPPAN ST	MEADOW AVE	SUMMIT AVE	317	18	5,715	No	11	\$ 29,718.00
TAPPAN ST	WILLOW AVE	MEADOW AVE	768	36	27,652	Yes	57	\$ 63,599.60
TAPPAN ST	ASH AVE	WILLOW AVE	706	36	25,399	Yes	44	\$ 109,977.67
TAPPAN ST	CHERRY CT	ASH AVE	191	36	6,874	Yes	81	\$ 481.18
TAPPAN ST	TERRY CT	CHERRY CT	166	36	5,992	Yes	42	\$ 25,945.36
TAPPAN ST	MELODY LN	TERRY CT	982	36	35,337	Yes	32	\$ 194,000.13
TARA CT	TARA DR	CULDESAC	326	30	16,146	Yes	5	\$ 129,168.00
TARA DR	WINSLOW AVE	LORR DR	543	30	16,301	Yes	70	\$ 2,282.14
TARA DR	GOLDEN AVE	WINSLOW AVE	681	30	20,425	Yes	30	\$ 112,133.25
TARA DR	KIMBLE AVE	GOLDEN AVE	197	30	5,921	Yes	7	\$ 47,368.00
TARA DR	GRETA AVE	KIMBALL AVE	183	30	5,486	Yes	4	\$ 43,888.00
TARA DR	KATHLEEN CT	GRETA AVE	301	30	9,027	Yes	6	\$ 72,216.00
TARA DR	TARA CT	KATHLEEN CT	325	30	9,741	Yes	6	\$ 77,928.00
TARA DR	FOREST AVE	TARA CT	528	30	15,847	Yes	100	\$ -
TARA DR	SOUTH ST	FOREST AVE	93	30	2,797	Yes	100	\$ -
TAURUS CT	BULL VALLEY DR	TO CUL DE SAC	288	22	6,331	No	15	\$ 32,921.20
TAURUS CT	CUL DE SAC		218	23	5,013	No	13	\$ 26,067.60
TECH CT	DIECKMAN ST	CUL DE SAC	288	30	17,796	Yes	12	\$ 377,275.20
TERRY CT	WICKER ST	ISLAND CT	644	30	19,325	Yes	81	\$ 1,352.75
TERRY CT	QUAIL CT	TO THE WEST	137	31	4,253	Yes	73	\$ 595.42
TERRY CT	QUAIL CT	WICKER ST	279	31	8,635	Yes	85	\$ 604.45
TERRY CT	ISLAND CT	TAPPAN ST	272	30	8,168	Yes	79	\$ 571.76
TERRY CT	TAPPAN ST	CLAY ST	967	30	28,997	Yes	34	\$ 159,193.53
TETON DR	DAKOTA DR	DAKOTA DR	572	30	17,169	Yes	21	\$ 137,352.00
TETON DR	DAKOTA DR	TO END	154	30	4,610	Yes	40	\$ 19,961.30
THIRD ST	WICKER ST	JEWETT ST	341	23	7,852	No	11	\$ 40,830.40
THIRD ST	JEWETT ST	QUEEN ANNE ST	346	21	7,276	No	2	\$ 37,835.20
THIRD ST	QUEEN ANNE ST	WHEELER ST	390	21	8,196	No	5	\$ 42,619.20
THOMAS DR	REGINA CT	GREENWOOD AVE	572	31	17,732	Yes	16	\$ 141,856.00
THOMAS DR	SUMMIT AVE	REGINA CT	76	31	2,369	Yes	74	\$ 331.66
THOMAS DR	CARLISLE DR	SUMMIT AVE	195	30	5,863	Yes	91	\$ -
THOMAS DR	MEADOW AVE	CARLISLE DR	152	31	4,699	Yes	18	\$ 37,592.00
THOMAS DR	ROBERT DR	MEADOW AVE	162	31	5,032	Yes	11	\$ 40,256.00
THOMAS DR	ROBERT DR	TO THE NORTH	202	30	6,068	Yes	12	\$ 48,544.00
THROOP ST	CALHOUN ST	SOUTH ST	328	47	15,398	Yes	87	\$ 1,077.86
THROOP ST	W. JACKSON ST	CALHOUN ST	329	45	14,792	Yes	86	\$ 1,035.44

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
THROOP ST	CASS ST	W. JACKSON ST	215	44	9,464	Yes	93	\$ -
THROOP ST	E. JUDD ST	CASS ST	115	44	5,064	Yes	92	\$ -
THROOP ST	WASHINGTON ST	E. JUDD ST	600	45	26,989	Yes	81	\$ 1,889.23
TIMOTHY LN	ELLEN CT	LINDA CT	1,196	23	27,519	No	100	\$ -
TIMOTHY LN	LINDA CT	SHARON DR	661	20	13,224	No	89	\$ -
TODD AV	WICKER ST	JEWETT ST	348	27	9,390	Yes	8	\$ 75,120.00
TODD AV	JEWETT ST	QUEEN ANNE ST	345	27	9,318	Yes	13	\$ 74,544.00
TODD AV	QUEEN ANNE ST	WHEELER ST	333	28	9,319	Yes	10	\$ 74,552.00
TODD AV	WHEELER ST	TAPPAN ST	323	28	9,051	Yes	8	\$ 72,408.00
TODD AV	TAPPAN ST	CLAY ST	330	28	9,236	Yes	8	\$ 73,888.00
TODD AV	CLAY ST	MADISON ST	508	28	14,217	Yes	0	\$ 113,736.00
TODD AV	MADISON ST	N. SEMINARY AVE	444	28	12,432	Yes	4	\$ 99,456.00
TODD WOODS RD	END	HICKORY RD	306	15	4,594	No	93	\$ -
TRINITY CT	WESTWOOD TR	TO THE WEST	212	36	7,646	No	17	\$ 39,759.20
TRINITY CT	WESTWOOD TR	TO THE EAST	430	28	17,493	Yes	11	\$ 139,944.00
TRYON ST	SOUTH ST	DEAN ST	1,024	27	27,654	Yes	8	\$ 221,232.00
TRYON ST	SOUTH ST	CALHOUN ST	326	27	8,795	Yes	86	\$ 615.65
TRYON ST	CALHOUN ST	W. JACKSON ST	326	27	8,807	Yes	88	\$ -
TRYON ST	W. JACKSON ST	W. JUDD ST	332	27	8,976	Yes	68	\$ 20,644.80
TRYON ST	W. JUDD ST	LINCOLN AVE	490	27	13,243	Yes	79	\$ 927.01
TRYON ST	LINCOLN AVE	WASHINGTON ST	443	27	11,960	Yes	86	\$ 837.20
TWELVE OAKS PW	BROADWAY AVE	ASHLEY CT	162	31	5,032	Yes	49	\$ 21,788.56
TWELVE OAKS PW	ASHLEY CT	RHETT PL	271	31	8,397	Yes	23	\$ 67,176.00
TWELVE OAKS PW	RHETT PL	SCARLET WAY	296	31	9,173	Yes	31	\$ 50,359.77
V								
VALERIAN LN	WOOD DR	GINNY LN	563	29	16,338	Yes	27	\$ 89,695.62
VERBENA LN	CLOVER CHASE CIR	PORTAGE LN	635	30	19,040	Yes	31	\$ 104,529.60
VERBENA LN	PRAIRIE RIDGE DR	CLOVER CHASE CIR	659	30	19,765	Yes	41	\$ 85,582.45
VERDI CT	HAYDN ST	CUL DE SAC	406	27	17,319	Yes	75	\$ 2,424.66
VERDI ST	VIVALDI ST	HANDEL LN	1,203	27	32,471	Yes	79	\$ 2,272.97
VERDI ST	CHOPIN LN	VIVALDI ST	292	30	8,772	Yes	63	\$ 20,175.60
VERDI ST	HAYDN ST	CHOPIN LN	705	27	19,040	Yes	78	\$ 1,332.80
VERDI ST	HANDEL LN	SCHUMANN ST	654	27	17,645	Yes	85	\$ 1,235.15
VERDI ST	SCHUMANN ST	SCHUBERT ST	702	27	18,946	Yes	80	\$ 1,326.22
VERDI ST	SCHUBERT ST	STRAUSS CT	181	27	4,888	Yes	77	\$ 342.16
VERDI ST	STRAUSS CT	BRAHMS CT	496	27	13,397	Yes	76	\$ 1,875.58
VINE ST	GREENLEY ST	FREMONT ST	586	25	14,651	Yes	81	\$ 1,025.57
VINE ST	MADISON ST	GREENLEY ST	443	24	10,636	Yes	56	\$ 24,462.80
VIVALDI ST	WARE RD	VERDI ST	333	27	9,002	Yes	46	\$ 38,978.66
VIVALDI ST	VERDI ST	SCHUMANN ST	465	27	12,552	Yes	69	\$ 1,757.28

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
VIVALDI ST	SCHUMANN ST	HAYDN ST	272	27	7,338	Yes	71	\$ 1,027.32
W								
W BEECH AV	WICKER	JEWETT	331	19	6,290	No	0	\$ 32,708.00
W BEECH AV	JEWETT ST	QUEEN ANNE ST	341	19	6,487	No	8	\$ 33,732.40
W BEECH AV	QUEEN ANNE ST	WHEELER ST	332	19	6,315	No	14	\$ 32,838.00
W BEECH AV	WHEELER ST	TAPPAN ST	329	19	6,257	No	100	\$ -
W HALMA LN	MCCONNELL RD	EXIT ROAD	157	18	2,820	Yes	61	\$ 6,486.00
W HALMA LN	W HALMA LN EXIT	COURT	436	20	8,727	Yes	22	\$ 69,816.00
W HALMA LN	COURT	COURT	56	70	9,178	Yes	17	\$ 73,424.00
W HALMA LN	COURT	BERLTSUM LN	485	20	9,693	Yes	12	\$ 77,544.00
W HALMA LN	E. HALMA LN	BERLTSUM LN	314	31	9,740	Yes	12	\$ 77,920.00
W HALMA LN	BERLTSUM LN	CUL DE SAC	276	31	11,989	Yes	10	\$ 95,912.00
W JACKSON ST	JACKSON DR	CEMETARY RD	69	48	3,325	No	75	\$ 465.50
W JACKSON ST	CEMETARY RD	OAKLAND	840	24	20,167	No	75	\$ 2,823.38
W JACKSON ST	OAKLAND AVE	HILL ST	436	24	10,468	No	58	\$ 21,668.76
W JACKSON ST	HILL ST	PLEASANT ST	672	27	18,155	Yes	84	\$ 1,270.85
W JACKSON ST	PLEASANT ST	HAYWARD ST	1,018	27	27,474	Yes	79	\$ 1,923.18
W JACKSON ST	HAYWARD ST	TRYON ST	360	27	9,712	Yes	83	\$ 679.84
W JACKSON ST	TRYON ST	THROOP ST	366	27	9,873	Yes	11	\$ 78,984.00
W JACKSON ST	BORDEN ST	KISHWAUKEE VALLEY RD	1,434	33	47,318	No	52	\$ 177,442.50
W JUDD ST	OAKLAND AVE	HILL ST	402	30	12,057	Yes	55	\$ 27,731.10
W JUDD ST	HILL ST	PLEASANT ST	695	30	20,848	Yes	59	\$ 47,950.40
W JUDD ST	PLEASANT ST	HAYWARD ST	1,017	30	30,519	Yes	89	\$ -
W JUDD ST	HAYWARD ST	TRYON ST	360	27	9,715	Yes	85	\$ 680.05
W JUDD ST	TRYON ST	THROOP ST	365	41	14,980	Yes	22	\$ 119,840.00
W LAKE SHORE DR	RT 14	END	966	40	38,625	Yes	76	\$ 5,407.50
W LONGWOOD DR	HILLCREST RD	RIDGEMOOR TR	1,422	28	42,675	No	80	\$ 2,987.25
W LONGWOOD DR	RIDGEMOOR TR	E LONGWOOD DR	1,755	28	52,637	No	74	\$ 7,369.18
WAGNER LN	WAGNER LN	END	65	20	1,295	No	23	\$ 6,734.00
WAGNER LN	DEAN ST	CITY LIMITS	1,744	23	40,114	No	23	\$ 208,592.80
WALNUT DR	WILLOW AVE	CLAY ST	1,011	30	30,330	Yes	78	\$ 2,123.10
WALNUT DR	ASH AVE	WILLOW AVE	556	30	16,677	Yes	78	\$ 1,167.39
WALNUT DR	CLAY ST	ASH AVE	686	30	20,584	Yes	79	\$ 1,440.88
WALSH DR	VILLAGE LIMITS	ROSE FARM RD	51	20	1,014	No	8	\$ 5,272.80
WANDA LN	RT 47	TO END	701	25	17,514	No	6	\$ 91,072.80
WARE RD	RT 47	POWERS RD	1,669	21	35,044	Yes	9	\$ 280,352.00
WARE RD	RT 47	POWERS RD	672	21	14,109	Yes	26	\$ 77,458.41
WARE RD	VIVALDI ST	HAYDN ST	1,022	21	21,471	Yes	2	\$ 171,768.00
WARE RD	HAYDEN ST	RAFFEL RD	619	21	12,999	Yes	73	\$ 1,819.86
WASHBURN ST	BROWN ST	BRINK ST	319	22	7,023	No	0	\$ 36,519.60

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
WASHBURN ST	SOUTH ST	BROWN ST	457	22	10,046	No	0	\$ 185,851.00
WATERLEAF LN	FOX SEDGE TR	ASTER TR	290	26	7,537	Yes	69	\$ 1,055.18
WATERLEAF LN	ASTER TR	CORD GRASS TR	283	26	7,360	Yes	55	\$ 16,928.00
WEST AV	CAROL AVE	TO CUL DE SAC	401	29	11,634	Yes	11	\$ 93,072.00
WEST AV	CAROL AVE	OAK ST	617	29	17,886	Yes	6	\$ 143,088.00
WESTWOOD CT	WESTWOOD TR	WESTWOOD TR	256	22	5,623	No	25	\$ 26,146.95
WESTWOOD TR	WESTWOOD CT	OAKVIEW TER	449	24	10,326	No	41	\$ 38,722.50
WESTWOOD TR	WESTWOOD CT	WESTWOOD CT	122	24	2,801	No	42	\$ 10,503.75
WESTWOOD TR	MORAIN DR	WESTWOOD CT	528	24	12,151	No	45	\$ 45,566.25
WESTWOOD TR	OAKVIEW TER	HILLSIDE TR	952	24	21,886	No	79	\$ 1,532.02
WESTWOOD TR	HILLSIDE TR	SENECA CT	344	24	7,919	No	78	\$ 554.33
WESTWOOD TR	SENECA CT	RYAN CT	329	24	7,562	No	75	\$ 1,058.68
WESTWOOD TR	RYAN CT	TRINITY CT	701	30	21,029	Yes	76	\$ 2,944.06
WESTWOOD TR	TRINITY CT	INFANTA CT	438	28	13,143	Yes	59	\$ 30,228.90
WHEELER ST	WASHINGTON ST	RR TRACKS	363	22	7,976	Yes	36	\$ 43,788.24
WHEELER ST	NORTH ST	NEWELL ST	229	28	6,401	Yes	58	\$ 14,722.30
WHEELER ST	NORTH ST	FIRST ST	474	28	13,269	Yes	78	\$ 928.83
WHEELER ST	FIRST ST	SECOND ST	392	30	11,746	Yes	19	\$ 93,968.00
WHEELER ST	SECOND ST	THIRD ST	392	29	11,360	Yes	33	\$ 62,366.40
WHEELER ST	THIRD ST	TODD AVE	515	29	14,947	Yes	0	\$ 119,576.00
WHEELER ST	TODD AVE	DONOVAN AVE	483	30	14,488	Yes	0	\$ 115,904.00
WHEELER ST	DONOVAN AVE	BAGLEY ST	429	30	12,881	Yes	11	\$ 103,048.00
WHEELER ST	BAGLEY ST	GREENWOOD AVE	424	30	12,720	Yes	38	\$ 69,832.80
WHEELER ST	W. BEECH AVE	GREENWOOD AVE	325	30	9,738	Yes	52	\$ 42,165.54
WHEELER ST	SUMMIT AVE	W. BEECH AVE	323	30	9,699	Yes	50	\$ 41,996.67
WHEELER ST	MEADOW AVE	SUMMIT AVE	324	30	9,713	Yes	44	\$ 42,057.29
WHEELER ST	ASH AVE	MEADOW AVE	639	31	19,805	Yes	62	\$ 45,551.50
WHEELER ST	ASH AVE	ASH AVE	901	31	27,921	Yes	24	\$ 153,286.29
WHITE FACE CT	BULL VALLEY DR	TO CUL DE SAC	260	22	9,132	No	0	\$ 47,486.40
WHITE OAK LN	BOULDER LN	BERLTSUM LN	1,086	28	32,595	Yes	45	\$ 141,136.35
WICKER ST	SHORT ST	WASHINGTON ST	205	42	8,602	Yes	19	\$ 68,816.00
WICKER ST	RAILROAD TRACK	SHORT ST	554	38	21,071	Yes	33	\$ 115,679.79
WICKER ST	THIRD ST	RAILROAD ST.	94	38	3,558	Yes	38	\$ 19,533.42
WICKER ST	TODD AVE	THIRD ST	515	36	18,530	Yes	6	\$ 148,240.00
WICKER ST	OLIVE ST	TODD AVE	221	36	7,965	Yes	14	\$ 63,720.00
WICKER ST	DONOVAN AVE	OLIVE ST	263	36	9,474	Yes	22	\$ 75,792.00
WICKER ST	DONOVAN AVE	DONOVAN AVE	23	36	815	No	23	\$ 4,238.00
WICKER ST	BAGLEY ST	DONOVAN AVE	407	36	14,642	Yes	23	\$ 117,136.00
WICKER ST	GREENWOOD AVE	BAGLEY ST	425	36	15,317	Yes	25	\$ 84,090.33
WICKER ST	W. BEECH AVE	GREENWOOD AVE	327	32	10,460	Yes	31	\$ 57,425.40
WICKER ST	SUMMIT AVE	W. BEECH AVE	322	30	9,656	Yes	23	\$ 77,248.00

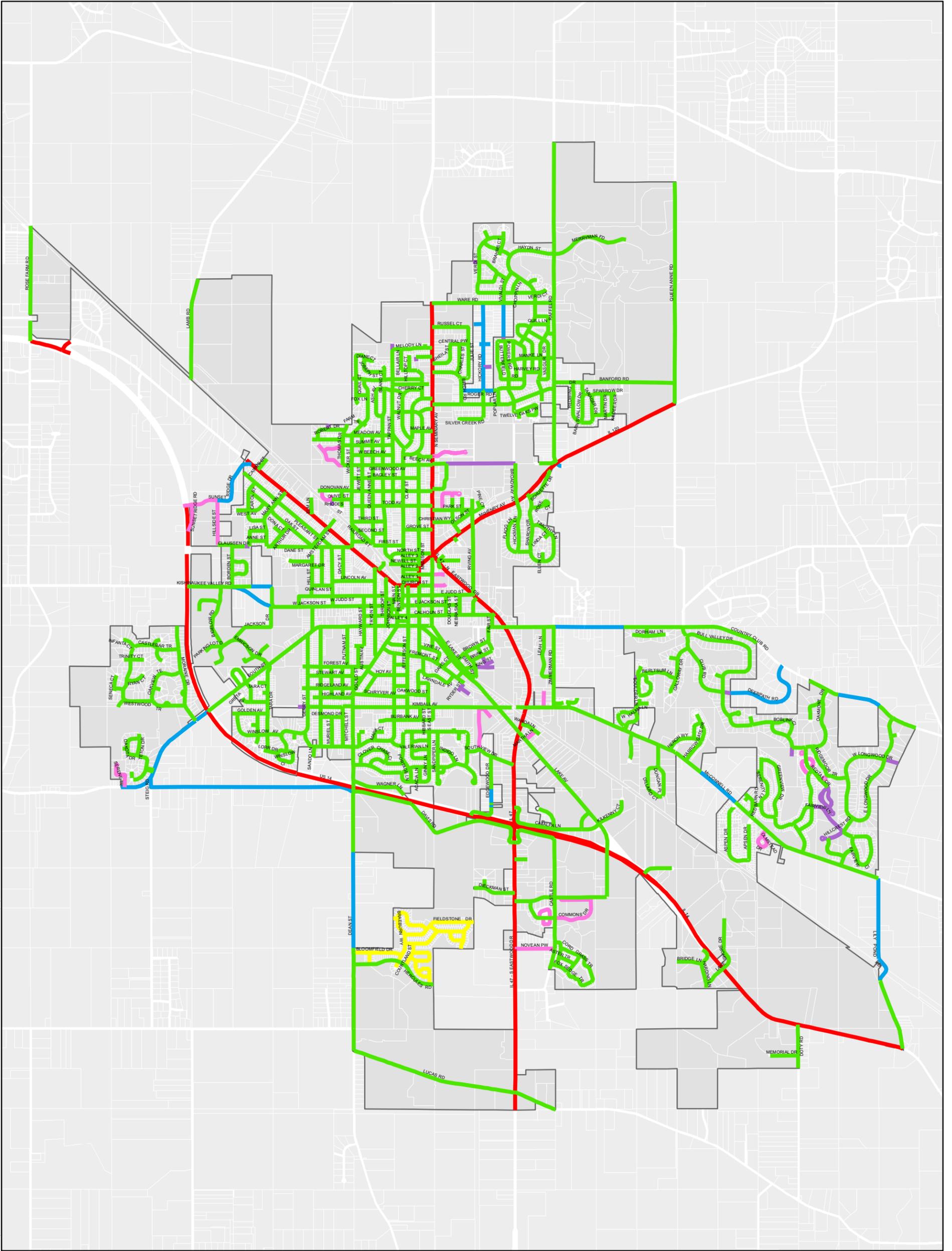
Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016 Cost
WICKER ST	MEADOW AVE	SUMMIT AVE	318	31	9,861	Yes	21	\$ 78,888.00
WICKER ST	FARM TR	MEADOW AVE	494	31	15,324	Yes	64	\$ 35,245.20
WICKER ST	ORCHARD CT	FARM TR	64	31	1,992	Yes	64	\$ 4,581.60
WICKER ST	FOX LN	ORCHARD CT	969	31	30,048	Yes	41	\$ 130,107.84
WICKER ST	TERRY CT	FOX LN	556	31	17,233	Yes	90	\$ -
WILLOW AV	TAPPAN ST	WALNUT DR	327	29	9,476	Yes	6	\$ 75,808.00
WILLOW AV	WALNUT DR	CLAY ST	322	29	9,346	Yes	0	\$ 74,768.00
WILLOW AV	CLAY ST	MADISON ST	240	29	6,960	Yes	66	\$ 16,008.00
WILLOW AV	MADISON ST	RT 47	484	30	14,534	Yes	43	\$ 62,932.22
WILLOW BROOKE DR	RT 47 - S EASTWOOD DR	END	415	22	9,136	No	35	\$ 42,482.40
WINSLOW AV	AMBER CT	TARA DR	317	30	9,505	Yes	6	\$ 76,040.00
WINSLOW AV	TARA DR	GERRY ST	461	30	13,826	Yes	4	\$ 110,608.00
WINSLOW AV	GOLDEN AVE	AMBER CT	1,209	30	36,263	Yes	16	\$ 290,104.00
WINSLOW CI	LORR DR	GERRY ST	1,153	30	34,601	Yes	52	\$ 149,822.33
WINSLOW CI	GERRY ST	LORR DR	309	30	9,283	Yes	12	\$ 74,264.00
WINTU CT	DAKOTA DR	END	208	30	12,053	Yes	13	\$ 96,424.00
WOOD DR	GINNY LN	VALERIAN LN	767	29	22,245	Yes	14	\$ 177,960.00
WOOD DR	VALERINA LN	BLUE BONNET LN	304	29	8,810	Yes	11	\$ 70,480.00
WOOD DR	BLUE BONNET LN	BARBARY LN	317	29	9,188	Yes	37	\$ 50,442.12
WOODSIDE CT	ST. JOHNS RD	SOUTH TO CUL DE SAC	330	30	14,919	Yes	69	\$ 2,088.66
WOODSIDE DR	ST. JOHNS RD	YASGUR DR	422	30	12,648	Yes	80	\$ 885.36
WOODSIDE DR	HARVEY RD	YASGUR DR	237	29	6,861	Yes	63	\$ 15,780.30
WOODSIDE DR	MANKE LN	HARVEY RD	469	29	13,596	Yes	66	\$ 31,270.80
WOODSIDE DR	MANKE LN	YASGUR DR	628	29	18,219	Yes	62	\$ 41,903.70
WOODSIDE DR	YASGUR DR	MARGE LN	262	29	7,591	Yes	68	\$ 1,062.74
WOODSIDE DR	MARGE LN	QUILL LN	285	29	8,275	Yes	65	\$ 19,032.50
WOODSIDE DR	QUILL LN	SWEETWATER DR	665	29	19,282	Yes	78	\$ 1,349.74
Y								
YASGUR DR	MANKE LN	WOODSIDE DR	994	27	26,835	Yes	82	\$ 1,878.45
YASGUR DR	WOODSIDE DR	MANKE LN	675	27	18,235	Yes	59	\$ 41,940.50
YASGUR DR	SWEETWATER DR	WOODSIDE DR	578	27	15,616	Yes	75	\$ 2,186.24
YELLOWHEAD CT	BULL VALLEY DR	NORTH TO CUL DE SAC	279	22	9,768	No	15	\$ 50,793.60
Z								
ZIMMERMAN RD	LEAH LN	McCONNELL RD	1,010	21	21,206	No	90	\$ -
ZIMMERMAN RD	COUNTRY CLUB RD	LEAH LN	1,627	21	34,163	No	95	\$ -

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016	2017	2018	2019	2020
AYRSHIRE CT	GALLOWAY DR	TO CUL DE SAC	285	22	10,110	No	27	\$ 47,011.50	\$ -	\$ -	\$ -	\$ -
BERLTSUM LN	W HALMA LN	END	167	30	4,995	Yes	34	\$ 27,422.55	\$ -	\$ -	\$ -	\$ -
BERLTSUM LN	GALLOWAY DR	WHITE OAK LN	1,102	28	33,051	Yes	44	\$ 143,110.83	\$ -	\$ -	\$ -	\$ -
BOULDER CT	BERLTSUM LN	CUL DE SAC	359	28	15,309	Yes	8	\$ 122,472.00	\$ -	\$ -	\$ -	\$ -
BOULDER LN	BERLTSUM LN	WHITE OAK LN	605	30	18,147	Yes	52	\$ 78,576.51	\$ -	\$ -	\$ -	\$ -
CLUB RD	BULL VALLEY DR	GALLOWAY DR	393	24	9,436	No	52	\$ 35,385.00	\$ -	\$ -	\$ -	\$ -
CLUB RD	COUNTRY CLUB RD	BULL VALLEY DR	329	40	13,154	Yes	35	\$ 72,215.46	\$ -	\$ -	\$ -	\$ -
GALLOWAY DR	BERLTSUM LN	END	517	22	15,006	No	65	\$ 31,062.42	\$ -	\$ -	\$ -	\$ -
GALLOWAY DR	BERLTSUM LN	AYRSHIRE CT	638	22	14,041	No	37	\$ 65,290.65	\$ -	\$ -	\$ -	\$ -
GALLOWAY DR	BULL VALLEY DR	AYRSHIRE CT	530	22	12,718	No	24	\$ 66,133.60	\$ -	\$ -	\$ -	\$ -
WHITE OAK LN	BOULDER LN	BERLTSUM LN	1,086	28	32,595	Yes	45	\$ 141,136.35	\$ -	\$ -	\$ -	\$ -
BAGLEY ST	WICKER ST	JEWETT ST	343	19	6,512	No	38	\$ -	\$ 31,189.22	\$ -	\$ -	\$ -
BAGLEY ST	JEWETT ST	QUEEN ANNE ST	343	19	6,509	No	72	\$ -	\$ 938.60	\$ -	\$ -	\$ -
BAGLEY ST	QUEEN ANNE ST	WHEELER ST	333	18	5,986	No	49	\$ -	\$ 23,120.93	\$ -	\$ -	\$ -
JEWETT ST	W. BEECH AVE	SUMMIT AVE	322	21	6,769	No	10	\$ -	\$ 36,254.76	\$ -	\$ -	\$ -
JEWETT ST	SUMMIT AVE	MEADOW AVE	320	29	9,279	Yes	61	\$ -	\$ 21,981.95	\$ -	\$ -	\$ -
MEADOW AV	WICKER ST	JEWETT ST	330	31	10,227	Yes	67	\$ -	\$ 1,474.73	\$ -	\$ -	\$ -
MEADOW AV	JEWETT ST	QUEEN ANNE ST	341	31	10,584	Yes	33	\$ -	\$ 59,849.34	\$ -	\$ -	\$ -
MEADOW AV	QUEEN ANNE ST	WHEELER ST	332	22	7,312	No	0	\$ -	\$ 39,163.07	\$ -	\$ -	\$ -
MEADOW AV	WHEELER ST	TAPPAN ST	326	22	7,172	No	1	\$ -	\$ 38,413.23	\$ -	\$ -	\$ -
QUEEN ANNE ST	GREENWOOD AVE	W BEECH AVE	325	22	7,159	No	57	\$ -	\$ 15,263.70	\$ -	\$ -	\$ -
QUEEN ANNE ST	W BEECH AVE	SUMMIT AVE	323	22	7,102	No	46	\$ -	\$ 27,431.48	\$ -	\$ -	\$ -
SUMMIT AV	JEWETT ST	QUEEN ANNE ST	341	22	7,511	Yes	36	\$ -	\$ 42,472.45	\$ -	\$ -	\$ -
SUMMIT AV	QUEEN ANNE ST	WHEELER ST	332	22	7,313	No	18	\$ -	\$ 39,168.43	\$ -	\$ -	\$ -
SUMMIT AV	WHEELER ST	TAPPAN ST	328	22	7,212	No	22	\$ -	\$ 38,627.47	\$ -	\$ -	\$ -
TAPPAN ST	BAGLEY ST	GREENWOOD AVE	424	20	8,475	No	58	\$ -	\$ 18,069.55	\$ -	\$ -	\$ -
W BEECH AV	WICKER	JEWETT	331	19	6,290	No	0	\$ -	\$ 33,689.24	\$ -	\$ -	\$ -
W BEECH AV	JEWETT ST	QUEEN ANNE ST	341	19	6,487	No	8	\$ -	\$ 34,744.37	\$ -	\$ -	\$ -
W BEECH AV	QUEEN ANNE ST	WHEELER ST	332	19	6,315	No	14	\$ -	\$ 33,823.14	\$ -	\$ -	\$ -
WHEELER ST	W. BEECH AVE	GREENWOOD AVE	325	30	9,738	Yes	52	\$ -	\$ 43,430.51	\$ -	\$ -	\$ -
WHEELER ST	SUMMIT AVE	W. BEECH AVE	323	30	9,699	Yes	50	\$ -	\$ 43,256.57	\$ -	\$ -	\$ -
WHEELER ST	MEADOW AVE	SUMMIT AVE	324	30	9,713	Yes	44	\$ -	\$ 43,319.01	\$ -	\$ -	\$ -
DOUGLAS ST	E JACKSON ST	CALHOUN ST	329	19	6,253	No	6	\$ -	\$ -	\$ 34,495.80	\$ -	\$ -
DOUGLAS ST	E JUDD ST	E JACKSON ST	325	22	7,160	Yes	3	\$ -	\$ -	\$ 60,768.35	\$ -	\$ -
E JACKSON ST	MADISON ST	S. SEMINARY AVE	416	31	12,907	Yes	42	\$ -	\$ -	\$ 59,290.85	\$ -	\$ -
E JACKSON ST	S. SEMINARY AVE	DOUGLAS ST	452	19	8,596	No	70	\$ -	\$ -	\$ 1,276.73	\$ -	\$ -
E JACKSON ST	DOUGLAS ST	NEBRASKA ST	457	18	8,223	No	50	\$ -	\$ -	\$ 32,714.18	\$ -	\$ -
E JUDD ST	N. SEMINARY AVE	DOUGLAS ST	620	40	18,075	Yes	17	\$ -	\$ -	\$ 153,406.14	\$ -	\$ -
E JUDD ST	DOUGLAS ST	NEBRASKA ST	457	40	18,274	Yes	42	\$ -	\$ -	\$ 83,945.22	\$ -	\$ -
E JUDD ST	NEBRASKA ST	RT 47	473	40	18,927	Yes	29	\$ -	\$ -	\$ 110,237.30	\$ -	\$ -
IRVING AV	RT 47 - S EASTWOOD DR	CALHOUN ST	596	30	17,880	No	11	\$ -	\$ -	\$ 98,638.24	\$ -	\$ -
MADISON ST	E JACKSON ST	RR TRACKS	163	30	4,900	Yes	32	\$ -	\$ -	\$ 28,539.27	\$ -	\$ -
NEBRASKA ST	E JACKSON ST	CALHOUN ST	330	17	5,610	No	16	\$ -	\$ -	\$ 30,948.57	\$ -	\$ -
NEBRASKA ST	E JUDD ST	E JACKSON ST	325	19	6,184	No	63	\$ -	\$ -	\$ 13,580.45	\$ -	\$ -
ASH AV	WHEELER ST	WHEELER	1,279	31	39,661	Yes	47	\$ -	\$ -	\$ -	\$ 187,656.34	\$ -
ASH AV	WHEELER ST	TAPPAN ST	277	31	8,600	Yes	50	\$ -	\$ -	\$ -	\$ 40,690.97	\$ -
ASH AV	TAPPAN ST	WALNUT DR	401	30	12,026	Yes	23	\$ -	\$ -	\$ -	\$ 105,129.08	\$ -
TAPPAN ST	WILLOW AVE	MEADOW AVE	768	36	27,652	Yes	57	\$ -	\$ -	\$ -	\$ 69,497.00	\$ -
TAPPAN ST	ASH AVE	WILLOW AVE	706	36	25,399	Yes	44	\$ -	\$ -	\$ -	\$ 120,175.57	\$ -

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb	PCI	2016	2017	2018	2019	2020
TAPPAN ST	CHERRY CT	ASH AVE	191	36	6,874	Yes	81	\$ -	\$ -	\$ -	\$ 525.80	\$ -
TAPPAN ST	TERRY CT	CHERRY CT	166	36	5,992	Yes	42	\$ -	\$ -	\$ -	\$ 28,351.20	\$ -
TAPPAN ST	MELODY LN	TERRY CT	982	36	35,337	Yes	32	\$ -	\$ -	\$ -	\$ 211,989.18	\$ -
WHEELER ST	ASH AVE	MEADOW AVE	639	31	19,805	Yes	62	\$ -	\$ -	\$ -	\$ 49,775.35	\$ -
WHEELER ST	ASH AVE	ASH AVE	901	31	27,921	Yes	24	\$ -	\$ -	\$ -	\$ 167,500.07	\$ -
AUTUMN DR	BARBARY LN	CUL DE SAC	281	26	14,531	Yes	5	\$ -	\$ -	\$ -	\$ -	\$ 130,838.15
BARBARY LN	GINNY LN	SANDPIPER LN	282	29	8,187	Yes	40	\$ -	\$ -	\$ -	\$ -	\$ 39,898.96
BARBARY LN	SANDPIPER LN	SPRING DR	528	29	15,319	Yes	7	\$ -	\$ -	\$ -	\$ -	\$ 137,933.36
BARBARY LN	SPRING DR	AUTUMN DR	169	29	4,909	Yes	13	\$ -	\$ -	\$ -	\$ -	\$ 44,200.98
BARBARY LN	AUTUMN DR	SAVANNA LN	270	29	7,821	Yes	13	\$ -	\$ -	\$ -	\$ -	\$ 70,420.84
COUNTRY RIDGE SQ	SANDPIPER LN	PRAIRIE RIDGE DR	350	27	9,453	Yes	44	\$ -	\$ -	\$ -	\$ -	\$ 46,068.75
INDIGO LN	PRAIRIE RIDGE DR	SANDPIPER LN	825	27	22,268	Yes	71	\$ -	\$ -	\$ -	\$ -	\$ 3,508.80
PRAIRIE RIDGE DR	CUL DE SAC		401	26	10,433	Yes	56	\$ -	\$ -	\$ -	\$ -	\$ 27,007.60
PRAIRIE RIDGE DR	SAVANNA LN	CUL DE SAC	532	26	13,834	Yes	54	\$ -	\$ -	\$ -	\$ -	\$ 35,811.66
PRAIRIE RIDGE DR	GINNY LN	SANDPIPER LN	283	29	8,217	Yes	51	\$ -	\$ -	\$ -	\$ -	\$ 40,045.16
PRAIRIE RIDGE DR	SANDPIPER LN	COUNTRY RIDGE SQ	201	29	5,828	Yes	48	\$ -	\$ -	\$ -	\$ -	\$ 28,402.48
PRAIRIE RIDGE DR	INDIGO LN	COUNTRY RIDGE LN	387	29	11,237	Yes	49	\$ -	\$ -	\$ -	\$ -	\$ 54,762.99
PRAIRIE RIDGE DR	INDIGO LN	SAVANNA LN	346	26	9,003	Yes	53	\$ -	\$ -	\$ -	\$ -	\$ 23,305.80
SANDPIPER LN	CUL DE SAC	SANDPIPER LN	317	27	8,561	Yes	83	\$ -	\$ -	\$ -	\$ -	\$ 674.48
SANDPIPER LN	COUNTRY RIDGE SQ	TO CUL DE SAC	270	27	7,293	Yes	74	\$ -	\$ -	\$ -	\$ -	\$ 1,149.17
SANDPIPER LN	PRAIRIE RIDGE DR	COUNTRY RIDGE SQ	182	27	4,906	Yes	38	\$ -	\$ -	\$ -	\$ -	\$ 30,314.39
SANDPIPER LN	PRAIRIE RIDGE DR	INDIGO LN	524	27	14,149	Yes	66	\$ -	\$ -	\$ -	\$ -	\$ 36,627.10
SANDPIPER LN	INDIGO LN	BARBARY LN	637	27	17,203	Yes	38	\$ -	\$ -	\$ -	\$ -	\$ 106,298.08
SAVANNA GROVE LN	SOUTHVIEW DR	PRAIRIE RIDGE DR	489	29	14,195	Yes	55	\$ -	\$ -	\$ -	\$ -	\$ 36,746.17
SAVANNA GROVE LN	BARBARY LN	SOUTH VIEW DR	614	29	17,816	Yes	50	\$ -	\$ -	\$ -	\$ -	\$ 86,825.44
SPRING DR	BARBARY LN	TO END	112	27	3,012	Yes	74	\$ -	\$ -	\$ -	\$ -	\$ 474.60

SUB-TOTAL	\$ 829,816.87	\$ 665,681.76	\$ 707,841.11	\$ 981,290.55	\$ 981,314.97
MAINTENANCE	\$ 165,000.00	\$ 165,000.00	\$ 165,000.00	\$ 165,000.00	\$ 165,000.00
ANNUAL TOTAL	\$ 994,816.87	\$ 830,681.76	\$ 872,841.11	\$ 1,146,290.55	\$ 1,146,314.97

5 YEAR PLAN TOTAL	\$ 4,990,945.25
AVERAGE ANNUAL COST	\$ 998,189.05



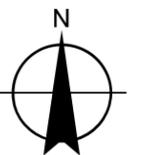
Pavement Management Report

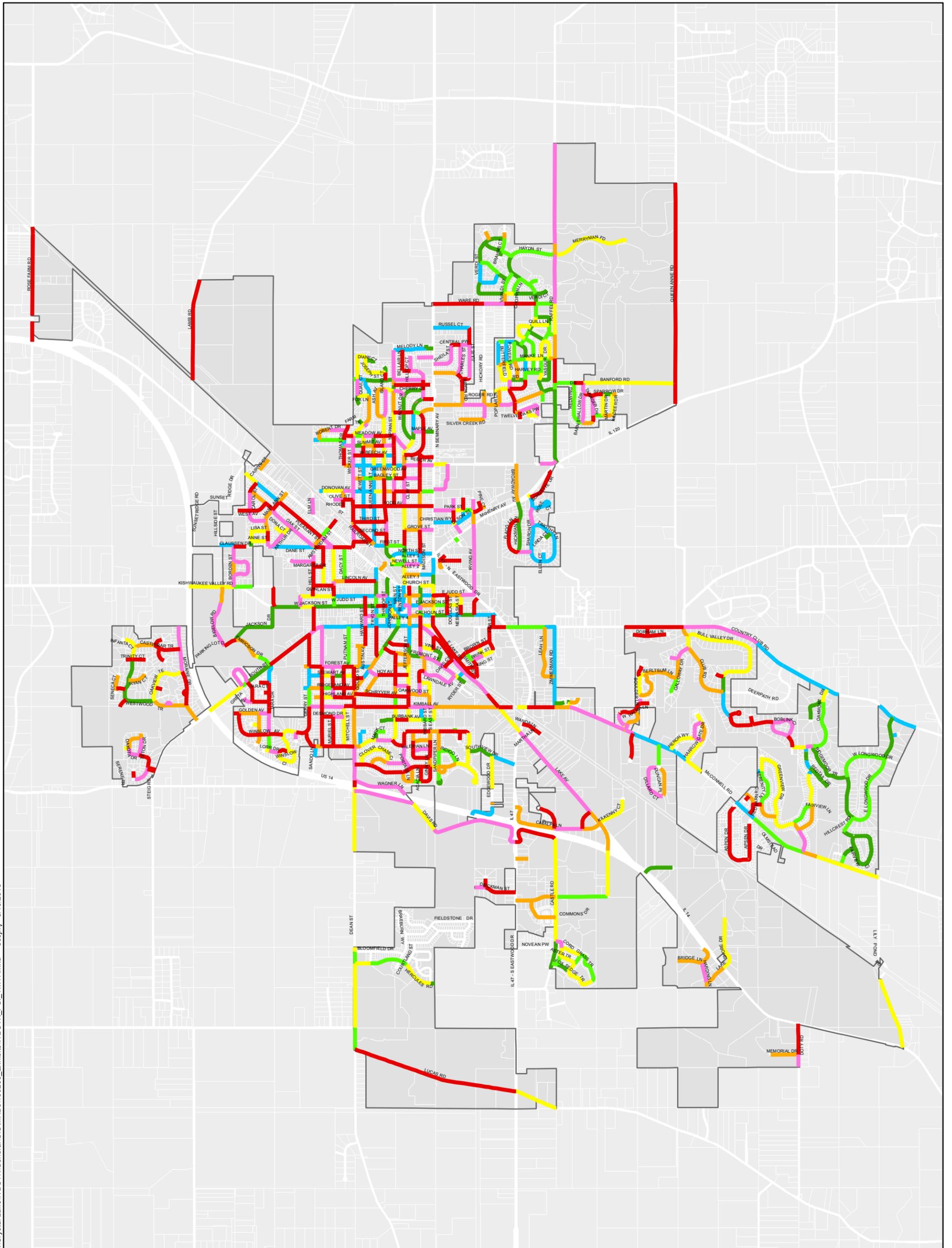
Exhibit 1 - Jurisdiction

- City of Woodstock
- ROW Only
- Private
- State / US Route
- Township
- Developer

0 1,500 3,000 6,000 Feet

1 inch = 3,000 feet





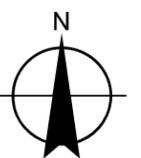
Pavement Management Report

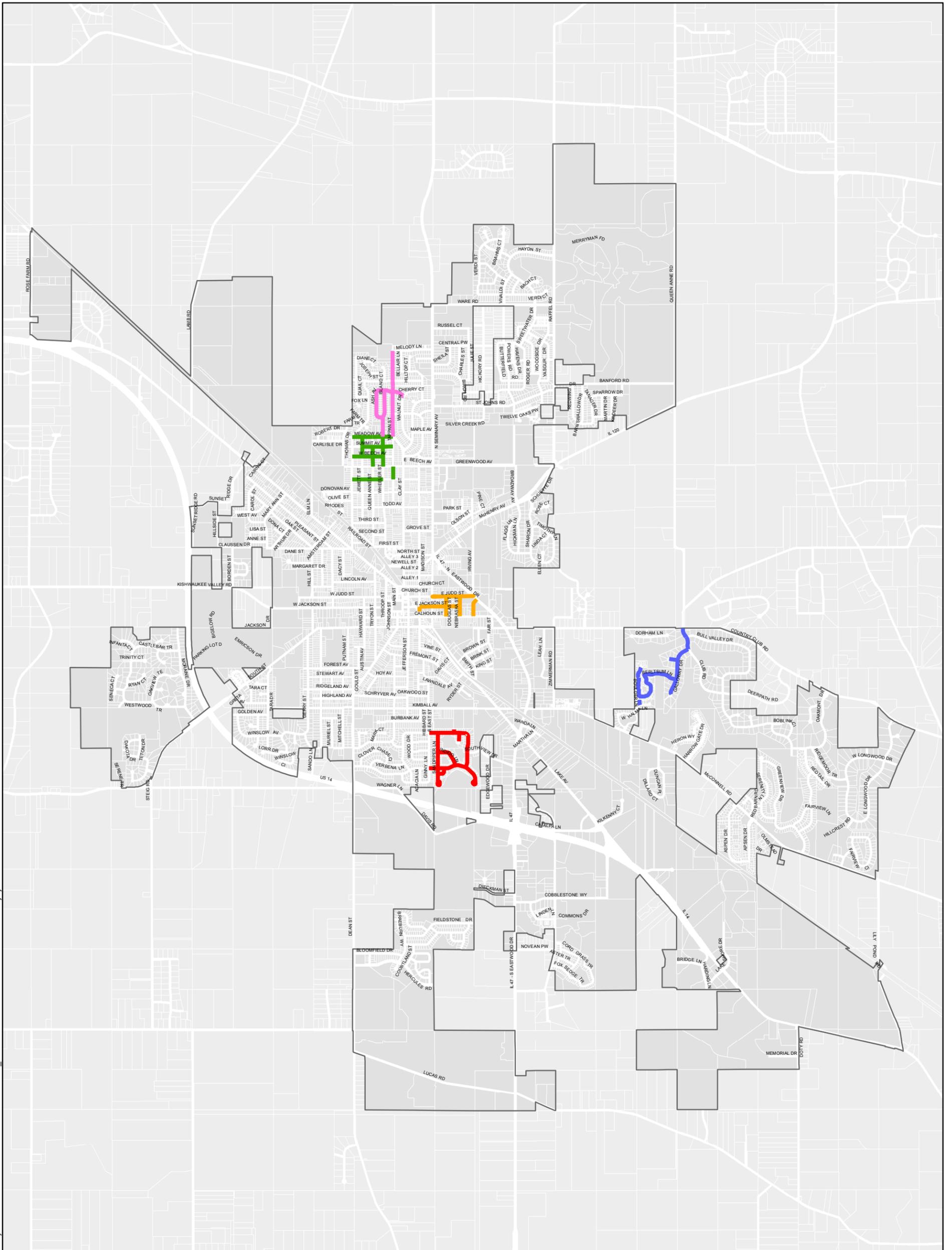
Exhibit 3 - Pavement Condition Index (PCI) Rating

- Excellent (85 - 100)
- Very Good (75 - 84)
- Good (65 - 74)
- Fair (50 - 64)
- Poor (35 - 49)
- Very Poor (20 - 34)
- Failed (< 20)

0 1,500 3,000 6,000 Feet

1 inch = 3,000 feet





Pavement Management Report

Exhibit 4 - Recommended 5 Year Plan

- 2016
- 2017
- 2018
- 2019
- 2020

0 1,500 3,000 6,000 Feet

1 inch = 3,000 feet





Office of the City Manager
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Woodstock, Illinois 60098

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www.woodstockil.gov

To: Mayor and City Council

From: Pavement Management Taskforce Members

Date: September 14, 2016

Re: Transmittal of Pavement Management Taskforce Report

Attached for discussion purposes is the final report developed and forwarded by the Pavement Management Taskforce. The Mayor and City Council authorized the creation of a separate Taskforce to review the *Pavement Management Report* prepared by Baxter and Woodman, and to analyze and offer recommendations to address the City's infrastructure needs.

City staff has attempted to collect and disseminate the Taskforce discussions and suggestions within this report to ultimately address the underlying mission assigned by the Mayor and City Council. Specifically, the Taskforce was charged with reviewing opportunities and challenges with pavement management in a number of areas including:

- 1) New technology;
- 2) Additional lobbying efforts;
- 3) Bonding/Debt opportunities;
- 4) New revenues; and
- 5) Collaborative efforts.

The City Administration would like to extend our sincere appreciation to the Taskforce members for all of their efforts in the research and development required to prepare this report, as well as their participation at numerous meetings. The ongoing efforts of the new Public Works group will continue to expand our region's collaborative efforts and will result in benefits and cost reductions to all impacted taxpayers.

To help facilitate discussions, the City Administration has reviewed the recommendations and provided a proposed list of recommendations and associated implementations based on a chronological order, categorized by fiscal year.

FY16/17 – Current Fiscal Year:

- Adopt a budget amendment to authorize the application of Restorative Seal to recently resurfaced roadways to extend the life of the pavement.



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- Authorize funding for additional engineering to complete the required engineering for both FY16/17 and FY17/18 within the same fiscal year to facilitate collaborative bidding with other partner agencies.
- Direct staff to continue to work with neighboring communities, townships and other government partners to pursue the joint bidding of resurfacing and road maintenance contracts.
- Authorize the City’s legislative advocate to lobby for the recommended changes at the State level; which would be beneficial for the maintenance and resurfacing of the City’s infrastructure as identified within the Taskforce Report.
- Conduct a Special Workshop with the City Council to further review strategies for future infrastructure improvements that would address:
 - Road improvement prioritization.
 - If the balanced approach is determined to be in the best interests of the community, direct staff to develop data concerning traffic utilization, identify primary traffic generators (e.g., major employers, retailers, distributors), and “gateway” designations to assist with identifying priorities for street maintenance.
 - Optimal funding levels to facilitate overall improvement to the community’s aging street infrastructure; and
 - Possible revenue enhancements or changes to existing expenditure prioritization to address potential enhancement to spending on infrastructure improvements.
- Direct staff to forward an Ordinance for Council’s consideration that would impose weight restrictions on identified streets and investigate other streets that would benefit from weight restrictions without significantly impacting the ability for businesses to move goods and equipment.
- Develop an educational article for distribution in the next City Scene and placement on the City’s website reporting the Taskforce findings and outlining the City’s plans for addressing infrastructure needs.
- Direct Woodstock Public Works staff to continue meeting with other municipal representatives to build upon established relationships, determine future opportunities for collaboration, and share equipment, knowledge and resources.
- Direct staff to review the development construction process and refine the City’s existing system to ensure proper construction of new roadways prior to the City accepting them as donations from developers.

FY17/18 – Next Fiscal Year:

- Implement the prioritization method for resurfacing as adopted by City Council.
- Direct staff to work with the City’s garbage hauler to identify possible changes to service delivery methods to minimize negative impact on City roads.

Recommendations:

Council’s direction is requested.



Reviewed and Approved by:

Roscoe C. Stelford III

City Manager

Pavement Management
Taskforce Report

2016



Pavement Management Taskforce

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- c. Taskforce Membership

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- a. Executive Summary
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Chapter 4 - Lobbying and Education

Chapter 5 - Bonding of Road Improvements

Chapter 6 - Revenue Enhancements

Chapter 7 - Collaborative Efforts

Chapter 8 - Other Suggestions

Appendix A

Pavement Management Taskforce

Chapter 1 - Introduction

Summary



Office of the City Manager
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To: Mayor & City Council

From: Pavement Management Taskforce Members

Date: July 27, 2016

Re: Transmittal of Pavement Management Taskforce Report

Attached is the final report developed and forwarded by the Pavement Management Taskforce for your review. The Mayor & City Council authorized the creation of a separate Taskforce to review the *Pavement Management Report* prepared by Baxter & Woodman, and to analyze and offer recommendations to address the City's infrastructure needs. A copy of the abridged minutes has been attached, which highlights the Council's discussions at the November 17th meeting regarding the *Pavement Management Report*.

The Taskforce was appointed by the City Manager as directed by the City Council at their November 17, 2015 meeting. A membership list of the Pavement Management Taskforce has been included within this introductory section for your review. Overall, the members of the Taskforce represented a diverse group of professionals, with many members having direct experience in the design, management, maintenance and/or construction of local roadways.

The Taskforce initially met on a biweekly basis to devote significant time to understanding, researching and deliberating the issues. This Taskforce has now metamorphosed into a separate Public Works group that will focus on future collaborative initiatives between the member municipalities.

City staff has attempted to collect and disseminate the Taskforce discussions and suggestions within this report to ultimately address the underlying mission assigned by the Mayor and City Council. Specifically, the Taskforce was charged with reviewing opportunities and challenges with pavement management in a number of areas including:

- 1) New technology;
- 2) Additional lobbying efforts;
- 3) Bonding/Debt opportunities;
- 4) New revenues; and
- 5) Collaborative efforts.



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The City Administration would like to extend our sincere appreciation to the Taskforce members and all of their efforts in the research and development required to prepare this report, as well as their participation at numerous meetings. The ongoing efforts of the new Public Works group will continue to expand our region's collaborative efforts, and will result in benefits and cost reductions to all associated taxpayers.

Special thanks to Alan Wilson, City Engineer who coordinated the efforts of the Taskforce, chaired the meetings and contributed to the creation of this report. In addition, thanks to Jeff Van Landuyt, Paul Christensen, and Roscoe Stelford who also authored various sections of the report. Finally, thanks to Andrew Celentano and Diane Lukas for their numerous and extensive reviews of the report as well as their suggestions for improvements and associated "wordsmithing."

Pavement Management Taskforce

Chapter 1 - Introduction

Abridged City Council Minutes

MINUTES
WOODSTOCK CITY COUNCIL
November 17, 2015
City Council Chambers

The regular meeting of the Woodstock City Council was called to order at 7:00 PM by Mayor Brian Sager on Tuesday, November 17, 2015 in the Council Chambers at City Hall. Mayor Sager explained the consent agenda process and invited public participation.

A roll call was taken.

COUNCIL MEMBERS PRESENT: Daniel Hart, Maureen Larson, Mark Saladin, Joseph Starzynski, RB Thompson, Michael Turner, and Mayor Sager

COUNCIL MEMBERS ABSENT: None

STAFF PRESENT: City Manager Roscoe Stelford, City Attorney Ruth Schlossberg, Finance Director Paul Christensen, Public Works Director Jeff Van Landuyt, Economic Development Director Garrett Anderson, Chief Robert Lowen, Assistant Public Works Director Tom Migatz, Sgt. Tino Cipolla, Officer Andy Reitz, and Officer Sharon Freund and K-9 Blue.

OTHERS PRESENT: City Clerk Cindy Smiley

2. Pavement Management Report

Mayor Sager invited Jason Fluhr of Baxter & Woodman to approach the body to discuss the Pavement Management Report included in Council's packet.

Mr. Fluhr noted that all City streets were evaluated and the report detailed the standard used. He reviewed the study's findings with the overall condition of the City's streets rated as poor, with 70% in fair or failing condition. He stated the cost to complete all necessary improvements is estimated at \$69 million dollars. Mr. Fluhr then discussed a five-year plan with the goal being to resurface/maintain streets which fall in the 50-80 pavement condition index (PCI) range rather than the current worst-to-first approach. He noted pavement deteriorates much more quickly as it ages and moves from fair to poor very quickly. He stated it is much better to address pavement issues when it is in fair condition. He acknowledged this would be a change to conventional thinking. He stated this assumes a \$1 million annual budget, but that the City would need to expend \$5 million per year to just maintain the current PCI, which demonstrates that the City's streets are deteriorating rapidly.

Mr. Fluhr then stated that while many of the streets are in failed condition which needs to be addressed, this should not be at the expense of the maintenance budget which keeps the other streets from becoming failed also. He suggested possibly identifying failed streets as a different line item within the City's budget.

Mayor Sager expressed appreciation to Mr. Fluhr for the comprehensive, well done report. He stated it helps the City grasp the difference between a good street and a failed street and is grateful for the approach taken with the pavement condition index.

Mayor Sager stated the City has recognized that it is behind the eight ball in this infrastructure which is the reason it has risen as an important priority within the budget. He noted the Council and the Administration have significant concerns regarding this item and stated this report will help Council to understand the factors that must be considered.

Mayor Sager then expressed shock and concern about 1) the overall rating of the streets; 2) the high costs associated with their associated repair; 3) the fact that this is expressed in current dollars, but represents future costs so is even more costly; and 4) how can the streets be maintained once we manage to rehabilitate them.

Mayor Sager noted the City of Woodstock has tried very hard to provide for maintenance within the budget constraints, but this is not really dealing with the ultimate problem. Further, he noted the City does not have \$5 million to put into streets every year. He asked how the City could finance \$69 million of local dollars needed for improvements to bring streets to good condition and then continue a maintenance program.

Mr. Fluhr expressed the opinion that it would not be wise to spend \$69 million to fix all streets because this would be needed again in five years. Rather, he said the idea of the plan is to change the mindset from worst to first. He stated these “worst” streets do need to be taken care of, but from a dollars and cents approach, it would be better to spend the money in crack sealing, for example.

In response to a question from RB Thompson, Mr. Fluhr stated there may be an opportunity to secure federal funding on the FAU (Federal Aid – Urban) route system. In addition, streets identified as such would be eligible to apply for other funding. Also, some streets could be classified as collector streets which would qualify them as FAU eligible. Mayor Sager noted that other communities are doing exactly the same thing and competition for available funds is fierce.

In response to a question from M. Turner, Mr. Fluhr stated while there is no set ratio, probably 25% of the budget could be allocated to the streets that need to be reconstructed and the remainder to maintenance activities such as crack sealing.

Mayor Sager noted over the past few years, the City has dedicated \$1 million per year to streets. He noted this is not even to dedicate 25% in dealing with worst to first and 75% to try to keep the other streets from going from fair to poor. He asked where the City is going to get more dollars aside from the federal government.

Mr. Fluhr stated he does not have the answer and every community is facing this challenge. He noted the first step was investing in this report, which objectively analyzed the streets and identified the best way to use the limited funds.

In response to a question from J. Starzynski, Mr. Fluhr stated that while it may be a good idea to look at alternative transportation ideas on streets with a lot of truck traffic, in reality this would not have much effect on other roads as the primary factors in street deterioration are weather and age.

In response to a question from Mayor Sager as to how the City might pay for this, R. Stelford stated the only way to generate more revenue is through taxes. He stated the City could look at alternate taxes and invest the revenue in streets. He stated the other way would be to reduce spending in other areas.

Mr. Stelford noted he has discussed with Public Works looking at other ways to reconstruct and maintain streets and instructed them to think outside the box. He has asked them to find more cost-effective and efficient ways to do this, encouraging them to find a new approach. He noted, however, moving from expending 1/30 of the City’s budget to expending 1/6 of the budget on streets is a huge challenge. Again, he stated the City must find additional revenues or prioritize where the money is being spent.

M. Turner noted he does hear from people that the roads are bad. He stated the City has not seen growth here and that growth does fund things. He expressed his opinion that sales tax is an option that warrants consideration, providing it contains a sunset provision and is used only for roads. He also stated this is the reason he supported the Governor's agenda addressing Prevailing Wage because he wants the \$1 million the City spends to go as far as possible.

R. Stelford called Council's attention to the map provided in the report illustrating how far \$5 million will go toward street resurfacing, noting it is not a lot of streets.

In response to Mayor Sager's question concerning the possibility of bonding, R. Stelford stated the concerns would be that the City must be able to pay the bonds off and can only bond what we are currently spending. He also noted the rule of thumb is that the life of the bond cannot exceed the life expectancy of what is being bonded. He then stated that underwriting companies do not like dealing with maintenance projects. All of these factors could mean the City's debt rating could go down. He then discussed the bonding that was done for other roads and why these cases were different.

P. Christensen stated this would also increase the cost of the projects as the City would have to pay interest and so, long-term, could do less.

In response to comments by M. Larson concerning new technology, J. Fluhr stated there is new technology developing all the time regarding pavement mixes and thickness and how to make residential roads last longer. He discussed some of these new technologies.

Noting the budget has been increased to \$1 million, M. Larson asked where Woodstock falls in expenditures for roads compared to other communities. R. Stelford stated this can be investigated, but the comparison should be made to communities that have similar weather, with many freeze and thaw cycles.

A brief discussion ensued of the Rt. 14 project and how long those roads will last, with J. Fluhr noting a completely different process is used for highways than for residential roads.

Mayor Sager stated he would like R. Stelford to form a taskforce to look at a five-year plan to address the Pavement Management Report, with the plan then being presented to Council. He suggested that the plan address the following items:

- 1) New technology
- 2) Identification of opportunities for additional lobbying efforts
- 3) Concerns regarding bonding opportunities
- 4) Future revenues and approaches such as Home Rule sales taxes that would be dedicated to roads, and the positives and negatives of these approaches
- 5) What types of collaborative efforts can be taken with other governmental bodies, perhaps using labor, expertise, and equipment
- 6) Extension of the contract with Baxter & Woodman to use their expertise

In response to a question from M. Turner concerning what percentage of a \$2 million budget for roads would go to labor vs. material, J. Fluhr stated he would guess 60% would be material and 40% labor.

In response to a question from M. Turner about whether joining with another community to complete

joint projects at the time would save money or allow more roads to be completed for the same money, J. Fluhr stated that theoretically this would be the case, but that some significant challenges would be introduced to the projects. M. Turner asked that R. Stelford investigate this as well.

In response to a question from M. Larson concerning whether the City could complete this work in-house, R. Stelford stated this has been investigated and was not found to be feasible as a single municipality, but that it may work through an organization like MCOG. He stated he has already spoken with Dorr Township about this possibility, but noted this is more complicated than some of the other partnerships in which the City has entered with other governmental bodies.

In response to a question from M. Larson, J. Fluhr stated the road construction season general runs from April through November, although IDOT projects run from May 1 through November 15.

Mayor Sager opened the floor to public comment.

Lydia Baltalbos, 621 Dean Street, speaking from the audience, stated when the solution to our stalled City was growth, she had a negative reaction because the City would have the obligation to put in the infrastructure. She stated her opinion that current roads would suffer. She noted the city depends on the Square as its identity and asked for a commitment that work would be done on roads near the Square such as the street the Groundhog Day house is on. She expressed the opinion that the condition of this road makes one wonder about the City's commitment. She asked Council when they consider future growth as the answer to the problem, does that mean the current roads will move farther down the list.

It was the consensus of Council that staff would advance this to another level as indicated previously by Mayor Sager and report back to Council. Following further discussion, it was the consensus that staff would attempt to report back to Council in March, but should that not be possible due to other projects such as formulation of the CIP and Budget, it would report back in May.

It was the consensus of Council that staff may continue discussions with Baxter and Woodman during its investigation of this issue and development of the report.

Pavement Management Taskforce

Chapter 1 - Introduction

Taskforce Membership

Taskforce Membership List

Name	Title	Agency
Steve Carruthers	Civil Engineer	City of Crystal Lake
Andrew Celentano	Chairman, Transportation	City of Woodstock
Paul Christensen	Finance Director	City of Woodstock
Timothy Farrell	Village Engineer	Village of Huntley
Diane Lukas	Past President/Retiree	HLR Engineering/Citizen
Erik Morimoto	Public Works Director	Village of Cary
Fred Mullard	Public Works Director	Village of Lake in the Hills
John Schmitt	Public Works Director	City of McHenry
Scott Schweda	Streets Superintendent	City of McHenry
Joe Starzynski	Council Member	City of Woodstock
Roscoe Stelford	City Manager	City of Woodstock
Jeff Van Landuyt	Public Works Director	City of Woodstock
Abigail Wilgreen	City Engineer	City of Crystal Lake
Alan Wilson	City Engineer	City of Woodstock
Michele Zimmerman	Assistant Public Works Director	Village of Algonquin

Pavement Management Taskforce

Chapter 2 - Executive Summary

Executive Summary



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Executive Summary

To: Mayor & City Council

From: Pavement Management Taskforce Members

Date: July 27, 2016

Re: Executive Summary of Findings

The Mayor & City Council authorized the creation of a separate Taskforce to review the *Pavement Management Report* prepared by Baxter & Woodman, and to analyze and offer recommendations to address the City's infrastructure needs. The Taskforce was appointed by the City Manager as directed by the City Council.

City staff has attempted to collect and disseminate the Taskforce discussions and suggestions within this report to ultimately address the underlying mission assigned by the Mayor and City Council. Specifically, the Taskforce was charged with reviewing opportunities and challenges with pavement management in a number of areas including:

- 1) New technology;
- 2) Additional lobbying efforts;
- 3) Bonding/Debt opportunities;
- 4) New revenues; and
- 5) Collaborative efforts.

A brief review regarding each area is provided below. Additional information can be obtained by reviewing the appropriate chapters of this report.

Maintenance & Technology (Chapter 3)

This area was expanded by the Taskforce to address maintenance techniques as well as potential new technologies. After reviewing a number of potential solutions, two technologies were



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deemed to be proven and effective in extending the life of pavement. CRF Restorative Seal is applied to older roads that have experienced years of natural wear and tear. The product can be applied multiple times and is estimated to extend the service life of treated pavement by 5 to 10 years. Roller-Compacted Concrete involves the installation of a specialized concrete mix that achieves higher strength more quickly than conventional concrete mixers. This process has been approved by IDOT and can be funded from MFT tax collections.

Lobbying and Education (Chapter 4)

Over the last three years, the City has taken a more proactive approach towards utilizing lobbying services. The most recent efforts have been related to infrastructure improvements, specifically, targeting the expansion of Routes 14 and 47 to address the demands of a growing community. While discussions have been ongoing concerning pavement maintenance, to date they have been limited to reviewing other funding mechanisms to either increase or supplement State and local funding for the maintenance of roadways.

The Taskforce has identified a number of areas that the City Council may want to consider for potential lobbying efforts. Several of these areas are recommended within the CMAP's GO TO 2040 agenda and are highlighted in the attached Summary of Recommendations.

As a result of this process, the City will have a number of decisions to make regarding the appropriate strategies to employ for the future maintenance and improvement of our transportation infrastructure. Ultimately, the research and recommendations identified within this report and moved forward by the City Council will need to be disseminated and communicated with the City's residents. In addition, information concerning the process and evaluation techniques will require some form of distribution to our residents. An article in the next edition of *City Scenes* explaining the actions/decisions made by the City Council and the future impact on the maintenance of City streets may also be warranted.

Furthermore, the Taskforce members ultimately preferred a **balanced approach** for determining future prioritization of roadway improvements. This approach would utilize the existing data of PCI ratings and maintenance costs combined with other factors. The most relevant in the Taskforce's deliberations would include the development of estimated traffic utilization, with higher traffic utilization receiving priority. Additionally, areas being served would also factor into determining priority, with some form of urgency placed on roads that support jobs/businesses and "gateway" roadways. However, in order to move forward, the City would need to develop methods to estimate or determine the additional information that would be factored into the prioritization.

Bonding of Road Improvements (Chapter 5)

While the City has utilized bonding and debt management to enhance our funding for infrastructure improvements, the previous debt was issued to support new revenue opportunities and funded via development. Issuing additional debt without first establishing an associated revenue source is not recommended. In addition, based on the limited life of roadway pavement maintenance, debt financing may not be the best option for the community to address these needs. However, debt funding can be useful to "pave the way" for new retail or industrial opportunities that will generate significant local taxes to offset the future debt service costs.

Revenue Enhancements (Chapter 6)

In order to supplement road resurfacing efforts, the Council may want to review potential revenue sources that may be available to provide additional funding. If initiated, any future revenues should be restricted for these purposes and may involve a sunset clause to allow for a mandatory future evaluation. Furthermore, with the recent Revenue Policy adopted by the City Council, additional efforts will be required to seek residents' input into the imposition of any new taxes and/or fees.

The City does have the ability to currently levy additional utility taxes; however, these taxes are viewed to be unfriendly to industrial and manufacturing businesses and were not recommended by the Taskforce. Other revenues considered included resident's ability to join a Special Service Area that would generate specific revenues for the defined boundaries that could be utilized by a given area if it was interested in moving to "the front of the line." Creating a Business District could be beneficial in providing funding for various retail areas within the community. Overweight truck fines and fees could also be increased and dedicated to fund road infrastructure maintenance. Finally, many of our neighboring communities have imposed a Home Rule Sales Tax and dedicated a portion of these revenues to supplement their ongoing infrastructure maintenance needs.

Collaborative Efforts (Chapter 7)

Unfortunately, in response to a downturn in the economy, the City reduced, and in some years even eliminated, funding for preventative maintenance to enhance our resurfacing efforts. Additional funding has been identified as road repairs and ongoing maintenance have been elevated to a higher priority.

Furthermore, additional efforts are already ongoing to expand efforts to collaborate and jointly bid maintenance-related functions to benefit from economies of scale. The recent undertakings have benefited and in some cases directly resulted in the recent joint-bidding being undertaken by member representatives.

Shared service agreements allow communities to offset costs when assets are underutilized. They can include agreements to share equipment, staff, programs, etc. Shared services can provide the following benefits:

- Reduced costs of service delivery by achieving economies of scale
- Administer existing services at a higher level by sharing costs and labor of service delivery
- Allow for the provision of more services or a higher service level than that which an individual community can achieve individually
- Increase regional cooperation and build public trust and relationships with other municipalities

Other Suggestions (Chapter 8)

A number of other areas focusing on managing the utilization of the City's transportation infrastructure were discussed by the Taskforce. Weight restrictions of certain "key" streets was determined to offer some potential benefits as removing truck traffic and the associated wear and

tear could extend the useful life of the roads. In addition, the Taskforce did review the ability to impose a franchise agreement for refuse collection related to commercial businesses. Benefits could be derived from limiting the amount of truck traffic required to support multiple vendors. However, the current statutory requirements limit the City's ability to be able to move forward with this process.

Finally, the Taskforce considered several beneficial modifications to residential garbage collection, including reversing the routes of the City's contractor on a regular basis and possibly requiring garbage collection on a single side of the street, versus operating trucks each week on both sides of the street. Additional review would be required to determine if the related community education and associated acceptance by residents would outweigh the benefits from less utilization of the City's streets. A new subdivision may best serve as a future pilot program to determine the success of these proposed program modifications.

Recommendations/Conclusions

Attached for your review is a Summary of Recommendations presented by the Pavement Management Taskforce. Specific supporting data and discussions for the recommendations can be found by reviewing each of the respective chapters.

In addition, a comparison of current funding being provided by municipalities has also been attached for your review. While presented as a simple comparison, the underlying information may have discrepancies that account for the significant variations between communities. For example, the Villages of Algonquin and Mundelein are reporting the largest dollar amounts spent; however, this may include funding for the installation of underlying utilities, total reconstruction, and/or bridge improvements, which would significantly increase the price spent per mile of resurfacing.

Furthermore, the majority of communities were unable to provide an average Pavement Condition Index (PCI); however, the vast majority of communities which were able to provide this information also indicated the utilization of a self-assessment process completed by inhouse staff versus Woodstock's independent analysis completed by professional engineers.

Pavement Management Taskforce

Chapter 2 - Executive Summary

Taskforce Recommendations

Pavement Management Taskforce

Summary of Recommendations

Provided below are the recommendations outlined within the report. Specific information, supporting data and the underlying Taskforce discussions are outlined within each of the respective sections.

Chapter 3 – Maintenance and Technology:

CRF- Restorative Seal – This technology utilizes a petroleum oil and water emulsion sand seal product that is heated slightly and sprayed on the surface of the road. The material is brushed over the pavement into the cracks and voids. Once the material has penetrated thru the surface, a heavier application of sand is applied and swept into the product. Some of the sand becomes part of the pavement and adds additional binder strength. Excess sand is swept up a few days after the initial application. The product seals out water and resists oxidation which causes the asphalt to become brittle.

Roller-Compacted Concrete (RCC) – This technology involves the placement of a very dry concrete mix (approximately 6” thick) that is delivered by dump trucks, placed with an asphalt paver, and compacted with a vibratory roller. It achieves high strength more quickly than conventional concrete mixtures. RCC is often topped with a thin (2”) layer of asphalt. Because IDOT has approved this material, MFT funds can be used to pay for its installation.

Chapter 4 – Lobbying and Education:

The Taskforce has identified a number of areas that the City Council may want to consider for potential lobbying efforts. Several of these areas are recommended within the CMAP’s GO TO 2040 agenda.

- ❖ Revise the current allocation formula to address the inequities from the existing 45% share apportioned to District 1 and Northeastern IL;
- ❖ Increase the Motor Fuel Tax by \$0.08 per gallon and index it to inflation;
- ❖ Modify the Prevailing Wage Act, at a minimum, to exempt certain activities and/or establish a dollar threshold for projects;
- ❖ Oppose the inclusion of Responsible Bidder provisions within Prevailing Wage;
- ❖ Support other forms of revenue or changes to the existing revenue mix to provide for a more consistent stream of dedicated resources to meet future transportation needs; and
- ❖ Revise the current process required to regulate commercial garbage pickup and promote shared garbage service to limit the number of garbage trucks utilizing City streets.

In regards to the appropriate methodology for determining priority of streets scheduled for improvement, even absent necessary data, the Taskforce members ultimately preferred a **balanced approach**. This approach would utilize the existing data of PCI ratings and

maintenance costs combined with other factors. The most relevant in the Taskforce's deliberations would include the development of estimated traffic utilization, with higher traffic utilization receiving priority and areas being served, with higher demand roads for jobs/businesses and "gateway" roadways receiving some form of priority consideration. However, in order to move forward, the City would need to develop methods to estimate or determine the additional information that would be factored into the prioritization.

Chapter 5 – Bonding of Road Improvements:

For reasons described above, it is recommended the City only issue debt for road projects if a new revenue source can be identified and dedicated to funding its payments. This could, however, be accomplished if cash currently used to pay existing debt is no longer needed due to debt maturing. This cash may then be reallocated and pledged to pay for road improvement bonds.

Chapter 6 – Revenue Enhancements:

It is clear that the City must secure some type of additional revenue to meet the documented road paving needs. While growing the City's tax base through economic development will help in securing this additional revenue, it is unlikely this amount will be sufficient to accomplish the level of paving outlined in the recent study. Therefore, based on weighing the pros and cons for each revenue source listed above, the Pavement Task Force recommends that the City Council strongly consider the following revenue sources for essential paving services:

- ❖ Increase Individual Overweight Truck Fines
- ❖ Dedicated Home Rule/Non-Home Rule Sales Tax
- ❖ Raise Annual Overweight Truck Fees Charged to Businesses

Chapter 7 – Collaborative Efforts:

- ❖ When the City sets a plan for resurfacing it should choose streets that are located in the same geographical area as much as possible in order to prevent added contract costs resulting from frequent remobilization of employees and equipment.
- ❖ It does not appear as though contractors have met the requirements for road construction as specified by our City Code. In the future it will be important to have a representative from the City on site for the duration of the paving portion of the project to ensure final specifications are in compliance.
- ❖ When time allows, the Public Works Department should focus on trimming those trees located in the public rights-of-ways to allow the road and its base material to dry out.
- ❖ The City should continue to meet with representatives from other municipalities, townships, and county agencies to discuss the possibilities of joint bidding, new techniques and technology, and the sharing of equipment, knowledge, and resources.
- ❖ The City should consistently complete follow-up visits for all work within the public rights-of-way in order to protect the City's infrastructure being affected by the work.

Chapter 8 – Other Suggestions:

- ❖ Institute weight restrictions on the following City streets:
 - Irving Avenue between RT 120 & RT 47 – this would be a good initial location to test out the impact from a weight restriction. This would significantly reduce the number of trucks traveling on this road and the resulting damage they are causing; and
 - Lake Avenue from South Street to RT 47 would be another good candidate for weight restriction designation.
- ❖ Direct Staff to investigate any other applicable roadways to determine those areas where truck traffic and resulting damage could be decreased by adding weight restrictions.

Pavement Management Taskforce

Chapter 2 - Executive Summary

Community Comparison

COMMUNITY COMPARISON

MUNICIPALITY	CENTERLINE MILES	APPROX. BUDGET ALLOCATED TO STREET RESURFACING	\$ SPENT/ PER CENTERLINE MILE / YEAR	POPULATION	\$ SPENT PER CAPITA / PER YEAR	AVERAGE PCI	CENTERLINE MILES RESURFACED	\$ SPENT/ MILE RESURFACED
ALGONQUIN	146	\$ 3,500,000	\$23,972	30,500	\$115	N/A	3.0	\$ 1,166,667*
BENSENVILLE	56	1,000,000	17,857	18,535	54	73	N/A	N/A
BUFFALO GROVE	117	2,600,000	22,222	41,778	62	N/A	N/A	N/A
CARPENTERSVILLE	95	2,000,000	21,053	38,241	52	N/A	N/A	N/A
CARY	78	1,046,000	13,410	18,271	57	79	N/A	N/A
CRYSTAL LAKE	160	2,000,000	12,500	40,388	50	N/A	6.01	332,779
GILBERTS	23	500,000	21,739	7,493	67	68	N/A	N/A
HUNTLEY	128	1,050,000	8,203	26,000	41	N/A	3.35	313,433
LAKE IN THE HILLS	91	765,826	8,416	28,965	25	N/A	3.1	247,041
MCHENRY	125	500,000	4,000	27,984	18	N/A	1.0	500,000
MUNDELEIN	83	3,000,000	36,145	31,395	96	N/A	N/A	N/A
ROUND LAKE	52	950,000	18,269	18,481	51	49	N/A	N/A
SOUTH BARRINGTON	32	720,000	22,500	4,713	153	66	N/A	N/A
SOUTH ELGIN	72	1,700,000	23,611	22,201	77	N/A	N/A	N/A
WOOD DALE	47	1,950,000	41,489	13,969	140	77	N/A	N/A
WOODSTOCK	117	1,092,416	9,337	24,770	44	47	3.8	287,478
AVERAGES	88.9	\$ 1,523,390.13	\$ 19,045.19	24,605	\$ 68.88	65.4	3.38	\$ 474,566

*Algonquin cost is higher because of a complete reconstruction of a road.

Payment Management Taskforce

Chapter 3 - Maintenance & Technology

Maintenance & Technology

With today's ever increasing budget constraints, state and local agencies are required to perform more work with less money. Because of this, the focus of each highway/street department is more on preserving and maintaining existing pavement surfaces rather than rehabilitation and reconstruction. Pavement preservation and maintenance can generally be grouped into three (3) separate categories:

Preventative Maintenance: This work is intended to extend the functional life of a pavement by performing various surface treatments which slow the natural degradation of the asphalt and reduce the need for routine maintenance.

Corrective Maintenance: This work is performed after a deficiency occurs in the pavement surface such as pot holing and extensive cracking.

Emergency Maintenance: This work is performed during an emergency situation such as a severe pothole or a blowout. This work includes temporary treatments designed to hold the surface together until a more permanent repair can be made.

All three (3) types of maintenance are utilized at one time or another in a comprehensive maintenance program, but emphasizing preventative maintenance can extend pavement longevity and reduce the need for corrective maintenance in the future. The main difference between the three types of maintenance is the condition of the pavement when the treatment is applied. Preventative maintenance is the most cost-effective and offers the best opportunity to prolong pavement service life.

The goal of a successful pavement maintenance program is to rehabilitate streets on a schedule before their condition rapidly declines and becomes far more expensive. Traditionally, a "worst-first" approach has been applied to how the City addresses pavement maintenance. Corrective maintenance results in more "severe" rehabilitation projects that are more expensive, cause significant traffic delays and create unsafe road conditions during the repair process. The City should adopt the approach of prolonging the "investments" that have already made in the road system and be willing to forgo criticism from the public who demand that their streets are the worst and therefore must be rehabilitated first. Allocating most, or all of the budgeted dollars to repair the streets that are judged to be in the worst condition is not the most effective use of the maintenance budget. The goal should be to provide yearly, scheduled maintenance to as many streets as possible, in order to prevent rapid deterioration and premature failure.

Traditionally, corrective maintenance has included milling of the failed surface followed by placement of a new asphalt overlay. The result is a band-aid approach and does not provide a long term solution to the problem. It does not address the cause of the surface failure, which is typically a substandard base thickness or a substandard sub-base material. These problems can only be addressed through a full reconstruction of the road including removal of the base material, correcting any underlying drainage issues and then increasing the thickness of the new base and asphalt surface.

Most pavement failures are typically caused by water infiltration into the base and sub-base material. If you can successfully keep the water out of the base, the base will last longer. Crack sealing has been used for decades to prevent water from entering the base and subbase. Keeping water out of the base prevents premature cracking of the pavement, helps maintain the pavement structural capacity and limits future pavement degradation due to the effects of freeze/thaw cycles. Sealing the cracks with a flexible rubberized asphalt that bonds to the crack walls and moves with the pavement will prevent water intrusion.

The City was without a crack sealing program for several years; however, funding was resumed two years ago. All of the communities participating in the Taskforce meetings have an annual crack sealing program and agree that crack sealing is an effective, economical maintenance procedure that is generally a lower cost when compared to other maintenance techniques. The pavement management report recommended that the City allocate approximately \$165,000 annually toward preventive maintenance including crack sealing. Staff believes the crack sealing program should continue to be funded on an annual basis.

NEWER TECHNOLOGY

One of the goals of the Taskforce was to investigate and evaluate what is deemed to be “newer technology” that is currently being used in the paving industry to extend the life of existing pavements. This technology evolves from the development of new materials and processes used in the roadbuilding industry to effect a longer pavement life. This technology is currently being tested in communities with a similar demographic make-up, similar growth patterns and geological and climatic characteristics.

The Taskforce discussed a variety of methods to rehabilitate, repair, reconstruct and maintain our existing pavements. Most of the technology that was discussed could not be considered on Woodstock’s streets because our roads were not built to standards that allow for much less than total reconstruction once they have failed. The majority of our roads were built many decades ago when roadbuilding standards were less stringent. The effects of car and truck traffic on road design and construction were not known or studied. Trucks and commercial vehicles were smaller, lighter and the roads were less travelled. Many of the newer roadbuilding standards require 2-3 times the thicknesses of base and asphalt surface that were required when our roads were constructed. In 2009, the City increased the road building standards for new minor and collector roads. As a result, roads built since 2009 should see less pavement failures than our older roads. The following are “newer technologies” that the City may consider using on new roads, roads that have been rebuilt recently, or roads that do not yet exhibit extensive pavement cracking.

CRF- Restorative Seal – This technology utilizes a petroleum oil and water emulsion sand seal product that is heated slightly and sprayed on the surface of the road. The material is brushed over the pavement into the cracks and voids. Once the material has penetrated thru the surface, a heavier application of sand is applied and swept into the product. Some of the sand becomes part

of the pavement and adds additional binder strength. Excess sand is swept up a few days after the initial application. The product seals out water and resists oxidation which causes the asphalt to become brittle.

This product is used to “restore” older roads that have experienced years of natural wear and tear, and are showing some surface cracking and brittleness. The product is not affected by freeze/thaw cycles and will not delaminate or peel from the surface since the material penetrates the cracks and voids and improves the aggregate to asphalt bond. Typically, the lane closure time is generally around 60 minutes. The Village of Streamwood has used this product since 2008 and the Village of Algonquin has recently started utilizing this product on various roadway “restoration” projects and both are very satisfied with its results. The product can be applied multiple times over several years and is estimated to provide 5-10 years of additional service life to an asphalt pavement.

Roller-Compacted Concrete (RCC) – This technology involves the placement of a very dry concrete mix (approximately 6” thick) that is delivered by dump trucks, placed with an asphalt paver, and compacted with a vibratory roller. It achieves high strength more quickly than conventional concrete mixtures. RCC is often topped with a thin (2”) layer of asphalt. Because IDOT has approved this material, MFT funds can be used to pay for its installation.

The biggest challenge with utilizing this technology is finding a local concrete producer who can supply this specific type of concrete. For over 20 years, the Village of Streamwood has had an aggressive road rehabilitation program that has used this technology. In addition, they have increased the full depth asphalt street standards to supplement use of newer technologies.

Roller-compacted concrete can be used in newer residential developments because it provides a stronger working surface during site work and construction. The final asphalt surface does not need to be installed until development nears completion. It can also be used in reconstruction of older roads where savings can be realized when constructing a thinner stone base under the roller compacted concrete and asphalt surface.

Pavement Management Taskforce

Chapter 4 - Lobbying and Education

Lobbying and Education

Over the last three years, the City has taken a more proactive approach towards utilizing legislative advocacy services to address a number of community needs. The most recent efforts have been to target the expansion of Routes 14 and 47 to address the demands of a growing community and provide needed relief to traffic congestion along with promoting economic development. While discussions have been ongoing concerning pavement maintenance, to date they have been limited to reviewing other funding mechanisms to either increase or supplement State and local funding for the maintenance of roadways.

Potential Partners:

On a positive note, the City's lobbying efforts could benefit from the foundation of a number of natural partnerships, in some cases, in unconventional areas that would prove to be beneficial to all involved. For instance, increased revenues allocated to the maintenance of roadway infrastructure would not only benefit our local residents, but would also be beneficial to aggregate suppliers, labor unions, private-sector paving companies, and local governments. One interesting observation made clear by this process is that Woodstock does not stand alone in regards to the need for additional pavement maintenance; in reality this is a regional need, regardless of the age of the community, population size, and the availability of local resources.

County/State/Federal Funding:

Ultimately, successful lobbying efforts are inherently tied to the ability to influence decision makers to take specific courses of action, in many cases, involving the utilization of limited resources. In order to properly maximize our lobbying efforts it is important to identify the appropriate decision makers and review the associated revenue allocation processes. In addition, strategic lobbying may also be more cost efficient as the current funding methodology is being negatively impacted by underlying changes occurring within the marketplace, causing historical revenue sources to fall woefully below levels required to properly maintain roadway infrastructure. The aforementioned reduction in revenues is further exacerbated by the loss in purchasing power as the costs to maintain roads significantly outpace inflation.

The Chicago Metropolitan Agency for Planning (CMAP) has identified a number of initiatives for changes in policy at the State level within their GO TO 2040 campaign. They are currently in the process of developing the ON TO 2050 strategy. The GO TO 2040 documentation has specific information concerning the allocation of Federal funding to the State and local partners, which is excerpted below for your review.

“The most recent federal transportation act (SAFETEA-LU, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users), like its predecessors, allocates federal dollars via a multitude of different programs. Most highway funding is allocated to state Departments of Transportation based on formula, which differs by program, but typically includes criteria like total lane miles, vehicle miles traveled, and fuel use. The Illinois Department of Transportation (IDOT) is the primary recipient of the funds and generally holds the most responsibility for programming, financing, and implementation.

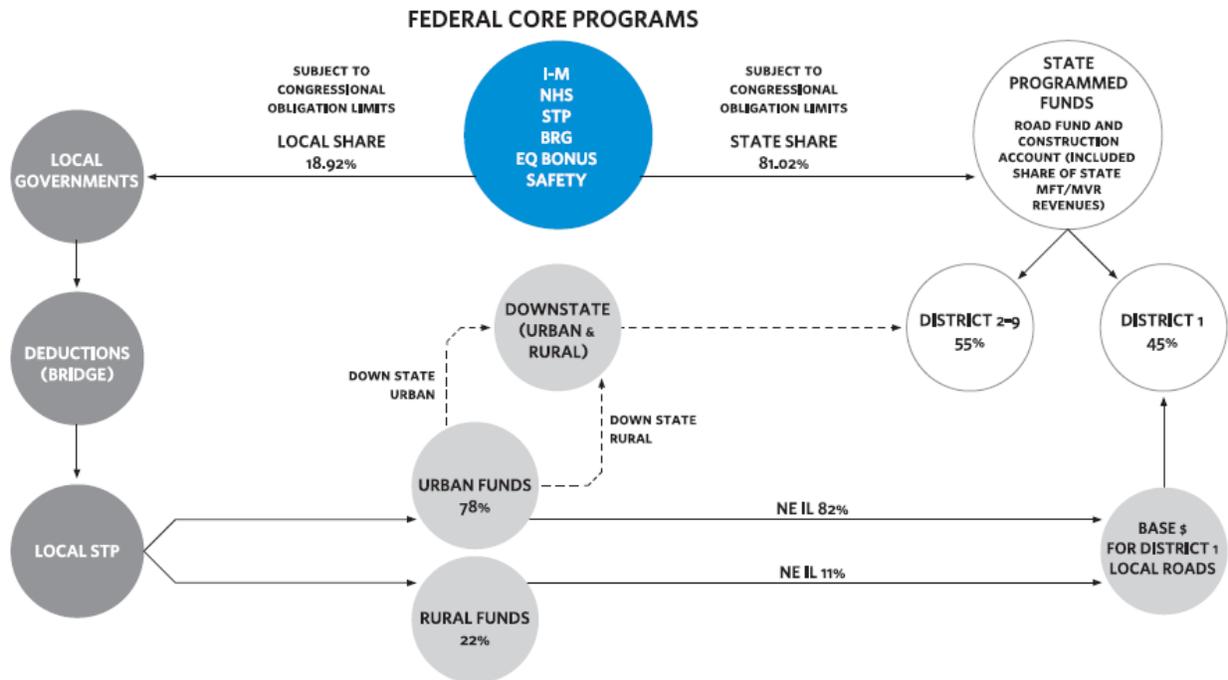
Illinois, like other states, is given wide latitude in how the different funds are used. While this flexibility would allow for allocating this funding based on cost/benefit or other metrics of performance or impact, the federal government has few restrictions for states in terms of how projects are selected or what outcomes are being achieved. The State sends roughly 81 percent of these Federal Highway Administration (FHWA)-sourced program funds to the IDOT Road Fund and State Construction Account, while the remaining federal funds are allocated to local governments, primarily via the Local STP program.

The Road Fund is used to pay for IDOT's operating expenses, debt service on highway bonds, other agency operations, and highway construction. The Construction Account is restricted by law to paying for highway construction expenses on the state system. In addition to federal funds, state revenues are also utilized for state and local transportation needs. The two primary state funding sources are the MFT and motor vehicle registration fees. After a variety of deductions, 45.6% of MFT revenues are allocated to the IDOT Road Fund and State Construction Account, and the remainder is disbursed to local governments.

Motor vehicle registration fees vary according to vehicle type and weight. Unlike the MFT, these revenues are not shared with local governments by formula. They accrue directly to the Road Fund and Construction Account. In 2010, motor vehicle registration fees generated \$1.9 billion statewide. For the Local STP program, which differs from the state STP funds deposited into the Road Fund and Construction Account for state highway projects, project selection is accomplished through the Council of Mayors process, which is administered through CMAP, as the region's federally designated metropolitan planning organization (MPO).

Each of the 11 subregional councils and the City of Chicago receive individual funding and each council has a self-determined methodology for selecting the most beneficial projects. CMAP also manages and monitors the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program through the CMAQ Project Selection Committee, which recommends CMAQ projects in northeastern Illinois.

Distribution of both the local and state program funds to projects is determined through a "55-45" split, where northeastern Illinois ("District 1") receives 45 percent of the federal and state allocation, while downstate Illinois ("Districts 2-9") receives 55 percent. In addition, CMAQ funds are included in District 1's 45 percent. Thus, the current system works in some respects as a "zero-sum game"—for example, if state or local road projects are programmed through the CMAQ process, dollar-equivalent projects are removed from other programs to maintain balance in the state funding split. It is important to note that local allocation of MFT funds as well as FTA-sourced funds for public transit are not included in the 55-45 split. The following chart illustrates transportation funding streams in Illinois."



Lobbying Considerations:

While the State of Illinois has a great deal of flexibility in how federal and state funds are used, the State continues to employ a non-statutory funding split which allocates 55 percent of road funding to downstate districts and 45 percent to northeastern Illinois. CMAP has recommended ending the 55/45 funding split and to make future investment decisions based on metrics of need. Transparent performance-driven criteria should be used to drive investments rather than an arbitrary split.

Based on existing data, a number of factors would support additional funding being allocated to the northeastern Illinois region. Specifically, CMAP identifies the following data points that would be appropriate to consider for a formula-based allocation on behalf of District 1. The data presented below is for 2009, unless otherwise indicated. This information has been obtained from a number of agencies (i.e., IDOT, IL Department of Revenue, Illinois Secretary of State and the US Census):

- 65.7% of the population (2010);
- 60.6% of motor vehicle fees (2010);
- 60.1% of gasoline sales;
- 66.1% of taxable sales;
- 70.9% of taxable individual income (2008);
- 55.9% of vehicle miles traveled; and
- 45.0% District 1 share of State-programmed funds.

In addition, other inequities are also inherent within the current funding system. As indicated within the CMAP report, “Because Cook County received the entire \$96.9 million of the statewide allocation for counties with more than 1 million residents, Cook County received more

than a quarter of the revenues disbursed to northeastern Illinois. For the 564-mile Cook County road system, this equates to \$171,678 per road mile. The six collar counties received a total of \$41.3 million or 11.9 percent of the \$347.0 million disbursed to northeastern Illinois. The collar counties have jurisdiction over 1,400 miles of road. This equates to between \$17,595 and \$56,766 per road mile for each of the six collar counties.”

Motor Fuel Tax – Gas Tax:

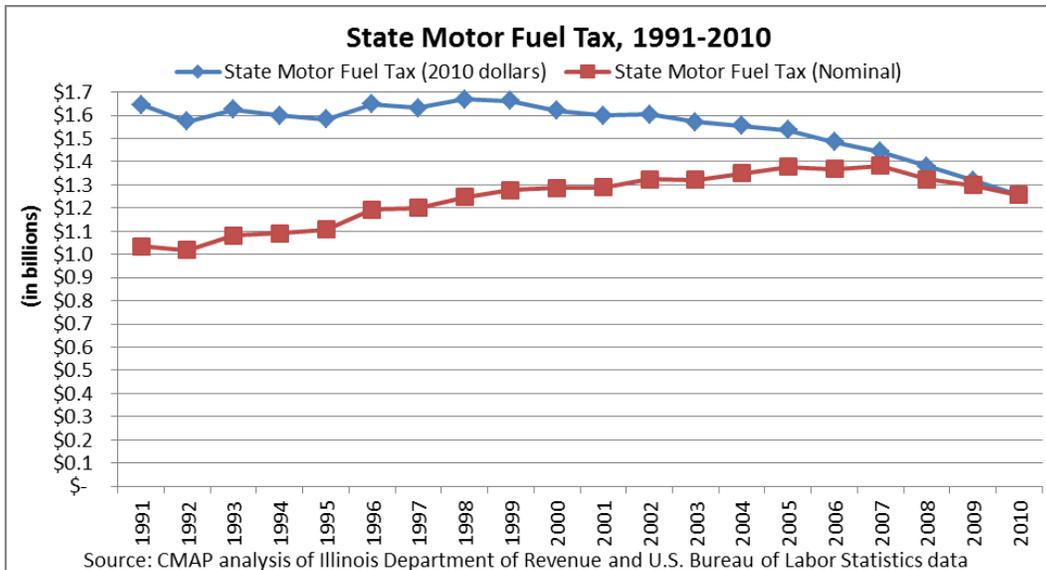
The Motor Fuel Tax (MFT) is Illinois’ primary state source of transportation funding, along with motor vehicle registration fees. Illinois established a 3¢ per gallon Motor Fuel Tax in 1929. Over time, the tax rate has been increased nine times, with the last increase imposed on January 1st, 1990. The MFT revenues are primarily used for road construction and maintenance costs at both the State and local levels. The current MFT rates are 19¢ per gallon for gasoline and gasohol, and 21.5¢ per gallon for diesel and combustible gases.

Furthermore, Illinois imposes a .3¢ per gallon tax for the Illinois Leaking Underground Storage Tank (LUST) Fund and .8¢ per gallon in an Illinois Environmental Impact Fee. Illinois is only one of ten states that also charges sales tax on gasoline. Unfortunately, these sales tax dollars are not separately accounted for and dedicated toward infrastructure maintenance expenditures. Similar to the federal excise tax on gasoline, Illinois’ MFT is applied on a per-gallon rather than a per-dollar basis. As a result, if the total consumption by the consumers remains constant, MFT collections will not vary and are not subject to market fluctuations in the prices for fuel.

CMAP includes a number of useful statistics in its GO TO 2040 report. This additional information has been excerpted below for your review:

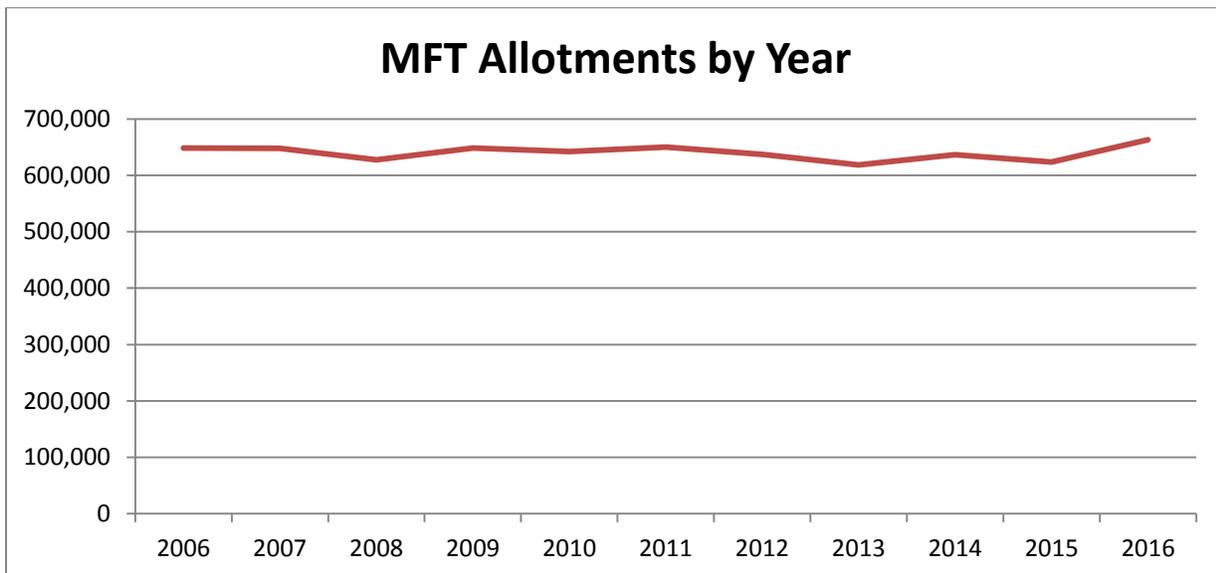
“The State collected \$1.3 billion in gross collections in 2010. When adjusted for inflation, State collections of the motor fuel tax have varied considerably over time. At a level of 7.5 cents per gallon in 1972, the State collected \$376 million in motor fuel tax, which equates to \$2 billion in 2010 dollars. By 1983, MFT collections had fallen to \$371.4 million in nominal dollars (\$803.6 million in 2010 dollars). The State raised the MFT per gallon rate five times in the 1980s, beginning with a 3.5-cent increase in 1983. By 1990, MFT collections grew to \$906 million in nominal dollars (nearly \$1.6 billion in 2010 dollars). On January 1, 1990, the MFT was raised to its current rate of 19 cents per gallon.

In real terms, gross state MFT revenues have fallen dramatically since 1991. The fall from 1991 (\$1.7 billion) to 2010 (\$1.3 billion) equates to a 23.6 percent drop in revenues. In terms of average annual change, MFT revenue has fallen roughly 1.4% per year between 1991 and 2010. The following chart illustrates gross MFT revenues in nominal dollars and in 2010 dollars.”



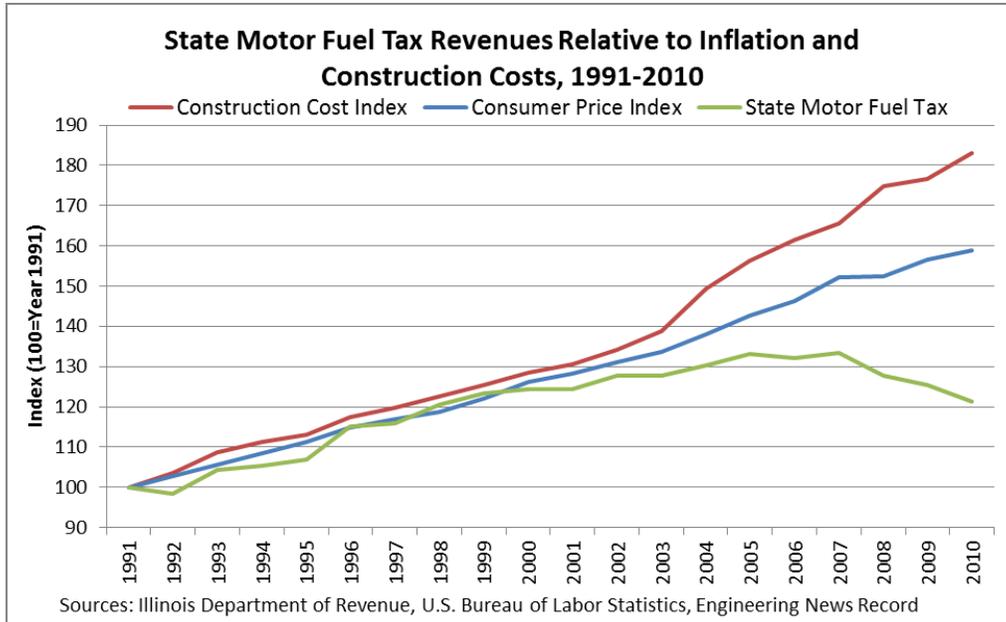
MFT Tax Revenue Received by the City of Woodstock:

As illustrated by the graph presented below, MFT revenue for the last ten years have fluctuated slightly from year-to-year, generally following the price of gasoline, but over the period has basically remained flat. This creates an increased funding problem for the City since it is unlikely that the City can rely upon an increase in MFT revenue to counter inflation, unless the State of Illinois raises the tax charged per gallon of gasoline, and elects to share a portion of these new revenues with local governments.



MFT Purchasing Power:

As previously demonstrated, since MFT was last increased over 20 years ago, revenues have greatly declined in their purchasing power. In addition, the lack of any form of inflation indexing greatly impacts the ability of the State and local governments to maintain and enhance the transportation system. Furthermore, the costs to maintain and resurface roads are subject to market prices for asphalt and labor. Starting in 2003, construction costs began to outpace MFT revenues. The following chart prepared by CMAP illustrates construction costs and the consumer price index compared with MFT revenue collections since 1991.



MFT State Comparisons:

The American Petroleum Institute (API) reported that in April 2016, the national average of state and local motor fuel taxes, weighted by the amount consumed at each rate, was 29.64¢ per gallon on gasoline and 29.12¢ on diesel fuel. The table presented below lists statewide motor fuel taxes and the unweighted averages of state rates (in which each state’s rate counts equally). The numbers include basic state rates, any statewide fees on motor fuels, and any sales taxes.

Statewide Motor Fuel Taxes Per Gallon (ranked by gasoline tax)

State	Gasoline	Diesel fuel	State	Gasoline	Diesel fuel
1 Pennsylvania	50.30¢	64.00¢	9 Rhode Island	34.00¢	34.00¢
2 Washington	44.50	44.50	10 Nevada	33.85	28.56
3 New York *	42.32	41.12	11 West Virginia *	33.20	33.20
4 Hawaii *	41.99	39.56	12 Wisconsin	32.90	32.90
5 California *	40.43	33.08	13 Maryland	32.60	33.35
6 Connecticut	37.86	50.30	14 Idaho	32.00	32.00
7 Florida *	36.58	33.77	15 Iowa	32.00	33.50
8 North Carolina	35.25	35.25	16 Michigan *	31.51	27.36

State	Gasoline	Diesel fuel	State	Gasoline	Diesel fuel
17 Oregon	31.10¢	30.35¢	35 North Dakota	23.00¢	23.00¢
18 Illinois *	31.08	32.58	36 Virginia *	22.33	26.03
19 Georgia *	31.02	34.66	37 Colorado	22.00	20.50
20 Indiana *	30.73	38.35	38 Arkansas	21.80	22.80
21 Vermont	30.46	32.00	39 Tennessee	21.40	18.40
22 Maine	30.01	31.21	40 Alabama	20.87	21.85
23 South Dakota	30.00	30.00	41 Louisiana	20.01	20.01
24 Utah	29.41	29.41	42 Texas	20.00	20.00
25 Minnesota	28.60	28.60	43 Arizona	19.00	27.00
26 Ohio	28.00	28.00	44 New Mexico	18.88	22.88
27 Montana	27.75	28.50	45 Mississippi	18.79	18.40
28 Nebraska	27.70	27.10	46 Missouri	17.30	17.30
29 Massachusetts	26.54	26.54	47 Oklahoma	17.00	14.00
30 Kentucky	26.00	23.00	48 South Carolina	16.75	16.75
31 Kansas	24.03	26.03	49 New Jersey	14.50	17.50
32 Wyoming	24.00	24.00	50 Alaska	12.25	12.75
33 New Hampshire	23.83	23.83	State Averages	28.01¢	28.64¢
34 Delaware	23.00	22.00	(unweighted)		

* Illinois is among ten (10) states that also impose sales taxes on motor fuels: California, Florida, Georgia, Hawaii, Indiana, Michigan, New York, Virginia, and West Virginia.

Based on the information presented above, the State of Illinois ranks 18th in comparison with other States and this takes into account the impact from imposing a sales tax on motor fuel. This is significant considering the high-cost of living index for the Chicagoland area (i.e., around double the Nation’s rate) and the associated costs for the maintenance of the roadway infrastructure.

CMAAP is recommending the State consider an 8 ¢ per gallon increase to the Motor Fuel Tax and index it to inflation. An increase in the MFT is the best option for a short-term influx in funding to address transportation needs. By automatically indexing this fee to inflation, the tax would increase to generate additional funding to offset the decrease in purchasing power that naturally occurs over time. However, this would not address the anticipated decline in consumption as vehicles continue to improve fuel efficiencies and alternative fuels become more prevalent. Furthermore, these taxes are generally reviewed as regressive taxes, creating a larger obligation for low-income families. CMAAP estimates that the proposed increase indexed to inflation would generate \$19.4 billion in additional revenues for northeastern Illinois over a 28-year period.

Prevailing Wage:

The Prevailing Wage Act requires contractors and subcontractors to pay laborers, workers and mechanics employed on “Public Works” construction projects no less than the general prevailing rate of wages (consisting of hourly cash wages plus fringe benefits) for work of a similar character in the county where the work is performed. In essence, this Act sets a floor for the wages paid to employees who are working on projects being conducted by local governments.

The General Assembly should reform the Prevailing Wage Act so that it reduces the negative impact on local taxpayers. The Prevailing Wage Act has served to increase the cost of public works related projects oftentimes with no clear measureable benefit. Prevailing Wage rates, when compared with similar occupation labor rates posted by the Bureau of Labor Statistics are normally in the 95th percentile and relate to wage rates paid in extremely high cost of living settings like Hawaii. The Act replaces unfettered competition by imposing an artificial floor on labor costs.

By exempting activities such as landscaping or setting a dollar threshold for the Prevailing Wage Act will save taxpayers money without jeopardizing the work. In addition, Illinois Legislators should reject further expansion of this law through the imposition of a Responsible Bidder requirement within the Prevailing Wage Act.

Responsible Bidder language normally includes requirements that all bidders must comply with all laws within the State, provide evidence of a Federal Employer Identification Number (FEIN) or social security number, appropriate insurance, and compliance with prevailing wage. In addition, by adopting responsible bidder legislation, contractors must also participate in a US Department of Labor (USDOL) approved and registered apprenticeship program.

The aforementioned last requirement, while offering a potential benefit of a better trained workforce, would significantly limit the ability for small businesses and non-union contractors to compete for local government construction projects. This could further limit the pool of potential bidders and reduce the competition for City projects. Therefore, local governments have been opposed to any legislation that further limits the marketplace for the bidding of public projects.

Other Potential Funding Sources:

As indicated in the City's meetings with top legislators, currently electric cars are not paying for the costs of the roads that they drive on, as the only dedicated revenue is based on the sale of traditional fuels. Furthermore, IDOT is reviewing a number of potential taxes/fees to address the deficiency in funding for transportation. Changes to the dedicated fee/tax structure for transportation will be required as the market continues to evolve. In addition, while increases to fuel efficiency are positive for our environment, these measures are inherently reducing the revenue streams utilized to fund the maintenance and improvements to our roadways. As a result, the State is looking at a number of potential options for future funding methods to address the needs of the transportation infrastructure. These methods include such items as the following:

- ✓ Increasing the existing taxes and user fees;
- ✓ Vehicle Miles of Travel (VMT) User Fee;
- ✓ Impact Fees;
- ✓ Congestion Pricing; and
- ✓ Expanding tolling to other roadways and/or specific lanes.

Potential Lobbying Agenda Items:

The Taskforce has identified a number of areas that the City Council may want to consider for potential lobbying efforts. Several of these areas are recommended within the CMAP's GO TO 2040 agenda.

- ❖ Revise the current allocation formula to address the inequities from the existing 45% share apportioned to District 1 and Northeastern IL;
- ❖ Increase the Motor Fuel Tax by \$0.08 per gallon and index it to inflation;
- ❖ Modify the Prevailing Wage Act, at a minimum, to exempt certain activities and/or establish a dollar threshold for projects;
- ❖ Oppose the inclusion of Responsible Bidder provisions within Prevailing Wage;
- ❖ Support other forms of revenue or changes to the existing revenue mix to provide for a more consistent stream of dedicated resources to meet future transportation needs; and
- ❖ Revise the current process required to regulate commercial garbage pickup and promote shared garbage service to limit the number of garbage trucks utilizing City streets.

Education:

As a result of this process, the City will have a number of decisions to make regarding the appropriate strategies to employ for the future maintenance and improvement of our transportation infrastructure. Ultimately, the research and recommendations identified within this report and moved forward by the City Council will need to be disseminated and communicated with the City's residents. In addition, information concerning the process and evaluation techniques will require some form of distribution to our residents. An article in the next edition of *City Scenes* explaining the actions/decisions made by the City Council and the future impact on the maintenance of City streets may also be warranted.

PCI System – Engineer Ratings Versus School Grading:

The system most widely used by local governments is called the Pavement Condition Index (PCI). It measures pavement conditions on a numerical scale from 0 to 100. This numerical rating scale gives an indication of a pavement's structural integrity and operational condition. The higher the number, the better the condition of the pavement. In optimal conditions, the PCI ratings provide valuable insight for determining the priority for repairs when combined with a balanced policy.

The rating system should be designed to produce the same results independent of the observer. The majority of communities self-grade their own pavements. In this case, it is important to have the same observer conducting the analysis; otherwise, the grading may significantly fluctuate from year-to-year and some of the pavement's conditions will somehow improve from prior years.

While the vast majority of residents are accustomed to the conventional letter grades provided through the educational system of 90+ is an A, 80+ is a B and so forth, the reality is that engineers do not follow this same grading standard when evaluating pavement condition. As

indicated within the B&W Report, the PCI ratings were broken down into the following categories:

PCI Rating	Condition	Maintenance/Repairs
85-100	Excellent	No maintenance required
75-84	Very Good	Minimal Maintenance - Crack Seal
65-74	Good	Minimal Maintenance - Spot Patch, Crack Seal
50-64	Fair	Edge Grind and Resurface w/minimal patching & curb repair
35-49	Poor	Mill and Resurface w/ minor patching & curb repair
20-34	Very Poor	Full-depth asphalt replacement w/ moderate curb repair
< 20	Failed	Full-depth asphalt replacement w/ complete curb replacement

The previous table’s focus is on the maintenance needs for our roadways, and does not necessarily translate easily into a letter grading system. Additional research was conducted to determine the PCI rating levels and corresponding letter grades based on the results experienced by other communities.

The City of Champaign is one of many communities that also utilize the PCI system for inventorying the condition of roadways and prioritizing improvements. They incorporate their PCI rating scale into a letter grading system of A through F, similar to grades provided by schools. Grade “A” represents a new pavement in excellent condition and a grade “F” represents a failed pavement. The table presented below represents the relationship between the PCI rating system and pavement grades, as presented by the City of Champaign:

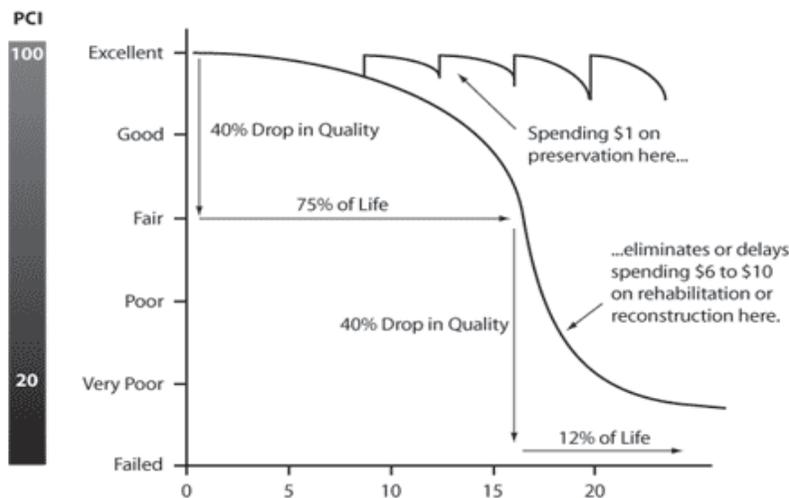
<u>PCI</u>	<u>Grade</u>	<u>Condition</u>
100	A	Excellent
80	B	Good
60	C	Fair
40	D	Poor
20	F	Failed
0		

Figure 1. Pavement Condition Ratings

Based on the table presented above, the City’s average PCI score of 46 would be considered in the C/C- range. This rating would exceed the National roadway grade (i.e., D), and the IL roadway grade (i.e., D+) assessed by the American Society of Civil Engineers’ (ASCE) Report Card for America’s Infrastructure.

Change in Philosophy:

One of the main recommendations presented in the Baxter & Woodman (B&W) *Pavement Management Report* is to modify the City's current policy, which targets spending to address the pavement in the worst condition (i.e., worst is first), to instead spend a significant percentage of funds at the preservation level, (i.e., pavement in much better condition), to prevent it from falling to the more expensive rehabilitation levels.



This will raise its own set of challenges and require the City to disseminate and educate the residents regarding the benefits from adopting changes to our strategies. This could include the following challenges:

- *Understanding the shift from repairing the worst pavements first to the most cost-effective pavements first.* The public does not understand why agencies would be working on good roads, but letting the bad roads continue to decline. Most residents understand the importance of maintaining a car or a house to prevent major repairs. Pavement preservation engineers should be able to explain the value of preventive maintenance treatments now compared with the cost of major repairs later.
- *Understanding the effects of the various maintenance and rehabilitation strategies on delays and vehicle costs.* Primary benefits of pavement preservation include the potential for reducing traffic delays by using faster repair techniques and for reducing overall user costs by maintaining pavement networks in better condition. Although widely acclaimed, these benefits still lack data-driven support from national studies.
- *Understanding safety issues.* Increased safety for the traveling public and for workers in the work zone are other potential benefits from keeping roads in good condition through pavement preservation treatments; these benefits also need to be documented and communicated.

Best Practices/Methodologies:

A number of different approaches can be analyzed to determine the overall best approach for a given situation. The Taskforce has reviewed the following as possible methodologies for determining priorities:

- ✓ **Bottom Up**
- ✓ **Top Down**
- ✓ **PCI Rating Declines**
- ✓ **Cost Differential**

In addition, a **balanced approach** was also discussed as a possible option, and was viewed favorably by the Taskforce members. This approach would try to balance the PCI ratings and maintenance costs (i.e., both known factors), with other factors such as traffic utilization, age of the pavement, service provided to major areas or public buildings, geographic location, and other priority factors determined by the City Council. However, in order for this method to be implemented, the City would need to acquire additional information that would address any of the factors determined to be necessary for the purposes of prioritization.

All scenarios provided below are based on certain assumptions.

- The City will spend \$1.0 million in road maintenance/reconstruction in 2016, with this amount increasing by \$100,000 each year.
- Improvements made to PCI-rated pavement of 65-84 will elevate the PCI rating for the next year to 95, since this represents mostly maintenance work.
- Improvements made to PCI-rated pavement of 0-64 will elevate the PCI rating for the next year to 99, since this represents some form of resurfacing and/or reconstruction.
- The future rate of decline for PCI is reset to 3.0 for all pavement, which has been improved.
- Based on the completion of the 2015 roadway resurfacing program, *the average PCI rating for all road segments is 47.2* at the beginning of the 2016 construction season.
- No additional street infrastructure is added to the City’s pavement inventory over the next five years.

Starting Data Set:

PCI Rating	Square Feet	Percent	Costs	Percent
85-100	1,964,358	11.4%	\$ 0	0.0%
75-84	1,753,846	10.2%	167,713	0.2%
65-74	1,542,464	9.0%	954,589	1.4%
50-64	2,841,687	16.6%	7,507,490	10.9%
35-49	2,337,639	13.6%	10,481,685	15.3%
20-34	2,864,674	16.7%	18,240,003	26.5%
< 20	3,864,745	22.5%	31,416,123	45.7%
Totals	17,169,413	100.0%	\$68,767,603	100.0%

The table presented above illustrates the square footage that would fall into each category at the conclusion of the 2020 construction season and anticipated engineers’ costs for improvements.

Bottom Up Approach:

In this approach, the City prioritizes the streets with the worst overall PCI ratings (i.e., starting with a PCI factor of 0) and spends 100% of available funding for reconstruction, until all available funding is depleted. Initial values going into the 2016 year for roadways with a PCI rating of 0 would be 280,706 square feet, 23 road segments and a total cost of \$1,976,303.40. Thus, only 50.6% of the current PCI pavement could be reconstructed in 2016.

Advantages:

- Addresses the very worst pavement, which corresponds with the majority of residents' expectations.
- Most defensible position, requiring the least amount of dissemination and education to residents concerning the final policy.
- Of the four methodologies, this approach results in the second lowest square footage of pavement rated in the PCI < 20 category at the end of 2020.

Disadvantages:

- Most expensive pavement is treated first.
- Least amount of pavement can be afforded for improvements.
- Does not slow the velocity of pavement reaching a Zero PCI rating.
- Rate of PCI loss increases later in pavement life, which results in increased velocity.
- Represents the least cost effective approach.
- Results in the highest overall costs for pavement restoration at the end of 2020.

Final 2020 Results – Bottom Up:

PCI Rating	Square Feet	Percent	Costs	Percent
85-100	1,641,932	9.6%	\$ 0	0.0%
75-84	1,226,307	7.1%	96,615	0.1%
65-74	1,862,426	10.8%	293,465	0.3%
50-64	1,637,678	9.5%	4,146,700	4.5%
35-49	2,358,841	13.7%	11,014,305	12.1%
20-34	1,684,345	9.8%	10,214,995	11.2%
< 20	6,757,884	39.5%	65,582,167	71.8%
Totals	17,169,413	100.0%	\$91,348,247	100.0%

The table presented above illustrates the square footage that would fall into each category at the conclusion of the 2020 construction season and anticipated engineers' costs for improvements. **Furthermore, the velocity of existing pavement that falls into the Zero-Rated PCI level each year, even when utilizing this method that specifically targets this area, significantly outpaces the level of resources dedicated to address these improvements.** A significant increase in funding would be required if this approach is to be successful and allow the City to target roadways before they fall below a rating of 20 and cost the most for reconstruction.

Top Down Approach:

This scenario focuses solely on the short-term cost factors and prioritizes the most affordable improvements first. Unlike the previous strategy, this method instead places emphasis on the lowest cost improvements, which tend to be more maintenance oriented versus resurfacing or reconstruction. In essence, this strategy prioritizes pavements with a PCI factor between 75-84, since these improvements require the lowest cost on a per square foot basis. Remaining funds are then utilized to complete improvements in the next category (i.e., 65-74) starting at the bottom of the category and so forth.

Advantages:

- Least expensive pavement is treated first.
- Most amount of pavement can be treated/improved on a per square foot basis.
- Will eventually slow the velocity of pavement reaching a 0 rating, but will require a number of years.
- Significantly lifts the overall average PCI rating for the community in the first year.
- Most cost-effective approach, in the short-term.

Disadvantages:

- Work being completed is targeting pavement in the best condition.
- This strategy would be difficult to disseminate to the public.
- Does not slow the velocity of pavement reaching a 0 rating in the lowest two categories for a number of years.
- Rate of PCI loss increases later in pavement life.
- Resetting the PCI factor to 95 based on maintenance is not realistic on an ongoing basis.
- May not be the most cost effective approach in the long-term.
- Creates a “donut hole” within the ratings matrix.

Final 2020 Results – Top Down

PCI Rating	Square Feet	Percent	Costs	Percent
85-100	3,863,200	22.5%	\$ 0	0.0%
75-84	3,752,235	21.9%	287,012	0.4%
65-74	0	0.0%	0	0.0%
50-64	0	0.0%	0	0.0%
35-49	420,984	2.5%	1,925,993	2.4%
20-34	1,495,880	8.7%	8,807,072	10.9%
< 20	7,637,114	44.5%	69,779,948	86.4%
Totals	17,169,413	100.0%	\$80,800,025	100.0%

PCI Rating Declines:

With this approach, the focus shifts to the road segments that have the highest projected decline in any given year. In essence, if successful, this approach would be best at slowing the overall velocity and rate of decline, but would possibly appear to residents as a haphazard approach to pavement maintenance.

Advantages:

- Best at slowing velocity of pavement decline.
- Focus tends to be on lowest PCI-rated pavement.

Disadvantages:

- More expensive than other methodologies as velocity, in general, appears to increase as the pavement ages, placing more focus on the higher cost pavement reconstruction.
- Once pavement reaches a PCI rating of 0, no longer factors into consideration by this methodology.
- Minimal maintenance dollars are expended under this approach.
- Of the four methodologies, this approach results in the second highest overall costs at the end of 2020.

Final 2020 Results – PCI Rating Declines

PCI Rating	Square Feet	Percent	Costs	Percent
85-100	1,629,977	9.5%	\$ 0	0.0%
75-84	1,284,433	7.5%	98,247	0.1%
65-74	1,862,426	10.8%	284,917	0.3%
50-64	1,604,828	9.3%	3,947,334	4.5%
35-49	2,320,251	13.5%	10,510,911	12.0%
20-34	1,664,809	9.7%	9,800,273	11.2%
< 20	6,802,689	39.6%	63,105,137	71.9%
Totals	17,169,413	100.0%	\$87,746,819	100.0%

Cost Differential:

The final methodology, which was analyzed based on the information available, is to focus on the increase costs expected in the following year, based on the transition to a new PCI tier. In this case, the City would prioritize roadways that were expected to transition to the next tier in the following year, to take advantage of the lower costs by completing the repairs in the current year. With sufficient funding, this approach would distribute the pavement work with a portion dedicated to the bottom of each category, representing a more balanced solution. However, this methodology would require a significant increase in funding to fully meet the needs required by

each tier. In addition, any roadway rated below 20 PCI would likely not be addressed for a number of years, as no cost savings are available once pavement enters this tier.

Advantages:

- Slows velocity of pavement decline.
- Most cost effective on a long-term basis.
- Lowest growth in overall costs at the end of 2020.
- Lowest percentage of pavement in the below 20 category at end of 2020.

Disadvantages:

- Does not allocate any funding to PCI-rated infrastructure already below 20.
- Minimal maintenance dollars are expended under this approach.

Final 2020 Results – Cost Differential

PCI Rating	Square Feet	Percent	Costs	Percent
85-100	1,912,927	11.1%	\$ 0	0.0%
75-84	1,226,307	7.1%	93,801	0.1%
65-74	1,862,426	10.8%	284,917	0.4%
50-64	1,535,445	8.9%	3,768,983	4.7%
35-49	2,358,841	13.7%	10,693,500	13.4%
20-34	1,684,345	9.8%	9,917,471	12.4%
< 20	6,589,122	38.4%	54,962,658	68.9%
Totals	17,169,413	100.0%	\$79,721,330	100.0%

Comparisons:

Starting Data Set:

The table provided below represents the starting data set based on the information presented within the Baxter & Woodman study and adjusted to reflect the impact from the City’s 2015 Street Resurfacing Program.

PCI Rating	Square Feet	Percent	Costs	Percent
85-100	1,964,358	11.4%	\$ 0	0.0%
75-84	1,753,846	10.2%	167,713	0.2%
65-74	1,542,464	9.0%	954,589	1.4%
50-64	2,841,687	16.6%	7,507,490	10.9%
35-49	2,337,639	13.6%	10,481,685	15.3%
20-34	2,864,674	16.7%	18,240,003	26.5%
< 20	3,864,745	22.5%	31,416,123	45.7%
Totals	17,169,413	100.0%	\$68,767,603	100.0%

Final 2020 Results – Square Feet Comparison:

Provided below is a table presenting a comparison of all four methodologies based on the final results at the end of 2020, illustrating the square feet broken down by the various PCI categories.

PCI Rating	Bottom Up		Top Down		PCI Rating Decline		Cost Differential	
	Square Feet	Percent	Square Feet	Percent	Square Feet	Percent	Square Feet	Percent
85-100	1,641,932	9.6%	3,863,200	22.5%	1,629,977	9.5%	1,912,927	11.1%
75-84	1,226,307	7.1%	3,752,235	21.9%	1,284,433	7.5%	1,226,307	7.1%
65-74	1,862,426	10.8%	0	0.0%	1,862,426	10.8%	1,862,426	10.8%
50-64	1,637,678	9.5%	0	0.0%	1,604,828	9.3%	1,535,445	8.9%
35-49	2,358,841	13.7%	420,984	2.5%	2,320,251	13.5%	2,358,841	13.7%
20-34	1,684,345	9.8%	1,495,880	8.7%	1,664,809	9.7%	1,684,345	9.8%
< 20	6,757,884	39.5%	7,637,114	44.5%	6,802,689	39.6%	6,589,122	38.4%
Totals	17,169,413	100.0%	17,169,413	100.0%	17,169,413	100.0%	17,169,413	100.0%

Final 2020 Results – Dollar Comparison:

The table presented below provides a comparison of all four methodologies based on the final results at the end of 2020, focusing on the estimated costs to address the City’s pavement needs.

PCI Rating	Bottom Up		Top Down		PCI Rating Decline		Cost Differential	
	Costs	Percent	Costs	Percent	Costs	Percent	Costs	Percent
85-100	\$ 0	0.0%	\$ 0	0.0%	\$ 0	0.0%	\$ 0	0.0%
75-84	96,615	0.1%	287,012	0.4%	98,247	0.1%	93,801	0.1%
65-74	293,465	0.3%	0	0.0%	284,917	0.3%	284,917	0.4%
50-64	4,146,700	4.5%	0	0.0%	3,947,334	4.5%	3,768,983	4.7%
35-49	11,014,305	12.1%	1,925,993	2.4%	10,510,911	12.0%	10,693,500	13.4%
20-34	10,214,995	11.2%	8,807,072	10.9%	9,800,273	11.2%	9,917,471	12.4%
< 20	65,582,167	71.8%	69,779,948	86.4%	63,105,137	71.9%	54,962,658	68.9%
Totals	\$91,348,247	100.0%	\$80,800,025	100.0%	\$87,746,819	100.0%	\$79,721,330	100.0%

Final Results – PCI Rating Comparison:

The table presented below provides a comparison between the four methodologies, reviewing the overall change in the average PCI Rating for each year of the five-year program.

Year	Bottom Up	Top Down	PCI Rating Decline	Cost Differential
2015	47.2	47.2	47.2	47.2
2016	46.2	49.6	45.3	45.2
2017	44.7	47.7	43.7	43.0
2018	44.5	46.5	41.5	41.6
2019	44.7	45.5	39.9	39.6
2020	44.2	44.8	38.4	38.8

Final 2020 Results – Rankings by PCI Category:

The final table presented below compares the rankings for each methodology in both square feet and costs, reviewing the overall change in the average PCI Rating for each year of the five-year program. A one represents the option which generated the most favorable result within a given PCI rating category, while a four represents the weakest result.

PCI Rating	Bottom Up		Top Down		PCI Rating Decline		Cost Differential	
	Square Feet	Costs	Square Feet	Costs	Square Feet	Costs	Square Feet	Costs
85-100	3.0	1.0	1.0	1.0	4.0	1.0	2.0	1.0
75-84	3.0	2.0	1.0	4.0	2.0	3.0	3.0	1.0
65-74	2.0	3.0	1.0	1.0	2.0	2.0	2.0	2.0
50-64	4.0	4.0	1.0	1.0	3.0	3.0	2.0	2.0
35-49	3.0	4.0	1.0	1.0	2.0	2.0	3.0	3.0
20-34	3.0	4.0	1.0	1.0	2.0	2.0	3.0	3.0
< 20	2.0	3.0	4.0	4.0	3.0	2.0	1.0	1.0
Average	2.9	3.0	1.4	1.9	2.6	2.1	2.3	1.9

Additional information and tables concerning the four methodologies have been included in the attached Appendix A.

Recommendations – Prioritization:

Even absent available data, the Taskforce members ultimately preferred a **balanced approach**. This approach would utilize the existing data of PCI ratings and maintenance costs combined with other factors. The most relevant in the Taskforce’s deliberations would include the development of estimated traffic utilization, with higher traffic utilization receiving priority and areas being served, with higher demand roads for jobs/businesses and “gateway” roadways receiving some form of priority consideration. However, in order to move forward, the City would need to develop methods to estimate or determine the additional information that would be factored into the prioritization.

The City’s Transportation Commission’s *Sidewalk Prioritization Assessment* has been included in Appendix A as an example of refining the prioritization methodology to allow for a weighting system that takes into account a number of data points. A similar methodology could be developed for road infrastructure improvements, but would likely require some form of estimates.

For instance, if traffic utilization was incorporated as suggested by the Taskforce, a simplistic estimate could be developed for each road segment based on the number of homes served and sizes of businesses serviced by each given roadway. Collector streets could be assessed increased traffic volumes based on the anticipated traffic of the connected local streets. This would result in an inherent advantage for arterial streets, followed by collector streets, with local streets falling to the lowest level, but would also follow traffic patterns and associated community needs.

Pavement Management Taskforce

Chapter 5 - Bonding of Road Improvements

Bonding of Road Improvements

As part of the pavement management report, it is important to discuss the advantages and disadvantages of issuing debt for all or a portion of future road improvements.

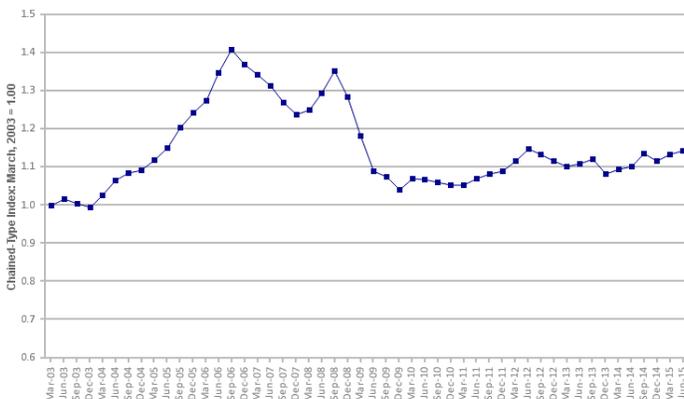
The majority of the City’s current road projects are funded on a pay-as-you-go basis. The City has selected this method since a vast majority of road work completed each year involves repaving projects. The pay-as-you-go system typically works well, as repaving of roads can in many ways be considered a maintenance function. Furthermore, the majority of individual road projects typically will not cost more than one year’s revenue.

While paving roads is expensive, it is not so expensive that more than a year of revenue needs to be accumulated to pave a certain street.

However, this is not to say that issuing debt to conduct road improvements, including the repaving of roads, would be inappropriate; in fact, there are several arguments for considering this fiscal strategy. Major road improvements are often paid utilizing the issuance of debt. Such large infrastructure projects often require years of savings to generate adequate funds under a pay-as-you-go system. This scenario allocates the costs of a project to current, or previous, residents who may not receive the benefit from the project completed in future years. Issuing debt solves this problem by allowing the current population to benefit from repairs and improvements as they also help pay for those services through the debt payment.

Another positive outcome of issuing debt is receiving economies of scale on costs for the resulting work. If a significant number of City streets can be repaved instead of just one street, the contractors bidding on the work can offer a substantially lower price per unit. In addition, debt issuance is a great tool and strongly supported if the road improvement will provide a revenue-producing benefit, such as generating additional sales tax. Lastly, a grant may be available for a project that requires the improvement be completed within a specified time period or requires a significant dollar match. In such cases, waiting to accumulate the project budget in cash before starting the project could mean the lost opportunity to acquire essential grant funding.

Debt issuance is also a wise choice in rising cost environments. For instance, if road



construction costs are increasing annually at a 10% rate, and the interest cost of the debt is only 2.6% per year, the City would not only be saving money, but also getting the benefit of the asset earlier, an obvious “win – win” strategy. Unfortunately, construction costs may be very hard to predict. For instance, using a base line of

1.000 in 2003, the National Highway Construction Cost Index (NHCCI) increased to 1.1436 through June 2015, which is the latest data figures are available. However, this does not reflect a steady increase. In September 2006 the price of paving peaked at 1.4084, or a 40% cost increase over 2003. In 2006, issuance of road debt would have seemed to make sense, since construction costs were increasing at an alarming rate. But, this would have ultimately been a costly decision, as road construction costs have since decreased 25%. A chart showing the NHCCI from 2003 to 2015 is presented on the previous page.

Issuing debt, as opposed to pay-as-you-go, can also have serious disadvantages. A primary disadvantage is the cost of issuance, along with subsequent interest costs. This can significantly raise the cost of overall construction, or substantially reduce the amount of roads that can be paved. As an example, if the City of Woodstock would issue \$1,000,000 of bonds to be paid back over the next 15 years, it would cost an additional \$300,000 in interest and issuance costs, which is a 30% increase in cost. If the City soon receives Home Rule status offering a credit rating upgrade, there would, however, be a \$6,000 savings on these bond issuance costs.

Issuing road bonds also has the potential to lower the City's credit rating yet it is difficult to predict how credit rating agencies would react, but usually carrying more debt is considered a negative point. The question is would this be considered negative enough to lower the City's credit rating. One way to mitigate this negative aspect would be to pledge a new revenue source to pay the debt. An example of this occurred when the City issued new debt to improve Lake Street to facilitate Walmart's opening. In this case, new sales tax generated from Walmart was successfully pledged to pay the road debt.

Issuing debt also creates less financial flexibility for the City in the future. Funds that must be allocated to paying future debt become an inescapable priority. Unless an additional revenue source is identified to pledge towards the bond payment, the costs of carrying debt will decrease the number of future road projects that can be funded. Decreased activity for road projects can have a negative effect on residents' perspectives of City management. While the benefits of immediate road improvements seem obvious now, in ten years most residents will have forgotten about these projects, while the City will still be paying on the debt incurred. And, when in the future additional funding is not available for new road improvements, residents could easily be upset by the lack of new paving the City would be able to offer.

A potential source of funds that could be used to pay for road bonds is cash currently being used to pay debt that matures. Since these funds are already allocated to debt service, and used to pay current expenditures, the number of projects that could be completed each year would not need to decrease. However, prior to redirecting funds that are currently allocated to debt, a careful analysis should be made to ensure this money is not needed more in other areas.

Recommendations:

For reasons described above, it is recommended the City only issue debt for road projects if a new revenue source can be identified and dedicated to funding its payments. This could, however, be accomplished if cash currently used to pay existing debt is no longer needed due to debt maturing. This cash may then be reallocated and pledged to pay for road improvement bonds.

Pavement Management Taskforce

Chapter 6 - Revenue Enhancements

Revenue Enhancements

At the present time, the City's annual budget for road resurfacing is \$1,000,000. This amount improves the surface on a portion of the 117 miles of roadway that the City of Woodstock is responsible to maintain. Over the past five years, the City has resurfaced an average of 2.3 miles annually at an average annual cost of \$687,000. The 2015 Pavement Management Report recommends that the City pave 7 miles of road each year. While exploring new technology and working with other government agencies should allow these funds to go farther, it is very unlikely these efforts alone will bridge this gap.

The City Administration and Staff have continually considered a variety of ways to ensure more efficient use of funds allocated to road repaving. For example, in the past most road projects were paid for using the Motor Fuel Tax (MFT) Fund. Last year it was instead decided to use MFT Funds, instead of General Funds, for Street Division projects such as street lighting and salt. The reasoning behind this change is that when MFT funds are used for road improvements, the State, who controls these funds closely, requires costly engineering reports and studies, often exceeding what the City would regularly need to produce if the project was paid with non-MFT dollars. Also, when MFT funds are used, road projects must meet the State's construction requirements, which often do not reflect cost efficiencies the City is able to achieve for projects it controls. Therefore, by using the City's General Funds to pave roads, these additional administrative and construction costs can be saved. A further analysis of the MFT tax has been included in the Lobbying section (i.e., Chapter 4) of this report.

The use of new technology alone is not likely to resolve the current gap in the number of miles of streets paved annually versus what is recommended. This program expansion can only be achieved if new revenue sources are successfully identified and secured. Certainly, the most desirable method to increase revenue for the City is through increased economic growth. For instance, if a retail business doubles its sales, the City will receive twice the sales tax dollars. This type of growth is a win-win situation, with successful businesses drawing more shoppers and residents to the area, while providing additional revenue for the City to serve its citizens. This is the fundamental rationale for the City to allocate significant resources to the Economic Development Department to promote business attraction and growth.

While growing the economy of the City is seen as the optimal solution for increased road improvements, the needed funding level may not be achievable without additional revenue sources. A list of additional revenue sources is outlined below with pros and cons for each:

- **Utility Tax**
 - Background--The City has the ability to impose a utility tax on usage of either natural gas or electricity, or both. The maximum rate the City can implement for each tax is approximately 5% of the total delivery and natural gas cost. This tax

does not reflect a set maximum rate, since customers may purchase their electricity and natural gas through a third-party supplier, and the tax is often implemented on a per kwh (electricity), or therm (natural gas) basis.

It is hard to approximate the exact amount of revenue that this type of tax could generate without requesting a report from either NICOR or ComEd. However, it is estimated that each tax could generate at least \$500,000 each year.

- Pros—This would create a stable, substantial revenue source that could be allocated directly to road repaving. Funding would naturally increase as residential and commercial population increases.
- Cons—This type of new revenue could potentially be unpopular with businesses and residents as it would disproportionately impact high-use businesses in town. This could result in affected businesses either reducing their operations or closing down entirely as a result of a new utility tax. This could also make it difficult to recruit new business to the City, especially high-energy use industrial facilities.

- **Special Service Area (SSA)**

- Background--A Special Service Area (SSA) is a taxing mechanism that can be used to fund a wide range of special or additional services and/or physical improvements (e.g. paving of roads) in a defined geographic area. Once the SSA is established, a special property tax is then levied on the property within the area. This tax revenue can then only be used to support additional services and/or physical improvements within the SSA.

In order to create the SSA, the City would need to pass an Ordinance proposing its creation. Within 60 days of adopting this Ordinance, the City would be required to conduct at least one Public Hearing to discuss the SSA's establishment, which would include such items as the proposed geographic area, budget, use of funds, and tax levy.

The City must then wait at least 60 days from the date of the last Hearing before it can pass an Ordinance establishing the SSA. During this waiting period, if at least 51% of registered voters residing in the proposed SSA area, and at least 51% of property owners of record in the area, file an opposing petition with the City or County Clerk, the proposed SSA cannot be established. In addition, the City Council cannot try to establish this same SSA for at least two years.

- Pro--This proposal would allow a mechanism for residents and businesses in certain parts of town to have their roads repaved on a more rapid schedule than the City would be able to offer normally.

- Cons--Creating an additional tax, which would raise the property tax bill for residents and businesses located within the SSA, may be viewed as unfair to those affected. There may be a perception that those within the SSA are being asked to pay extra, while roads in other neighborhoods are repaved as part of regular City services.
- **Business District (BD)**
 - Background--Establishing a Business District is a development tool, similar to a Tax Increment Financing (TIF) District, that allows communities to pledge tax revenues toward redevelopment in a blighted area. However, unlike a TIF, this tool allows the City to increase sales and/or hotel-motel tax levies within the boundaries of the Business District. An additional hotel tax would be collected by the City within the defined area. An increased sales tax would also be imposed and collected by the Illinois Department of Revenue, and may be raised an additional 1%, in 0.25% increments. Exemptions from the additional tax apply to certain products, such as medicines and qualifying food usually purchased at grocery stores. If the Business District boundaries are identical or overlay the defined area of a TIF, the revenue funds can be used for similar services in conjunction with each other. Also, unlike the TIF structure, the Business District involves only municipal revenues, so other taxing bodies such as schools are not impacted.

Creating a Business District requires the City Council pass an Ordinance proposing the approval of a Business District. Within this Ordinance, the City is required to establish the time of a minimum of two Public Hearings. In addition, a Business District Plan must be created that includes a formal finding that the area is blighted. The “blight” definition is similar to that used to create a TIF area, with slight variations. Additional rationale includes the “but/for” provision, indicating that “but/for” the establishment of a Business District, redevelopment of the blighted area would not occur. Once all this criteria has been met, the City could create the Business District, which would be in effect for a period of 23 years.

- Pros--This would create a revenue source that could be dedicated to maintain downtown streets. Due to their historical nature, our downtown streets require costly maintenance that is currently being paid through a combination of general paving money along with TIF funds. If a Business District sales tax was enacted, this revenue, or part of it, could be earmarked for downtown roads, which would free up general paving money that could be used in other parts of the City.

Also, since a significant percentage of sales tax generated downtown comes from visitors who live outside the community, this creates a revenue stream that would be paid largely by non-residents. Studies have shown that small increases in sales tax generally do not affect consumers' shopping habits, and should therefore not have any effect on downtown businesses' sales levels.

- Cons--While studies have shown that these types of taxes have little effect on businesses, Business District stores may still oppose the tax due to perceived fear of reduced sales. Also, while a portion of this tax would be paid by people who reside outside of Woodstock, a certain portion would still be paid by City residents who enjoy shopping and eating on the Square.

- **Overweight Truck Fines**

- Background--The City has the ability to ticket and fine trucks that are overweight and using City roads. These tickets would be issued from the Police Department. In order to issue these tickets, the City would need to have a method to weigh each wheel of the suspected overweight truck, along with having a Police Officer specially-trained for this enforcement.

It is estimated that \$100,000 a year could be generated in revenue from this program. However, as the program matures, this revenue would likely decrease. Awareness would mean fewer overweight trucks would use our roads resulting in less tickets being written.

- Pros--Overweight trucks cause significant wear and tear on a roadway and, over time, will significantly shorten its life. Therefore, a dedicated enforcement process for identifying and fining these trucks will likely have two results. First, additional revenue will be generated that can be put back into the road repaving program. Second, it is hoped the threat of receiving a fine will reduce the number of overweight trucks using and damaging City roads. This will not only increase the life of these roads but will also make the roads safer by reducing accidents.
- Cons--Setting up the program could be expensive, based on the need to buy portable scales, unless suitable scales can be found and rented. In addition, a Police Officer would need to be trained to run this program. This program could potentially have a negative impact on economic development efforts, as issuing fines to trucking operators that may be servicing companies in town could result in increased shipping costs for our local businesses.

- **Home Rule/Non-Home Rule Sales Tax**

- Background--The City has the ability to institute an additional sales tax, assessed at the time of purchase, which is collected and distributed to the City by the Illinois Department of Revenue. This tax is imposed on the same general merchandise base as the State sales tax, with the exception of titled or registered tangible personal property (such as vehicles, watercraft, aircraft, trailers, and mobile homes). It would also provide exemptions for qualifying food, drugs, and medical appliances. This additional sales tax may be implemented in 0.25% increments.

In order to implement this additional sales tax as a Home Rule community, a vote by the City Council would be required, along with public notice provisions. For a Non-Home Rule community, a passage of a referendum would be required.

As can be seen from the chart below, every Home Rule Community in McHenry County, except for Prairie Grove with a limited retail base, has instituted an additional sales tax. McHenry County Home Rule communities who currently benefit from an additional sales tax rate include:

- Algonquin 0.75%
- Crystal Lake 0.75%
- Lake in the Hills 0.75% (Raises to 1.00% on July 1, 2016)
- McHenry 0.50%

Since most of our neighboring communities already have this additional tax in place, it is unlikely that Woodstock businesses would suffer any decrease in sales, especially given that it is NOT applicable to car, truck, and motorcycle sales. Because large-ticket items are not included, the tax can only produce about 60% as much revenue per percentage-point as the base 1.0% sales tax currently generates. However, by implementing this tax, the City estimates that it would receive \$565,000 per year for each 0.25% incremental increase.

- Pros--Since a significant percentage of sales tax generated comes from visitors who live outside the community, this approach partially shifts the overall tax burden to non-residents. This tax would create a stable, substantial revenue source that could be allocated directly to road repaving. The creation of this revenue source is unlikely to have any long-term negative effect on Woodstock businesses.
- Cons--While a portion of the additional tax would be paid by non-residents, a portion would also be paid by residents of Woodstock. As indicated above, almost all McHenry County cities already benefit from this essential revenue

resource, with little to no negative impact to those communities. However, increasing the sales tax, often considered one of the most regressive types of tax, would inevitably take a larger share of income from low and middle-income residents as compared to revenue sources such as income or property taxes.

- **Annual Overweight Truck Fees for Businesses**

- Background--The City charges local businesses a fee if they request the right to operate oversize and/or overweight trucks on City streets. The fee structure includes limited continuous movements for local contractors at a fixed rate of \$200 per year; a \$50 charge for a single trip, and an \$80 charge for a round trip. While the current fee does provide some revenue for Streets, the amount being received is inadequate to compensate the City for the damage these large trucks cause to City roads. The City does not currently have an exact estimate as to how high this fee should be in relation to the damage being done, but there should be a fee structure in place that provides for an increase on a regular basis to help cover the cost for improvements.
- Pros--This fee is paid solely by businesses that are actually causing an increased level of damage to City streets. An increase in the Overweight Truck Fee would provide additional revenue that could be earmarked to street repaving.
- Cons--This fee is paid by local Woodstock businesses and any change to the charge would raise their costs. Payment of this fee allows operation of trucks without receiving overweight tickets; however, businesses may be inclined to avoid paying an increased fee unless overweight truck enforcement is also increased.

Recommendations:

It is clear that the City must secure some type of additional revenue to meet the documented road paving needs. While growing the City's tax base through economic development will help in securing this additional revenue, it is unlikely this amount will be sufficient to accomplish the level of paving outlined in the recent study. Therefore, based on weighing the pros and cons for each revenue source listed above, the Pavement Task Force recommends that the City Council strongly consider the following revenue sources for essential paving services:

- Consider Individual Overweight Truck Enforcement/Fines
- Consider a Dedicated Home Rule/Non-Home Rule Sales Tax
- Increase Annual Overweight Truck Fees Charged to Businesses

Pavement Management Taskforce

Chapter 7 - Collaborative Efforts

Collaborative Efforts

Today's Pavement Maintenance Program

At the present time, the Public Works Department manages an annual preventive maintenance program for City streets utilizing a contractor to rout and crack seal selected streets throughout the City. This type of program has been sporadic throughout the years ranging from expenditures of \$15,000 in 2003 all the way up to \$100,000 programmed in 2016. When the recession hit on or around 2008, no funding was appropriated for preventive maintenance. This trend continued until 2014. Between 2008 and 2014, funds for pavement improvements were stretched thin and the thought process was that money would be better spent on resurfacing than preventive maintenance activity.

In addition to a preventive maintenance program, the City administers an annual corrective pavement maintenance program. This program consists almost exclusively of a mill and overlay method. In the past, pavement was milled to a depth of 2 inches, repair of suspected base failure, some curb replacement and installation of handicapped ramps. The streets to be resurfaced in 2016 will be milled to a depth of 3-4 inches. Some of the problem that the City has had in the past is that the pavement is very thin in some areas. This obviously has a lot to do with the overall problem that the City is faced with today. For instance, pavement core samples recently obtained from Applewood Lane (which has some failed areas of pavement) reveal one inch of asphalt and one inch of stone over dirt. This situation makes it very difficult to mill anything without the project turning into a total road reconstruction. As mentioned later in this report, this is an area where having a representative from the City on site when paving is being performed to ensure that developers provide what is required by ordinance, will help the City improve its overall Pavement Condition Index (PCI).

Through these two pavement maintenance programs, the city has been able to accomplish the following in recent years:

<u>Fiscal Year</u>	<u>Non-TIF</u>		<u>TIF Miles resurfaced</u>		<u>Crack Sealing</u>	
	<u>Miles resurfaced</u>					
FY10/11	1.09	(\$306K)		(\$190K)	no	
FY11/12	1.67	(\$522K)	1.13	(\$142K)	no	
FY12/13	2.49	(\$611K)	0.42	(\$165K)	no	
FY13/14	2.34	(\$535K)	0.48	(\$199K)	no	
FY14/15	1.37	(\$410K)	0.34	(\$150K)	yes	(\$20K)
FY15/16	1.32	(\$600K)	0.13	(\$100K)	yes	(\$46K)
	+ 2.21 miles of final lift in Apple Creek paid by bonds (\$392K)					
Proposed						
FY16/17	1.14 +	(\$950K)	0.06	(\$146K)	yes	(100K)

To further minimize administrative burdens, eliminate another step in the IDOT approval process and provide more flexibility, funding for the Street Resurfacing Program moved from the MFT Budget to the General – CIP Fund budget in FY15/16. This move created more efficiency, which results in a greater amount of resurfacing completed.

Through this process the City has learned that there are five critical elements of a successful pavement preservation program. They include:

- Selecting the roadway
- Determining the cause of the problem
- Identifying and applying the correct treatment(s)
- Determining the correct time to do the needed work
- Observing performance

Pavement preservation is broken into three main categories; this report will focus on only two of them because the third is ***Emergency Maintenance*** which is typically a reaction to pothole or the unanticipated failure of road surface due to a negative impact on the base of the road from groundwater, etc.

Preventative Maintenance is only performed in an effort to improve or extend the functional life of a pavement. It can be summed up as “*completing the right repair on the right road at the right time*”. Studies show that preventive maintenance is six to ten times more cost-effective than a “do nothing” maintenance strategy. Waiting until after a failure occurs is not cost effective or preventive maintenance. The following are conventional preventive maintenance treatments:

- Crack repair with sealing – a treatment method used to prevent water and debris from entering a crack in the pavement which is left untreated will weaken the base material and prevent the pavement from expanding and contracting freely. This treatment is only effective for a few years and must be repeated however, this treatment is very effective at prolonging pavement life. *This is the treatment alternative currently being used here at the City of Woodstock.* If you rout and seal at the right time, it can be expected to perform for three years. Work in Ontario has shown that this treatment adds a minimum of two years of service life to a pavement, with an average of five years.
- Crack filling – differs from crack sealing mainly in the preparation given to the crack prior to treatment and the type of sealant used. This method is often used on more worn pavements with wider, more random cracking. Expected life of asphalt emulsion crack fillers range from a few months up to a year. Rubberized crack fillers typically last much longer, with an expected life of two to three years.
- Full Depth crack repair – a treatment method to repair cracks that are too deteriorated to benefit from sealing. If done correctly, mill and fill can last up to five years.

Surface Treatments - aside from crack treatments, the treatments that follow all provide a new wearing surface on the pavement:

- Chip seal – an application of one or two single seal coats. The treatment waterproofs the surface, seals small cracks, and reduces oxidation of the pavement surface. Life extension depends upon the type and amount of traffic and the roadway geometry.

Heavy commercial traffic and frequent stopping and turning movement reduce the life of this application and cause local deterioration.

- Fog seal – An application of diluted emulsion to enrich the pavement surface and delay raveling and oxidation. Considered to be a temporary treatment. The performance life of this treatment is fairly short, ranging from one to two years.
- Slurry Seal - a mixture of fine aggregate, asphalt emulsion, water, and mineral filler, used when the primary problem is excessive oxidation and hardening of the existing surface. Expected life of a slurry seal is three to five years. Factors affecting performance include traffic loading, environmental conditions, existing pavement condition, material quality and mix design, and construction quality.
- Microsurfacing – Commonly referred to as a polymer – modified slurry seal. The major difference is that the curing process is a chemically controlled process instead of a thermal process used by slurry seals and chip seals. Can also be used to fill ruts. Service life is about seven or more years for high traffic and considerably longer for low to moderate traffic. The condition of the pavement at the time of material application also impacts the service life.
- Thin overlays – mixes that improve ride quality, reduce oxidation of the pavement surface, provide surface drainage and it corrects surface irregularities. Expected life of overlays is variable but most average five to eight years.
- Seal Coat – used to waterproof the surface, seal small cracks, and reduce oxidation of the pavement surface. Anticipated life of a seal coat is three to six years.

Corrective Maintenance or “reactive maintenance” is typically performed after a deficiency occurs in the pavement. Corrective maintenance is performed when the pavement is in need of repair, and is therefore more costly than other pavement maintenance. Corrective Maintenance activities include:

- Structural overlays - Over time repeated traffic loading can weaken (fatigue) the pavement structure, and growing traffic counts require higher structural strength. When more strength is needed, it’s time for a structural overlay, that is, one or more layers of new asphalt surfacing. The existing road should be in good shape, and any distresses should be fixed before the overlay is done. A good tack coat (a thin layer of asphalt applied to the old surface) is essential in bonding the old and new layers. Testing has demonstrated that firmly tacked layers improve overall pavement strength and provide better performance than untacked layers.
- Mill & overlays - A “mill & overlay” is a street maintenance technique that requires the removal of the top layer (2 inches) of a street by the grinding action of a large milling machine. After the top layer is removed, a new layer of bituminous pavement is put in its place. The “milling” portion of the project typically takes one to two days. After the milling is completed, the “overlay” is placed in one to two days depending on the width

of the roadway and traffic conditions. Before the new pavement is placed, the surface of the newly milled pavement is covered with a liquid asphalt tack coat to bond the old and new pavements.

- Pothole repair - A pothole is a type of failure in an asphalt pavement, caused by the presence of water in the underlying soil structure and the presence of traffic passing over the affected area. Introduction of water to the underlying soil structure first weakens the supporting soil. Traffic then fatigues and breaks the poorly supported asphalt surface in the affected area. Continued traffic action ejects both asphalt and the underlying soil material to create a hole in the pavement.
- Patching - All flexible pavements require patching at some time during their service life. There are two principal methods of repairing asphalt pavements:
 1. Remove and replace the defective pavement or base material.
 2. Cover the defective area with an overlay of a suitable material to renew the surface, seal the defective area, and stabilize the affected pavement.
- Pavement Reconstruction – In the Pavement Management Report, it is recommended that all streets with a PCI rating of 34 or less undergo a full-depth asphalt replacement. This rehabilitation strategy involves the complete removal of the entire existing asphalt pavement, typically 4 inches or more in total thickness. The existing aggregate base is then repaired, shaped, and prepared for an overlay of a completely new hot-mix asphalt binder and surface layers.



Taskforce

In conferring with the larger taskforce group, the problem that Woodstock faces with regard to maintaining pavements is a common one. In some form or another, representatives from each of the communities indicated that they struggle for a way to keep up with this growing issue. One thing that appears to be different is that Woodstock is an older community. Communities like Huntley, Crystal Lake, Lake in the Hills and Algonquin are older communities but a major portion of the community was developed less than 15-20 years ago. As a result, the newer pavements have not yet required attention and they are not yet competing for that same funding source for maintenance as the older streets. They all feel that at some point however, their situation will be much like Woodstock's as it relates to a lack of available funds to keep pace with pavement maintenance and replacement needs.

Many communities are moving into the same mode that Baxter & Woodman suggested the City move to; preserving the existing pavement as opposed to waiting until it is resurfaced. The group shared some of the resurfacing/replacement techniques that are being used today at their various communities.



Huntley and Algonquin have used a preventive maintenance product on their roads which is considered a “preservative seal” called Reclamite and McHenry will be trying this product on

their pavement later this year. Reclamite is applied like a fog seal. Once applied the product is allowed to penetrate the surface for 30-45 minutes. Then a light coating of sand or limestone is applied to allow traffic back onto the road. After a day or two, the screenings are swept up and the road is finished being treated. Reclamite can be reapplied every five years for best, long-lasting results. Cost is approximately \$0.75/ square yard. As an example, Throop Street between Calhoun & South would cost approximately \$1,500 to apply Reclamite.

It seems appropriate that some of the resurfacing dollars should be spent to preserve new or recently improved pavement. Again, it is about the right repair; for the right road; at the right time. A successful preventive maintenance program must include the following components:

- Education: The City will need to stress to residents that it is more economical to preserve pavements in good condition than to replace them when they wear out.
- Philosophy: Developing a preventative maintenance program will require a shift in thinking, from rehabilitation and reconstruction to preservation.
- Timing: treatments need to be applied at the right time to preserve the structure of the pavement.
- Funding: An effective preventive maintenance program requires the appropriation of adequate funds.

Shared Service Agreements

Shared service agreements allow communities to offset costs when assets are underutilized. They can include agreements to share equipment, staff, programs, etc. Shared services can provide the following benefits:

- Reduced costs of service delivery by achieving economies of scale
- Administer existing services at a higher level by sharing costs and labor of service delivery
- Allow for the provision of more services or a higher service level than that which an individual community can achieve individually
- Increase regional cooperation and build public trust and relationships with other municipalities

Joint Procurement

A joint procurement occurs when multiple municipal entities develop and execute a single bid to a vendor or contractor to provide a service. Communities that combine their “needs” through a single bid are often able to save money through economies of scale, rather than bid the project separately.

The Taskforce spent a considerable amount of time discussing joint procurement of bids, municipal partnering in the purchase of paving equipment, crack sealing equipment and striping equipment, sharing of existing equipment, sharing employees, etc. As with any investment of this size, the initial start-up costs are significant. The purchase of a “used” paving machine, rollers, and trailers to transport the equipment would cost hundreds of thousands of dollars. The equipment must to be stored when not in use and servicing it can be costly. City employees would need to be trained and certified in operating and maintaining this type of equipment.

Operating this type of equipment and gaining the experience to do the job takes time and years of experience. Only those trained and certified could use the equipment. Re-surfacing, striping and crack sealing our roads with City personnel would effectively remove these employees from performing other duties for the construction season. In theory, some costs could be saved by not having to pay prevailing wages to City personnel; however, their lack of professional knowledge, experience, and equipment could drive the overall cost higher than might be expected to achieve a similar quality of work. Road building and resurfacing projects would definitely take longer to complete and the finished product may not be satisfactory. Professional roadbuilding contractors have a great deal of experience and their expertise shows in the final product.

It was the consensus of the Taskforce that it would not be cost effective or efficient to put a crew together to achieve shared services for the paving of roads, at this time. Smaller projects involving pavement crack sealing, patching and striping might be a service that could be provided by City personnel as they involve less up-front costs and involve smaller crews for shorter durations.

Since 2011, a Municipal Partnering Initiative (MPI) program has been effectively partnering with 30+ communities from Lake County, Cook County, DuPage County and one (1) community from McHenry County. They have been involved in over 25 different projects generating an estimated savings of up to \$2.6 million. MPI has expanded in the last three (3) years to include partnering in IT services, building inspection services and a water meter replacement program. MPI has bid several projects offering multi-year contracts with optional extensions if requested by the community. Bidding in this manner reduces staff time for rebidding, is more competitive for vendors and has made it easier for vendors to hold pricing from year-to-year in order to be awarded an extension.

While joint partnering does not guarantee reduced vendor pricing, it does provide the best opportunity to achieve economies of scale. Some contractors may find it more cumbersome to joint bid a project where prevailing wages could vary between adjoining communities in different counties while others may find it more economical and more desirable to bid one large contract with multiple communities.

As a result of our Taskforce meetings and discussions with other communities involving the potential savings thru joint partnering, the City is currently participating in a joint partnering bid with three other McHenry County communities for our crack sealing program. The final results were extremely beneficial with the bid price of \$0.33 per lineal foot for the City's 2016 program compared with the \$0.47 per lineal foot paid for the 2015 program, a (29.8%) savings.

Conclusion & Recommendations:

- When the City sets a plan for resurfacing it should choose streets that are located in the same geographical area as much as possible in order to prevent added contract costs resulting from frequent remobilization of employees and equipment.
- It does not appear as though contractors have met the requirements for road construction as specified by our City Code. In the future it will be important to have a representative from the City on site for the duration of the paving portion of the project to ensure final specifications are in compliance.
- When time allows, the Public Works Department should focus on trimming those trees located in the public rights-of-ways to allow the road and its base material to dry out.
- The City should continue to meet with representatives from other municipalities, townships, and county agencies to discuss the possibilities of joint bidding, new techniques and technology, and the sharing of equipment, knowledge, and resources.
- The City should consistently complete follow-up visits for all work within the public rights-of-way in order to protect the City's infrastructure being affected by the work.

Pavement Management Taskforce

Chapter 8 - Other Suggestions

Other Suggestions

Weight Restrictions:

One area that the Taskforce looked at extensively was how to extend roads' useful lives to maximize the City's road construction budget. This can be accomplished in a number of ways. One way is through preventive maintenance such as crack sealing, as was discussed in a previous chapter of this report. Another way is to reduce the amount of road traffic causing excessive wear and tear, particularly truck traffic.

According to the Government Accountability Office (GAO) study, [Excessive Truck Weight: An Expensive Burden We Can No Longer Afford](#), road damage from only one 18-wheeler is equivalent to that caused by 9,600 cars. This study assumed a fully-loaded tractor-trailer at 80,000 pounds, and a typical passenger car at 4,000 pounds. While the truck is 20 times heavier than the car, the equivalent wear and tear caused by the truck is exponentially greater than that caused by the auto.

Throughout Woodstock there are numerous Truck Routes that have been designated by the City and filed with the Illinois Department of Transportation (IDOT). A map showing these routes is presented on the next page. Many of these routes allow for truck traffic to move in and out of our industrial areas and into downtown. There are, however, other roads being utilized as shortcuts, by drivers who are not servicing Woodstock businesses, as trucks pass through from one town to another. One prime example of this is Irving Ave, connecting RT 120 and RT 47.

The Taskforce examined whether declassifying these roads as Truck Routes would make them ineligible for future federal grant funds. This was a concern since federal CMAP and STP grant funds are used currently for repaving these roads, as they are designated collector routes. Fortunately, research indicates the City can move forward with the imposition of weight-restrictions on these roads without jeopardizing future federal grant funds.

The advantage to this proposal would be to move truck traffic to other roads, primarily state right-of-way. This would in turn extend the life of the weight-restricted roads by eliminating significant damage-causing vehicles that are currently allowed to use such thoroughfares.

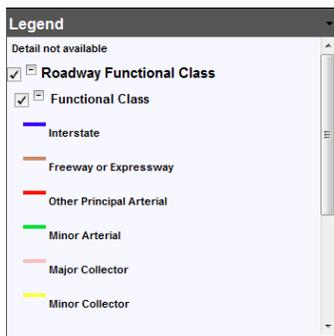
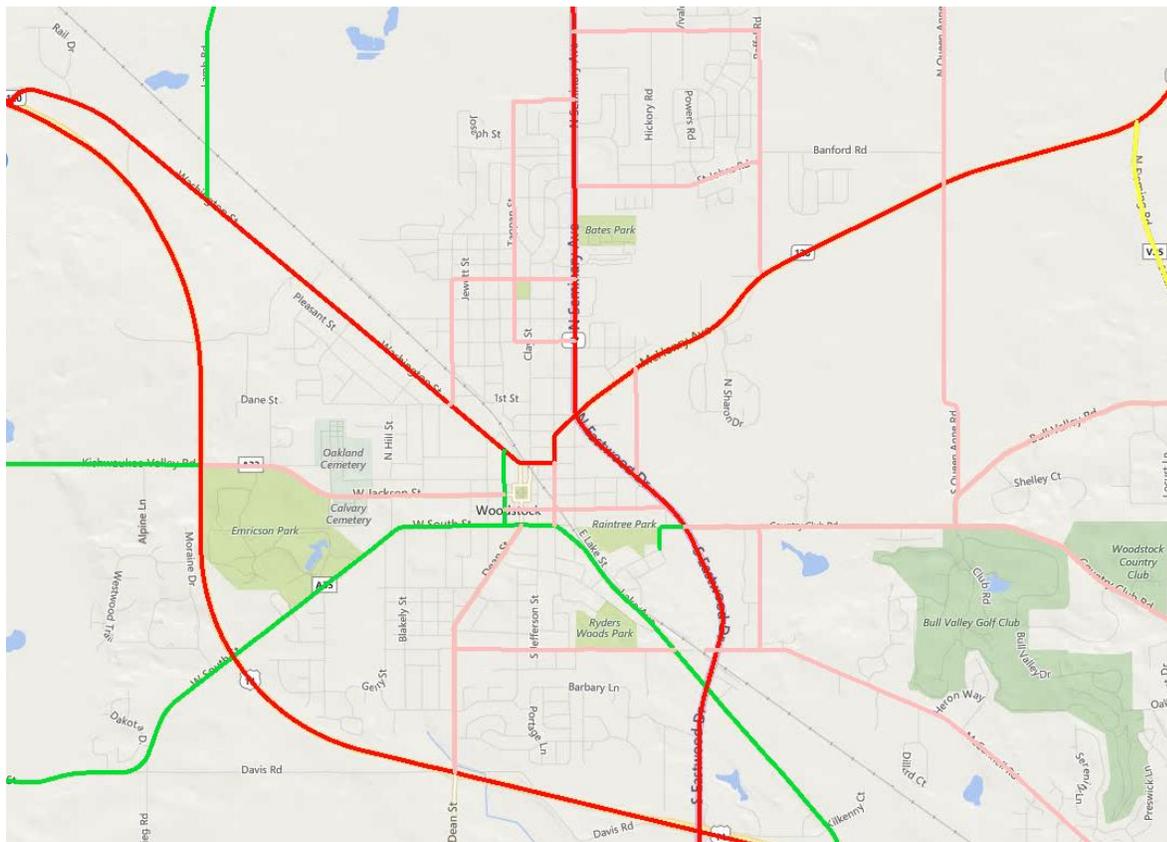
The disadvantage to closing some roads to truck traffic is the resulting unknown impact on traffic patterns throughout the City. For example, if a weight restriction is posted on Irving Ave between RT 120 and RT 47, this will cause truck traffic to proceed to the main intersection of RT 120 and RT 47 instead. Currently, this light signal is of fairly short duration, and the left turn lane is not very lengthy. Therefore without reviewing, and possibly adjusting, the left-turn time, traffic backups could result at this intersection.

A second disadvantage to restricting truck traffic on certain roads is the potential for industry and other businesses to be affected by trucks needing to take longer routes to reach their Woodstock

destination. While weight restrictions could be waived for trucks making scheduled local deliveries, the results of any limitations placed on truck access to Woodstock businesses would need to be carefully reviewed by the City's Economic Development Department before they are enacted.

There are many roads in Woodstock where adding a weight restriction could make sense; however, the two best candidates identified by the Taskforce are Irving Ave, between RT 120 and RT 47, and Lake Avenue, from South Street to RT 14.

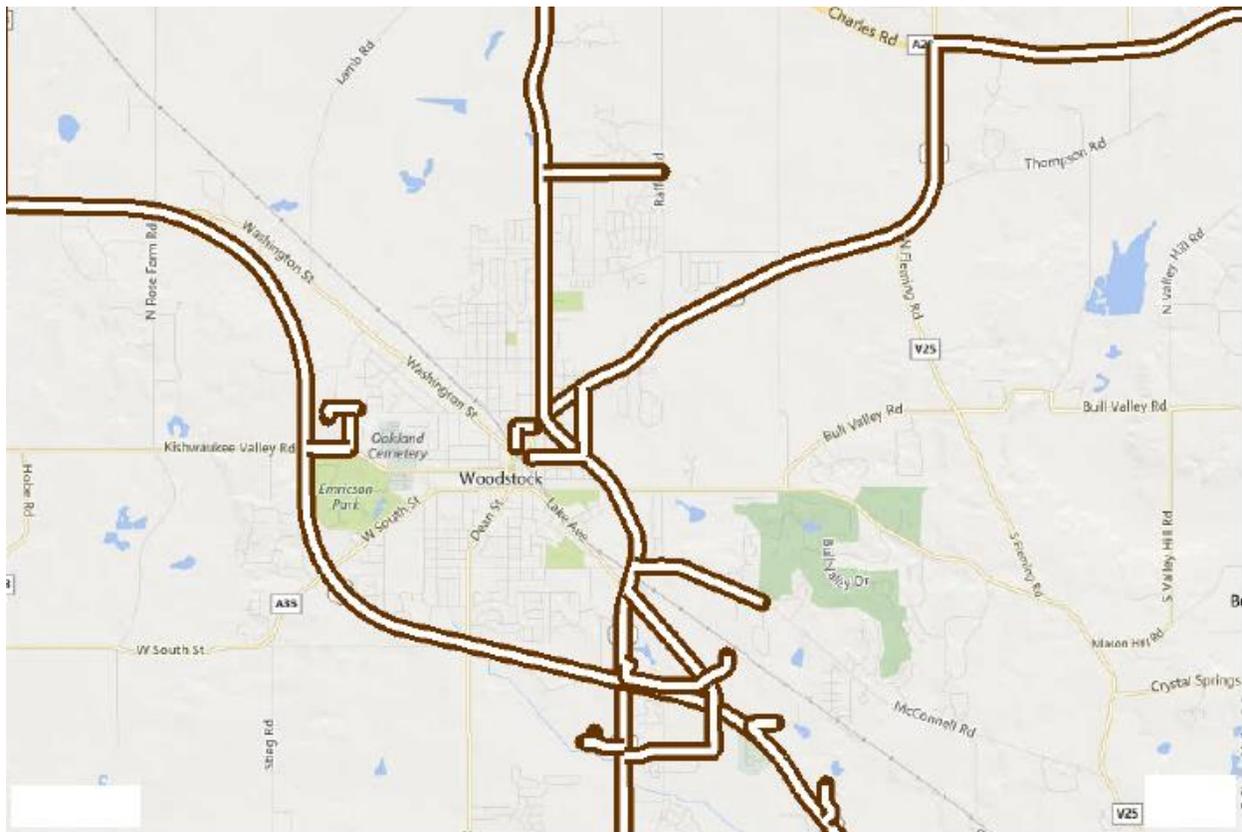
Road Way Function



While the map on the previous page shows the roadway function, it does not actually show the Truck Routes as designated by IDOT. Therefore, if a decision is made to move forward with the weight restriction initiative, a good place to start would be with roadways IDOT has identified as major or minor arterials, but not as currently-designated Truck Routes.

In order to put weight restrictions in place on designated roads, an Ordinance would need to be developed and adopted by the City Council. The new restrictions would then be filed with IDOT who would modify their Truck Route map shown below accordingly.

Truck Routes around Woodstock



Commercial Franchise Agreement:

As mentioned above, trucks cause a significant amount of damage to Woodstock roads. One type of truck that is prevalent throughout town causing this damage is garbage trucks. Since garbage trucks need to visit every address in the City at least once a week, a roadway weight restriction as suggested above cannot be applied, and other solutions must be considered. A plan that would offer more consistency and control would be to restrict commercial garbage pickup to only one company, as is already the case with single-family residential garbage collection.

The idea would be to create a commercial franchise agreement. Under this plan, the City would bid out for commercial garbage collection and the lowest responsible bidder would be selected. Businesses then would be required to only use this vendor to pick up their garbage. There are advantages for both businesses and the City with this plan. The City's bid program could cover large sections of town, with resulting economies of scale, and money saved, from using only one truck and one collection period. The current method of using multiple trucks to pick up garbage in various parts of the City is inefficient by comparison, since the trucks only collect from their specific customers. This in turn causes unnecessary garbage trips to occur on City roads, which increases the amount of damage being done.

The communities of Deerfield, Grayslake, Gurnee, and Lake Bluff all enjoy this type of franchise contract program. However, the National Waste & Recycling Association, which claims to represent 85% of all solid waste collectors in the Chicago region, disputes the program's savings to businesses.

Unfortunately, after researching the City's ability to enter into this type of agreement, it was found that recent legislation has made it very difficult, if not impossible, to create new commercial garbage franchise agreements. Current legislation (65 ILCS 5/11-19-1) requires a lengthy study period before a commercial franchise agreement can be entered into. For a period of 36 months, a report must be submitted to the City every 6 months from every company collecting garbage. The report must indicate the number of non-residential locations served by the hauler, and the number of non-residential locations contracting with the hauler for recycling materials.

Based on these reports, the City could only move to create a commercial franchise agreement if results showed that less than 50% of the non-residential locations in the municipality contract for recyclable material collection services during two consecutive 6-month periods. It should be clear that this is not 50% of material being recycled, or even 50% of businesses using recycling, only that at least 50% of the non-residential locations must have contracted for recycling service. Staff believes it is likely that more than 50% of Woodstock businesses are contracting for recycling; therefore, based on this low bar for recycling that the Illinois legislature has established, the City would be prohibited from entering into a commercial franchise agreement.

While Illinois law makes it difficult, if not impossible, to implement a commercial garbage franchise agreement, it appears that the City could enter into a multi-unit residential contract with nothing more than passage of an Ordinance by the City Council. The benefits of this type of program would be the same as were identified above for a commercial garbage agreement, just on a smaller scale, as a result of there being fewer multi-unit buildings than businesses.

While Staff has made every attempt to insure that the interpretations of current Illinois laws are correct, including review by the City Attorney, extensive legal research has not been conducted

in order to minimize expenses. Should Council wish Staff to pursue this potential strategy, further legal investigations would be required.

Garbage Trucks:

While it appears that a commercial franchise agreement would not be possible for the City of Woodstock, the Taskforce did examine other avenues to limit garbage truck traffic on City roads. One suggestion discussed was for garbage trucks to travel on only one side of a roadway. Residents would then be required to place their garbage on that side of the road, regardless of which side they actually lived on. It is estimated this would result in a significant reduction of the garbage truck trips on City roads, possibly by as much as half. In addition to fewer trips, only one side of the roadway would be affected by the resulting garbage truck damage. Repaving services could potentially be required for only one side of the roadway, with the other side remaining in better condition.

New subdivisions could reap further benefits from this plan. When a new subdivision is established, the garbage truck route could be predetermined. The identified side of the road could be built to a higher standard to accommodate the weight of the garbage trucks, which would even further extend the life of the road.

While this idea could prolong the life of City roads, the inconvenience placed on current residents may outweigh the benefits. Some affected residents would be required to take their garbage across the street, instead of putting it out in front of their homes. In addition, residents on the side of the street where the garbage is being placed might also complain about the quantity of garbage being put in front of their home, along with concerns about other residents' garbage being blown onto their lawn on windy days. For these reasons, this plan is likely to succeed only in new subdivisions where residents have yet to form domestic habits.

Another idea is to reverse the garbage truck collection route. Currently, residential garbage trucks travel over City streets on a set route that they complete each week. This results in the garbage truck becoming full at the same point in the route each week, therefore causing increasing damage to the same section of road on an ongoing basis. Under this plan, the garbage route would be reversed, with the truck beginning its route at the point where the garbage truck had previously become full. This would then spread out the additional weight of the garbage collected throughout the entire route, which would result in the road damage being spread more evenly along the route.

There are two potential problems to this plan. The first is that residents who are used to having their garbage picked up at certain times may find it difficult to adjust. Residents who are used to being at the end of the route may even miss pickup times altogether if the route reversal meant their garbage was now picked up much earlier in the day.

Secondly, it is unknown if the garbage company would be open to changing their route pattern. This reluctance could be for a number of reasons, the primary one being that the route they are currently using has likely been established for efficiency. Reversing routes may lower their productivity and increase costs. If City Council would like this concept explored further, Staff would need to contact MDC Environmental Services to determine if they would be amenable to this idea.

Recommendations:

The Pavement Management Taskforce recommends that City Council:

- Institute weight restrictions on the following City streets:
 - Irving Avenue between RT 120 & RT 47 – this would be a good initial location to test out the impact from a weight restriction. This would significantly reduce the number of trucks traveling on this road and the resulting damage they are causing; and
 - Lake Avenue from South Street to RT 47 would be another good candidate for weight restriction designation.
- Direct Staff to investigate any other applicable roadways to determine those areas where truck traffic and resulting damage could be decreased by adding weight restrictions.

Pavement Management Taskforce

Appendix A

Additional Information

National/State Challenges:

According to the Federal Highway Administration (FHWA), the United States maintains nearly 3.95 million miles of public roads. The table presented below shows highway mileage by agency ownership. The problem facing highway agencies is that many roads are wearing out because of increased traffic, environmental impacts, and a lack of proper maintenance.

Public highway ownership by miles.		
Jurisdiction	Miles (Thousands)	Percentage
Federal	118	3.0%
States	775	19.6%
Local	3,055	77.4%
Total	3,948	100.0%

Every community must deal with the effects of regional environments on pavement performance, in addition to the impacts from traffic. Pavement sections originally projected to last many years can accumulate distress at an accelerated rate and fail prematurely. Most highway agencies experience and understand this problem but are daunted when budget allocations do not keep pace with the needs of highway pavement upkeep.

Pavement preservation is not about a single treatment, nor is there a simple one-size-fits-all approach. Instead, the City’s ultimate philosophy should be tailored to best address the residents’ needs in the most cost-effective manner. This may involve a final program that uses a variety of treatments and pavement repairs to extend pavement life, combined with a dedication to monitor technological advancements within the industry and the utilization of pilot initiatives to determine the best outcomes.

The issues facing the City of Woodstock are not unique to just our community. When forming the Taskforce, Public Works reached out to a number of neighboring communities and all showed interest in participating in these discussions. As a result of their participation, it is clear that our neighbors face similar challenges in regards to their own local streets. In response, some of these communities have levied a separate sales tax to generate additional resources and have dedicated a significant portion of these revenues to address their local infrastructure needs. Other communities are trying to address these same challenges with existing resources, However, the growth in the level of spending is outpacing the growth in existing revenues, requiring either reductions in spending in other areas to “free up” resources or the inability to maintain the needed pace to keep up with existing infrastructure.

The issues related to infrastructure maintenance goes beyond even a regional challenge as the ASCE’s Report Card for America’s Infrastructure indicates an overall letter grade of D+. They note that “every family, every community, and every business needs infrastructure to thrive.” Furthermore, specific to roadway infrastructure, the overall letter grade issued within the last report card was a D.

Every four years, the ASCE’s Report Card for America’s Infrastructure depicts the condition and performance of American infrastructure in the familiar form of a school report card — assigning letter grades based on the physical condition and needed investments for improvement.

The 2013 Report Card grades show we have a significant backlog of overdue maintenance across our infrastructure systems, a pressing need for modernization, and an immense opportunity to create reliable, long-term funding, but they also show that we can improve the current condition of our nation’s infrastructure — when investments are made and projects move forward, the grades rise. They estimate over \$3.6 trillion in needed investment by 2020.

On a positive note, if the ASCE’s estimates are broken down on a per-capita basis, the US average would be \$11,124.95 and the local roadway component would be \$8,610.72. For the City of Woodstock, our per-capita local roadway component, utilizing the costs outlined within the B & W report, would be \$2,785.63, or 68% less than the national average. Note: this does not include necessary tax contributions required by local residents to maintain County and Township infrastructure that would be utilized to travel outside the City’s corporate limits.

Best Practices/Methodologies Analysis Details

Bottom Up Approach:

This approach was discussed initially in Chapter 4, page 31. Specific details are provided below that involve inherent benefits/challenges related to this methodology. The following table illustrates each year’s results as streets deteriorate or are improved.

Zero-Rated PCI Pavement Improvements						
Year	Square Feet				Dollar Value	Average PCI Rating
	Start	Improved	New	End		
2016	224,314	(157,741)	514,205	580,778	\$978,476	46.2
2017	580,778	(168,461)	1,353,258	1,765,575	\$1,100,927	44.7
2018	1,765,575	(180,191)	972,104	2,557,488	\$1,202,180	44.5
2019	2,557,488	(207,297)	907,585	3,257,776	\$1,300,746	44.7
2020	3,257,776	(169,450)	1,142,268	4,230,594	\$1,406,929	44.2

In the table presented above, the “Start” column represents the square footage of Zero-Rated PCI pavement at the start of the construction season. The “Improved” column illustrates the amount of pavement reconstructed in the current year. The “New” column represents the pavement falling into the Zero-Rated PCI category, based on the engineers’ estimates, during the year, with the “End” column indicating the square footage of Zero-Rated PCI streets at the end of the year.

The “Dollar Value” column is the level of spending required to treat the pavement indicated in the “Improved” column during the construction year. The Average PCI Rating demonstrates the anticipated change in the City’s average PCI rating by improving the selected pavement.

Zero-Rated PCI Pavement Improvements				
Year	Road Segments			
	Start	Improved	New	End
2016	23	(20)	40	43
2017	43	(21)	99	121
2018	121	(29)	72	164
2019	164	(31)	42	175
2020	175	(23)	67	219

The information presented above is similar to the previous table, except this data focuses on the change in the number of road segments. Unfortunately, the size and dimensions of individual road segments can vary, but the majority represent the portion of a street that falls between two other streets, or in essence, a City block.

Top Down Approach:

This approach was discussed initially in Chapter 4, page 32. Specific details are provided below that involve inherent benefits/challenges related to the Top Down approach. The following table illustrates each year’s results as streets deteriorate or are improved.

Pavement Improvements:

65-84 Rated PCI Pavement Improvements						
Year	Square Feet				Dollar Value	Average PCI Rating
	Start	Improved	New	End		
2016	3,296,310	(3,296,310)	263,557	263,557	\$338,714	49.6
2017	263,557	(263,557)	186,733	186,733	\$18,449	47.7
2018	186,733	(186,733)	223,712	223,712	\$13,463	46.5
2019	223,712	(223,712)	75,639	75,639	\$16,614	45.5
2020	75,639	(75,639)	3,752,235	3,752,235	\$5,786	44.8

50-64 Rated PCI Pavement Improvements						
Year	Square Feet					Dollar Value
	Start	Improved	New	PCI Drop	End	
2016	2,841,687	(302,658)	0	(319,953)	2,219,076	\$683,308
2017	2,219,076	(482,548)	0	(253,941)	1,482,587	\$1,084,642
2018	1,482,587	(520,064)	0	(0)	962,523	\$1,185,123
2019	962,523	(544,295)	0	(0)	418,228	\$1,283,760
2020	418,228	(418,228)	0	(0)	0	\$1,001,568

35-49 Rated PCI Pavement Improvements						
Year	Square Feet					Dollar Value
	Start	Improved	New	PCI Drop	End	
2020	657,802	(86,974)	0	(149,844)	420,984	\$407,724

The tables presented above are separated to illustrate the changes occurring within each category based on the underlying PCI rating factors. Work completed in each year is prioritized based on

the least expensive category. Therefore, all maintenance work (i.e., PCI ratings between 65 and 84) is completed each year. Remaining funds are then allocated to the next tier (i.e., PCI ratings between 50 and 64), with a focus on the lowest-rated pavement in the category to prevent the pavement from falling into the next category in the following year.

Similar to the previous presentation, the “Start” column represents the square footage of PCI pavement in that category at the start of the construction season. The “Improved” column illustrates the amount of pavement reconstructed in the current year. The “New” column represents the pavement falling into this category from the previous level due to anticipated wear and tear. The “PCI Drop” column indicates the square footage of pavement that is unable to be treated in the current year and is expected to fall into a lower PCI category at the end of the construction season. The “End” column indicates the square footage of PCI streets that still fall within this PCI range at the end of the year.

The “Dollar Value” column is the level of spending required to treat the pavement indicated in the “Improved” column during the construction year. The Average PCI Rating demonstrates the anticipated change in the City’s average PCI rating by improving the selected pavement.

65-84 Rated PCI Pavement Improvements					
Year	Road Segments				Average PCI Rating
	Start	Completed	New	End	
2016	209	(209)	21	21	49.6
2017	21	(21)	15	15	47.7
2018	15	(15)	18	18	46.5
2019	18	(18)	3	3	45.5
2020	3	(3)	240	240	44.8
50-64 Rated PCI Pavement Improvements					
Year	Road Segments				Average PCI Rating
	Start	Completed	New	PCI Drop	
2016	159	(25)	0	(6)	128
2017	128	(28)	0	(5)	95
2018	95	(32)	0	(0)	63
2019	63	(34)	0	(0)	29
2020	29	(29)	0	(0)	0
35-49 Rated PCI Pavement Improvements					
Year	Road Segments				Average PCI Rating
	Start	Completed	New	PCI Drop	
2020	22	(7)	0	(4)	11

The information presented above is similar to the aforementioned methodology, with this data focusing on the change in the number of road segments. Unfortunately, the size and dimensions

of individual road segments can vary, but the majority represent the portion of a street that falls between two other streets, or in essence, a City block.

Additional Funding Required to Forgo PCI Drop			
Year	Square Feet	Road Segments	Dollar Value
2016	319,953	6	\$700,579
2017	253,941	5	\$571,034
2018	0	0	\$0
2019	0	0	\$0
2020	149,844	4	\$708,988

The table presented above, provides the amount of square feet and number of road segments, as well as *the dollar amount of additional funding required* to prevent certain roadways from falling into the next PCI threshold, from the category currently being addressed.

PCI Rating Declines:

This methodology was presented in Chapter 4, page 33. Specific details are provided which review the inherent benefits/challenges related to this approach. The table presented below illustrates the various impacts from utilizing this methodology. Work completed in each year is prioritized based on the anticipated PCI decline determined within the Baxter & Woodman Report.

PCI Pavement Improvements						
Year	Improved Roadways				All Roadways	
	Square Feet	Average PCI Improved	Average PCI Decline	Dollar Value	Average PCI Decline	Average PCI Rating
2016	265,614	38.0	6.6	\$1,003,194	2.7	45.3
2017	169,680	6.4	6.0	\$1,102,704	3.1	43.7
2018	199,595	6.2	5.7	\$1,211,919	2.7	41.5
2019	159,376	6.4	5.3	\$1,297,984	2.5	39.9
2020	135,046	17.5	5.1	\$1,412,786	2.3	38.4

This approach allocates very little funding in areas that are deemed to be maintenance levels (i.e., PCI ratings between 65 and 84) and focuses most attention on the Poor (i.e., PCI Ratings in the 20-34 category) and Failed (i.e., PCI Ratings falling in the <20 category) pavements. This methodology does not allocate any funding to zero-rated pavement, since no PCI rating declines are projected in the future.

The four columns under “Improved Roadways” represents the square feet of pavement resurfaced during the year, the Average PCI Ratings for the pavement meeting the requirements for improvement, the Average PCI Rate of Decline being experienced by the selected pavement and the Dollar Value indicates the amounts being expended to complete the roadway

improvements. The two columns under “All Roadways” provide the “Average PCI Decline” for all pavements and the Average PCI Rating for all pavements after the improvements are completed.

Cost Differential:

This approach was presented in Chapter 4, pages 33 and 34. Specific details are provided below which outline the inherent benefits/challenges related to this methodology. Similar to the previous PCI Ratings Decline methodology, the table presented below provides information regarding the roadways selected for improvements based on the anticipated increase in the per square foot costs for the next construction season.

PCI Pavement Improvements						
Year	Improved Roadways					All Roadways
	Square Feet	Average PCI Improved	Average Dollar Increase	Dollar Value	Road Segments	Average PCI Rating
2016	183,300	22.0	\$8.01	\$1,006,317	12	45.2
2017	200,996	20.8	\$6.93	\$1,103,468	13	43.0
2018	312,004	35.9	\$3.30	\$1,200,934	22	41.6
2019	223,225	21.5	\$11.57	\$1,300,139	5	39.6
2020	234,610	21.3	\$4.35	\$1,407,442	18	38.8

Roadways scheduled for resurfacing are prioritized based on the largest dollar increases anticipated within the Baxter & Woodman Report. This places emphasis on arterial/industrial streets that are scheduled to fall into the PCI Category of less than 20 as the cost differential is significant in this area (i.e., increases by \$15.71 per square foot in urban and \$13.85 per square foot in rural). The columns that are different from the prior presentation are “Average Dollar Increase,” which represents the potential increase based on the following year’s construction costs on a square foot basis. The “Road Segments” are the number of sections of pavement (e.g., City blocks) that would be resurfaced.

Additional Funding Required to Forgo PCI Drop Greater than \$1.00 per Square Foot					
Year	Sq. Footage	Average Dollar Increase	Average PCI Rating	Road Segments	Dollar Value
2016	1,941,315	\$1.95	38.4	114	\$6,316,107
2017	2,041,032	\$1.87	42.2	111	\$6,661,868
2018	1,519,421	\$1.88	45.0	83	\$4,995,874
2019	1,475,494	\$2.19	40.9	104	\$4,814,017
2020	1,043,906	\$2.04	41.2	63	\$3,398,849

The table presented on the previous page identifies the additional funding required to address any pavement segments expected to experience an increase in the per square foot costs that exceeds \$1.00. The “Square Footage,” “Average Dollar Increase,” “Average PCI Rating,” “Road Segments,” and “Dollar Value” are all listed for the pavement that would meet the aforementioned requirement. This approach is highly reliant on the expertise of the engineers in determining the right timing for completing pavement improvements based on cost increases.

Transportation Commission – Sidewalk Prioritization Assessment

The following spreadsheet demonstrates a proposed prioritization process developed by the Transportation Commission and forwarded for Council's consideration. This process was developed taking into account several factors to determine sidewalk scheduled for replacement or new sidewalk locations. The introduction to the spreadsheet developed by the Commission has been provided below:

Last year the Transportation Commission was tasked to look at the sidewalks in Woodstock. The focus was on connectivity to schools, parks, public buildings, and commercial sites. A square, four blocks on each side, was superimposed on all those locations. Each location was assigned a weight. The most important starting weight was given to streets with no sidewalks.

There were overlaps so a particular street that had no sidewalks was weighted at 20 and if it was within four blocks of a school was weighted an additional 10 for a total of 30. If that street was within four blocks of a park, which was assigned a 5 weight, the total would be 25. Public buildings were weighted at 2 as was commercial.

The weights could be changed to reflect certain popular destinations for persons using sidewalks.

The purpose of combining the spreadsheets was to clearly see the roads that were in bad shape and were on a route that would be popular for sidewalk users. Those sheets may get more attention in the prioritization process.

For instance, if there is no sidewalk for students to walk to school, they may ride their bikes or walk on bad pavement which could make the trip more dangerous. There may be a case for adding sidewalks on any street needing them when a road is being repaired. This does not contemplate changes to sidewalk ramps to be in compliance with the ADA. Nor does it consider what grants may be applied to make safer routes to school.

The combined spreadsheet could be configured to help the city locate the most effective places to invest in repairs or replacement.

Street Name	From	To	Length	Width	Sq feet	PCI	Side Weight no SW	School Weight	Park Weight	Public Weight	Commercial Weight	TOTAL WEIGHT
Ash			161 Ash				20					20
ASH AV	TAPPAN ST	WALNUT DR	401	30	12,026	23			5			5
AUSTIN AV	HERRINGTON PLACE	FOREST AVE	683	29	19,795	40		10				10
BIRCH RD	ROGER RD	ST. JOHNS RD	454	30	13,611	47			5			5
BLAKELY ST	FOREST AVE	STEWART AVE	299	28	8,366	0		10	5			15
BOBLINK CI	BULL VALLEY DR	BULL VALLEY DR	1,119	22	24,621	25	20					20
BOULDER LN	BERLTSUM LN	WHITE OAK LN	605	30	18,147	52	20					20
BRINK ST	GIDDINGS ST	WASHBURN ST	374	21	7,844	60	20		5		2	27
Brown	Giddings	Washburn	409	22	8,994	14			5		2	7
BROWN ST	SMITH ST	GIDDINGS ST	458	22	10,070	0	20		5		2	27
Bull Valley Dr.	Bobolink	Oakmont	408	22	8,981	11	20					20
BUNKER ST	HOY AVE	CHESTNUT AVE	366	21	7,688	0		10				10
Castle	Cobblestone	Pond Point	672	28	14,122	55			5			5
CASTLESHIRE DR	BORDEN ST	BORDEN ST	1,262	29	36,589	30		10	5			15
CHESTNUT AV	BUNKER ST	JEFFERSON ST	430	24	10,323	24	20	10				30
CHURCH ST	N SEMINARY AVE	MADISON ST	423	26	11,001	59			5	2	2	9
Claussen	Hillside	End					20	10	5			35
CLUB RD	COUNTRY CLUB RD	BULL VALLEY DR	329	40	13,154	35	20					20
COBBLESTONE V	POND POINT RD	CASTLE RD	806	36	29,025	42	20					20
Conway	Becking	Hill					20	10		2		32
DAVIS CT	FREMONT ST	LAKE AVE	389	15	5,838	14	20		5			25
DEAN ST	KIMBALL AVE	RIDGEWOOD DR	1,304	36	46,937	36	20		5			25
DONA CT	ARTHUR DR	END	335	19	6,373	61	20		5			25
DONOVAN AV	JEWETT ST	QUEEN ANNE ST	344	21	7,219	100			5			5
DONOVAN AV	QUEEN ANNE	WHEELER	333	21	6,986	64		10	5			15
DONOVAN AV	CLAY	MADISON	511	31	15,827	7			5		2	7
DORHAM LN	COUNTRY CLUB	END	297	22	6,543	6	20					20
DUVALL DR	SOUTH ST	SOUTH ST	1,265	31	39,217	20			5			5
DUVALL DR	SOUTH ST	GRETA AVE	696	30	20,873	10			5			5
FAIR ST	CALHOUN ST	SOUTH ST	395	36	14,218	0	20		5		2	27
FOREST AV	GERRY	BLAKELY	422	22	9,286	11	20					20
GIDDINGS ST	BROWN ST	BRINK ST	334	19	6,351	57	20		5		2	27
GRACY ST	MCHENRY AVE	END	165	12	1,981	73	20				2	22
GREENLEY ST	VINE ST	LAKE AVE	452	15	6,783	2			5			5
HAYWARD ST	W. JUDD ST	W. JACKSON ST	333	29	9,662	6		10	5	2	2	19
HICKORY RD	ST JOHNS RD	ROGER RD	455	17	7,730	42	20					20
HILL ST	QUINLAN LN	CONWAY ST	623	29	18,071	13	20	10				30
HILL ST	W. JACKSON ST	SOUTH ST	796	30	23,893	0		10				10
HILLSIDE TR	WESTWOOD TR	END	322	24	7,729	7	20		5			25

INFANTA CT	CASTLEBAR TR	END		460	28	18,364	60	20		5		25
JEWETT ST	GREENWOOD AVE	W. BEECH AVE		326	22	7,173	100			5		5
JEWETT ST	SUMMIT AVE	MEADOW AVE		320	29	9,279	61			5		5
JEWETT ST	W. BEECH AVE	SUMMIT AVE		322	21	6,769	10	20		5		25
KILKENNY CT	LAKE AVE	TO CUL DE SAC		1,198	30	41,736	53	20			2	22
KING ST	E. LAKE ST	SMITH ST		373	22	8,207	7	20		5		25
LINDA CT	TIMOTHY LN	CUL DE SAC		236	23	10,450	83	20				20
MAPLE AV	CLAY ST	MADISON ST		325	28	9,101	20	20		5		25
MARGARET DR	HILL ST	TO CUL DE SAC		765	30	28,618	22	20	10			30
MARVEL AV	OLSON ST	PARK ST		296	20	5,922	89	20				20
McCONNELL RD	RT 47 - S EASTWOOD DR	ZIMMERMAN RD		905	30	27,157	14	20		5	2	27
MEADOW AV	QUEEN ANNE ST	WHEELER ST		332	22	7,312	0			5		5
MITCHELL ST	DESMOND DR	HICKORY LN		961	30	28,822	58	20				20
MORAIN DR	CASTLEBAR	END		760	28	22,028	21			5		5
NEWELL ST	CLAY ST	WHEELER ST		363	36	13,061	73		10	5		15
OAKLAND ST	W JACKSON ST	W JUDD ST		342	27	9,243	31	20	10			30
OAKWOOD ST	ROOSEVELT ST	LAUREL AVE		324	20	6,474	36	20		5		25
OLSON ST	MARVEL AVE	IRVING AVE		395	17	6,719	100	20				20
OLSON ST	IRVING ST	PINE COURT		282	15	4,228	3	20				20
OSAGE WY	DAKOTA DR	TO END		172	30	5,173	59	20				20
PINE CT	OLSON ST	END		258	15	3,866	13	20				20
QUEEN ANNE ST	GREENWOOD AVE	W BEECH AVE		325	22	7,159	57	20		5		25
ROSE CT	SHARON DR	TO CUL DE SAC		393	20	7,869	89	20	10			30
SCHUETTE DR	SHARON DR	MCHENRY AVE		1,161	23	26,706	13	20	10			30
SOUTH ST	TARA DR	GERRY ST		1,619	27	43,707	18		20	5		25
STEWART AV	GERRY ST	BLAKELY ST		423	30	12,688	85			5		5
STEWART AV	GOULD ST	DEAN ST		310	24	7,448	0		10	5		15
SUMMIT AV	JEWETT ST	QUEEN ANNE ST		341	22	7,511	36	20		5		25
SUMMIT AV	WHEELER ST	TAPPAN ST		328	22	7,212	22	20		5		25
TAPPAN ST	BAGLEY ST	GREENWOOD AVE		424	20	8,475	58			5		5
TAURUS CT	BULL VALLEY DR	TO CUL DE SAC		288	22	6,331	15	20				20
TECH CT	DIECKMAN ST	CUL DE SAC		288	30	17,796	12	20				20
TETON DR	DAKOTA DR	TO END		154	30	4,610	40	20	10			30
WALNUT DR	ASH AVE	WILLOW AVE		556	30	16,677	78	20		5		25
WASHBURN ST	SOUTH ST	BROWN ST		457	22	10,046	0	20		5	2	27
WHITE FACE CT	BULL VALLEY DR	TO CUL DE SAC		260	22	9,132	0	20				20
WINTU CT	DAKOTA DR	END		208	30	12,053	13	20				20
YELLOWHEAD C	BULL VALLEY DR	NORTH TO CUL DE SAC		279	22	9,768	15	20				20

Note: The sidewalk rates may be changed and were set two years ago. The sidewalk spreadsheet is combined with the engineering PCI data. Only streets that are in both are shown.

The all roads is the two spreadsheets combined and alphabetized. Sections in **BOLD** to show low PCI with high weight. Street section with no sidewalk is rated always at 20.

If SW rate is empty, there is a sidewalk on one or both sides. The sidewalk sheet was built for connectivity with emphasis on usage

Each street was in a four block walking distance to the noted destination: School, public, park or commercial destination.



Hampton, Lenzini and Renwick, Inc.

Long-Term Planning of Municipal Assets/Accrued Liabilities:

A Streets Story



Asset Vs. Accrued Liability



Something valuable that an entity owns, benefits from, or has use of, ***in generating income.***

An accrued liability is an expense that an entity has ***incurred but has not yet paid.***



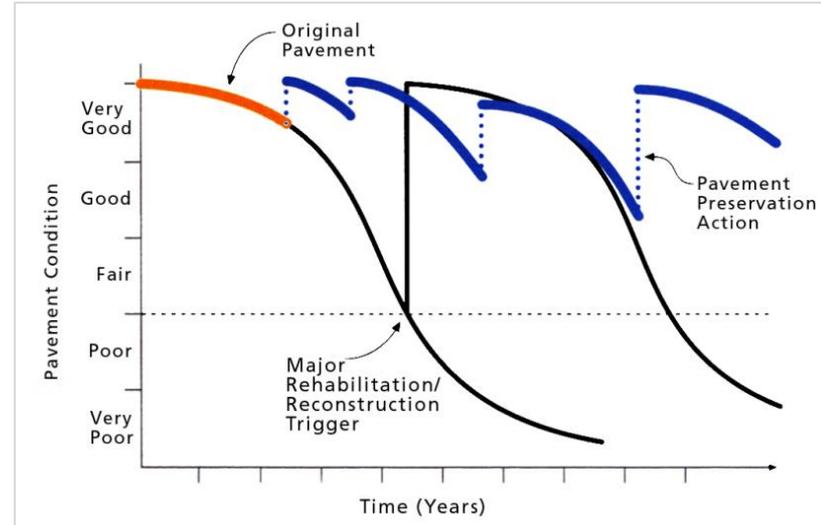
Streets



Future Expense

Future Potential Costs Should be the Focus

- As streets age, improvements become more costly
- Improvements made today will save money tomorrow
- Streets should be evaluated, and improvements completed prior to anticipated drops in condition rating
- Relatively inexpensive preventative maintenance extends pavement life
- Pavement will eventually need to be replaced regardless of preventative maintenance efforts



Pavement Condition Index (PCI)

PCI is a numerical standard utilizing value range from 0 to 100 to describe the current condition of concrete and asphalt pavements.

- Developed by the U.S. Army Corps of Engineers
- Objective system based on key condition factors
- American Society for Testing and Materials (ASTM) Standards conformed to PCI
 - ASTM D5340-11
 - ASTM D6433-11
- “Windshield” or “Automated” inspection
- Recommended treatment strategies associated within condition ranges

Good		86-100
Satisfactory		71-85
Fair		56-70
Poor		41-55
Very Poor		26-40
Serious		11-25
Failed		0-10

Pavement Condition Index (PCI)

Typical Recommended Treatment Strategies Associated with Pavement Condition Categories

100	Good	Fog Seal, Slurry Seal, Micro Surfacing, Cape Seal, Ultra Thin Lift HMA, Chip Seal, Crack Seal, Cold Planing and Micro Milling, Hot-In-Place Recycling
85	Satisfactory	Fog Seal, Rejuvenating Fog Seal, Slurry Seal, Micro Surfacing, Cape Seal, Ultra Thin Lift HMA, Chip Seal, Crack Seal, Cold Planing and Micro Milling, Hot-In-Place Recycling
70	Fair	Cape Seal, Chip Seal, Scrub Seal, Cold Planing and Micro Milling, Hot-In-Place Recycling, Cold-In-Place Recycling, Cold Central Plant Recycling, Full Depth Reclamation
55	Poor	Cold Planing and Micro Milling, Cold-In-Place Recycling, Cold Central Plant Recycling, Full-Depth Reclamation, Base Stabilization, Soil Stabilization and Soil Modification
40	Very Poor	Cold Planing and Micro Milling, Cold-In-Place Recycling, Cold Central Plant Recycling, Full Depth Reclamation
25	Serious	
10	Failed	
0		

Pavement Preservation — Very Good (86-100)

Reclamite is a “top-of-the-curve” application. Apply to newer pavement (less than six years old in northern climates, less than ten years old in southern climates) that shows minimal signs of surface deterioration.

BENEFITS	USE WHEN
<ul style="list-style-type: none"> ▪ Asphalt rejuvenator 	<ul style="list-style-type: none"> ▪ Oxidized asphalt
<ul style="list-style-type: none"> ▪ Extends asphalt life as much as 6 years 	<ul style="list-style-type: none"> ▪ Minor surface cracks
<ul style="list-style-type: none"> ▪ Seals out water and UV radiation 	<ul style="list-style-type: none"> ▪ Raveling
<ul style="list-style-type: none"> ▪ Minimal disruption to traffic 	

Microsurfacing

Surface Treatment — Good (71-85)

Microsurface is a surface treatment designed to extend the life of asphalt pavements in good condition by providing skid resistance, restricting moisture intrusion, protecting the structure from further oxidation and raveling, and restoring uniform black appearance.

BENEFITS	USE WHEN
<ul style="list-style-type: none"> ▪ Reduces life-cycle costs 	<ul style="list-style-type: none"> ▪ Oxidized asphalt
<ul style="list-style-type: none"> ▪ Reduces raw materials 	<ul style="list-style-type: none"> ▪ Lack of uniform color for striping
<ul style="list-style-type: none"> ▪ Extends asphalt life as much as 6-8 years 	<ul style="list-style-type: none"> ▪ Minor surface cracks
<ul style="list-style-type: none"> ▪ Minimal disruption to traffic 	<ul style="list-style-type: none"> ▪ Rutting
<ul style="list-style-type: none"> ▪ Increases skid resistance 	<ul style="list-style-type: none"> ▪ Raveling
<ul style="list-style-type: none"> ▪ Maintains drainage patterns and curb reveal 	

Cape Seal

Surface Treatment — Fair (60-70)

A cape seal is a roadway surface treatment designed to extend life of pavements in fair to good condition, consisting of a chip seal treatment, covered by slurry seal or micro-surface. The combination of chip seal and slurry seal/microsurface makes for a better ride quality.

BENEFITS	USE WHEN
<ul style="list-style-type: none"> ▪ Reduces life-cycle costs 	<ul style="list-style-type: none"> ▪ Oxidized asphalt
<ul style="list-style-type: none"> ▪ Reduces raw materials 	<ul style="list-style-type: none"> ▪ Lack of uniform color for striping
<ul style="list-style-type: none"> ▪ Extends asphalt life as much as 8-10 years 	<ul style="list-style-type: none"> ▪ Moderate surface cracks
<ul style="list-style-type: none"> ▪ Return to normal traffic in 1-4 hours 	<ul style="list-style-type: none"> ▪ Raveling
<ul style="list-style-type: none"> ▪ Multiple coats/applications 	
<ul style="list-style-type: none"> ▪ Increases skid resistance 	
<ul style="list-style-type: none"> ▪ Maintains drainage patterns and curb reveal 	

IMPROVEMENT STRATEGIES

Scrub Cape Seal

Surface Treatment — OK (55-59)

A scrub seal is a roadway surface treatment similar to a chip seal but utilizes a broom sled to “scrub” the emulsion into the cracks of the pavement. Designed to be used when surface cracks are slightly more severe than a typical cape seal could repair.

BENEFITS	USE WHEN
<ul style="list-style-type: none">▪ Reduces life-cycle costs and raw materials	<ul style="list-style-type: none">▪ Severe oxidized asphalt
<ul style="list-style-type: none">▪ Extends asphalt life as much as 6-7 years	<ul style="list-style-type: none">▪ Lack of uniform color for striping
<ul style="list-style-type: none">▪ Return to slow traffic in 1-4 hours	<ul style="list-style-type: none">▪ Fatigue cracking
<ul style="list-style-type: none">▪ Multiple coats/applications likely	<ul style="list-style-type: none">▪ Longitudinal cracking
<ul style="list-style-type: none">▪ Mass crack sealing treatment	<ul style="list-style-type: none">▪ Transverse cracking
<ul style="list-style-type: none">▪ Bridges gap between routing maintenance and major reconstruction	<ul style="list-style-type: none">▪ Raveling

IMPROVEMENT STRATEGIES
Edge Grind & Resurface

Major Construction — Poor (50-54)

Edge grinding is performed on curbed or non-curbed streets to maintain existing drainage patterns and a thin lift of HMA is placed, the thickness of which depends on existing conditions.

BENEFITS	USE WHEN
▪ Restores pavement smoothness	▪ Raveling ▪ Shoulder/edge drop
▪ Creates RAP to be reused in the future	▪ Bleeding ▪ Removal of aged asphalt
▪ Effectively restarted pavement lifecycle	▪ Shoving ▪ Diminished curb reveal
▪ Retains drainage patterns	▪ Rutting ▪ Poor ride quality
▪ Minimal disruption to traffic	

Resurfacing

Major Construction — Very Poor (35-49)

Cold planing is performed across entire width of roadway at a specific depth or cross slope.

BENEFITS	USE WHEN	
<ul style="list-style-type: none"> ▪ Corrects grade and cross slope issues 	<ul style="list-style-type: none"> ▪ Raveling 	<ul style="list-style-type: none"> ▪ Shoulder/edge drop
<ul style="list-style-type: none"> ▪ Restores pavement smoothness 	<ul style="list-style-type: none"> ▪ Bleeding 	<ul style="list-style-type: none"> ▪ Removal of aged asphalt
<ul style="list-style-type: none"> ▪ Creates RAP to be reused in the future 	<ul style="list-style-type: none"> ▪ Shoving 	<ul style="list-style-type: none"> ▪ Diminished curb reveal
<ul style="list-style-type: none"> ▪ Effectively restarts pavement lifecycle 	<ul style="list-style-type: none"> ▪ Rutting 	<ul style="list-style-type: none"> ▪ Poor ride quality
<ul style="list-style-type: none"> ▪ Retains drainage patterns 		
<ul style="list-style-type: none"> ▪ Minimal disruption to traffic 		

Full Resurface

Major Construction — Surface Fail (20-34)

The entire section of asphalt has failed and required complete replacement. Depending on the existing aggregate base thickness, additional depth may be required for a sufficient asphalt cross-section. Full asphalt removal and replacement is performed on curbed sections, whereas cold-in-place recycling is performed on non-curbed sections.

BENEFITS	USE WHEN
<ul style="list-style-type: none"> ▪ Effectively restarts pavement lifecycle 	<ul style="list-style-type: none"> ▪ Surface failure of pavement
<ul style="list-style-type: none"> ▪ Restores pavement smoothness 	<ul style="list-style-type: none"> ▪ Minor base failure
<ul style="list-style-type: none"> ▪ Minor profile corrections 	<ul style="list-style-type: none"> ▪ Minor/moderate curb failure
<ul style="list-style-type: none"> ▪ Creates RAP for future use 	<ul style="list-style-type: none"> ▪ Minor drainage issues
<ul style="list-style-type: none"> ▪ Minor drainage corrections 	
<ul style="list-style-type: none"> ▪ Traffic temporarily restored at end of workday 	

Full Resurface

Major Construction — Base Fail (10-19)

The entire section of asphalt has failed and requires complete replacement. Depending on the existing aggregate base thickness, additional depth may be required for a sufficient asphalt cross-section. Full asphalt removal and replacement is performed on curbed sections, whereas full depth reclamation is performed on non-curbed sections.

BENEFITS	USE WHEN
<ul style="list-style-type: none">Effectively restarts pavement lifecycle	<ul style="list-style-type: none">Surface failure of pavement
<ul style="list-style-type: none">Restores pavement smoothness	<ul style="list-style-type: none">Moderate base failure
<ul style="list-style-type: none">Minor profile corrections	<ul style="list-style-type: none">Moderate curb failure
<ul style="list-style-type: none">Creates RAP for future use	<ul style="list-style-type: none">Moderate drainage issues
<ul style="list-style-type: none">Minor drainage corrections	
<ul style="list-style-type: none">Traffic temporarily restored at end of workday	

IMPROVEMENT STRATEGIES

Full Reconstruction

Major Construction — Base Fail (0-9)

The entire section of asphalt surface and aggregate base has failed and requires complete replacement. Depending on the existing aggregate base thickness, additional depth may be required for a sufficient asphalt and base cross-section. Full asphalt and aggregate removal and replacement is performed on curbed sections, whereas full depth reclamation with soil modification/stabilization is performed on non-curbed sections.

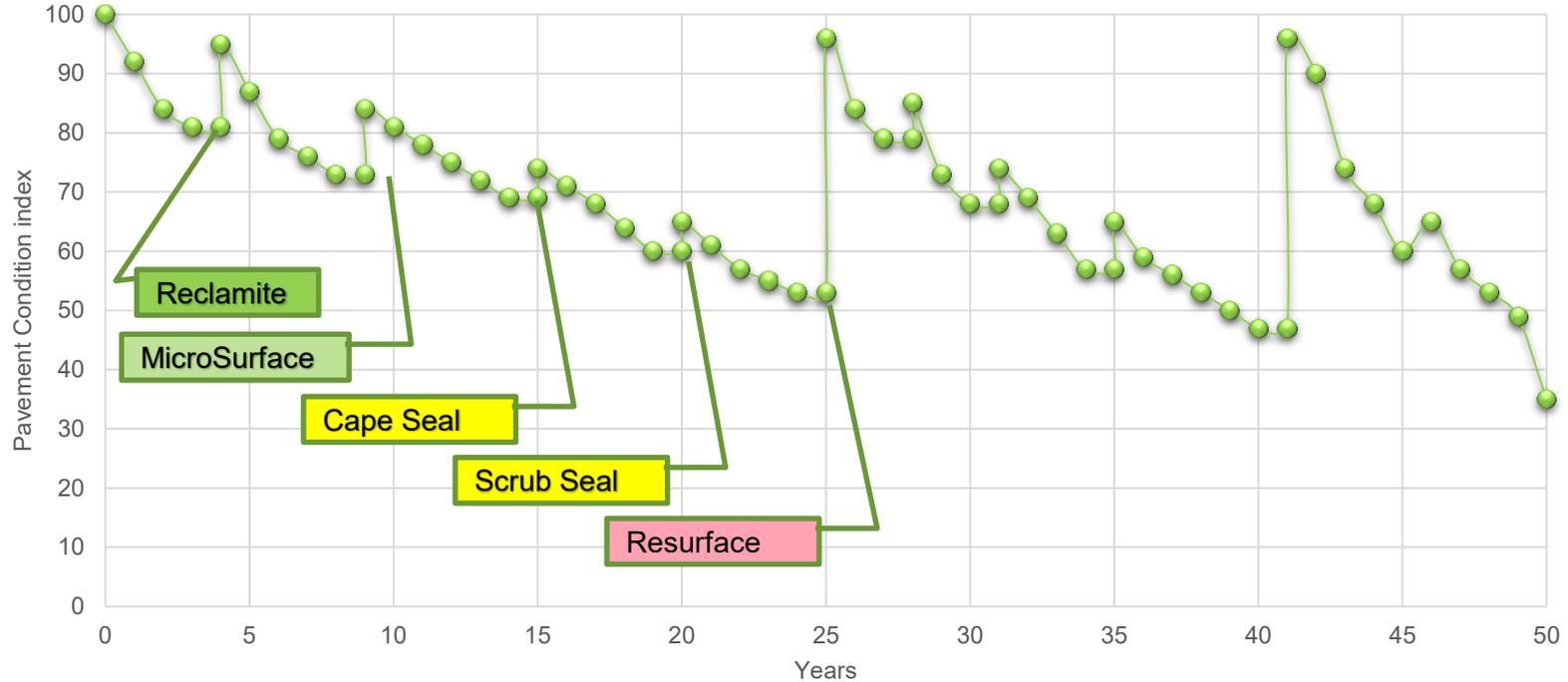
BENEFITS	USE WHEN
<ul style="list-style-type: none">Effectively restarts pavement lifecycle	<ul style="list-style-type: none">Surface failure of pavement
<ul style="list-style-type: none">Restores pavement smoothness	<ul style="list-style-type: none">Moderate base failure
<ul style="list-style-type: none">Minor profile corrections	<ul style="list-style-type: none">Moderate curb failure
<ul style="list-style-type: none">Creates RAP for future use	<ul style="list-style-type: none">Moderate drainage issues
<ul style="list-style-type: none">Minor drainage corrections	
<ul style="list-style-type: none">Traffic temporarily restored at end of workday	

What are the Ultimate Goals?

- Appease the stakeholders
- Keep ahead of failures
- Maintain a relatively good pavement condition
- Reduce total cost of future liabilities
- Cost efficiency



Pavement Lifecycle



Typical Lifecycle

Newly Constructed Local Street — ~10,000 SF

WITH REGULAR PREVENTATIVE MAINTENANCE

- Year 0: Total Reconstruction @ \$8.4 per SF + \$75 per LF = \$109,500
- Year 2-5: Reclamite @ \$0.13 per SF = \$1,300
- Year 7-10: Microsurface @ \$0.32 per SF = \$3,200
- Year 12-15: Slurry Seal @ \$0.35 per SF = \$3,500
- Year 18-22: Scrub Seal @ \$0.46 per SF = \$4,600
- Year 24-26: Resurfacing @ \$1.64-\$2.20 per SF + \$21-\$28 per LF = \$23,540-\$31,520

TOTAL COST OVER 25 YEARS = \$145,550-\$153,620

WITHOUT

- Year 0: Total Reconstruction = \$109,500
- Year 25: Total Reconstruction = \$109,500

TOTAL COST OVER 25 YEARS = \$219,000

SAVINGS OF \$73,450 OVER A 25 YEAR PERIOD FOR A SINGLE STREET SEGMENT

Utilities

Condition Evaluation

Water Main

- Age
- Material
- Break History and Type (pitting, holes, longitudinal)
- Capacity – Current and Future
 - Chlorine Residuals
- Water Master Planning Documents
- AWWA Condition Assessment of Watermains – M77
 - Risk Based Asset Management = $\text{CoF} \times \text{LoF}$
 - Assess-and-Fix Strategy
 - Challenges
 - Reliable data
 - Funding limitations
 - Predictive Failure Analysis



Utilities

Condition Evaluation

Sanitary Sewer

- Age
- Material
- Failure History
- Lift Station Elimination Potential
- Capacity – Current and Future
 - I&I, treatment plant overburden
 - Capacity Management Operation Maintenance (CMOM) Study
- Sanitary Sewer Evaluation Survey (SSES)
- Condition Assessment of Wastewater Collection Systems – EPA Whitepaper
- Sewer Televising
- National Association of Sewer Service Companies Pipeline Assessment (NAASCO PACP)



Utilities

Condition Evaluation

Storm Sewer

- Age
- Material
- Failure History and Type (joint separation, washout, surcharge)
- Capacity – Current and Future
 - Bulletin 70 Updates
- Storm Sewer Televising
- National Association of Sewer Service Companies Pipeline Assessment (NAASCO PACP)



Market Trends

Unit Price Projections

Demand

- ISHTA projecting 280K tons of asphalt in 2021
 - Local market likely to increase

Commodities – Material Escalators

- Oil
 - Asphalt manufacturing
 - Trucking of all goods
- Coal
 - Asphalt manufacturing
 - Fly ash pricing — construction additive
- Natural Gas
 - Asphalt manufacturing
 - PVC, ductile iron pipe manufacturing
- Portland Cement Concrete
 - Soil stabilization
 - Concrete — curb, sidewalk, storm sewer



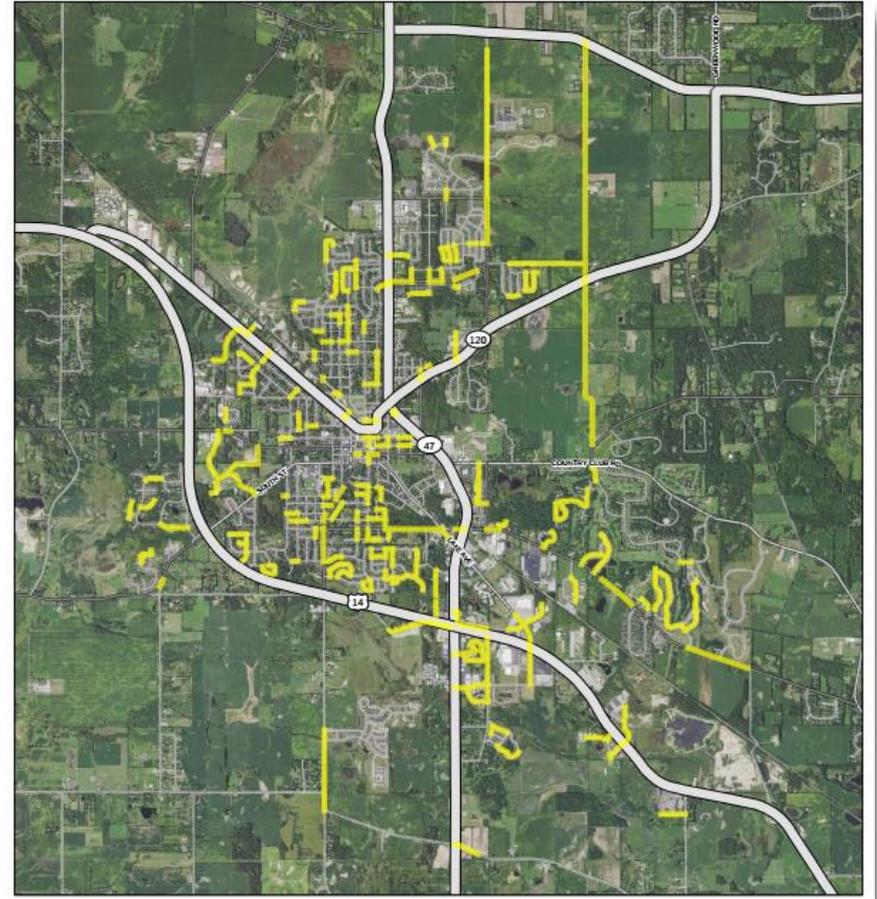
City of Woodstock Long-Term Plan



- Project anticipated life cycle for all 1,125 street segments
- Assumed Various Funding Levels
- First year 100% resurfacing
- Years 2-5 balanced with priority to streets projected to drop in condition category
- Estimate Annual Maintenance needs for years 2025-2029
- Re-evaluate projected list each year to ensure cost to replace remains in line
- Maximize pavements and minimize utilities

2020 Streets Program — Woodstock

- ~ \$10M in construction cost
- ~192 street segments
- ~105,000 lineal feet (~20 Miles)
- ~3.14M square feet
- ~72,000 tons of asphalt
- ~12,000 lineal feet of curb
- ~30,000 square feet of sidewalk
- ~500 structure adjustments



Projected Expenditures (A) – \$10M and \$2.5M Annually

RATING	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Excellent	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Very Good	\$0	\$0	\$0	\$0	\$0	\$0	\$26,336	\$0	\$0	\$0	\$0
Good	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OK	\$0	\$0	\$0	\$0	\$0	\$0	\$20,829	\$105,059	\$0	\$0	\$0
Fair	\$0	\$0	\$0	\$0	\$0	\$0	\$154,388	\$0	\$0	\$0	\$0
Poor	\$0	\$0	\$0	\$380,788	\$0	\$0	\$383,378	\$876,066	\$809,399	\$610,262	\$0
Very Poor	\$10,032,812	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Surface Fail	\$0	\$204,262	\$430,239	\$0	\$0	\$1,023,360	\$1,118,639	\$694,533	\$816,311	\$685,807	\$0
Base Fail	\$0	\$1,921,924	\$1,858,540	\$1,982,809	\$1,984,773	\$1,125,987	\$416,082	\$616,086	\$640,461	\$543,486	\$0
Fail	\$0	\$409,397	\$290,993	\$307,574	\$459,957	\$447,156	\$458,221	\$307,990	\$305,659	\$778,472	\$2,514,779
Actual	\$10,032,812	\$2,535,583	\$2,579,772	\$2,671,171	\$2,444,730	\$2,596,503	\$2,577,873	\$2,599,734	\$2,571,830	\$2,618,027	\$2,514,779

Water	\$0	\$171,288	\$157,426	\$211,449	\$223,340	\$169,648	\$180,787	\$220,625	\$227,300	\$202,454	\$148,882
San	\$0	\$128,466	\$118,069	\$158,587	\$167,505	\$127,236	\$135,591	\$165,468	\$170,475	\$151,841	\$111,661
Gen Fund	\$10,032,812	\$2,235,829	\$2,304,277	\$2,301,136	\$2,099,013	\$2,299,619	\$2,261,495	\$2,213,641	\$2,174,055	\$2,263,732	\$2,254,236

Projected Average PCI (A) – \$10M and \$2.5M Annually

The PCI averages shown below apply to the entire network of City Streets Prior to the Proposed Improvements in the subject fiscal year

FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
46.33	52.72	50.35	48.01	47.02	45.91	44.98	44.16	43.77	42.76	42.06

Projected Expenditures (B) - \$10M and Min \$ to Maintain PCI

RATING	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Excellent	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Very Good	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,650	\$89,038	\$0	\$0
Good	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OK	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129,452	\$1,171,235	\$0	\$261,750
Fair	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108,110	\$232,473	\$0	\$0
Poor	\$0	\$0	\$640,644	\$228,362	\$949,245	\$709,144	\$777,830	\$1,486,479	\$0	\$1,214,459	\$1,015,394
Very Poor	\$10,032,812	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Surface Fail	\$0	\$4,125,641	\$4,135,093	\$0	\$509,809	\$1,181,839	\$985,985	\$945,285	\$651,439	\$786,086	\$0
Base Fail	\$0	\$1,151,099	\$2,027,533	\$4,378,145	\$2,948,557	\$3,586,555	\$4,231,172	\$1,258,158	\$0	\$193,408	\$0
Fail	\$0	\$564,170	\$535,549	\$595,234	\$584,984	\$508,746	\$477,766	\$671,523	\$530,509	\$373,206	\$1,253,032
Actual	\$10,032,812	\$5,840,910	\$7,338,818	\$5,201,742	\$4,992,596	\$5,986,284	\$6,472,752	\$4,687,656	\$2,674,694	\$2,567,159	\$2,530,176

Water	\$0	\$440,400	\$562,986	\$360,161	\$361,738	\$443,461	\$473,460	\$385,069	\$72,503	\$252,611	\$199,203
San	\$0	\$330,300	\$422,239	\$270,121	\$271,303	\$332,596	\$355,095	\$288,802	\$54,377	\$189,459	\$149,402
Gen Fund	\$10,032,812	\$5,070,210	\$6,353,593	\$4,571,460	\$4,359,555	\$5,210,227	\$5,644,197	\$4,013,786	\$2,547,814	\$2,125,089	\$2,181,572

Projected Average PCI (B) - 10M and Min \$ to Maintain PCI

The PCI averages shown below apply to the entire network of City Streets Prior to the Proposed Improvements in the subject fiscal year

FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
46.33	52.72	51.75	51.35	50.98	50.74	51.27	48.98	52.44	64.35	64.95

Projected Expenditures (C) - \$10M and Min \$ to Prevent Drop in PCI

RATING	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Excellent	\$0	\$139,871	\$0	\$0	\$0	\$0	\$0	\$605,665	\$0	\$0	\$0
Very Good	\$0	\$1,456,514	\$1,725,405	\$1,965,140	\$431,980	\$470,150	\$449,005	\$446,200	\$747,455	\$500,220	\$449,005
Good	\$0	\$1,457,091	\$735,813	\$1,318,001	\$462,428	\$0	\$0	\$0	\$0	\$0	\$0
OK	\$0	\$1,493,273	\$136,649	\$764,209	\$286,633	\$0	\$0	\$0	\$0	\$0	\$0
Fair	\$0	\$51,942	\$472,797	\$987,764	\$461,819	\$1,243,984	\$605,665	\$0	\$0	\$311,406	\$0
Poor	\$0	\$390,013	\$904,998	\$691,638	\$97,939	\$734,560	\$0	\$0	\$451,028	\$1,042,205	\$254,210
Very Poor	\$10,032,812	\$393,689	\$1,309,033	\$366,187	\$119,456	\$0	\$0	\$0	\$0	\$0	\$0
Surface Fail	\$0	\$1,009,112	\$342,301	\$105,342	\$0	\$0	\$394,256	\$0	\$0	\$0	\$0
Base Fail	\$0	\$6,164,934	\$3,906,282	\$4,322,963	\$770,967	\$0	\$0	\$394,256	\$0	\$0	\$517,816
Fail	\$0	\$2,857,561	\$2,237,437	\$4,705,728	\$2,520,202	\$0	\$1,161,999	\$1,161,999	\$1,364,925	\$634,377	\$1,372,653
TOTALS	\$10,032,812	\$15,414,000	\$11,770,715	\$15,226,972	\$5,151,423	\$2,448,694	\$2,610,925	\$2,608,120	\$2,563,408	\$2,488,208	\$2,593,683
Water	\$0	\$1,098,102	\$1,160,257	\$1,044,649	\$729,422	\$29,436	\$55,837	\$55,837	\$83,870	\$63,435	\$80,618
San	\$0	\$823,577	\$870,193	\$783,487	\$547,066	\$22,077	\$41,878	\$41,878	\$62,902	\$47,576	\$60,464
Gen Fund	\$10,032,812	\$13,492,321	\$9,740,266	\$13,398,836	\$3,874,935	\$2,397,180	\$2,513,211	\$2,510,406	\$2,416,636	\$2,377,196	\$2,452,601

Projected Average PCI (C)

The PCI averages shown below apply to the entire network of City Streets Prior to the Proposed Improvements in the subject fiscal year

FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
46.33	52.72	60.00	66.18	72.48	79.57	79.05	77.87	77.62	80.39	79.11

Projected Expenditures (D) - \$50M over 5 years - \$2.5 Annually

RATING	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Excellent	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Very Good	\$0	\$0	\$0	\$0	\$620,065	\$0	\$0	\$0	\$857,739	\$0	\$0
Good	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OK	\$0	\$0	\$0	\$0	\$80,209	\$0	\$0	\$0	\$0	\$0	\$0
Fair	\$0	\$0	\$0	\$0	\$74,041	\$0	\$0	\$0	\$232,473	\$0	\$0
Poor	\$0	\$149,900	\$749,450	\$228,362	\$1,462,371	\$475,119	\$446,803	\$913,189	\$1,022,954	\$399,290	\$0
Very Poor	\$10,032,812	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Surface Fail	\$0	\$5,751,068	\$4,558,371	\$1,309,575	\$1,265,070	\$600,617	\$380,081	\$526,601	\$0	\$1,189,710	\$1,501,092
Base Fail	\$0	\$2,861,589	\$3,687,141	\$7,462,390	\$4,337,307	\$1,225,759	\$1,379,427	\$643,364	\$0	\$564,478	\$589,811
Fail	\$0	\$1,243,984	\$1,052,034	\$998,950	\$2,230,529	\$394,256	\$311,406	\$460,492	\$429,051	\$439,364	\$464,491
TOTALS	\$10,032,812	\$10,006,540	\$10,046,996	\$9,999,277	\$10,069,592	\$2,695,751	\$2,517,717	\$2,543,645	\$2,542,216	\$2,592,842	\$2,555,394
Water	\$0	\$765,411	\$733,463	\$686,815	\$664,164	\$204,895	\$185,558	\$224,476	\$151,349	\$199,004	\$173,981
San	\$0	\$574,058	\$550,097	\$515,112	\$498,123	\$153,672	\$139,168	\$168,357	\$113,511	\$149,253	\$130,486
Gen Fund	\$10,032,812	\$8,667,071	\$8,763,437	\$8,797,350	\$8,907,306	\$2,337,184	\$2,192,991	\$2,150,813	\$2,277,356	\$2,244,585	\$2,250,927

Projected Average PCI (D)

The PCI averages shown below apply to the entire network of City Streets Prior to the Proposed Improvements in the subject fiscal year

FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
46.33	52.72	53.71	54.16	55.22	66.45	63.28	60.83	59.74	67.88	64.50

Projected Expenditures (E) - \$10M Budget Based on +1.5% PTX

RATING	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Excellent	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Very Good	\$0	\$0	\$0	\$0	\$0	\$0	\$55,490	\$85,198	\$86,452	\$86,305	\$292,730
Good	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OK	\$0	\$0	\$0	\$0	\$0	\$0	\$96,768	\$593,504	\$815,963	\$140,311	\$0
Fair	\$0	\$0	\$0	\$0	\$0	\$0	\$223,368	\$260,717	\$171,908	\$0	\$0
Poor	\$0	\$0	\$0	\$404,993	\$145,485	\$432,094	\$383,378	\$876,066	\$2,566,071	\$1,503,346	\$0
Very Poor	\$10,032,812	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Surface Fail	\$0	\$1,233,432	\$572,144	\$0	\$0	\$1,013,910	\$1,118,639	\$652,547	\$1,635,454	\$842,974	\$0
Base Fail	\$0	\$2,481,599	\$2,445,758	\$3,707,973	\$3,994,907	\$2,007,777	\$1,983,317	\$616,086	\$922,679	\$0	\$0
Fail	\$0	\$778,472	\$770,409	\$1,252,013	\$1,334,992	\$2,172,671	\$2,209,885	\$2,922,836	\$168,146	\$3,952,120	\$6,400,712
TOTALS	\$10,032,812	\$4,493,503	\$3,788,311	\$5,364,979	\$5,475,383	\$5,626,453	\$6,070,846	\$6,006,954	\$6,366,672	\$6,525,055	\$6,693,442
Water	\$0	\$301,788	\$225,442	\$346,137	\$351,230	\$350,633	\$366,781	\$324,731	\$536,928	\$434,425	\$251,020
San	\$0	\$226,341	\$169,082	\$259,603	\$263,423	\$262,975	\$275,086	\$243,548	\$402,696	\$325,819	\$188,265
Gen Fund	\$10,032,812	\$3,965,375	\$3,393,787	\$4,759,238	\$4,860,730	\$5,012,845	\$5,428,979	\$5,438,675	\$5,427,049	\$5,764,811	\$6,254,156

Projected Average PCI (E)

The PCI averages shown below apply to the entire network of City Streets Prior to the Proposed Improvements in the subject fiscal year

FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
46.33	52.72	51.43	49.61	49.69	50.04	50.24	53.31	59.52	66.93	66.75

Projected Expenditures (F) - \$10M Budget Based on +2.5% PTX

RATING	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Excellent	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Very Good	\$0	\$0	\$0	\$0	\$0	\$123,968	\$76,242	\$124,280	\$114,187	\$419,158	\$303,549
Good	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OK	\$0	\$0	\$0	\$12,843	\$0	\$186,624	\$96,768	\$593,504	\$815,963	\$0	\$0
Fair	\$0	\$0	\$0	\$0	\$0	\$193,663	\$223,368	\$202,089	\$0	\$0	\$0
Poor	\$0	\$349,661	\$0	\$402,148	\$188,292	\$947,823	\$383,378	\$876,066	\$1,364,708	\$0	\$0
Very Poor	\$10,032,812	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Surface Fail	\$0	\$1,824,848	\$198,881	\$1,065,670	\$248,001	\$666,693	\$1,118,639	\$694,533	\$1,485,873	\$0	\$0
Base Fail	\$0	\$2,948,387	\$3,999,348	\$4,333,876	\$4,911,498	\$2,739,715	\$416,082	\$616,086	\$601,150	\$0	\$0
Fail	\$0	\$717,432	\$1,067,636	\$1,045,084	\$1,662,333	\$2,421,027	\$5,482,723	\$4,730,634	\$3,872,586	\$8,085,345	\$8,456,631
TOTALS	\$10,032,812	\$5,840,329	\$5,265,865	\$6,859,621	\$7,010,124	\$7,279,513	\$7,797,201	\$7,837,191	\$8,254,466	\$8,504,502	\$8,760,180
Water	\$0	\$503,645	\$309,750	\$477,291	\$463,911	\$460,673	\$368,604	\$388,926	\$497,749	\$328,049	\$333,315
San	\$0	\$377,734	\$232,313	\$357,968	\$347,933	\$345,505	\$276,453	\$291,694	\$373,312	\$246,036	\$249,986
Gen Fund	\$10,032,812	\$4,958,950	\$4,723,802	\$6,024,362	\$6,198,279	\$6,473,335	\$7,152,145	\$7,156,571	\$7,383,405	\$7,930,417	\$8,176,878

Projected Average PCI (F)

The PCI averages shown below apply to the entire network of City Streets Prior to the Proposed Improvements in the subject fiscal year

FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
46.33	52.72	52.89	51.71	52.83	54.05	58.70	61.15	66.93	73.39	74.99

Potential Revenue Sources

- *Property Tax*
 - *PTELL Increase*
 - *Previously Waived for 9 Consecutive Years*
- *Home Rule Sales Tax – Increase Rate*
- *Local Motor Fuel Tax – Increase Rate*
- *Utility Tax*
 - *Electric*
 - *Natural Gas*
- *Food and Beverage Tax*
 - *Restaurants/Taverns/Bars/Fast Food*
 - *No Groceries*
- *Packaged Liquor/Cigarettes*

Potential Revenue Electric Tax

	Average Yearly Amount Per Account			
	Total Yearly Rev	Residential	Small Commercial	Large Commercial
Max	\$ 1,344,126.00	\$ 45.80	\$ 327.86	\$ 48,834.67
Limit to first 2,000 kWh*	\$ 661,745.00	\$ 45.80	\$ 146.36	\$ 146.36
Limit to first 48,000 kWh*	\$ 926,055.00	\$ 45.80	\$ 327.86	\$ 2,382.33

		Per Law Maximum Rates (cents per kWh)
2,000	kWh	0.610
48,000	kWh	0.400
50,000	kWh	0.360
400,000	kWh	0.350
500,000	kWh	0.340
2,000,000	kWh	0.320
2,000,000	kWh	0.315
5,000,000	kWh	0.310
10,000,000	kWh	0.305
20,000,000	kWh	0.300

*Note: If the City wants to use non-proportional rates, it would need a special exemption from the ICC.

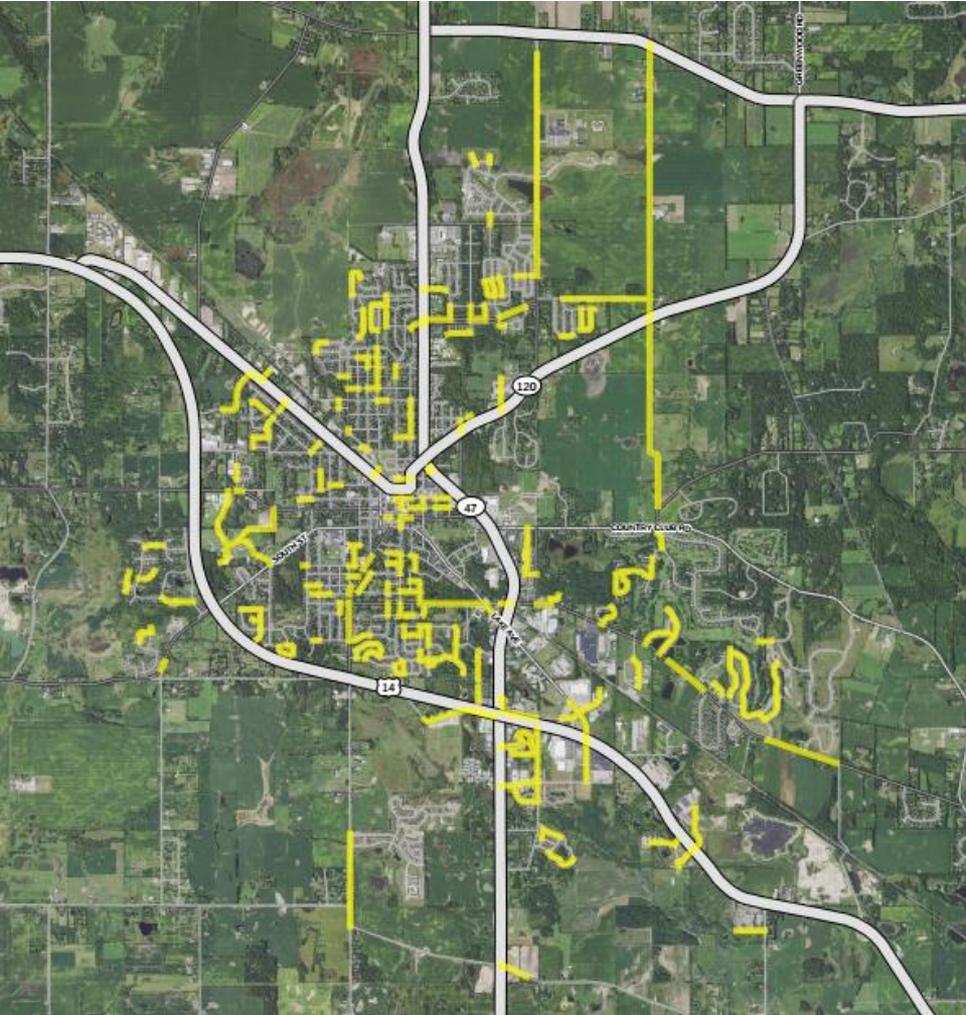
Property Tax and Water Increase

	Property Taxes										
	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Overall
Alt. A (\$10M then \$2.5 Anually)	None	None	None	None	None	None	None	None	None	None	None
Alt. B (\$10M then Maint PCI)	2.43%	3.80%	1.41%	1.21%	1.70%	1.71%	0.70%	-0.45%	-0.79%	-0.83%	11.32%
Alt. C (\$10M then Prevent Drop PCI)	8.63%	5.88%	6.95%	0.77%	-0.18%	-0.33%	-0.26%	-0.49%	-0.58%	-0.60%	20.96%
Alt. D (\$50M over 5 Year, than \$2.5)	5.08%	5.39%	4.16%	4.03%	-0.22%	-0.54%	-0.49%	-0.60%	-0.69%	-0.75%	16.11%
Alt. E (\$10M then 1.5% PTX Increase)	1.62%	1.69%	1.58%	1.59%	1.60%	1.60%	1.67%	1.44%	1.35%	1.80%	17.14%
Alt. F (\$10M then 2.5% PTX Increase)	2.35%	2.63%	2.44%	2.47%	2.52%	2.66%	2.67%	2.56%	2.76%	2.78%	29.06%

	Water & Sewer Rates										
	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Overall
Alt. A (\$10M then \$2.5 Anually)	0.34%	0.30%	0.41%	0.42%	0.32%	0.35%	0.42%	0.43%	0.38%	0.00%	3.55%
Alt. B (\$10M then Maint PCI)	0.89%	0.99%	0.61%	0.65%	0.80%	0.83%	0.67%	0.13%	0.50%	0.37%	6.75%
Alt. C (\$10M then Prevent Drop PCI)	2.21%	1.73%	1.53%	1.10%	0.05%	0.11%	0.11%	0.17%	0.46%	0.15%	9.04%
Alt. D (\$50M over 5 Year, than \$2.5)	1.54%	1.19%	1.12%	1.10%	0.34%	0.35%	0.43%	0.28%	0.38%	0.33%	7.68%
Alt. E (\$10M then 1.5% PTX Increase)	0.61%	0.41%	0.65%	0.64%	0.63%	0.66%	0.59%	0.98%	0.75%	0.44%	6.52%
Alt. F (\$10M then 2.5% PTX Increase)	1.01%	0.54%	0.87%	0.81%	0.81%	0.65%	0.70%	0.89%	0.57%	0.61%	7.65%

Summary-Outlook for 2030

- \$10M in 2020-\$2.5 Annually (Alt. A)
 - *Average PCI 41.38*
 - *Total Expenditures \$36M*
 - *Future Liabilities \$92M*
 - *Streets Projects to Drop \$6M*
- \$10M in 2020-Min \$ to Maintain PCI (Alt. B)
 - *Average PCI 57.68*
 - *Total Expenditures \$58M*
 - *Future Liabilities \$61.8M*
 - *Streets Projects to Drop \$5.7M*
- \$10M in 2020-Min \$ to Prevent Drop (Alt. C)
 - *Average PCI 77.64*
 - *Total Expenditures \$72.9M*
 - *Future Liabilities \$15M*
 - *Streets Projects to Drop \$550K*
- \$50M in 2020-2024-\$2.5 Annually (Alt. D)
 - *Average PCI 61*
 - *Total Expenditures \$65.6M*
 - *Future Liabilities \$41M*
 - *Streets Projects to Drop \$3.8M*
- \$10M in 2020-Budget Based on +1.5% PTX (Alt. E)
 - *Average PCI 66.75*
 - *Total Expenditures \$66.4M*
 - *Future Liabilities \$50.3M*
 - *Streets Projects to Drop \$292K*
- \$10M in 2020-Budget Based on +2.5% PTX (Alt. F)
 - *Average PCI 74.99*
 - *Total Expenditures \$83.4M*
 - *Future Liabilities \$28.1M*
 - *Streets Projects to Drop \$313K*



Thank you!

Let us know if we can answer any questions.



Check us out online
www.hlrengineering.com



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To: Roscoe Stelford, City Manager
From: Jeff Van Landuyt, Public Works Director
Re: **Award of Engineering Contract to Design Woodstock's FY21/22 Street Resurfacing Program**
Date: April 16, 2020

Woodstock's 2015 Pavement Management Report prepared by Consulting Engineers Baxter & Woodman, concluded that in order to improve the City's average Pavement Condition Index (PCI) of 46, it would have to invest more money in its annual resurfacing program. The report also states that the City should invest a portion of these funds on streets, which have not yet failed, because costs to bring them back to a PCI rating of 95-100 is significantly less than it would be if you waited to resurface those once they reach a "failed" condition. The City also knows that letting resurfacing contracts out early in the year typically yields the best unit prices and it allows time for contractors to get the work completed before the end of the calendar year.

The City has taken steps to increase funding and to place all those funds into the improvement of streets that have not yet failed as evidenced through the approved 2020 Street Resurfacing Contract. However, specific studies using Woodstock's Street Inventory reveals that increasing funds for just one year will not result in a rise in the average PCI rating over the long term.

At a public meeting on Monday, April 20, 2020, the City Council will be presented with alternatives for the City's street program for years 2021 thru 2024. The path the City dedicates itself to in the next four years will impact the PCI rating for City streets for both the long and short term. Besides actual construction, the resurfacing program is dependent upon the use of Consulting Engineers to take the project from the beginning stages right on through to the receipt and evaluation of competitive bids.

For streets that are being evaluated for the program (design stage), this includes an initial evaluation of all components (street, sidewalk, & curb/ shoulders), surveying, soil boring, and inspection of underground utilities. This information is then used to determine the type of improvement that should be considered to give the street the greatest longevity. The factors are



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then merged into a document, which contractors can use to competitively bid; specifying quantities, materials and approved methods. The factors are different for each street based upon its condition, necessary infrastructure improvements, the weight and volume of traffic, soil conditions, drainage patterns, etc.

So in order to make sure that the City is planning for next year's program in an effort to be out for bid in March or April of 2021, a contract needs to be awarded now for the design of next year's program. Consulting Engineers Hampton, Lenzini, & Renwick, Inc., (HLR) have put a lot of work into designing the 2020 Street Resurfacing Program. In doing so they have had to evaluate every street in the City in order to determine where it may fall within the City's 10-year resurfacing plan. This is work that they have completed, but will be reimbursed for over the life of the program. This being said, they have all of the general data that is needed to set a plan for future years, but specific design work will not be initiated until after they are under contract. Hiring a different consulting firm at this time will require that the City pay to acquire knowledge that HLR has already obtained.

Based upon the alternative that the City Council commits to (as depicted in the chart that follows) at their workshop on Monday, April 20, 2020, **it is recommended that an award of contract be approved with HLR for the corresponding Survey & Engineering Fees so that the design of the 2021 Street Resurfacing Program can get underway in an effort to meet an early spring 2021 bid letting.** This contract is for design services only, which will take the project through bidding and recommendation for award. Staff will be requesting an award of contract for construction engineering services in the spring of 2021. Funds to pay design engineering fees will be included in the 2020 General Obligation bonds issued to cover the total contract cost for 2020 street resurfacing.

Alternative	Estimated Total Cost for 2021 Program	Total Lineal Feet in Program	Lineal Feet to be Surveyed/Designed	Survey & Engineering Fee
(A) \$10M-\$2.5 Annually	\$2,535,600	*10,800	*9,500	\$190,170
(B) \$10M-Minimum to Maintain PCI	\$5,840,910	*29,300	*8,600	\$380,700
(C) \$50M Over 5 Years	\$10,006,500	*49,100	*14,000	\$594,000
(D) \$10M-Minimum to Prevent a drop in PCI	\$15,414,000	*123,760	*52,000	\$1,214,000
(E) \$10M-Budget Based on +1.5% Property Tax	\$4,493,500	*18,317	*12,282	\$305,000
(F) \$10M-Budget Based on +2.5% Property Tax	\$5,840,300	*25,800	*13,900	\$375,000

* Lineal Feet Area estimations based on projected total construction cost. These numbers are likely to change based on initial review of streets and prioritization of what would be recommended in year 2021. Only those streets being reconstructed or where curb replacement is necessary shall require survey/design.

c: Paul Christensen, Ryan Livingston, Chris Tiedt



Reviewed and Approved by:

Roscoe C. Stelford III
City Manager