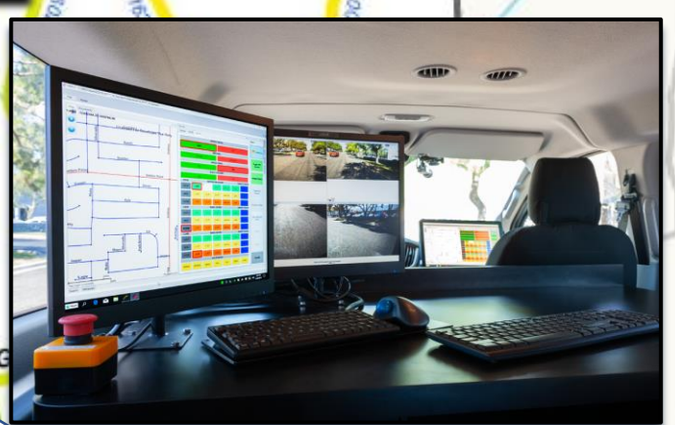
Village of Kildeer, IL

Pavement Management Final Report

October 2021

In Association with:

Chicago Metropolitan Agency for Planning



IMS

Infrastructure Management Services

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1.0 EXECUTIVE SUMMARY

PROJECT SUMMARY

IMS Infrastructure Management Services, LLC (IMS) was contracted by the Chicago Metropolitan Agency for Planning (CMAP) to conduct a comprehensive pavement condition assessment and pavement management analysis on approximately 30 miles of the Village of Kildeer roadway network. IMS mobilized their Laser Road Surface Tester (RST) in April 2021 to conduct an objective pavement condition survey following ASTM D6433-11. The data was then loaded into the Paver software for analysis and Maintenance and Rehabilitation (M&R) work planning.

SUMMARY OF ANALYSIS

At the time of IMS inspection, the Kildeer network had an average Pavement Condition Index (PCI) of 63 with most of the network landing in the 40-55 PCI range. Roadways that were planned for resurfacing or reconstruction in 2021 (i.e., after the field inspection was performed) were assigned an assumed PCI value of 100. All other PCI values reflect the conditions of the roadways at the time of the field inspection. **Figure 1** presents a network overview of Kildeer's pavement conditions.

With the Village's current annual budget of $450K dedicated to pavement M&R, the average PCI is expected to drop to a 59 by the end of the five-year plan and the backlog to increase to $8.6M.

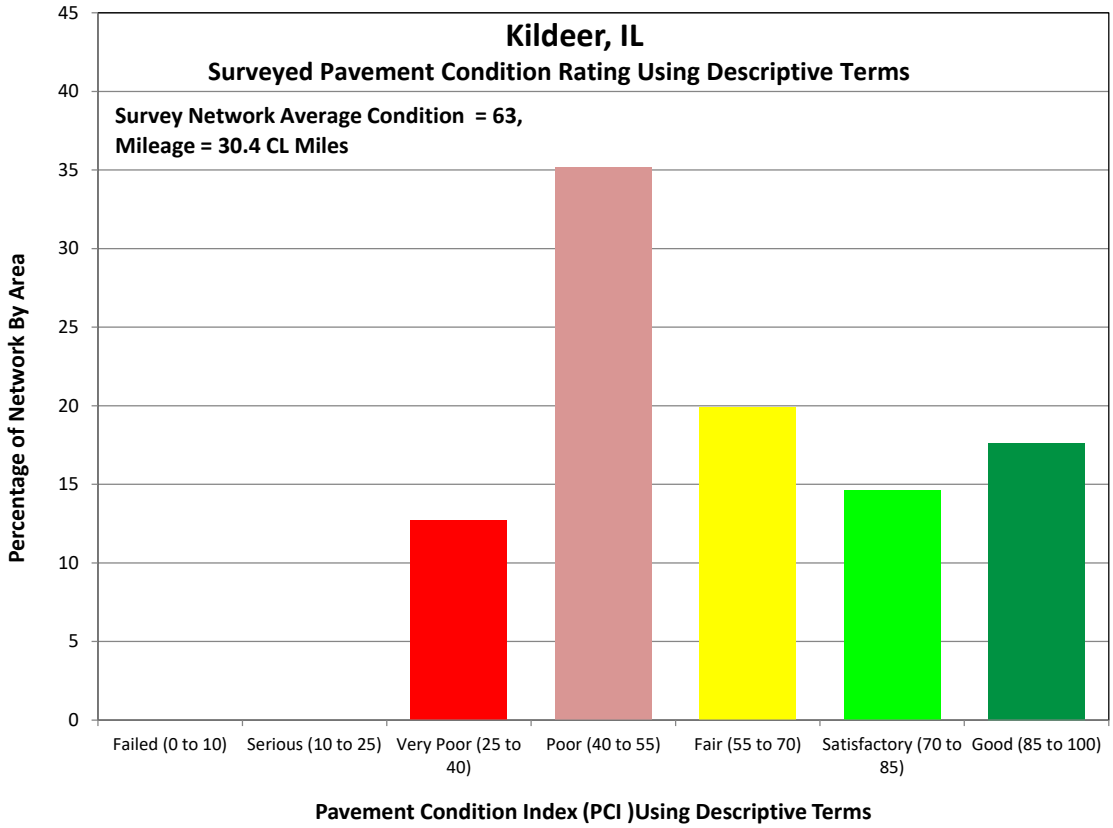


Figure 1 - Kildeer Condition Distribution

2.0 PRINCIPLES OF PAVEMENT MANAGEMENT

The role of the street network as a factor in the citizens' well-being cannot be overstated. In the simplest of terms, roadways form the economic backbone of a community. They provide the means for goods to be exchanged, commerce to flourish, and commercial enterprises to generate revenue. As such, they are an investment to be maintained.

Preservation of existing roads and street systems has become a major activity for all levels of government. Municipalities must consistently optimize and plan for the spending of their budgets ensuring that funds designated to pavement maintenance and rehabilitation (M&R) are used as effectively as possible. Municipalities must also identify the optimum level of long-term funding required to sustain the network at a predetermined level of service considering the local conditions and constraints. The best method to obtain the most optimal usage of available funds or to determine the required funding to achieve a predetermined level of service is through the use of a pavement management system. An effective pavement management system can assist agencies in developing long-term rehabilitation programs and budgets, assess the effectiveness of maintenance activities and new technologies, and store historical data and images.

Pavement management is the process of planning, budgeting, designing, evaluating, and rehabilitating a pavement network to preserve the existing roadway structure in a serviceable manner.

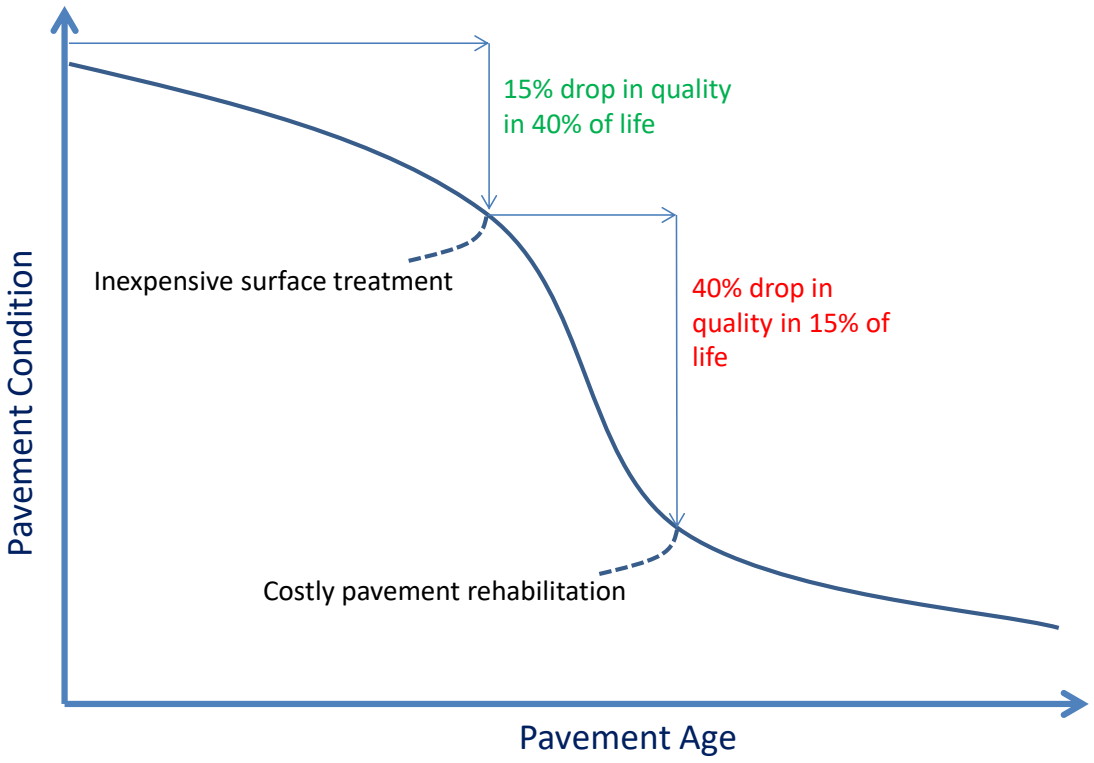


Figure 2 - Pavement Deterioration and Life Cycle Costs
(Values shown for illustrative purposes only)

As illustrated in **Figure 2,** typically, pavements start deteriorating rapidly once they hit a specific threshold. A nominal $1 investment in cheaper surface treatments at 40% lifespan is much more effective than deferring maintenance until heavier overlays or possibly reconstruction is required just a few years later. Streets that are repaired while in good condition will have an extended lifetime and will cost less over their lifetime than those left to deteriorate to a poor condition. Without an adequate routine pavement maintenance program, streets will require more frequent reconstruction, thereby costing millions of extra dollars.

The goal of the pavement management program is to develop policies and practices to delay the inevitable total reconstruction for as long as practical through application of routine M&R strategies while pavements are within the target zone of cost-effective pavement preservation (referred to as global work in PAVER program). That is, as each roadway approaches the steepest part of its deterioration curve, apply a surface treatment that extends the pavement life, at a minimum cost, avoiding costly heavy overlays and reconstruction down the line. The key to a successful pavement management program is to develop a reasonably accurate deterioration curve of the pavements, and then identify the optimal timing and rehabilitation strategy. The outcome of this exercise is the long-term cost savings and increase in network level pavement quality over time. **Figure 3** illustrates the concept of extending pavement life through the application of timely M&R activities.

A successful pavement management program requires periodic updates in pavement conditions, deterioration models, and cost models, and evaluation of the effectiveness of M&R activities.

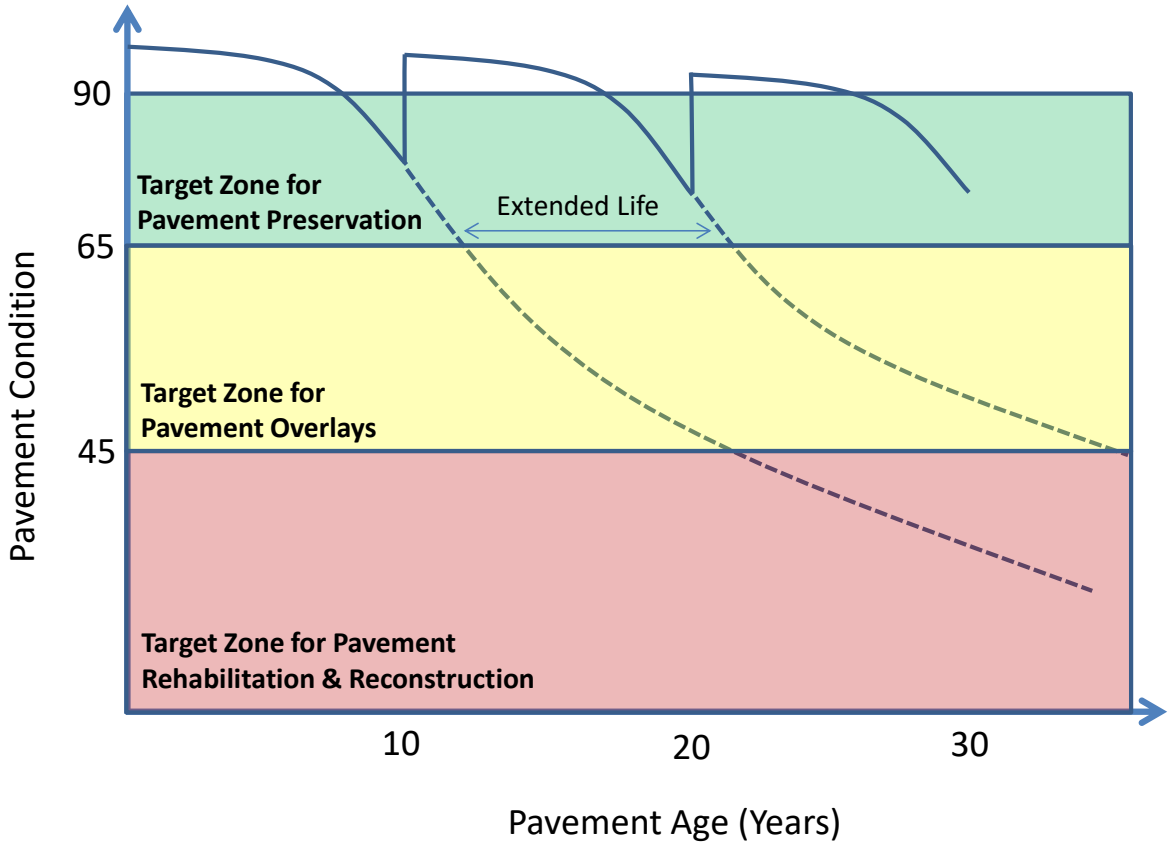


Figure 3 - Pavement Life Cycle Curve

3.0 THE PAVEMENT MANAGEMENT PROCESS

3.1 IMS Pavement Management Process Overview

As shown in **Figure 4** below, the IMS Laser Road Surface Tester was mobilized to Kildeer to conduct an objective survey and to collect pavement and Right of Way (ROW) imagery, roadway geometry, longitudinal and transverse profile, and surface distress data.

The collected pavement imagery, and surface distress data were analyzed following the *ASTM D6433 Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys* for assessment of Pavement Condition Index (PCI). These measurements of pavement quality formed an overall 0 to 100 PCI score, with 100 representing the best and 0 representing the worst pavement conditions. The pavement longitudinal profile data was also analyzed based on ASTM E1926 to assess its roughness through determination of the International Roughness Index (IRI).

Next, the PAVER pavement management system was implemented and updated with the latest inventory and condition data and customized with local maintenance strategies, unit rates and models that best predict pavement deterioration trends in the Village. The program was used to run several "What-If" scenarios to depict the consequence of different funding levels as well as the outcome of the Village's current funding on street network conditions.

To ensure the success of the implemented pavement management program, this type of pavement assessment and analysis should be completed every few years to update the budget models and rehabilitation plans.

Figure 4 - Laser Road Surface Tester (RST)

3.2 PAVER Pavement Management System

PAVER is a pavement management software package developed by the U.S. Army Corps of Engineers' Construction Engineering Research Laboratory. The software package includes a set of engineering tools that assists agencies in determining when, where, and what level of pavement M&R is required and approximately how much it will cost. The system provides a suite of pavement management tools, or "modules", that will help the Village with the following tasks:

- Developing and organizing their pavement inventory.
- Assessing the current condition of their pavements.
- Developing models to predict future pavement conditions.
- Reporting on past and future pavement performance.
- Developing scenarios for M&R based on either funding or pavement condition goals.
- Planning M&R projects.

The PAVER User Manual, which is available as a navigable PDF file in the PAVER software provides more details on various functionalities of the program.

3.3 Pavement Condition Survey

A specialized piece of survey equipment – referred to as the Laser Road Surface Tester (RST) – was used to collect observations on the condition of the pavement surface, as well as to collect high-definition digital imagery and spatial coordinate information. The RST is equipped with the second edition of 3D Laser Crack Measurement System (LCMS-2) and provides a continuous scan of a 13-ft wide lane as shown in **Figure 5**. All collectors were driven in two directions and local roads were driven in one direction to provide a representative sample of pavement conditions.

Figure 5 - RST Equipped with the 3D LCMS-2 Camera

The data captured by the RST was analyzed to identify and classify pavement defects and determine pavement condition indices following ASTM D6433 protocols. These following provides a description of major distress types identified in the network.

Alligator Cracking – Quantified by the severity of the failure and number of square feet. As a load associated distress, this distress has a significant impact on the condition score, even at low extents.

Wheel Path Rutting – Starting at a minimum depth of ¼ inch, wheel path ruts are quantified by their depth and the number of square feet encountered. Like alligator cracking, low densities of rutting can have a large impact on the final condition score.

Longitudinal & Transverse Cracks – Quantified by their length and width. These cracks can be the result of pavement shrinkage, or construction issues.

Block Cracking – Quantified by their width and number of square feet, these cracks form by interconnected longitudinal and transverse cracks that divide the pavement into approximately rectangular pieces.

Patching – Quantified by the extent and quality of patches. Even a good quality patch is considered a surface defect and affects the conditions.

Raveling – Loss of course aggregate materials on the pavement surface and is measured by the severity and number of square feet affected.

Bleeding – the presence of free asphalt on the roadway surface caused by too much asphalt in the pavement or insufficient voids in the matrix. The result is a pavement surface with low skid resistance. This distress is measured by the amount and severity of the area.

Edge Cracking – Running parallel to the road and usually within 1 to 2 feet of the outer edge of the pavement, this distress is accelerated by traffic loading and weakened base conditions resulting from poor drainage.

Pothole – Small bowl-shaped depressions in the pavement surface and measured by the severity and the number of occurrences.

Distortion – Includes various localized unevenness in the surface of the pavement including bumps and sags, depressions, swell, corrugation or shoving.

Load Associated and Non-Load Associated Distress Deducts – Surface distresses may be categorized into two classifications – load associated distresses (LAD) and non-load associated distresses (NLAD). Load associated distresses are those that are directly related to traffic loading and structural capacity including Alligator Cracking, Rutting, Patching, Distortion, Edge Cracking, and Potholes. Non-load associated distresses are those that result from materials or environmental issues and include longitudinal and transverse cracking, bleeding, and raveling. Generally, load associated distresses affect the overall condition score more than non-load associated distresses.

Pavement Condition Index (PCI) – Following our field surveys, the condition data is imported to PAVER for calculation of PCI following the ASTM D6433 standard. ASTM D6433 also has algorithms within it to correct for multiple or overlapping distresses within a segment.

The 0 to 100 PCI range is commonly divided into various ranges using descriptive terms. Divisions between the terms are not fixed but are meant to reflect common perceptions of pavement conditions. **Figure 6** and **Table 1** detail a general description for each of these condition ranges with respect to remaining life and typical rehabilitation actions.

International Roughness Index (IRI) - The captured longitudinal profile of the road was analyzed following ASTM E1926 to determine the International Roughness Index (IRI). IRI values measure the roughness (vertical displacement over a fixed interval reported in inches per mile) of a roadway pavement.

- IRI values less than 200 inches/mile indicate “smooth” pavement.
- IRI values between 200 and 400 inches/mile indicate a “marginally rough” pavement.
- IRI values greater than 400 inches/mile indicate “rough” pavement.

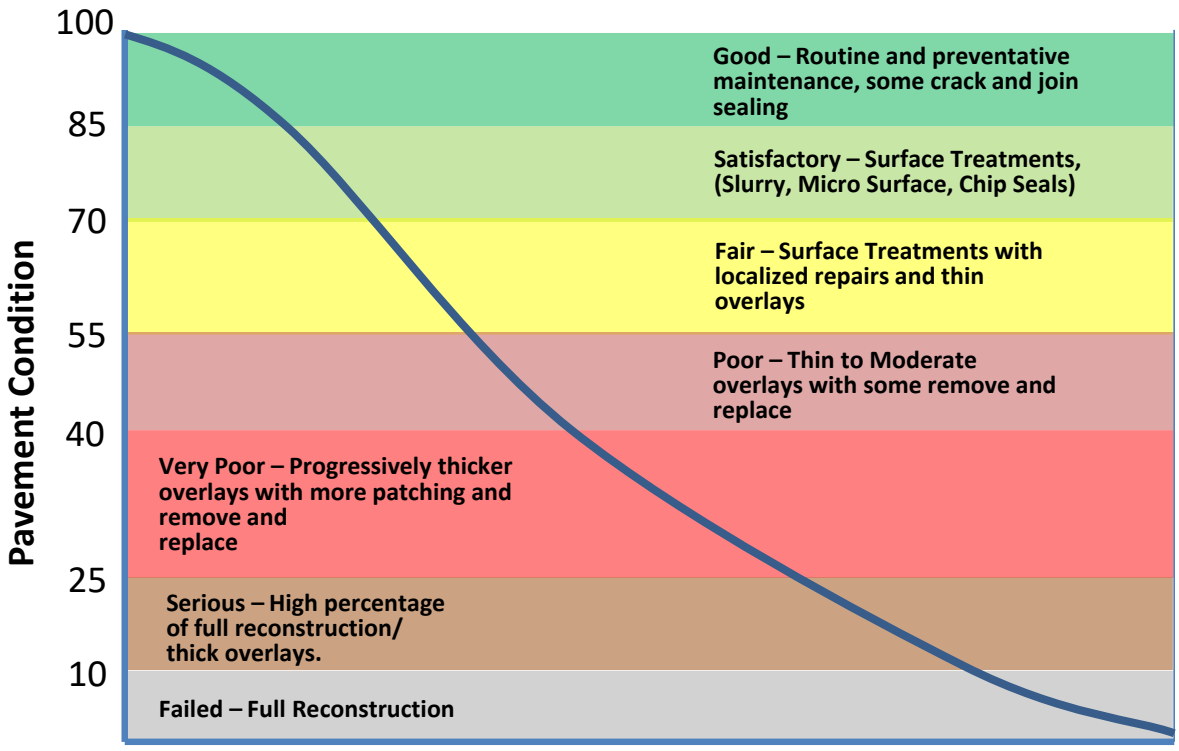


Figure 6 - Understanding the Pavement Condition Index (PCI) Score

Table 1 - Pavement Condition Ranges

PCI Range	Description	Relative Remaining Life	Definition
85 – 100	Good	15 to 25 Years	Like new condition – little to no maintenance required when new; routine maintenance such as crack and joint sealing.
70 – 85	Satisfactory	12 to 20 Years	Routine maintenance such as patching and crack sealing with surface treatments such as seal coats or slurries.
55 – 70	Fair	10 to 15 Years	Heavier surface treatments, chip seals and thin overlays. Localized panel replacements for concrete.
40 – 55	Poor	7 to 12 Years	Heavy surface-based inlays or overlays with localized repairs. Moderate to extensive panel replacements.
25 – 40	Very Poor	5 to 10 Years	Sections will require very thick overlays, surface replacement, base reconstruction, and possible subgrade stabilization.
10 – 25	Serious	0 to 5 Years	High percentage of full reconstruction.
0 – 10	Failed	Failed	Full reconstruction.

4.0 KILDEER INVENTORY AND PAVEMENT CONDITION SURVEY RESULTS

4.1 Kildeer Network Inventory

As the first step along the process, the GIS centerline from Lake County, IL was adopted for the Village of Kildeer. The PermID from Lake County, IL's centerline was used as the section unique ID in the PAVER system. The GIS file was reviewed to ensure that only the roadways managed by the Village are included in the database. The paved roadway network covers approximately 30 miles of Asphalt Concrete Pavement.

As part of the scope of this assignment, the functional classification designations (aka Rank) currently used by the Village were adopted for their use in the pavement analysis. The Village currently consists of two classes, Collectors (C) and Locals (E).

Although there is no uniform standard for classifying pavement into functional classes, The Federal Highway Administration (FHWA), American Public Works Association (APWA) and Institute of Transportation Engineers (ITE) offer some broad guidelines on how to assign classifications that were considered in this study.

1. **Collector (C)** – Continuous and discontinuous across Village and inter-district corridors that are 2 to 4 lanes across and generally have a centerline stripe or a designated bus route. The ADT generally falls in the 1,000 to 10,000 vehicle per day range. Major collectors are also assigned to streets segments leading to, or adjacent to, a major traffic generator site such as a regional shopping complex. Collectors form the entrance to communities and may have a decorative landscaped median of short duration.
2. **Local (E)** – These are the majority of the street segments consisting of all residential roads.

Table 2 presents Kildeer's network breakdown between different functional classes and surface type and

Figure 7 provides a color-coded map of the functional classes used for the analysis. An electronic version of this map is appended to this report. **Appendix A** provides detailed inventory and condition data the Kildeer network.

Table 2 - Network Inventory Summary by Functional Class and Surface Type

Kildeer, IL
Network Summary by Functional Class

	Pavetype	Network	C	E
Segment (Block) Count	All Streets	240	29	211
Network Length (ft)	All Streets	160,748	19,120	141,629
Network Length (mi)	All Streets	30.4	3.6	26.8
Average Width (ft)	All Streets	24	24	25
Network Area (ft2)	All Streets	3,930,419	457,296	3,473,123

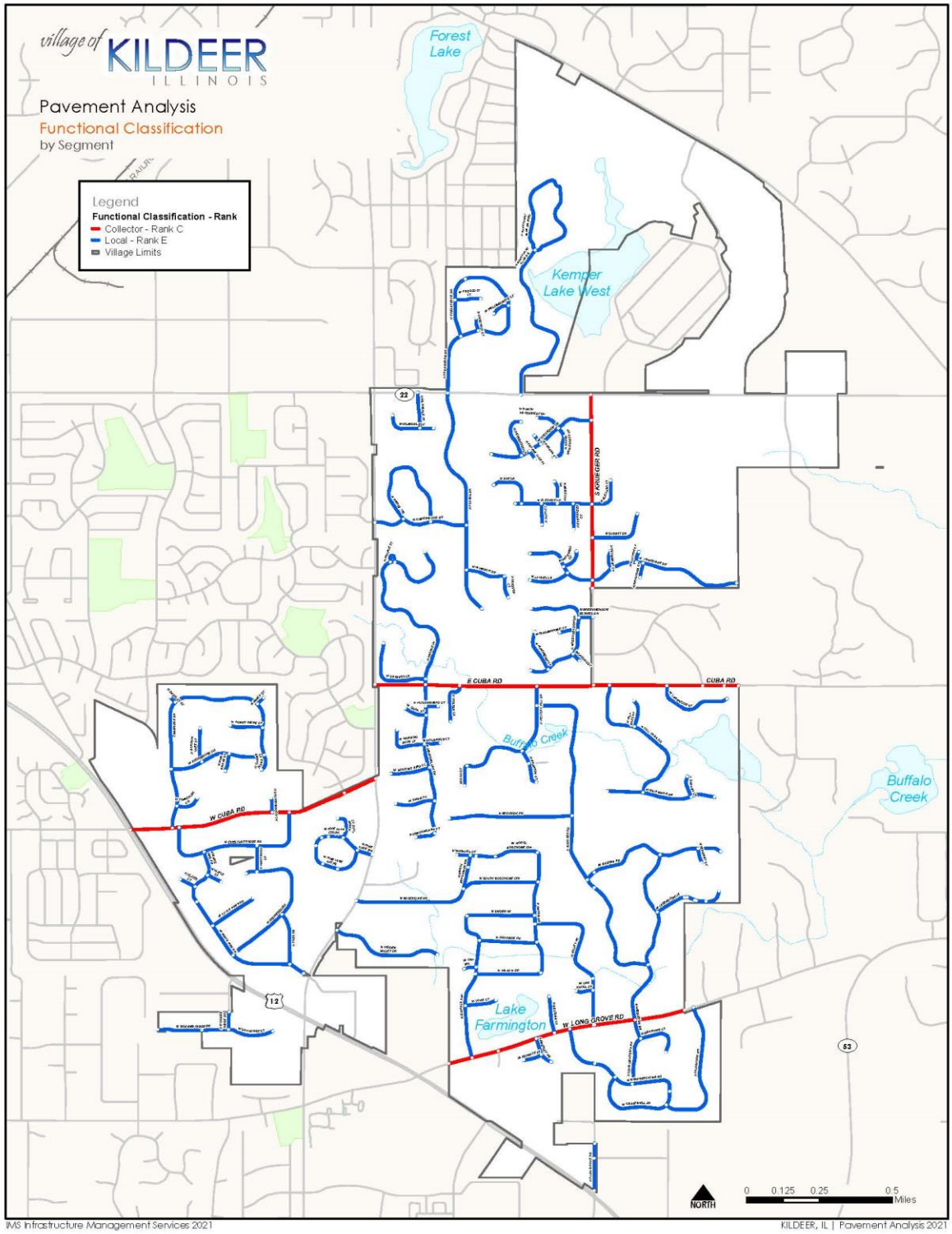


Figure 7 - Kildeer Functional Classes

4.2 Kildeer Network Condition Imagery

The images presented below provide a sampling of the Kildeer streets that fall into the various condition categories with a discussion of potential rehabilitation strategies. Example images from other agencies are used if no Kildeer streets fall into that category.

Failed (PCI = 0 to 10) – Complete Reconstruction (NOT A KILDEER ROAD)

Not a Kildeer Road PCI= 9 – Rated as Failed, this street displays spreading base failure as evidenced by the severe alligator cracking and rutting and requires a full reconstruction. A mill and overlay on this street would not be suitable as the base has failed and would not meet an extended service life of at least 15 years.

Deferral of reconstruction of streets rated as Failed will not cause a substantial decrease in pavement quality as the streets have passed the opportunity for overlay-based strategies. Due to the high cost of reconstruction, Failed streets are often deferred until full funding is available in favor of completing more streets that can be rehabilitated at lower costs, resulting in a greater net benefit to the Village. This strategy however must be sensitive to citizen complaints forcing the street to be selected earlier. In addition, this type of street can pose a safety hazard for motorists, since severe potholes and distortions may develop. It is important to consistently monitor these streets and check for potholes or other structural deficiencies until the street is eventually rebuilt.

Serious (PCI = 10 to 25) – Full & Partial Reconstruction (NOT A KILDEER ROAD)

Not a Kildeer Road PCI = 16 Rated as Serious, this segment still has some remaining utility before it becomes a critical reconstruction need. On this street, the base is showing signs consistent with failure in areas exhibiting alligator/fatigue cracking. The severely cracked areas are largely along the edge of pavement. If these base failures are left untreated, within a short period of time a full reconstruction would be required.

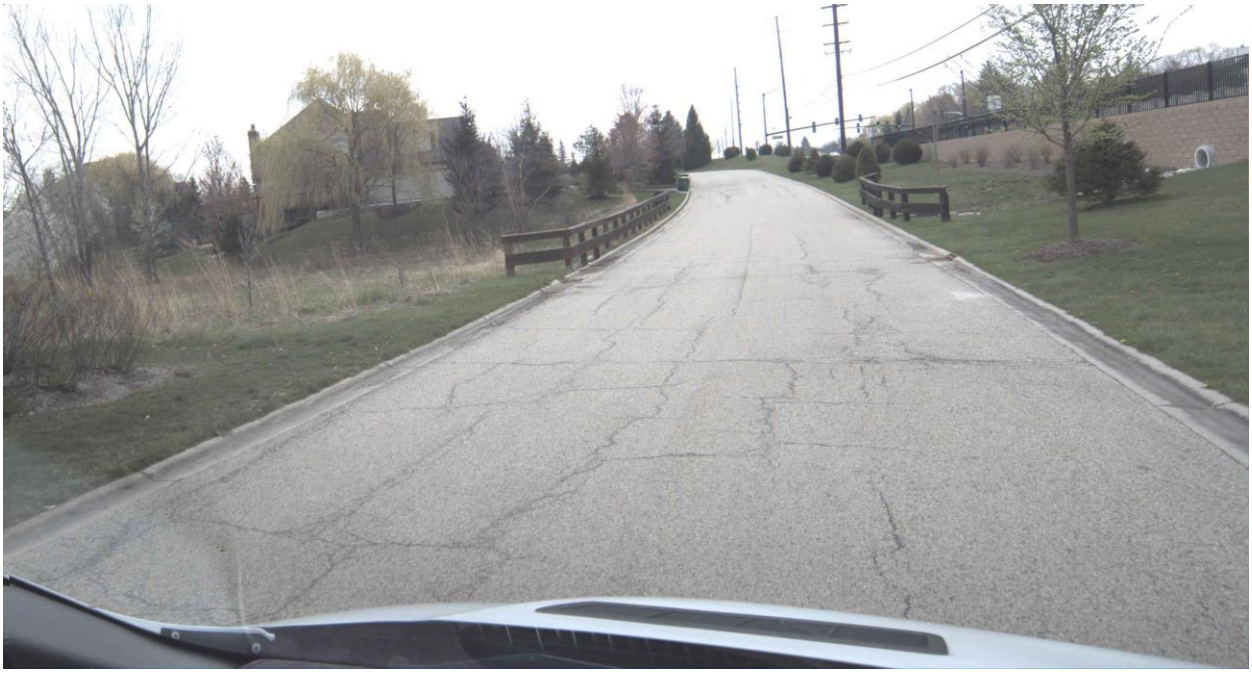
On collectors roadways, serious streets often require partial to full reconstruction – that is removal of the pavement surface and base down to the subgrade and rebuilding the pavement and the curb and gutter. On local roadways, they require removal of the pavement surface through grinding or excavation, base repairs, restoration of the curb line and drainage (where applicable), and then placement of a new surface.

Very Poor (PCI = 25 to 40) – Thick Overlays & Partial Reconstructs

Kruegar Road from West Summit Drive to West Eleanor Lane (PCI = 29) – Rated as very poor with a PCI score at the lower range between serious and Poor streets. Very poor streets have distresses that tend to be localized, but moderate/severe in nature – that is they do not extend the full length of the segment and can be readily repaired with a full depth patch. This street segment highlights this characteristic as the failed area does not quite extend the full length of the roadway and may still be serviceable. However, it also highlights the relationship between base and pavement quality. Placing an overlay on this street without repairing the base would not achieve the desired service life as the failure would continue to occur over time. Structural patching of the failed areas along with localized rehabs would permit a full width grind and inlay on this street segment and returning it to full service.

If left untreated, very poor streets with high amounts of load associated distresses would deteriorate to become partial reconstruction candidates. Very poor streets that are failing due to material issues or non-load associated failures may become suitable candidates for thick overlays while those exhibiting load associated distresses require significant localized repairs or partial or full reconstruction.

Poor (PCI = 40 to 55) – Thick to Moderate Overlays



Savanna Lane from North Prairie Lane to North West END (PCI = 53) – Rated in the poor category, these streets are a suitable candidate for moderate to thick overlays. Several distresses are present, but tend to be moderate in severity, and non-load associated (e.g. block cracking, and longitudinal and transverse cracking).

Asphalt streets rated as poor receive a high priority during M&R planning. These streets tend to deteriorate more quickly and will become a greater burden to the Agency if left untreated.

Fair (PCI = 55 to 70) – Moderate to Thin Overlays

West Long Grove Road (PCI = 66) – Rated as fair this road shows transverse and longitudinal cracks and good structural patches. Any existing unsealed cracks should be sealed, and the pavement surface restored, with a heavier surface treatment such as microsurfacing or slurry to fully waterproof the pavement and cover the crack sealant. The occasional full depth patch may be required to correct localized deficiencies. Alternatively, depending on the extent of the distressed areas, base strength and drainage, a thin overlay may be applied.

Asphalt streets rated as fair are ideal candidates for thinner surface-based rehabilitations and local repairs. Depending on the amount of localized failures, a thin edge mill and overlay, or possibly a surface treatment, would be a suitable rehabilitation strategy for streets rated as fair.

Streets in the upper limit of the fair category (PCI above 65) which exhibit minimal amounts of load associated distresses, are at their last window of opportunity for surface treatments activities (aka Global work). Applying a global surface treatment provides the greatest opportunity for extending pavement life at the lowest possible cost, thus applying the principles of the perpetual life cycle approach to pavement maintenance.

Satisfactory (PCI = 70 to 85) – Surface Treatments and Localized Rehabilitation

Meadows Court from Southeast END to North Long Meadows Drive (PCI = 79) – Rated as satisfactory, this road displays minor amounts of longitudinal and transverse cracking. The surface is slightly weathered and shows no signs of base failure. This street is an example of a candidate for a light weight preventive surface treatment to extend the life of a roadway.

Asphalt streets rated as satisfactory generally need lightweight surface-based treatments such as surface seals, slurries, chip seals or microsurfacing. Routine maintenance such as crack sealing and localized repairs often precede surface treatments. The concept is to keep the cracks as waterproof as possible through crack sealing and the application of a surface treatment. By keeping water out of the base layers, the pavement life is extended without the need for thicker rehabilitations such as overlays or reconstruction. Surface treatments also tend to increase surface friction and visual appearance of the pavement surface but do not add structure or increase smoothness.

Surface treatments may include:

- *Double or single application of slurry seals (slurries are a sand and asphalt cement mix).*
- *Microsurfacing – asphalt cement and up to 3/8 sand aggregate.*
- *Chip seals and cape seals (Chip seal followed by a slurry).*

Additional cost benefits of early intervention include:

- *Less use of non-renewable resources through thinner rehabilitation strategies.*
- *Less intrusive rehabilitation and easier to maintain access during construction.*
- *Easier to maintain existing drainage patterns.*

Good (PCI = 85 to 100)

Ridgewood Lane from West Creekside Drive to North END (PCI = 100) – Rated as good, displaying little to no surface distresses. The ride is smooth, and the surface is non-weathered and the base is strong. In a couple of years, this street segment would be an ideal candidate for routine maintenance activities such as crack sealant rehabilitation.

In terms of pavement management efficiency, a program based on worst-first, that is starting at the lowest rated street and working up towards the highest, does not achieve optimal expenditure of money. Generally, under this scenario, agencies can not sufficiently fund pavement rehabilitation and lose ground despite injecting large amounts of capital into the network.

The preferred basis of rehabilitation candidate selection is to examine the cost of deferral of a street, against increased life expectancy.

4.3 Kildeer Network Condition Distribution

At the time of IMS's inspection, the Village's pavements were found to have an average PCI of 63. Roadways that were planned for resurfacing or reconstruction in 2021 (i.e., after the field inspection was performed) were assigned an assumed PCI value of 100. All other PCI values reflect the conditions of the roadways at the time of the field inspection.

While direct comparisons to other agencies are difficult due to variances in ratings systems, Kildeer is within the average when compared to other agencies recently surveyed by IMS, which typically fall in the 60 to 65 range. The network pavement condition is shown in **Figure 8**.

- 18% of the network can be considered in 'Good' condition and require only routine maintenance.
- 15% of the network falls into the 'Satisfactory' classification. These are roads that benefit most from preventative maintenance techniques such as reclamite, slurry seals, and microsurfacing.
- 20% of the streets are rated as 'Fair' and are candidates for lighter surface-based rehabilitations such as thin overlays.
- 35% of network is in 'Poor' condition representing candidates for progressively thicker overlay-based rehabilitation. If left untreated, they will decline rapidly into reconstruction candidates.
- The remaining 13% of the network is rated as 'Very Poor', meaning these roadways are past their optimal due point for overlay or surface-based rehabilitation and may require progressively heavier or thicker forms of rehabilitation (such as surface reconstruction or deep structural patching and paving) or total reconstruction.

At the time of IMS's inspection, the Village's pavements were found to have an average IRI value of 251 inches/mile, which indicates overall "marginally rough" pavement. IRI values were not adjusted for roadways that were planned for resurfacing or reconstruction in 2021.

Table 3 provides Kildeer's network condition summaries (PCI and IRI) for different functional classes and surface types.

Table 3 - Network Pavement Condition Summary by Functional Class and Surface Type

	Pave type	Network	C	E
Pavement Condition Index (PCI)	All Streets	63	69	62
International Roughness Index (IRI) - in/mi	All Streets	251	246	252

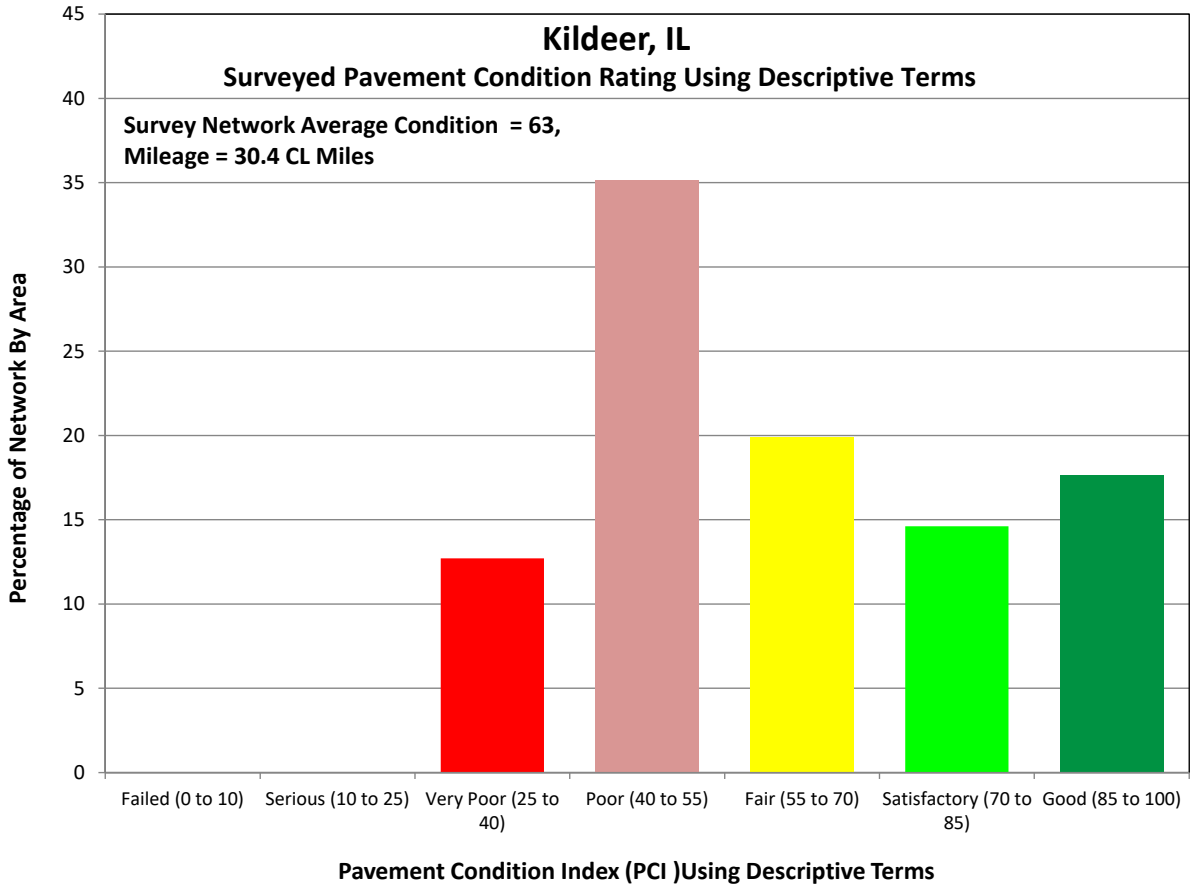


Figure 8 - Roadway Network Present Status Using Descriptive Terms

Figure 9 and **Figure 10** presents the PCI and IRI color-coded map of the as surveyed condition of the streets, respectively. The high-resolution maps are appended to this report.

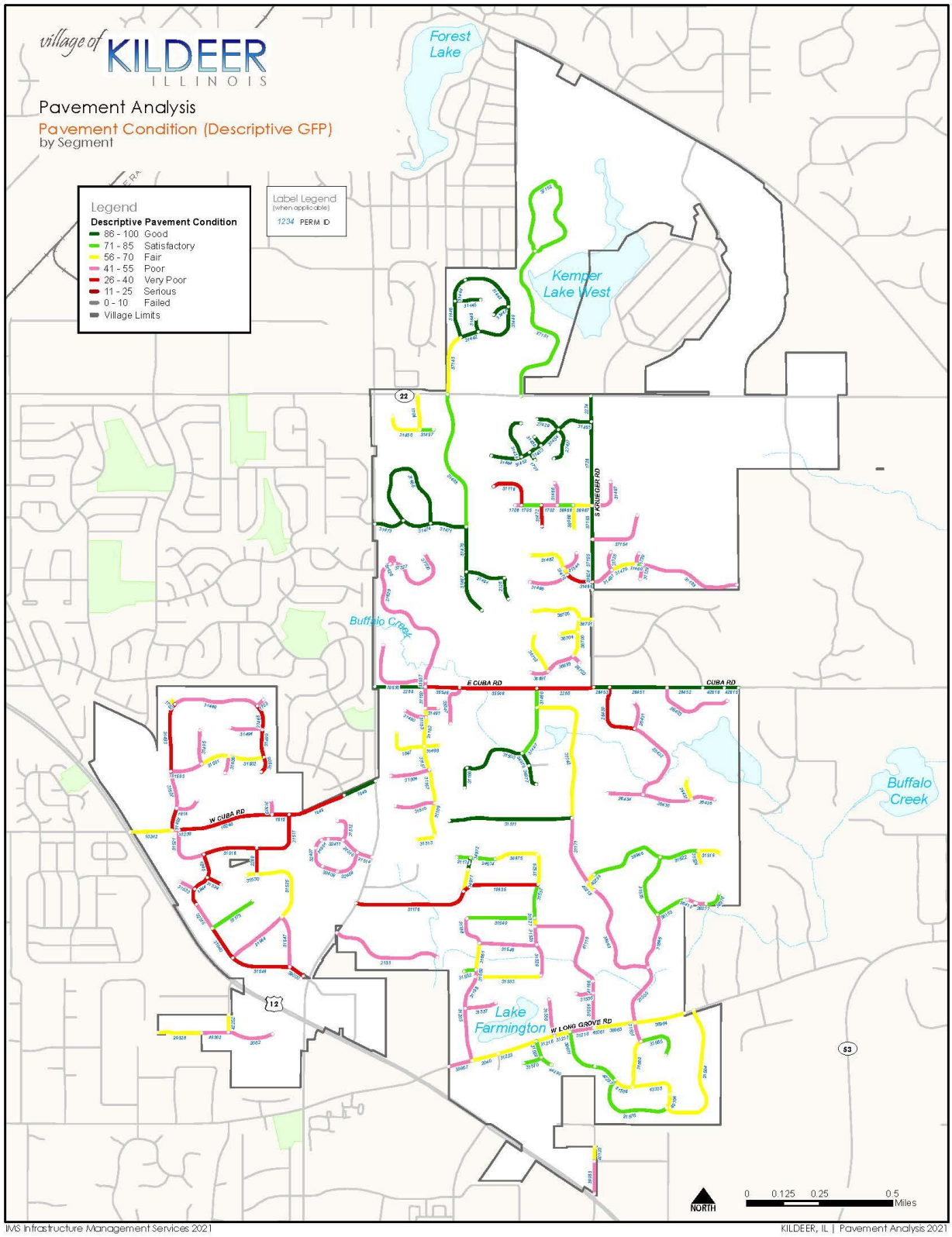


Figure 9 - Kildeer PCI by Segment Using Descriptive Terms

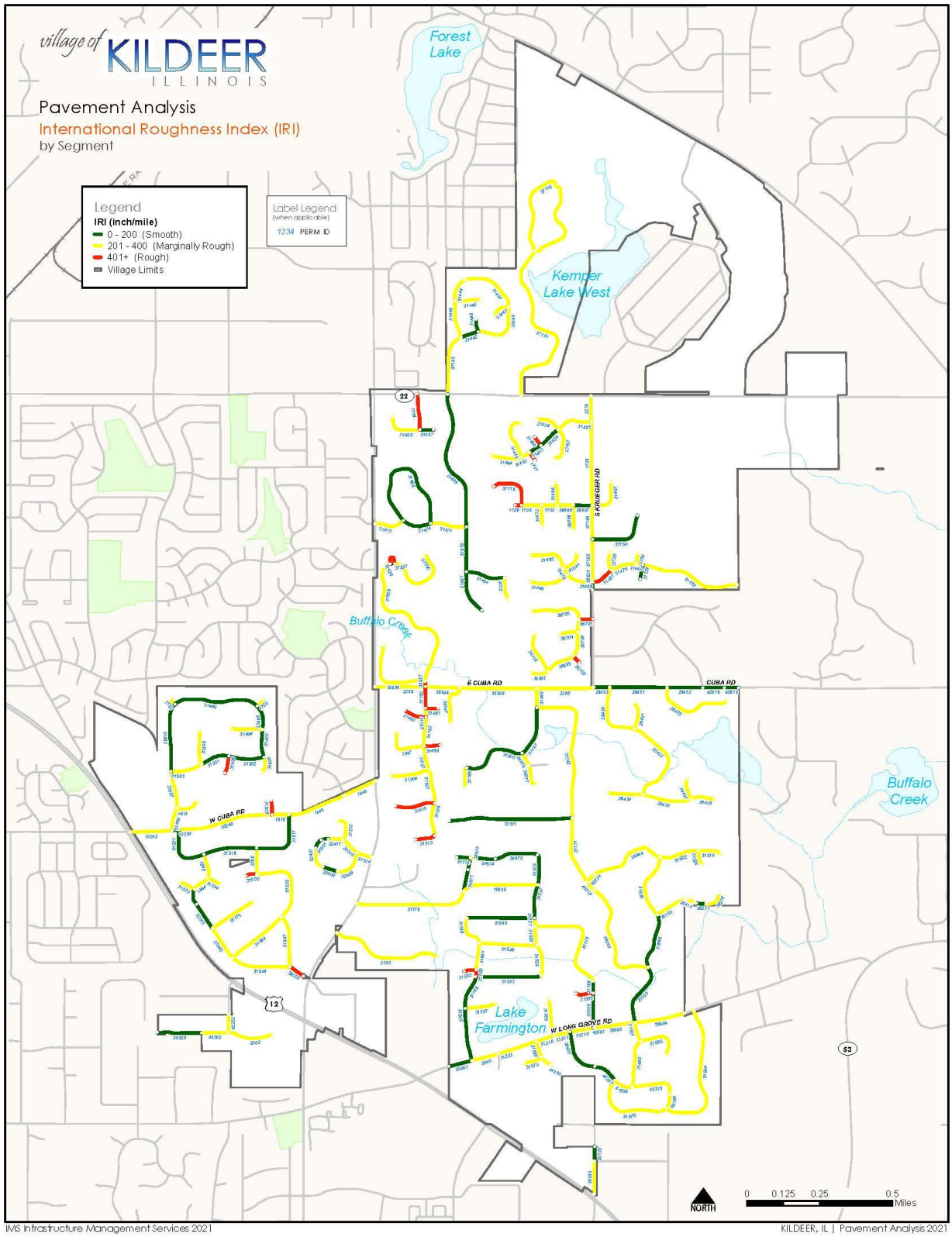


Figure 10 - Kildeer IRI by Segment Using Descriptive Terms

5.0 REHABILITATION PLAN AND BUDGET DEVELOPMENT

5.1 M&R Plan Types

For the Village's roadways, two types of M&R analyses were performed:

I. **Five-Year Major and Global M&R Plan:** A series of five-year analyses was performed to determine the impact of several funding levels on overall roadway conditions, or the funding required to achieve a certain overall condition. The analyses included:

- Assessing the impact of the Village's existing funding level.
- Determining the annual funding level needed to maintain the Village's existing overall average roadway condition or to achieve a desired overall, network-average condition.
- Determining the annual funding level needed to eliminate the Village's major M&R backlog over a five-year period.

II. **One-Year Localized Distress Maintenance Plan:** A one-year analysis was performed to identify pavements that may benefit from preventive or stopgap (safety-related) localized maintenance activities, such as crack sealing or localized patching based on the observed distresses.

5.2 Key Analysis Set Points and Analysis Assumptions

The PAVER program requires user inputs to complete its condition forecasting, prioritization, and budget analysis. The M&R analyses were based on the results of the April of 2021 PCI survey and the pavement inventory and historical work records provided by the Village and stored in the Village's PAVER database. All analyses were performed with the start date of May 1st, 2022 (FY23), and assuming a 3% inflation rate. The other assumptions made in our analyses include:

- **Pavement Performance Curves:** Pavement performance curves (aka deterioration curves) are used to predict future pavement conditions. PAVER allows for historical M&R and inspection data to be used to build deterioration models that reflect actual pavement conditions over time for pavement families that share similar characteristics (e.g. functional class, pavement use, pavement type, pavement strength, AADT, soil properties, and construction methods). For Kildeer, performance curves were calibrated using the provided work history by the Village, the most recent PCI survey, and a review of google street view historical images. **Figure 11** and **Figure 12** show the calibrated performance curves assigned to local and collector roads, respectively.

- **Critical PCI:** Paver allows the user to pick a point in the pavement performance curve where rehabilitation is deemed most necessary. As indicated by the solid horizontal orange line in **Figure 11** and **Figure 12**, this point coincides with an increase in the PCI deterioration rate and/or an increase in the cost of rehabilitation. The Critical PCI value represents the condition at or below which Major M&R (e.g., resurfacing and reconstruction) is typically recommended. A PCI value of 55 has been chosen for all the Village's roadways as this numerical value straddles the "Fair" to "Poor" condition categories in the Village's PCI scale. Performing major M&R on pavements that are closer to the critical PCI of 55 through resurfacing, rather than waiting for these pavements to deteriorate further to reconstruction is generally more cost effective and is prioritized in PAVER.

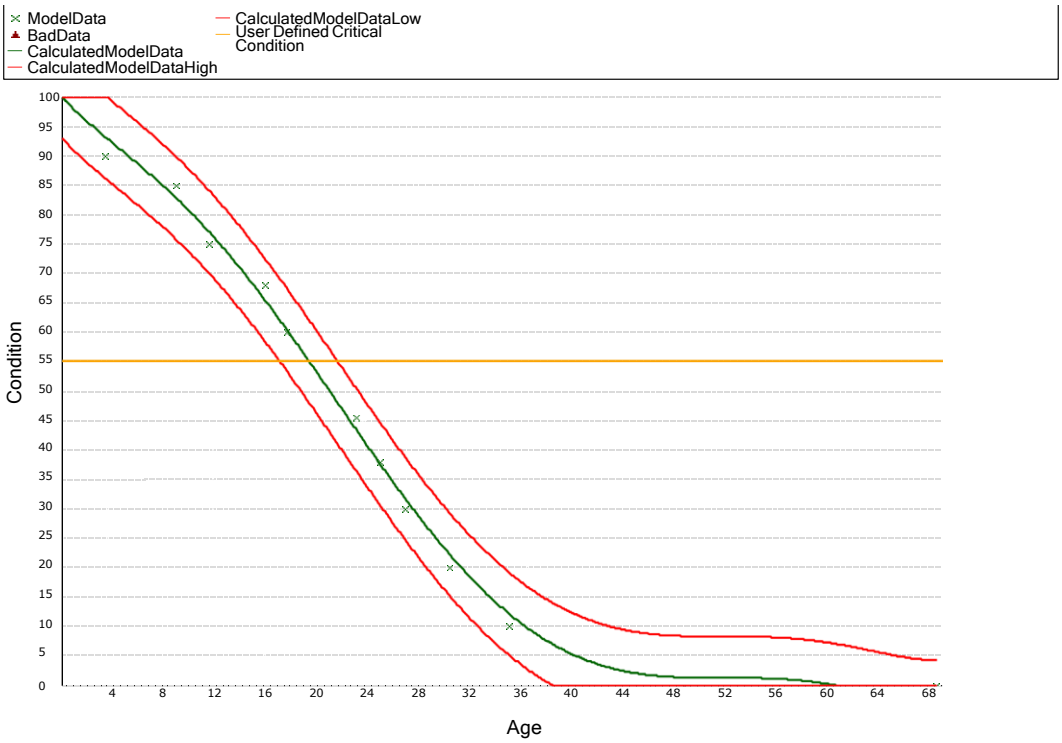


Figure 11 - Performance Curve (Local)

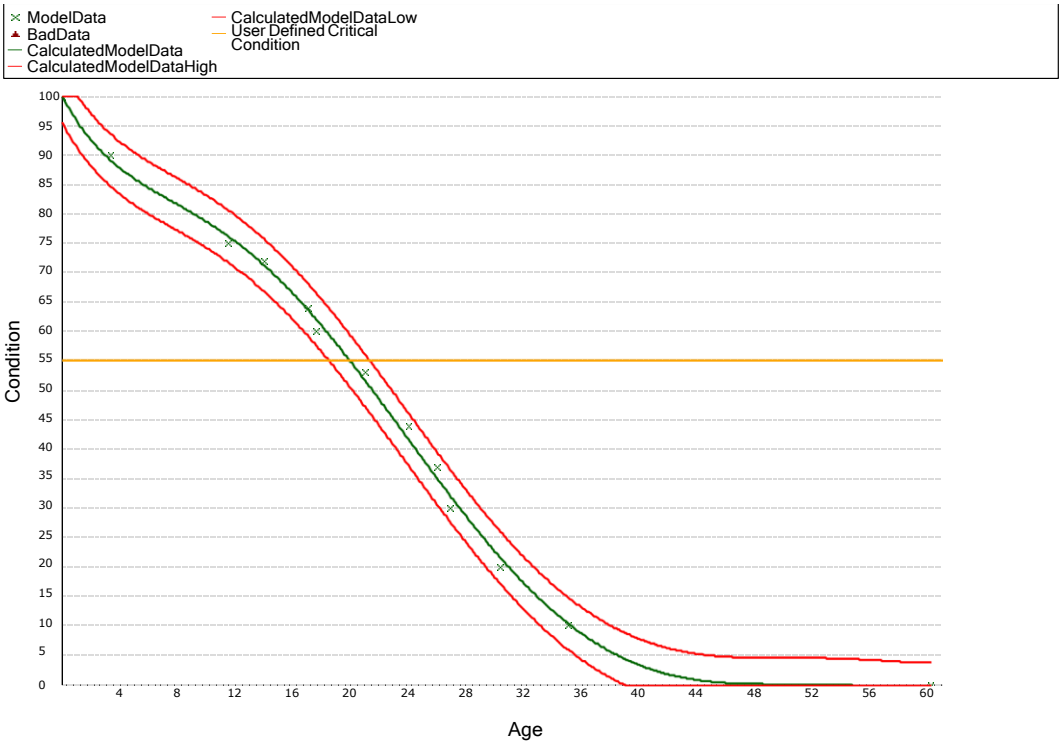


Figure 12 - Performance Curve (Collector)

- **M&R Categories, Rates, and Policies:** PAVER groups M&R activities into four categories designated as Major, Global Preventive, Localized Preventive, and Localized Stopgap work.
    - **Major M&R:** major M&R include structural overlays, mill and overlays, and partial and full reconstructions activities and reset the PCI to 100. **Table 4** presents estimated unit costs and recommended PCI ranges for various major M&R activities provided by the Village. The estimated costs presented should be considered rough estimates based on the assumed unit costs only and should not be considered engineering estimates. For Village, only pavements at or below the Critical PCI of 55 were considered to trigger major M&R recommendations during the five-year analysis period.
    - **Global Preventive M&R:** includes surface treatments such as Reclamite, Slurry Seal, and Microsurfacing. These treatments should be applied to pavements in good or satisfactory conditions with minimal load associated distresses. While they do not reset the PCI to 100, they provide an increase in the PCI and extend the pavement life as shown earlier in **Figure 3**. For the Village, pavements with PCI values of 75 or better with minimum age of 2 years, exhibiting minimal load associated distresses were considered to trigger global M&R recommendations (e.g. Reclamite) during the five-year analysis period. **Table 4** also presents estimated unit costs and recommended PCI range for the utilized global activities by the Village. The estimated costs presented should be considered rough estimates based on the assumed unit costs only and should not be considered engineering estimates.
    - **Localized Preventive M&R:** includes localized activities such as crack sealing and patching that are applied to pavements above critical PCI. **Table 5** presents estimated unit costs for these activities. The estimated costs presented should be considered rough estimates based on the assumed unit costs only and should not be considered engineering estimates. These localized activities are considered as part of PAVER's one-year localized distress maintenance plan (Plan II). Recommended localized preventive 'distress maintenance policy' for asphalt pavements is shown in **Table 6.** The policy table shows what type of repair activity should be applied to each distress type and severity combination.
    - **Localized Stopgap M&R:** includes localized stopgap (safety related) activities such as patching that are applied to severe distresses posing a safety concern on pavements with a PCI below critical pending the availability of major M&R funds. **Table 5** presents estimated unit costs for these activities. The estimated costs presented should be considered rough estimates based on the assumed unit costs only and should not be considered engineering estimates. These localized activities are considered as part of PAVER's one-year localized distress maintenance plan (Plan II). Recommended localized stopgap 'distress maintenance policy' for asphalt pavements is shown in **Table 7.** The policy table shows what type of repair activity should be applied to each distress type and severity combination.

- **Selection and Prioritization of Rehab Candidates**
  - **Priority ranking** - analysis in Paver uses prioritization for rehabilitation candidate selection based on segments Use and Rank. In the program "Use" defines the role the pavement plays (Roadway, Parking Lot, Driveway), while "Rank" defines its functional class. Since this project only focused on roadways, the prioritization will be entirely based on Rank. Generally, higher traffic functional classes receive a higher priority. This ensures that streets that service the most residents undergo rehabilitation first to provide as much benefit per person as possible. For the Village of Kildeer, this places Collector segments at a higher priority than Local streets.
  - **Priority of M&R Category** – For the five-year plans for Kildeer, global and major M&R (below critical) were considered. Following the principals of pavement management, PAVER priorities global (e.g. reclamite) preventive work over major M&R works (resurfacing and reconstruction).
  - **Proximity to Critical PCI** - when selecting major M&R candidates for pavements below critical PCI, pavements with PCI values closer to the critical PCI of 55 receive a higher priority to allow for more resurfacing projects, rather than waiting for these pavements to deteriorate further to become reconstruction candidates.

Table 4 - Major and Global Preventive M&R Strategies and Unite Rates

Rehab Category	Pavement Type	Rehab Code	Rehab Activity	C Unit Rates ($/sf)	E Unit Rates ($/sf)	Min PCI	Max PCI	Reset PCI
Global	Asphalt	ST-RC	Surface Treatment - Reclamite	0.11	0.11	75	90	+2 Yrs
Major	Asphalt	MOL-1	Cold Mill and Overlay - 1 Inch	1.56	1.56	70	90	100
Major	Asphalt	MOL-2	Cold Mill and Overlay - 2 Inches	1.89	1.89	60	70	100
Major	Asphalt	MOL-3	Cold Mill and Overlay - 3 Inches	2.44	2.44	50	60	100
Major	Asphalt	MOL-4	Cold Mill and Overlay - 4 Inches	2.89	2.89	40	50	100
Major	Asphalt	SR-AC	Surface Reconstruction - AC	4.44	4.44	30	40	100
Major	Asphalt	FDR	Full Depth Reconstruction	5.00	5.00	20	30	100
Major	Asphalt	CR-AC	Complete Reconstruction - AC	8.33	8.33	0	20	100

Table 5 - Localized Preventative and Stopgap M&R Strategies and Unite Rates

Pavement Type	Rehab Code	Rehab Activity	C Unit Rates ($)	E Unit Rates ($)	Unit
Asphalt	CS-AC	Crack Sealing - AC	1.00	1.00	Ft
Asphalt	PA-2	Patch - 2 Inches	2.00	2.00	SqFt
Asphalt	PA-4	Patch - 4 Inches	3.33	3.33	SqFt
Asphalt	PA-6	Patch - 6 Inches	6.11	6.11	SqFt

Table 6 - Localized Preventative M&R Distress Maintenance Policy

Distress	Severity	Description	Code	Work Type	Work Unit
1	Medium	ALLIGATOR CR	PA-4	Patch - 4 Inches	SqFt
1	High	ALLIGATOR CR	PA-6	Patch - 6 Inches	SqFt
10	Medium	L & T CR	CS-AC	Crack Sealing - AC	Ft
10	High	L & T CR	CS-AC	Crack Sealing - AC	Ft
11	High	PATCH/UT CUT	PA-4	Patch - 4 Inches	SqFt
13	High	POTHOLE	PA-6	Patch - 6 Inches	SqFt
13	Low	POTHOLE	PA-4	Patch - 4 Inches	SqFt
13	Medium	POTHOLE	PA-4	Patch - 4 Inches	SqFt
15	High	RUTTING	PA-6	Patch - 6 Inches	SqFt
15	Medium	RUTTING	PA-4	Patch - 4 Inches	SqFt
16	High	SHOVING	PA-4	Patch - 4 Inches	SqFt
17	Medium	SLIPPAGE CR	PA-2	Patch - 2 Inches	SqFt
3	High	BLOCK CR	CS-AC	Crack Sealing - AC	Ft
3	Medium	BLOCK CR	CS-AC	Crack Sealing - AC	Ft
4	High	BUMPS/SAGS	PA-4	Patch - 4 Inches	SqFt
5	High	CORRUGATION	PA-4	Patch - 4 Inches	SqFt
6	High	DEPRESSION	PA-4	Patch - 4 Inches	SqFt
7	Medium	EDGE CR	CS-AC	Crack Sealing - AC	Ft
7	High	EDGE CR	PA-2	Patch - 2 Inches	SqFt
8	High	JT REF. CR	CS-AC	Crack Sealing - AC	Ft
8	Medium	JT REF. CR	CS-AC	Crack Sealing - AC	Ft
9	Medium	LANE SH DROP	PA-2	Patch - 2 Inches	SqFt
9	High	LANE SH DROP	PA-2	Patch - 2 Inches	SqFt

Table 7 - Localized Stopgap M&R Distress Maintenance Policy

Distress	Severity	Description	Code	Work Type	Work Unit
9	High	LANE SH DROP	PA-2	Patch - 2 Inches	SqFt
5	High	CORRUGATION	PA-2	Patch - 2 Inches	SqFt
4	High	BUMPS/SAGS	PA-4	Patch - 4 Inches	SqFt
16	High	SHOVING	PA-2	Patch - 2 Inches	SqFt
13	Medium	POTHOLE	PA-4	Patch - 4 Inches	SqFt
13	High	POTHOLE	PA-6	Patch - 6 Inches	SqFt
11	High	PATCH/UT CUT	PA-4	Patch - 4 Inches	SqFt

The net result of the five-year plans is a program that favors global surface treatments, followed by moderate to thick overlays, then partial reconstruction projects, and finally full reconstruction projects.

The one-year localized maintenance plan provides candidate projects for crack sealing and patching based on the observed distresses and the implemented distress maintenance policies.

5.3 Five-Year Major and Global M&R Plan Results

Several What-if scenarios were prepared for Kildeer based on the assumptions provided in the previous section.

Do Nothing – The Do Nothing budget involves measuring the projected network conditions after a five-year lapse of funding. This results in an approximate PCI of 49 and a backlog of $11,268,000. The backlog is the unfunded budget for pavements below critical PCI of 55.

Kildeer Budget – Kildeer currently has an annual budget of $450K for its pavement related activities. About $50k additional budget is set aside for non-pavement activities such as concrete repairs (sidewalk, curb & gutter, ADA ramps, etc.). The budget of $450K/yr results in a post-rehab PCI of 59 with an estimated backlog of $8.6M.

Target PCI 70/75 – Two target PCI budgets were run to identify the funding needed to secure a five-year post rehab PCI of 70 and 75. The Target PCI of 70 budget is requires an annual budget of $850K for five years and results in a backlog of $6,054,000. The Target PCI of 75 budget is on the order of $1.08M/yr and results in a backlog of $4,560,000.

Eliminate Backlog – An average annual budget of $1.7M was identified to eliminate the backlog in five years. This budget will also result in a post rehab PCI of 90.

The results of the five-year analysis are summarized in **Figure 13** to **Figure 15**. **Figure 13** presents the anticipated annual PCIs for each of the above plans. **Figure 14** presents the five-year post rehab PCI versus various annual budgets. The diagonal blue line can be used to interpolate and determine the five-year Post Rehab PCI for any annual budget of interest. **Figure 15** presents the resultant network backlog against the annual budget. The blue diagonal line represents the total backlog after five-years as a result of a given annual budget.

The consequences of the annual funding scenarios are shown in **Table 8**. This table illustrates the concept of “total cost.” By treating both the total annual M&R expenditures and the remaining major M&R backlog at the end of the five-year period as costs to the Village, the benefit of increasing annual funding – which results in a smaller major M&R backlog – is clearly illustrated. Consequently, eliminating the major M&R backlog over a five-year period result in the lowest total cost to the Village.

Figure 16 presents major and global M&R recommendations over the upcoming five years based on the Village’s existing funding level of $450k per year and **Figure 16** presents the expected 5-year post rehab PCI from this plan. It is important to note that these recommendations do not consider geographic proximity. Consequently, these recommendations should be grouped into practical projects during the Village’s planning process. An electronic version of these maps are appended to this report.

Appendix B presents tabular data showing the estimated cost to repair each of the roads recommended for major and global M&R over the next five years based on the Village’s existing funding level. **Appendix C** presents similar data assuming an annual $1.79M budget required to eliminate M&R backlog in five years.

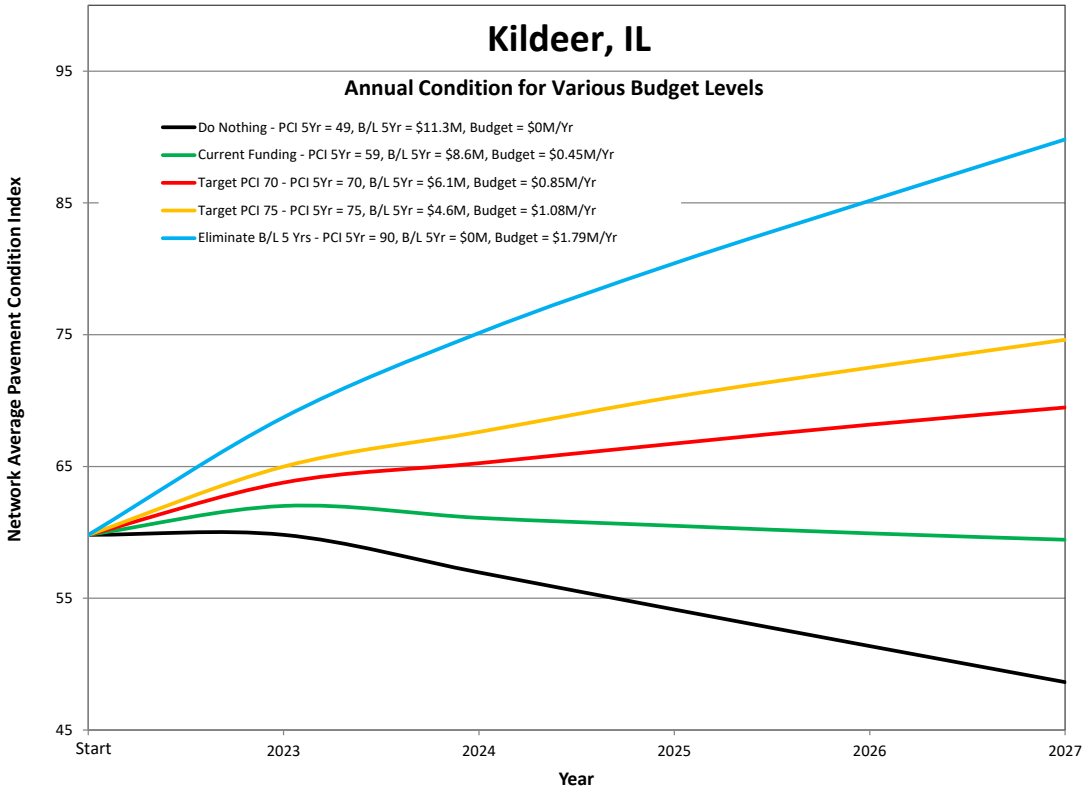


Figure 13 - five-year Annual PCI

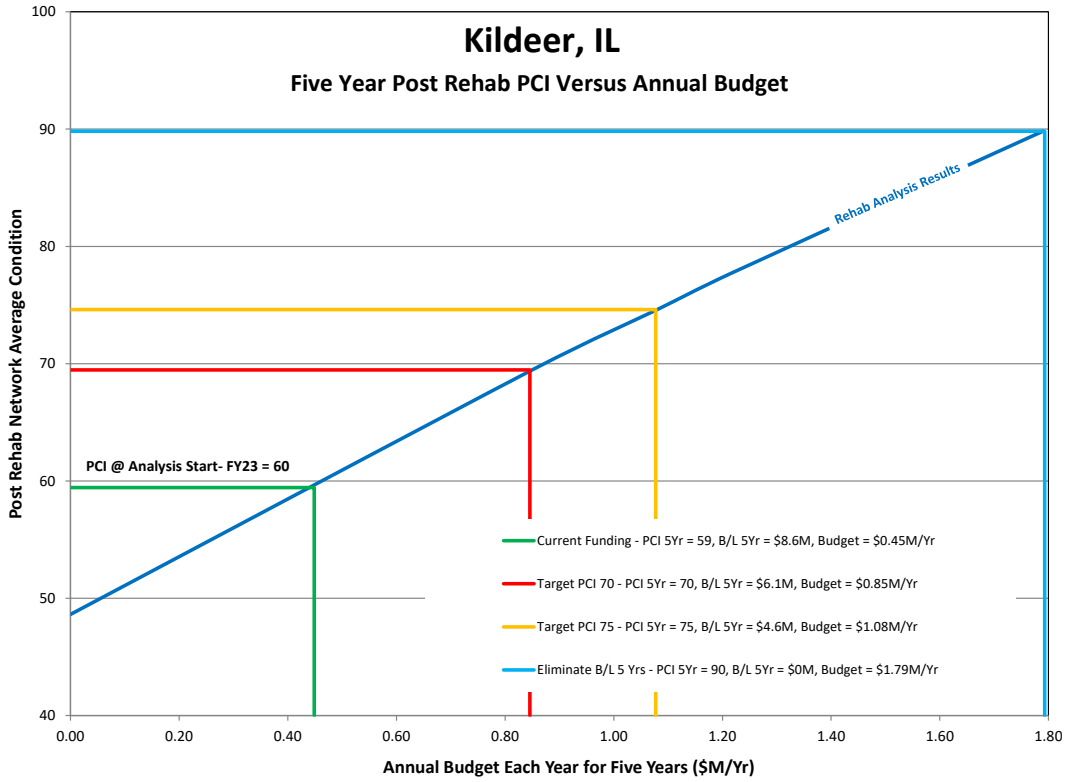


Figure 14 - five-year Post Rehab Network PCI Analysis Results

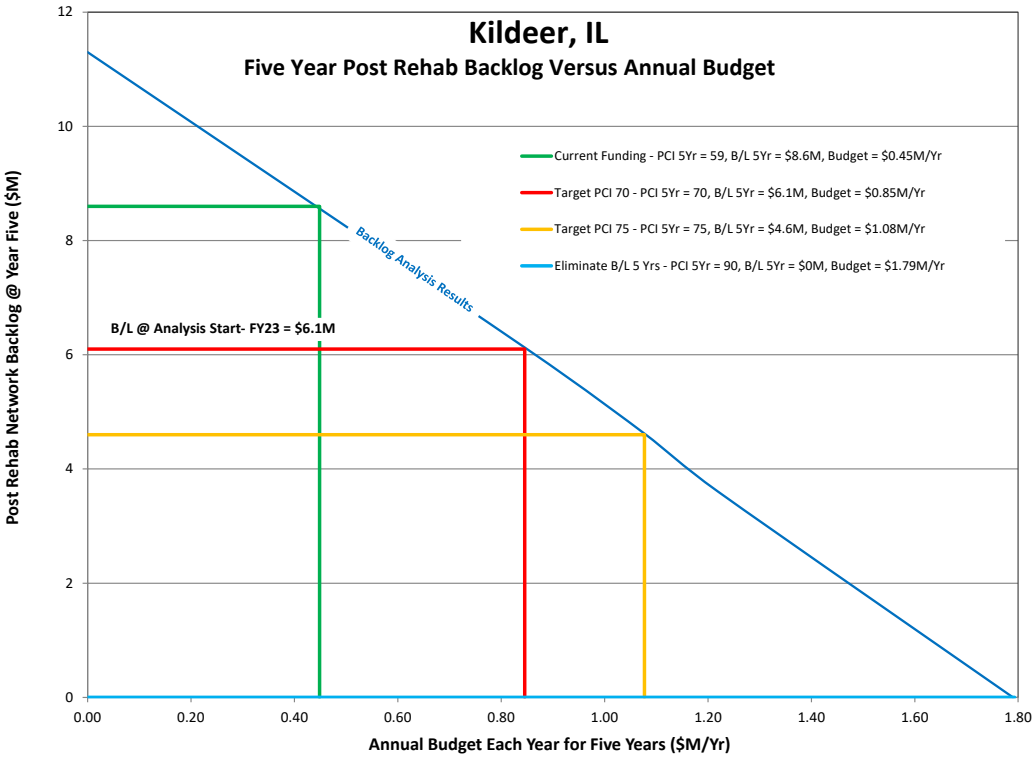


Figure 15 - five-year Post Rehab Network Backlog Results

Table 8 - Estimated Five-Year Pavement M&R Costs

Scenario Description	Annual Budget	Projected PCI (FY27)	Total Five-Year M&R Costs (FY23-FY27)	Remaining M&R Backlog[1] (FY27)	Total Five-Year Cost[2]
Do Nothing	$0	49	$0	$11.3M	$11.3M
Current Funding	$450k	59	$2.3M	$8.6M	$10.9M
Target PCI 70	$850k	69	$4.3M	$6.1M	$10.4M
Target PCI 75	$1.1M	75	$5.4M	$4.6M	$10.0M
Eliminate B/L 5 Yrs	$1.7M	90	$8.9M	$0	$8.9M

1) “M&R Backlog” equals the lump-sum cost to resurface/reconstruct all pavements at or below their critical PCI value.
2) “Total five-year cost” equals the sum of the five-year major M&R expenditures plus the remaining major M&R backlog at the end of the five-year analysis period.

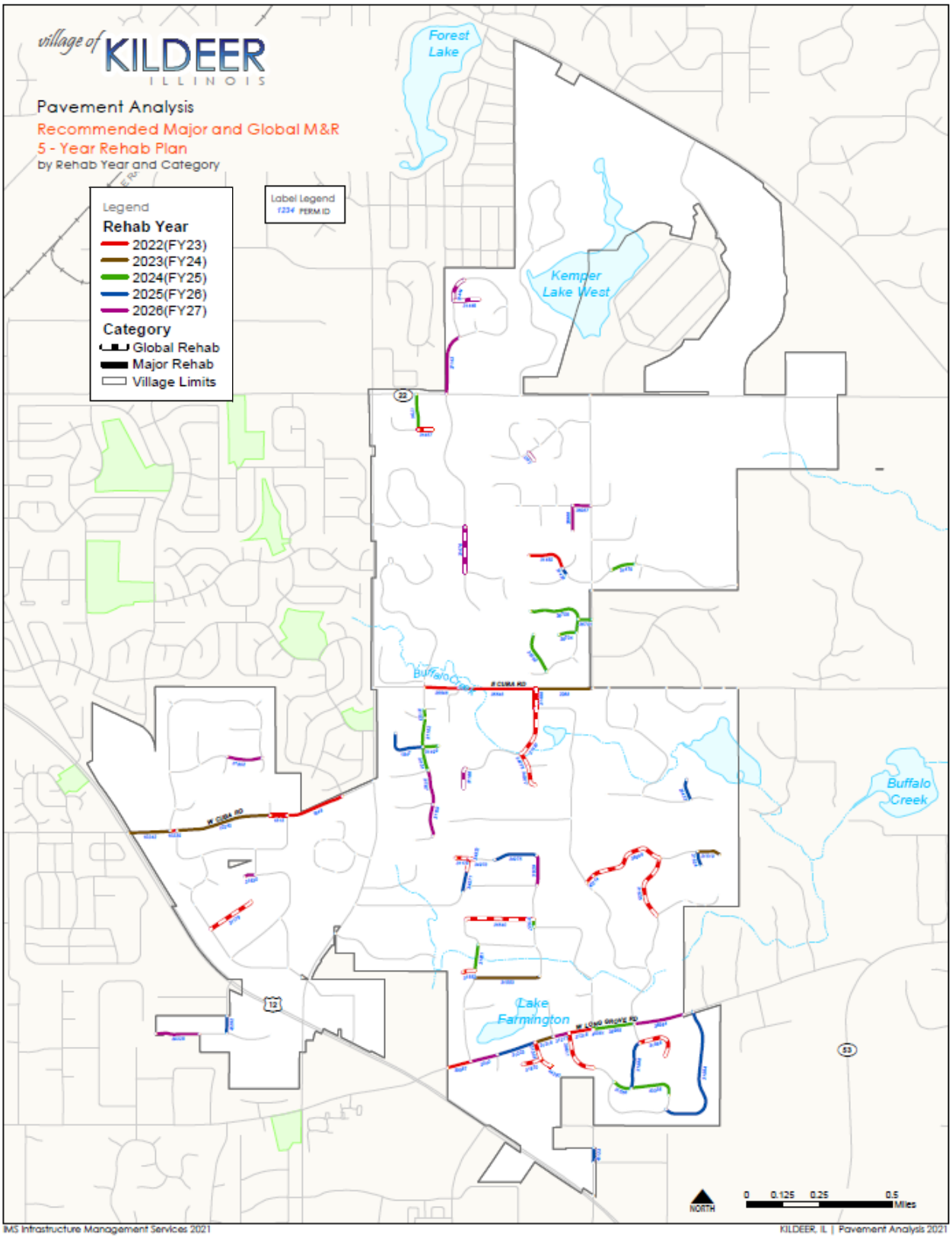


Figure 16 - Kildeer Five-year M&R Plan assuming a $450k Annual Budget

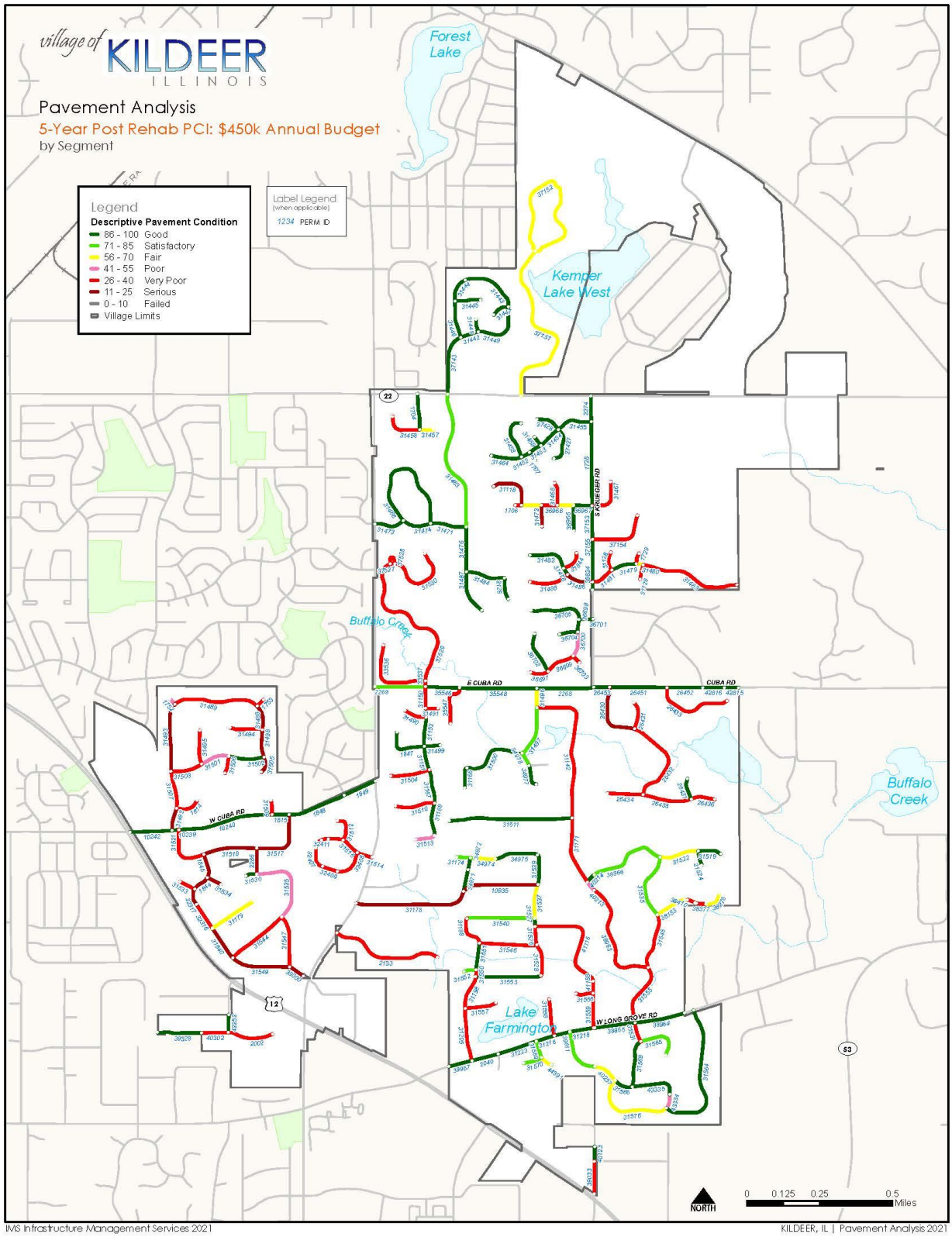


Figure 17 - Kildeer Five-year Post PCI assuming a $450k Annual Budget

5.4 One-Year Localized Distress Maintenance Plan

Figure 18 shows all roads that are candidates for localized preventive and localized stopgap maintenance such as crack sealing and localized patching. While crack sealing can be an effective treatment for preserving roadways in good condition, its utility diminishes when applied to roadways that are already in poor condition or are exhibiting signs of structural failure.

The total one-year preventive maintenance cost is estimated to be approximately $50k as shown in **Table 9**. **Appendix D** presents tabular data showing one-year estimated costs to apply preventive and stopgap maintenance to each of the candidate roadways.

Table 9 - Preventive Maintenance Summary

Policy	Work Description	Work Quantity	Work Units	Work Cost
Preventive	Crack Sealing	22,865	Ft	$22,865
Preventive	Patch - 4 Inches	7,874	SqFt	$26,223
Preventive	Patch - 2 Inches	37	SqFt	$74
Stop Gap	Patch - 4 Inches	46	SqFt	$153
Total				$49,315

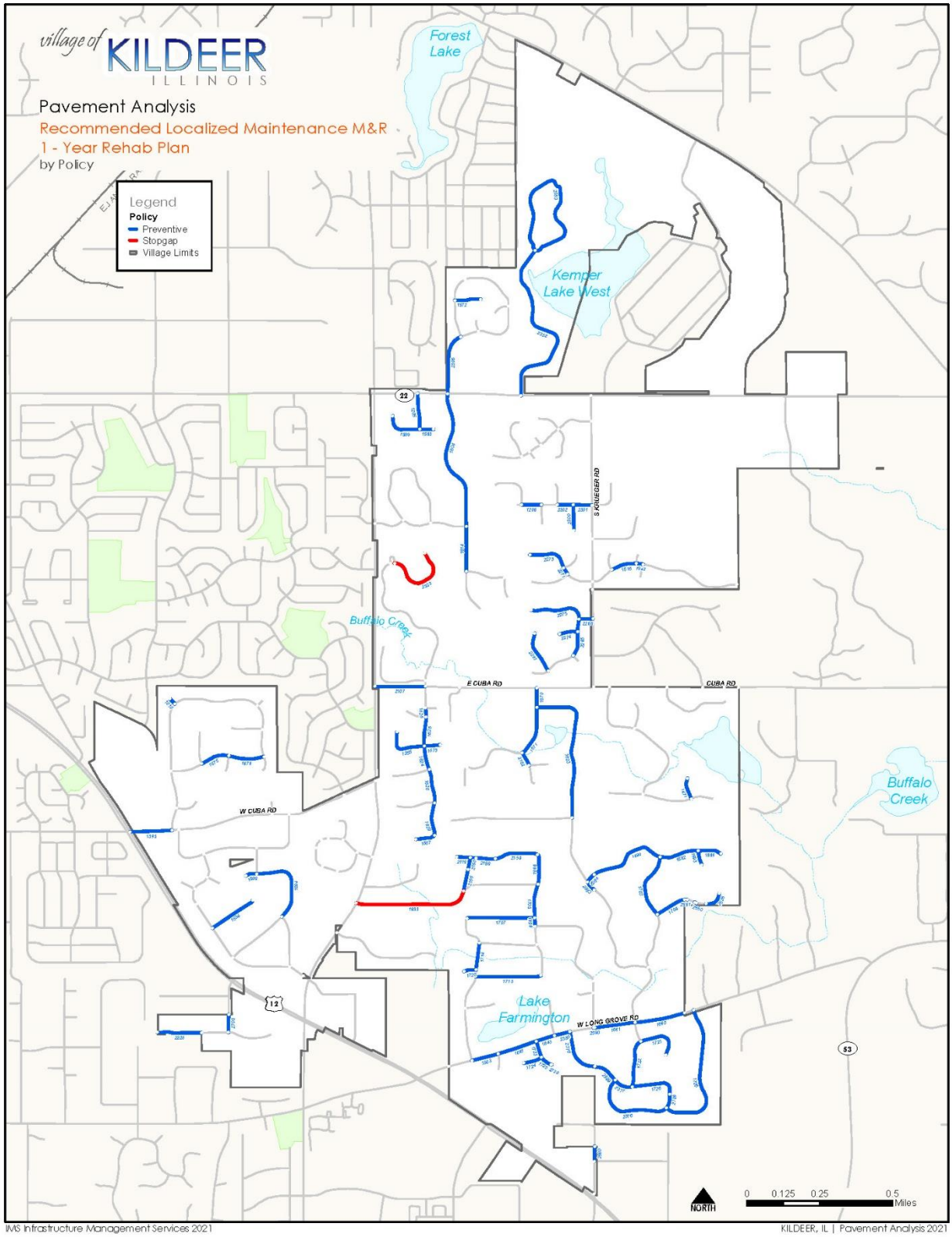


Figure 18 - Kildeer Localized Maintenance Plan

5.5 Network Recommendations and Comments

The following recommendations are presented to Kildeer as an output from the pavement analysis and must be read in conjunction with the attached reports.

1. Kildeer should adopt a policy statement to maintain PCI at or above a 60.

   An annual budget of $450K (dedicated to pavement rehabilitation) will achieve a network average PCI of 59 and backlog of $8.6M. Around $50k in addition to the above annual budget has been set aside for concrete repairs (sidewalk, curb & gutter, ADA ramps, etc.).

2. The full suite of proposed rehabilitation strategies and unit rates should be reviewed annually as these can have considerable effects on the final program.

3. No allowance has been made for network growth. As the Village expands or increases the amount of paved roads, increased budgets will be required.

4. Moving forward, the Village should perform pavement condition surveys on a routine basis to objectively monitor pavement performance, determine near-term M&R needs, evaluate the effectiveness of M&R activities, develop pavement deterioration trends, and forecast near- and long-term pavement M&R needs.

Appendix A
Street Inventory and Condition Summary

Kildeer, IL
Appendix A - Street Inventory and Condition Summary

GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Pavement Length (ft)	Pavement Width (ft)	Total Area (ft2)	Section Rank	Pavement Conditions							
										PCI Survey Date (mm/dd/yyyy)	Last Inspection PCI	PCI Category	PCI Pct Climate	PCI Pct Load	PCI Pct Other	Survey IRI (in/mi) (April 2021)	IRI Category
1627	31166	ACORNCT	ACORN CT	SOUTH END	N HICKORY HILL DR	380	24	9129	E	4/14/2021	99	Good	100	0	0	296	Marginal
2738	44390	AMBERLEYDR	AMBERLEY DR	SE END	DS@11W SE END	11	21	237	E	4/14/2021	82	Satisfactory	100	0	0	285	Marginal
1725	44391	AMBERLEYDR	AMBERLEY DR	DS@11W SE END	W KEPWICK LN	217	21	4563	E	4/14/2021	78	Satisfactory	63	37	0	290	Marginal
1723	31569	AMBERLEYDR	AMBERLEY DR	W KEPWICK LN	W LONG GROVE RD	314	23	7231	E	4/14/2021	84	Satisfactory	100	0	0	271	Marginal
1672	31498	CAMBRIDGDR	CAMBRIDGE DR	N TIMBER RIDGE CT	W HONEY RIDGE CT	501	21	10527	E	4/14/2021	39	Very Poor	44	56	0	146	Smooth
2122	31488	CAMBRIDGDR	CAMBRIDGE DR	W HONEY RIDGE CT	N ABBEY CT	457	21	9589	E	4/14/2021	35	Very Poor	43	57	0	191	Smooth
1621	31489	CAMBRIDGDR	CAMBRIDGE DR	N ABBEY CT	N BARKLEY CT	1556	21	32670	E	4/14/2021	46	Poor	46	54	0	181	Smooth
1666	31492	CAMBRIDGDR	CAMBRIDGE DR	W CUBA RD	W TIMBERLEA LN	405	27	10943	E	4/14/2021	36	Very Poor	43	57	0	290	Marginal
1681	31507	CAMBRIDGDR	CAMBRIDGE DR	W TIMBERLEA LN	W THORNRIDGE DR	692	21	14525	E	4/14/2021	41	Poor	45	53	2	253	Marginal
1667	31493	CAMBRIDGDR	CAMBRIDGE DR	W THORNRIDGE DR	N BARKLEY CT	1234	21	25923	E	4/14/2021	39	Very Poor	41	59	0	197	Smooth
2705	42815	ECUBARD	E CUBA RD	VILLAGE LIMIT	DS@264W VILLAGE LIMIT	264	21	5538	C	4/14/2021	100	Good	47	53	0	104	Smooth
2609	42816	ECUBARD	E CUBA RD	DS@264W VILLAGE LIMIT	W CUBA RD	390	21	8195	C	4/14/2021	100	Good	47	53	0	116	Smooth
1377	2268	ECUBARD	E CUBA RD	S KRUEGER RD	N HICKORY HILL DR	1030	21	21634	C	4/14/2021	30	Very Poor	49	35	16	251	Marginal
2221	35548	ECUBARD	E CUBA RD	N HICKORY HILL DR	N WOLTER LN	1400	21	29399	C	4/14/2021	37	Very Poor	52	41	7	296	Marginal
2219	35546	ECUBARD	E CUBA RD	N WOLTER LN	N PRAIRIE LN	623	24	14952	C	4/14/2021	39	Very Poor	45	47	8	226	Marginal
2107	2269	ECUBARD	E CUBA RD	N PRAIRIE LN	N QUENTIN RD	916	35	32062	C	4/14/2021	86	Good	0	54	46	232	Marginal
1476	26452	ECUBARD	E CUBA RD	CUBA RD	W LAKERIDGE CT	648	22	14259	C	4/14/2021	100	Good	43	42	15	139	Smooth
2662	26451	ECUBARD	E CUBA RD	W LAKERIDGE CT	N TALL OAKS DR	1034	22	22750	C	4/14/2021	100	Good	47	53	0	124	Smooth

Kildeer, IL
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										PCI Survey Date (mm/dd/yyyy)	Last Inspection PCI	PCI Category	PCI Pct Climate	PCI Pct Load	PCI Pct Other	Survey IRI (in/mi) (April 2021)	IRI Category
2663	26453	ECUBARD	E CUBA RD	N TALL OAKS DR	S KRUEGER RD	296	22	6518	C	4/14/2021	100	Good	88	12	0	158	Smooth
1011	1753	NABBEYCT	N ABBEY CT	CAMBRIDGE DR	NE END	164	24	3936	E	4/14/2021	49	Poor	49	51	0	361	Marginal
1598	31118	NAMYLN	N AMY LN	W ELEANOR LN	NW END	844	31	26167	E	4/14/2021	39	Very Poor	38	56	6	432	Rough
1632	38963	NANDOVERRD	N ANDOVER RD	N MIDDLETON DR	DS@2103N N MIDDLETON DR	2103	21	44155	E	4/14/2021	47	Poor	45	39	16	256	Marginal
2583	40213	NANDOVERRD	N ANDOVER RD	DS@2103N N MIDDLETON DR	W EXETER RD	195	20	3905	E	4/14/2021	68	Fair	54	9	37	243	Marginal
1631	31171	NANDOVERRD	N ANDOVER RD	W EXETER RD	W BRANDON RD	1245	20	24892	E	4/14/2021	55	Poor	41	47	12	318	Marginal
1623	31142	NANDOVERRD	N ANDOVER RD	W BRANDON RD	N HICKORY HILL DR	2676	20	53527	E	4/14/2021	56	Fair	37	52	11	221	Marginal
1010	1752	NBARKLEYCT	N BARKLEY CT	CAMBRIDGE DR	NW END	126	28	3539	E	4/14/2021	58	Fair	75	25	0	366	Marginal
1606	31466	NBRIDLETRL	N BRIDLE TRL	W GREENWOOD DR	W GREENWOOD DR	2395	22	52692	E	4/14/2021	100	Good	76	24	0	136	Smooth
2521	31205	NBUFFALRUN	N BUFFALO RUN	W LONG GROVE RD	W YORK CT	958	23	22034	E	4/14/2021	47	Poor	48	52	0	167	Smooth
2522	31198	NBUFFALRUN	N BUFFALO RUN	W YORK CT	W WILLOW DR	618	22	13588	E	4/14/2021	48	Poor	43	47	10	178	Smooth
1713	31550	NBUFFALRUN	N BUFFALO RUN	W WILLOW DR	W OAK TRL	125	22	2759	E	4/14/2021	55	Poor	59	14	27	414	Rough
1714	31551	NBUFFALRUN	N BUFFALO RUN	W OAK TRL	W CLIFFSIDE DR	489	21	10264	E	4/14/2021	62	Fair	82	18	0	217	Marginal
1635	31188	NBUFFALRUN	N BUFFALO RUN	W CLIFFSIDE DR	W LINDEN LN	585	21	12293	E	4/14/2021	47	Poor	44	56	0	350	Marginal
1669	31495	NBURNINGCT	N BURNING TREE CT	W THORNRIDGE DR	NORTH END	621	25	15535	E	4/14/2021	47	Poor	43	57	0	309	Marginal
1575	31448	NCHADWICCT	N CHADWICK CT	N PROVIDENCE DR	NORTH END	231	26	6009	E	4/14/2021	100	Good	47	53	0	190	Smooth
1573	31446	NCHESAPEDR	N CHESAPEAKE DR	N PROVIDENCE DR	W PRESCOTT CT	675	26	17549	E	4/14/2021	100	Good	92	8	0	203	Marginal
1664	31444	NCHESAPEDR	N CHESAPEAKE DR	W PRESCOTT CT	N PROVIDENCE DR	463	23	10639	E	4/14/2021	93	Good	100	0	0	250	Marginal

Kildeer, IL
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										PCI Survey Date (mm/dd/yyyy)	Last Inspection PCI	PCI Category	PCI Pct Climate	PCI Pct Load	PCI Pct Other	Survey IRI (in/mi) (April 2021)	IRI Category
1218	1729	NCLAYTONCT	N CLAYTON CT	W YORKSHIRE DR	NORTH END	196	37	7235	E	4/14/2021	50	Poor	49	51	0	310	Marginal
1701	31533	NELDERCT	N ELDER CT	N WHITE PINE RD	NW END	298	34	10133	E	4/14/2021	52	Poor	42	51	7	303	Marginal
1607	31467	NELEANORCT	N ELEANOR CT	S KRUEGER RD	NE END	716	30	21478	E	4/14/2021	53	Poor	35	65	0	305	Marginal
2300	36966	NEVERGRECT	N EVERGREEN CT	SOUTH END	W ELEANOR LN	458	37	16949	E	4/14/2021	69	Fair	59	31	10	398	Marginal
1620	31487	NFOXTAILDR	N FOXTAIL DR	SOUTH END	W WINDSOR DR	802	22	17648	E	4/14/2021	100	Good	43	57	0	150	Smooth
1614	31476	NFOXTAILDR	N FOXTAIL DR	W WINDSOR DR	W GREENWOOD DR	816	22	17959	E	4/14/2021	93	Good	100	0	0	145	Smooth
1604	31463	NFOXTAILDR	N FOXTAIL DR	W GREENWOOD DR	W IL ROUTE 22	2571	25	64270	E	4/14/2021	79	Satisfactory	25	75	0	159	Smooth
2262	36697	NGREENMEDR	N GREENMEADOW DR	WEST END	N WINDRIDGE CT	332	26	8629	E	4/14/2021	52	Poor	48	52	0	361	Marginal
2264	36699	NGREENMEDR	N GREENMEADOW DR	N WINDRIDGE CT	W LANDAU CT	545	24	13090	E	4/14/2021	53	Poor	51	49	0	222	Marginal
2265	36700	NGREENMEDR	N GREENMEADOW DR	W LANDAU CT	W SUMMERFIELD CT	457	24	10961	E	4/14/2021	68	Fair	76	24	0	231	Marginal
2263	36698	NGREENMEDR	N GREENMEADOW DR	W SUMMERFIELD CT	W GREENMEADOW ESTATES DR	236	24	5653	E	4/14/2021	63	Fair	79	21	0	257	Marginal
2275	36705	NGREENMEDR	N GREENMEADOW DR	W GREENMEADOW ESTATES DR	WEST END	996	25	24891	E	4/14/2021	64	Fair	64	36	0	246	Marginal
1697	31528	NGROVEDR	N GROVE DR	W WILLOW DR	W CLIFFSIDE DR	586	21	12315	E	4/14/2021	44	Poor	52	37	11	228	Marginal
1695	31526	NGROVEDR	N GROVE DR	W CLIFFSIDE DR	N VALLEY RD	337	22	7408	E	4/14/2021	43	Poor	50	50	0	241	Marginal
1696	31527	NGROVEDR	N GROVE DR	N VALLEY RD	W LINDEN LN	147	21	3083	E	4/14/2021	64	Fair	83	17	0	261	Marginal
1705	31537	NGROVEDR	N GROVE DR	W LINDEN LN	W SOUTH BOSCHOME CIR	615	21	12922	E	4/14/2021	71	Satisfactory	60	40	0	135	Smooth
1698	31529	NGROVEDR	N GROVE DR	W SOUTH BOSCHOME CIR	W NORTH BOSCHOME CIR	551	21	11581	E	4/14/2021	69	Fair	50	50	0	131	Smooth
2161	34977	NHAMPTONCT	N HAMPTON CT	SOUTH END	N HAMPTON CT (SPUR)	396	29	11484	E	4/14/2021	92	Good	100	0	0	247	Marginal

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2162	34978	NHAMPTONCT	N HAMPTON CT	N HAMPTON CT (SPUR)	N HICKORY HILL DR	260	23	5991	E	4/14/2021	89	Good	68	32	0	262	Marginal
1382	2286	NHAWTHORLN	N HAWTHORN LN	N HIGHWOOD RD	W CHESTNUT RIDGE RD	466	22	10260	E	4/14/2021	38	Very Poor	49	48	3	217	Marginal
1717	31558	NHEATHERCT	N HEATHER CT	W LONG GROVE RD	NORTH END	673	28	18843	E	4/14/2021	41	Poor	44	56	0	281	Marginal
1600	31459	NHERONSCT	N HERONS CT	W CREEKSIDE DR	NW END	189	24	4537	E	4/14/2021	100	Good	53	47	0	626	Rough
1674	31500	NHICKORYDR	N HICKORY HILL DR	ACORN CT	N HAMPTON CT	1192	24	28619	E	4/14/2021	100	Good	46	44	10	136	Smooth
1671	31497	NHICKORYDR	N HICKORY HILL DR	N HAMPTON CT	N ANDOVER RD	910	24	21833	E	4/14/2021	82	Satisfactory	74	26	0	133	Smooth
1670	31496	NHICKORYDR	N HICKORY HILL DR	N ANDOVER RD	E CUBA RD	353	24	8474	E	4/14/2021	78	Satisfactory	74	26	0	223	Marginal
2118	31544	NHIGHWOORD	N HIGHWOOD RD	W WHITE PINE RD	N TREE RD	1156	25	28888	E	4/14/2021	52	Poor	46	54	0	243	Marginal
1694	31525	NHIGHWOORD	N HIGHWOOD RD	N TREE RD	N HAWTHORN LN	1437	24	34486	E	4/14/2021	58	Fair	49	51	0	226	Marginal
1699	31530	NHIGHWOORD	N HIGHWOOD RD	N HAWTHORN LN	WEST END	205	38	7798	E	4/14/2021	69	Fair	100	0	0	410	Rough
1205	1704	NHILANDACT	N HILANDALE CT	W HILANDALE CT	W IL ROUTE 22	655	21	13753	E	4/14/2021	64	Fair	67	33	0	422	Rough
2272	31844	NHOPEWELCT	N HOPEWELL CT	W YORKSHIRE DR	NE END	396	36	14248	E	4/14/2021	49	Poor	47	53	0	294	Marginal
1722	31568	NLONGMEADR	N LONG MEADOWS DR	N WEATHERSTONE RD	N MEADOWS CT	871	28	24398	E	4/14/2021	67	Fair	47	44	9	263	Marginal
1687	31513	NMEADOWLCT	N MEADOWLARK CT	WEST END	N MEADOWLARK DR	355	25	8885	E	4/14/2021	57	Fair	51	49	0	515	Rough
1629	31169	NMEADOWLDR	N MEADOWLARK DR	N MEADOWLARK CT	W SWAN CT	600	25	15009	E	4/14/2021	68	Fair	71	28	1	262	Marginal
1628	31167	NMEADOWLDR	N MEADOWLARK DR	W SWAN CT	W MOCKING BIRD CT	610	25	15245	E	4/14/2021	69	Fair	78	22	0	285	Marginal
1624	31151	NMEADOWLDR	N MEADOWLARK DR	W MOCKING BIRD CT	W GOLDFINCH CT	439	25	10980	E	4/14/2021	62	Fair	67	33	0	225	Marginal
1625	31152	NMEADOWLDR	N MEADOWLARK DR	W GOLDFINCH CT	W QUAIL CT	534	25	13340	E	4/14/2021	61	Fair	71	29	0	273	Marginal

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1626	31153	NMEADOWLDR	N MEADOWLARK DR	W QUAIL CT	W HUMMINGBIRD CT	159	30	4782	E	4/14/2021	62	Fair	77	21	2	255	Marginal
2106	31150	NMEADOWLDR	N MEADOWLARK DR	W HUMMINGBIRD CT	E CUBA RD	390	34	13252	E	4/14/2021	46	Poor	42	58	0	438	Rough
1721	31565	NMEADOWSCT	N MEADOWS CT	SE END	N LONG MEADOWS DR	809	26	21041	E	4/14/2021	79	Satisfactory	74	26	0	245	Marginal
1700	31531	NMIDDLETDR	N MIDDLETON DR	N LONG MEADOWS DR	W LONG GROVE RD	364	23	8383	E	4/14/2021	53	Poor	47	53	0	344	Marginal
2099	31555	NMIDDLETDR	N MIDDLETON DR	W LONG GROVE RD	N ANDOVER RD	1140	24	27370	E	4/14/2021	55	Poor	49	51	0	149	Smooth
2100	31545	NMIDDLETDR	N MIDDLETON DR	N ANDOVER RD	W LEXINGTON LN	1009	23	23210	E	4/14/2021	50	Poor	47	51	2	165	Smooth
1703	31535	NMIDDLETDR	N MIDDLETON DR	W LEXINGTON LN	W EXETER RD	1198	23	27562	E	4/14/2021	79	Satisfactory	84	16	0	245	Marginal
1570	31128	NNEWBERRCT	N NEWBERRY CT	W YORKSHIRE DR	NORTH END	347	32	11104	E	4/14/2021	53	Poor	51	49	0	281	Marginal
2155	34971	NNORTHBCIR	N NORTH BOSCHOME CIR	W BOSCHOME DR	DS@402N W BOSCHOME DR	402	20	8041	E	4/14/2021	67	Fair	49	51	0	196	Smooth
2156	34972	NNORTHBCIR	N NORTH BOSCHOME CIR	DS@402N W BOSCHOME DR	W BARBARA CT	217	20	4345	E	4/14/2021	92	Good	100	0	0	139	Smooth
1548	27428	NNORTHWOLN	N NORTH WOODCREST LN	W CREEKSIDE DR	NW END	455	24	10931	E	4/14/2021	100	Good	43	54	3	291	Marginal
1680	31506	NPINEGROCT	N PINE GROVE CT	SOUTH END	W THORNRIDGE DR	320	22	7049	E	4/14/2021	43	Poor	43	57	0	407	Rough
1686	31512	NPINELAKCT	N PINE LAKE CT	W PINE LAKE CIR (N)	NORTH END	482	27	13011	E	4/14/2021	54	Poor	50	50	0	360	Marginal
1925	39033	NPLUMGRORD	N PLUM GROVE RD	VILLAGE LIMIT	W RAND CT	596	39	23232	E	4/14/2021	44	Poor	46	54	0	236	Marginal
2580	40123	NPLUMGRORD	N PLUM GROVE RD	W RAND CT	VILLAGE LIMIT	263	33	8680	E	4/14/2021	67	Fair	85	15	0	176	Smooth
1720	31564	NPLUMWOODR	N PLUMWOOD DR	W CHARTWELL DR	LONG GROVE RD	2575	22	56658	E	4/14/2021	66	Fair	44	56	0	228	Marginal
2337	37528	NPRAIRIECT	N PRAIRIE CT	N PRAIRIE LN	N PRAIRIE LN	282	25	7038	E	4/14/2021	48	Poor	50	50	0	475	Rough
2105	33537	NPRAIRIELN	N PRAIRIE LN	E CUBA RD	W SAVANNA LN	105	44	4631	E	4/14/2021	49	Poor	51	49	0	795	Rough

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2322	37529	NPRAIRIELN	N PRAIRIE LN	W SAVANNA LN	N PRAIRIE CT	2892	27	78091	E	4/14/2021	47	Poor	46	50	4	238	Marginal
2321	37527	NPRAIRIELN	N PRAIRIE LN	N PRAIRIE CT	N PRAIRIE CT	74	24	1781	E	4/14/2021	44	Poor	51	49	0	200	Smooth
2323	37530	NPRAIRIELN	N PRAIRIE LN	N PRAIRIE CT	EAST END	1359	29	39402	E	4/14/2021	46	Poor	55	45	0	238	Marginal
2104	1707	NPRAIRIEPL	N PRAIRIE LAKE PL	SE END	W CREEKSIDE DR	170	24	4090	E	4/14/2021	95	Good	100	0	0	620	Rough
2306	37143	NPROVIDEDR	N PROVIDENCE DR	W IL ROUTE 22	N CHESAPEAKE DR	1118	28	31305	E	4/14/2021	63	Fair	59	41	0	302	Marginal
1662	31442	NPROVIDEDR	N PROVIDENCE DR	N CHESAPEAKE DR	N CHADWICK CT	336	24	8059	E	4/14/2021	100	Good	67	33	0	125	Smooth
1576	31449	NPROVIDEDR	N PROVIDENCE DR	N CHADWICK CT	W WILLIAMSBURG CT	982	24	23567	E	4/14/2021	100	Good	50	50	0	241	Marginal
1663	31443	NPROVIDEDR	N PROVIDENCE DR	W WILLIAMSBURG CT	N CHESAPEAKE DR	1056	26	27445	E	4/14/2021	100	Good	74	26	0	235	Marginal
1608	31468	NREBECCALN	N REBECCA LN	W ELEANOR LN	NORTH END	421	33	13893	E	4/14/2021	53	Poor	46	54	0	281	Marginal
1571	31129	NRICHMONCT	N RICHMOND CT	SOUTH END	W YORKSHIRE DR	267	34	9065	E	4/14/2021	51	Poor	49	51	0	191	Smooth
1582	31456	NRIDGEWOLN	N RIDGEWOOD LN	W CREEKSIDE DR	NORTH END	810	26	21055	E	4/14/2021	100	Good	51	49	0	268	Marginal
1611	31472	NRUTHCT	N RUTH CT	SOUTH END	W ELEANOR LN	381	35	13318	E	4/14/2021	38	Very Poor	43	57	0	345	Marginal
2352	37151	NSANCTUADR	N SANCTUARY CLUB DR	W IL ROUTE 22	N SANCTUARY CLUB DR (CIR)	3410	25	85255	E	4/14/2021	76	Satisfactory	70	30	0	272	Marginal
2353	37152	NSANCTUADR	N SANCTUARY CLUB DR	N SANCTUARY CLUB DR	N SANCTUARY CLUB DR	3298	25	82459	E	4/14/2021	77	Satisfactory	47	53	0	248	Marginal
1547	27427	NSOUTHWOLN	N SOUTH WOODCREST LN	SOUTH END	W CREEKSIDE DR	655	25	16371	E	4/14/2021	100	Good	47	53	0	242	Marginal
1683	31509	NSTONEYBCT	N STONEYBROOK CT	W CUBA RD	NORTH END	260	36	9343	E	4/14/2021	53	Poor	69	31	0	416	Rough
2223	26431	NTALLOAKCT	N TALL OAKS CT	N TALL OAKS DR	NORTH END	503	28	14090	E	4/14/2021	51	Poor	39	52	9	339	Marginal
2496	26432	NTALLOAKDR	N TALL OAKS DR	W HIGH RIDGE DR	N TALL OAKS CT	1695	27	45773	E	4/14/2021	42	Poor	43	54	3	336	Marginal

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2222	26430	NTALLOAKDR	N TALL OAKS DR	N TALL OAKS CT	W CUBA RD	1149	28	32158	E	4/14/2021	38	Very Poor	40	52	8	242	Marginal
1471	26437	NTIFFANYCT	N TIFFANY CT	W HIGH RIDGE DR	NORTH END	391	26	10154	E	4/14/2021	66	Fair	46	54	0	269	Marginal
1679	31505	NTIMBERRCT	N TIMBER RIDGE CT	SOUTH END	W THORNRIDGE DR	303	26	7881	E	4/14/2021	33	Very Poor	44	56	0	328	Marginal
1711	31547	NTREERD	N TREE RD	W WHITE PINE RD	N HIGHWOOD RD	945	21	19845	E	4/14/2021	43	Poor	40	59	1	223	Marginal
1718	31559	NVALLEYRD	N VALLEY RD	W LONG GROVE RD	W OAK KNOLL CT	631	28	17655	E	4/14/2021	47	Poor	45	52	3	152	Smooth
2619	41188	NVALLEYRD	N VALLEY RD	W OAK KNOLL CT	DS@226N W OAK KNOLL CT	226	22	4962	E	4/14/2021	44	Poor	47	53	0	105	Smooth
1709	41116	NVALLEYRD	N VALLEY RD	DS@226N W OAK KNOLL CT	N GROVE DR	1967	24	47209	E	4/14/2021	52	Poor	51	49	0	222	Marginal
1693	31524	NVERMONTCT	N VERMONT CT	SOUTH END	W EXETER RD	261	22	5752	E	4/14/2021	67	Fair	88	12	0	365	Marginal
1726	43335	NWEATHERRD	N WEATHERSTONE RD	W CHARTWELL DR	N LONG MEADOWS DR	846	21	17762	E	4/14/2021	60	Fair	50	50	0	237	Marginal
2377	31566	NWEATHERRD	N WEATHERSTONE RD	N LONG MEADOWS DR	W CHARTWELL DR	345	22	7579	E	4/14/2021	62	Fair	88	12	0	283	Marginal
2588	40257	NWEATHERRD	N WEATHERSTONE RD	W CHARTWELL DR	DS@466W W CHARTWELL DR	466	22	10242	E	4/14/2021	71	Satisfactory	80	20	0	182	Smooth
2378	39611	NWEATHERRD	N WEATHERSTONE RD	DS@466W W CHARTWELL DR	W LONG GROVE RD	871	23	20037	E	4/14/2021	80	Satisfactory	82	18	0	176	Smooth
1783	32317	NWHITEPIRD	N WHITE PINE RD	W WHITE PINE RD	N ELDER CT	293	21	6146	E	4/14/2021	37	Very Poor	52	48	0	175	Smooth
1778	1844	NWHITEPIRD	N WHITE PINE RD	N ELDER CT	W MAPLE CT	322	21	6753	E	4/14/2021	31	Very Poor	40	45	15	267	Marginal
1779	1845	NWHITEPIRD	N WHITE PINE RD	W MAPLE CT	W CHESTNUT RIDGE RD	438	22	9644	E	4/14/2021	33	Very Poor	43	51	6	265	Marginal
2267	36702	NWINDRIDCT	N WINDRIDGE CT	N GREENMEADOW DR	NORTH END	761	26	19777	E	4/14/2021	64	Fair	64	36	0	269	Marginal
1361	2126	NWINDSORCT	N WINDSOR CT	SOUTH END	W WINDSOR DR	392	37	14494	E	4/14/2021	97	Good	100	0	0	211	Marginal
2220	35547	NWOLTERLN	N WOLTER LN	SOUTH END	E CUBA RD	766	25	19146	E	4/14/2021	53	Poor	45	55	0	341	Marginal

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2703	42252	NWOODEDRDR	N WOODED RIDGE DR	VILLAGE LIMIT	W WOODED RIDGE DR	325	21	6832	E	4/14/2021	58	Fair	54	46	0	240	Marginal
2562	39824	SKRUEGERRD	S KRUEGER RD	VILLAGE LIMIT	W YORKSHIRE DR	143	21	3011	C	10/1/2021	100	Good				183	Smooth
2477	37155	SKRUEGERRD	S KRUEGER RD	W YORKSHIRE DR	W SUMMIT DR	773	21	16237	C	10/1/2021	100	Good				245	Marginal
2478	37153	SKRUEGERRD	S KRUEGER RD	W SUMMIT DR	W ELEANOR LN	612	21	12856	C	10/1/2021	100	Good				307	Marginal
2101	1728	SKRUEGERRD	S KRUEGER RD	W ELEANOR LN	W CREEKSIDE DR	1515	21	31810	C	10/1/2021	100	Good				263	Marginal
2102	2274	SKRUEGERRD	S KRUEGER RD	W CREEKSIDE DR	W IL ROUTE 22	470	21	9873	C	10/1/2021	100	Good				386	Marginal
2119	31174	WBARBARACT	W BARBARA CT	N NORTH BOSCHOME CIR	WEST END	249	28	6979	E	4/14/2021	80	Satisfactory	61	39	0	200	Smooth
1633	31178	WBOSCHOMDR	W BOSCHOME DR	N NORTH BOSCHOME CIR	N QUENTIN RD	2071	22	45568	E	4/14/2021	36	Very Poor	46	51	3	269	Marginal
1685	31511	WBRANDONRD	W BRANDON RD	N ANDOVER RD	WEST END	2227	21	46764	E	4/14/2021	100	Good	51	49	0	190	Smooth
2709	43334	WCHARTWEDR	W CHARTWELL DR	N WEATHERSTONE RD	N PLUMWOOD DR	258	21	5408	E	4/14/2021	58	Fair	55	45	0	302	Marginal
2376	31576	WCHARTWEDR	W CHARTWELL DR	N PLUMWOOD DR	N WEATHERSTONE RD	1540	21	32342	E	4/14/2021	71	Satisfactory	75	25	0	262	Marginal
1795	31517	WCHESTNURD	W CHESTNUT RIDGE RD	W CUBA RD	N HAWTHORN LN	1140	23	26211	E	4/14/2021	38	Very Poor	47	48	5	166	Smooth
1688	31518	WCHESTNURD	W CHESTNUT RIDGE RD	N HAWTHORN LN	N WHITE PINE RD	980	23	22530	E	4/14/2021	40	Very Poor	51	43	6	164	Smooth
1691	31521	WCHESTNURD	W CHESTNUT RIDGE RD	N WHITE PINE RD	W CUBA RD	908	23	20886	E	4/14/2021	49	Poor	48	48	4	182	Smooth
1710	31546	WCLIFFSIDR	W CLIFFSIDE DR	N GROVE DR	N BUFFALO RUN	1044	22	22978	E	4/14/2021	47	Poor	49	46	5	257	Marginal
1307	2002	WCONCORDCT	W CONCORDE CT	EAST END	W WOODED RIDGE DR	827	30	24810	E	4/14/2021	48	Poor	50	50	0	228	Marginal
1581	31455	WCREEKSIDR	W CREEKSIDE DR	N SOUTH KRUEGER RD	N NORTH WOODCREST LN	659	38	25041	E	4/14/2021	100	Good	63	37	0	241	Marginal
1580	31454	WCREEKSIDR	W CREEKSIDE DR	N NORTH WOODCREST LN	N HERONS CT	433	24	10385	E	4/14/2021	100	Good	40	59	1	117	Smooth

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1579	31453	WCREEKSIDR	W CREEKSIDE DR	N HERONS CT	N PRAIRIE LAKE PL	241	24	5785	E	4/14/2021	100	Good	100	0	0	170	Smooth
1578	31452	WCREEKSIDR	W CREEKSIDE DR	N PRAIRIE LAKE PL	N RIDGEWOOD LN	167	24	4020	E	4/14/2021	100	Good	45	55	0	212	Marginal
1605	31464	WCREEKSIDR	W CREEKSIDE DR	N RIDGEWOOD LN	WEST END	560	25	14007	E	4/14/2021	100	Good	40	59	1	396	Marginal
1797	1849	WCUBARD	W CUBA RD	N QUENTIN RD	WARWICK LN	622	42	26142	C	4/14/2021	100	Good	52	48	0	206	Marginal
1796	1848	WCUBARD	W CUBA RD	WARWICK LN	W CHESTNUT RIDGE RD	1076	23	24743	C	4/14/2021	37	Very Poor	46	45	9	244	Marginal
2121	1815	WCUBARD	W CUBA RD	W CHESTNUT RIDGE RD	N STONEYBROOK CT	308	22	6780	C	4/14/2021	34	Very Poor	43	42	15	326	Marginal
1798	10240	WCUBARD	W CUBA RD	N STONEYBROOK CT	W CHESTNUT RIDGE RD	1724	22	37933	C	4/14/2021	35	Very Poor	44	45	11	275	Marginal
1394	10239	WCUBARD	W CUBA RD	W CHESTNUT RIDGE RD	CAMBRIDGE DR	117	22	2567	C	4/14/2021	44	Poor	71	0	29	177	Smooth
1395	10242	WCUBARD	W CUBA RD	CAMBRIDGE DR	N RAND RD	762	38	28939	C	4/14/2021	61	Fair	53	47	0	267	Marginal
2301	36967	WELEANORLN	W ELEANOR LN	S KRUEGER RD	N EVERGREEN CT	336	20	6718	E	4/14/2021	70	Fair	79	21	0	199	Smooth
2302	36968	WELEANORLN	W ELEANOR LN	N EVERGREEN CT	N REBECCA LN	291	20	5814	E	4/14/2021	73	Satisfactory	88	12	0	236	Marginal
1204	1702	WELEANORLN	W ELEANOR LN	N REBECCA LN	N RUTH CT	286	20	5722	E	4/14/2021	50	Poor	56	31	13	264	Marginal
1206	1705	WELEANORLN	W ELEANOR LN	N RUTH CT	N AMY LN	369	20	7371	E	4/14/2021	76	Satisfactory	43	57	0	239	Marginal
1207	1706	WELEANORLN	W ELEANOR LN	N AMY LN	WEST END	111	27	2993	E	4/14/2021	41	Poor	52	48	0	417	Rough
1689	31519	WEXETERRD	W EXETER RD	EAST END	N VERMONT CT	429	23	9872	E	4/14/2021	61	Fair	55	45	0	321	Marginal
1692	31522	WEXETERRD	W EXETER RD	N VERMONT CT	N MIDDLETON DR	705	21	14796	E	4/14/2021	74	Satisfactory	77	23	0	278	Marginal
1690	38966	WEXETERRD	W EXETER RD	N MIDDLETON DR	DS@1433W N MIDDLETON DR	1433	21	30086	E	4/14/2021	80	Satisfactory	67	33	0	216	Marginal
2584	40214	WEXETERRD	W EXETER RD	DS@1433W N MIDDLETON DR	N ANDOVER RD	185	21	3891	E	4/14/2021	58	Fair	62	0	38	280	Marginal

Kildeer, IL
Appendix A - Street Inventory and Condition Summary

GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Pavement Length (ft)	Pavement Width (ft)	Total Area (ft2)	Section Rank	Pavement Conditions							
										PCI Survey Date (mm/dd/yyyy)	Last Inspection PCI	PCI Category	PCI Pct Climate	PCI Pct Load	PCI Pct Other	Survey IRI (in/mi) (April 2021)	IRI Category
1673	31499	WGOLDFINCT	W GOLDFINCH CT	EAST END	N MEADOWLARK DR	290	26	7553	E	4/14/2021	58	Fair	56	43	1	486	Rough
2266	36701	WGREENMEDR	W GREENMEADOW ESTATES DR	S KRUEGER RD	N GREENMEADOW DR	254	27	6853	E	4/14/2021	61	Fair	80	20	0	407	Rough
1610	31471	WGREENWODR	W GREENWOOD DR	N FOXTAIL DR	N BRIDLE TRL	654	25	16359	E	4/14/2021	100	Good	43	45	12	219	Marginal
1612	31474	WGREENWODR	W GREENWOOD DR	N BRIDLE TRL	N BRIDLE TRL	525	25	13122	E	4/14/2021	100	Good	45	47	8	181	Smooth
2246	31473	WGREENWODR	W GREENWOOD DR	N BRIDLE TRL	N QUENTIN RD	560	35	19600	E	4/14/2021	100	Good	51	49	0	235	Marginal
2045	2133	WHIDDENVDR	W HIDDEN VALLEY DR	EAST END	N QUENTIN RD	2022	24	48521	E	4/14/2021	42	Poor	46	51	3	269	Marginal
2125	26436	WHIGHRIDDR	W HIGH RIDGE DR	EAST END	N TIFFANY CT	436	27	11762	E	4/14/2021	48	Poor	38	59	3	313	Marginal
2497	26435	WHIGHRIDDR	W HIGH RIDGE DR	N TIFFANY CT	N TALL OAKS DR	892	27	24089	E	4/14/2021	50	Poor	40	51	9	245	Marginal
2498	26434	WHIGHRIDDR	W HIGH RIDGE DR	N TALL OAKS DR	WEST END	649	27	17526	E	4/14/2021	43	Poor	42	50	8	353	Marginal
1583	31457	WHILANDACT	W HILANDALE CT	EAST END	N HILANDALE CT	261	22	5732	E	4/14/2021	78	Satisfactory	83	17	0	170	Smooth
1599	31458	WHILANDACT	W HILANDALE CT	N HILANDALE CT	NW END	664	25	16594	E	4/14/2021	56	Fair	43	57	0	339	Marginal
1668	31494	WHONEYRICT	W HONEY RIDGE CT	CAMBRIDGE DR	WEST END	590	23	13581	E	4/14/2021	43	Poor	47	53	0	255	Marginal
1665	31491	WHUMMINGCT	W HUMMINGBIRD CT	EAST END	N MEADOWLARK DR	231	25	5769	E	4/14/2021	47	Poor	43	57	0	519	Rough
1724	31570	WKEPWICKLN	W KEPWICK LN	AMBERLEY DR	WEST END	342	27	9221	E	4/14/2021	85	Satisfactory	64	36	0	209	Marginal
2126	26433	WLAKERIDCT	W LAKERIDGE CT	EAST END	W CUBA RD	1416	26	36816	E	4/14/2021	54	Poor	45	49	6	374	Marginal
2268	36703	WLANDAUCT	W LANDAU CT	SE END	N GREENMEADOW DR	166	26	4320	E	4/14/2021	51	Poor	53	47	0	524	Rough
2270	31485	WLAURELLN	W LAUREL LN	W YORKSHIRE DR	WEST END	734	29	21281	E	4/14/2021	52	Poor	43	57	0	300	Marginal
2538	38276	WLEXINGTLN	W LEXINGTON LN	NE END	DS@349W NE END	349	24	8365	E	4/14/2021	74	Satisfactory	100	0	0	278	Marginal

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GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Pavement Length (ft)	Pavement Width (ft)	Total Area (ft2)	Section Rank	Pavement Conditions							
										PCI Survey Date (mm/dd/yyyy)	Last Inspection PCI	PCI Category	PCI Pct Climate	PCI Pct Load	PCI Pct Other	Survey IRI (in/mi) (April 2021)	IRI Category
2547	38377	WLEXINGTLN	W LEXINGTON LN	DS@349W NE END	DS@519W NE END	171	20	3418	E	4/14/2021	49	Poor	45	55	0	172	Smooth
2550	38429	WLEXINGTLN	W LEXINGTON LN	DS@519W NE END	DS@558W NE END	38	20	764	E	4/14/2021	76	Satisfactory	100	0	0	297	Marginal
2539	38410	WLEXINGTLN	W LEXINGTON LN	DS@558W NE END	DS@701W NE END	143	21	3001	E	4/14/2021	47	Poor	44	56	0	202	Marginal
2551	38430	WLEXINGTLN	W LEXINGTON LN	DS@701W NE END	DS@755W NE END	54	20	1082	E	4/14/2021	72	Satisfactory	81	19	0	236	Marginal
1704	38153	WLEXINGTLN	W LEXINGTON LN	DS@755W NE END	N MIDDLETON DR	565	21	11858	E	4/14/2021	76	Satisfactory	92	8	0	214	Marginal
1707	31540	WLINDENLN	W LINDEN LN	N GROVE DR	N BUFFALO RUN	1231	23	28324	E	4/14/2021	82	Satisfactory	37	63	0	156	Smooth
1634	31179	WLITTLEPRD	W LITTLE POND RD	NE END	W WHITE PINE RD	894	31	27723	E	4/14/2021	78	Satisfactory	87	13	0	250	Marginal
1640	38964	WLONGGRORD	W LONG GROVE RD	VILLAGE LIMIT	N MIDDLETON DR	916	23	21064	C	4/14/2021	68	Fair	82	6	12	265	Marginal
1641	38965	WLONGGRORD	W LONG GROVE RD	N MIDDLETON DR	DS@737W N MIDDLETON DR	737	23	16948	C	4/14/2021	62	Fair	49	24	27	280	Marginal
2590	40361	WLONGGRORD	W LONG GROVE RD	DS@737W N MIDDLETON DR	N VALLEY RD	25	23	585	C	4/14/2021	62	Fair	49	24	27	280	Marginal
2379	31218	WLONGGRORD	W LONG GROVE RD	N VALLEY RD	N WEATHERSTONE RD	432	23	9938	C	4/14/2021	55	Poor	52	18	30	329	Marginal
2380	31217	WLONGGRORD	W LONG GROVE RD	N WEATHERSTONE RD	N HEATHER CT	290	23	6676	C	4/14/2021	69	Fair	98	2	0	248	Marginal
1643	31216	WLONGGRORD	W LONG GROVE RD	N HEATHER CT	AMBERLEY DR	341	23	7837	C	4/14/2021	61	Fair	53	7	40	247	Marginal
1647	31223	WLONGGRORD	W LONG GROVE RD	AMBERLEY DR	N KIRKLEY RD	729	23	16768	C	4/14/2021	66	Fair	50	5	45	298	Marginal
1923	2040	WLONGGRORD	W LONG GROVE RD	N KIRKLEY RD	N BUFFALO RUN	495	23	11392	C	4/14/2021	68	Fair	71	8	21	291	Marginal
2569	39957	WLONGGRORD	W LONG GROVE RD	N BUFFALO RUN	VILLAGE LIMIT	430	23	9888	C	4/14/2021	41	Poor	43	52	5	171	Smooth
1702	31534	WMAPLECT	W MAPLE CT	SE END	N WHITE PINE RD	271	31	8388	E	4/14/2021	34	Very Poor	46	54	0	311	Marginal
1678	31504	WMOCKINGCT	W MOCKING BIRD CT	N MEADOWLARK DR	WEST END	712	25	17791	E	4/14/2021	42	Poor	51	49	0	353	Marginal

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GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Pavement Length (ft)	Pavement Width (ft)	Total Area (ft2)	Section Rank	Pavement Conditions							
										PCI Survey Date (mm/dd/yyyy)	Last Inspection PCI	PCI Category	PCI Pct Climate	PCI Pct Load	PCI Pct Other	Survey IRI (in/mi) (April 2021)	IRI Category
1256	1847	WMORNINGCT	W MORNING DOVE CT	W GOLDFINCH CT	NW END	781	30	23424	E	4/14/2021	67	Fair	84	16	0	376	Marginal
2159	34975	WNORTHBCIR	W NORTH BOSCHOME CIR	N GROVE DR	DS@792W N GROVE DR	792	21	16631	E	4/14/2021	67	Fair	47	53	0	135	Smooth
2158	34974	WNORTHBCIR	W NORTH BOSCHOME CIR	DS@792W N GROVE DR	DS@1138W N GROVE DR	346	21	7270	E	4/14/2021	77	Satisfactory	65	35	0	146	Smooth
2157	34973	WNORTHBCIR	W NORTH BOSCHOME CIR	DS@1138W N GROVE DR	W BARBARA CT	104	21	2175	E	4/14/2021	84	Satisfactory	100	0	0	229	Marginal
1716	31556	WOAKKNOLCT	W OAK KNOLL CT	N VALLEY RD	WEST END	315	36	11337	E	4/14/2021	43	Poor	42	58	0	414	Rough
1728	31552	WOAKTRL	W OAK TRL	N BUFFALO RUN	WEST END	225	25	5615	E	4/14/2021	79	Satisfactory	57	43	0	501	Rough
2120	31514	WPINELACIR	W PINE LAKE CIR	N QUENTIN RD	W PINE LAKE CIR (S)	284	23	6536	E	4/14/2021	50	Poor	55	45	0	287	Marginal
1776	31515	WPINELACIR	W PINE LAKE CIR	W PINE LAKE CIR	N PINE LAKE CT	341	22	7504	E	4/14/2021	44	Poor	54	46	0	223	Marginal
1794	32411	WPINELACIR	W PINE LAKE CIR	N PINE LAKE CT	DS@272W N PINE LAKE CT	272	22	5984	E	4/14/2021	46	Poor	48	52	0	207	Marginal
2177	34985	WPINELACIR	W PINE LAKE CIR	DS@272W N PINE LAKE CT	DS@399W N PINE LAKE CT	127	22	2798	E	4/14/2021	49	Poor	48	52	0	162	Smooth
2176	34984	WPINELACIR	W PINE LAKE CIR	DS@399W N PINE LAKE CT	W PINE LAKE CIR (S)	186	22	4089	E	4/14/2021	44	Poor	52	48	0	195	Smooth
1792	32408	WPINELACIR	W PINE LAKE CIR	W PINE LAKE CIR	DS@563W W PINE LAKE CIR	563	22	12389	E	4/14/2021	49	Poor	47	53	0	220	Marginal
1793	32409	WPINELACIR	W PINE LAKE CIR	DS@563W W PINE LAKE CIR	DS@846W W PINE LAKE CIR	283	22	6221	E	4/14/2021	50	Poor	47	53	0	180	Smooth
1791	32407	WPINELACIR	W PINE LAKE CIR	DS@846W W PINE LAKE CIR	W PINE LAKE CIR (N)	397	21	8336	E	4/14/2021	46	Poor	46	54	0	215	Marginal
1572	31445	WPRESCOTCT	W PRESCOTT CT	EAST END	N CHESAPEAKE DR	471	26	12235	E	4/14/2021	89	Good	98	2	0	263	Marginal
1622	31490	WQUAILCT	W QUAIL CT	N MEADOWLARK DR	WEST END	410	24	9835	E	4/14/2021	51	Poor	47	53	0	449	Rough
1830	33536	WSAVANNALN	W SAVANNA LN	N PRAIRIE LN	NW END	1430	27	38616	E	4/14/2021	53	Poor	50	48	2	263	Marginal
1454	10935	WSOUTHBCIR	W SOUTH BOSCHOME CIR	N GROVE DR	N NORTH BOSCHOME CIR	1378	22	30312	E	4/14/2021	38	Very Poor	46	54	0	257	Marginal

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GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Pavement Length (ft)	Pavement Width (ft)	Total Area (ft2)	Section Rank	Pavement Conditions							
										PCI Survey Date (mm/dd/yyyy)	Last Inspection PCI	PCI Category	PCI Pct Climate	PCI Pct Load	PCI Pct Other	Survey IRI (in/mi) (April 2021)	IRI Category
2274	36704	WSUMMERFCT	W SUMMERFIELD CT	N GREENMEADOW DR	WEST END	336	26	8731	E	4/14/2021	62	Fair	62	38	0	328	Marginal
2476	37154	WSUMMITDR	W SUMMIT DR	NE END	S KRUEGER RD	1129	31	34997	E	4/14/2021	46	Poor	42	58	0	197	Smooth
1684	31510	WSWANCT	W SWAN CT	N MEADOWLARK DR	WEST END	721	25	18032	E	4/14/2021	50	Poor	51	49	0	408	Rough
1676	31502	WTHORNRIDR	W THORNRIDGE DR	N TIMBER RIDGE CT	N PINE GROVE CT	652	21	13689	E	4/14/2021	69	Fair	79	21	0	167	Smooth
1675	31501	WTHORNRIDR	W THORNRIDGE DR	N PINE GROVE CT	N BURNING TREE CT	524	21	11011	E	4/14/2021	68	Fair	70	30	0	176	Smooth
1677	31503	WTHORNRIDR	W THORNRIDGE DR	N BURNING TREE CT	CAMBRIDGE DR	580	21	12177	E	4/14/2021	51	Poor	42	58	0	201	Marginal
1238	1814	WTIMBERLLN	W TIMBERLEA LN	EAST END	CAMBRIDGE DR	445	22	9790	E	4/14/2021	54	Poor	46	53	1	363	Marginal
1777	39000	WWHITEPIRD	W WHITE PINE RD	VILLAGE LIMIT	N TREE RD	297	26	7720	E	4/14/2021	34	Very Poor	39	41	20	456	Rough
1780	31549	WWHITEPIRD	W WHITE PINE RD	N TREE RD	N HIGHWOOD RD	1070	24	25678	E	4/14/2021	38	Very Poor	49	42	9	205	Marginal
1781	31840	WWHITEPIRD	W WHITE PINE RD	N HIGHWOOD RD	W LITTLE POND RD	653	24	15670	E	4/14/2021	38	Very Poor	44	45	11	218	Marginal
1782	32316	WWHITEPIRD	W WHITE PINE RD	W LITTLE POND RD	N WHITE PINE RD	521	24	12497	E	4/14/2021	42	Poor	49	50	1	187	Smooth
1574	31447	WWILLIAMCT	W WILLIAMSBURG CT	N PROVIDENCE DR	SW END	316	26	8215	E	4/14/2021	100	Good	49	35	16	333	Marginal
1715	31553	WWILLOWDR	W WILLOW DR	N GROVE DR	N BUFFALO RUN	1184	21	24872	E	4/14/2021	61	Fair	63	37	0	186	Smooth
1619	31484	WWINDSORDR	W WINDSOR DR	N WINDSOR CT	N FOXTAIL DR	719	22	15820	E	4/14/2021	100	Good	43	57	0	163	Smooth
2589	40302	WWOODEDRDR	W WOODED RIDGE DR	N WOODED RIDGE DR	VILLAGE LIMIT	489	21	10267	E	4/14/2021	53	Poor	46	44	10	205	Marginal
2226	39328	WWOODEDRDR	W WOODED RIDGE DR	VILLAGE LIMIT	WEST END	799	20	15984	E	4/14/2021	69	Fair	75	25	0	183	Smooth
2523	31557	WYORKCT	W YORK CT	EAST END	N BUFFALO RUN	576	29	16718	E	4/14/2021	55	Poor	53	47	0	349	Marginal
1618	31483	WYORKSHIDR	W YORKSHIRE DR	EAST END	N RICHMOND CT	1814	26	47166	E	4/14/2021	55	Poor	52	48	0	243	Marginal

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GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Pavement Length (ft)	Pavement Width (ft)	Total Area (ft2)	Section Rank	Pavement Conditions								
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1943	31480	WYORKSHIDR	W YORKSHIRE DR	N RICHMOND CT	N CLAYTON CT	125	21	2634	E	4/14/2021	74	Satisfactory	77	23	0	317	Marginal
1616	31479	WYORKSHIDR	W YORKSHIRE DR	N CLAYTON CT	N NEWBERRY CT	457	21	9603	E	4/14/2021	59	Fair	34	66	0	230	Marginal
1617	31481	WYORKSHIDR	W YORKSHIRE DR	N NEWBERRY CT	S KRUEGER RD	431	27	11625	E	4/14/2021	42	Poor	44	49	7	412	Rough
2269	31486	WYORKSHIDR	W YORKSHIRE DR	S KRUEGER RD	W LAUREL LN	493	26	12807	E	4/14/2021	34	Very Poor	45	54	1	391	Marginal
2271	31478	WYORKSHIDR	W YORKSHIRE DR	W LAUREL LN	N HOPEWELL CT	137	21	2879	E	4/14/2021	67	Fair	76	24	0	237	Marginal
2273	31482	WYORKSHIDR	W YORKSHIRE DR	N HOPEWELL CT	WEST END	760	29	22035	E	4/14/2021	58	Fair	48	52	0	219	Marginal

Appendix B
$450K/Year Rehabilitation Plans by Segment

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GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Current Funding: Rehab Year	Current Funding: Rehab Category	Current Funding: Unit Cost ($)	Current Funding: Segment Total Cost ($)
2738	44390	AMBERLEYDR	AMBERLEY DR	SE END	DS@11W SE END	2022	Global	$0.11	$26
1725	44391	AMBERLEYDR	AMBERLEY DR	DS@11W SE END	W KEPWICK LN	2022	Global	$0.11	$502
1723	31569	AMBERLEYDR	AMBERLEY DR	W KEPWICK LN	W LONG GROVE RD	2022	Global	$0.11	$795
2221	35548	ECUBARD	E CUBA RD	N HICKORY HILL DR	N WOLTER LN	2022	Major	$3.97	$116,766
2219	35546	ECUBARD	E CUBA RD	N WOLTER LN	N PRAIRIE LN	2022	Major	$3.67	$54,846
2161	34977	NHAMPTONCT	N HAMPTON CT	SOUTH END	N HAMPTON CT (SPUR)	2022	Global	$0.11	$1,263
2162	34978	NHAMPTONCT	N HAMPTON CT	N HAMPTON CT (SPUR)	N HICKORY HILL DR	2022	Global	$0.11	$659
1671	31497	NHICKORYDR	N HICKORY HILL DR	N HAMPTON CT	N ANDOVER RD	2022	Global	$0.11	$2,402
1670	31496	NHICKORYDR	N HICKORY HILL DR	N ANDOVER RD	E CUBA RD	2022	Global	$0.11	$932
1721	31565	NMEADOWSCT	N MEADOWS CT	SE END	N LONG MEADOWS DR	2022	Global	$0.11	$2,314
1703	31535	NMIDDLETDR	N MIDDLETON DR	W LEXINGTON LN	W EXETER RD	2022	Global	$0.11	$3,032
2156	34972	NNORTHBCIR	N NORTH BOSCHOME CIR	DS@402N W BOSCHOME DR	W BARBARA CT	2022	Global	$0.11	$478
2378	39611	NWEATHERRD	N WEATHERSTONE RD	DS@466W W CHARTWELL DR	W LONG GROVE RD	2022	Global	$0.11	$2,204
2119	31174	WBARBARACT	W BARBARA CT	N NORTH BOSCHOME CIR	WEST END	2022	Global	$0.11	$768
1796	1848	WCUBARD	W CUBA RD	WARWICK LN	W CHESTNUT RIDGE RD	2022	Major	$3.97	$98,274
2121	1815	WCUBARD	W CUBA RD	W CHESTNUT RIDGE RD	N STONEYBROOK CT	2022	Major	$4.42	$29,999
1394	10239	WCUBARD	W CUBA RD	W CHESTNUT RIDGE RD	CAMBRIDGE DR	2022	Major	$2.90	$7,443
1690	38966	WEXETERRD	W EXETER RD	N MIDDLETON DR	DS@1433W N MIDDLETON DR	2022	Global	$0.11	$3,309

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GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Current Funding: Rehab Year	Current Funding: Rehab Category	Current Funding: Unit Cost ($)	Current Funding: Segment Total Cost ($)
2584	40214	WEXETERRD	W EXETER RD	DS@1433W N MIDDLETON DR	N ANDOVER RD	2022	Major	$2.21	$8,585
1583	31457	WHILANDACT	W HILANDALE CT	EAST END	N HILANDALE CT	2022	Global	$0.11	$631
1724	31570	WKEPWICKLN	W KEPWICK LN	AMBERLEY DR	WEST END	2022	Global	$0.11	$1,014
1707	31540	WLINDENLN	W LINDEN LN	N GROVE DR	N BUFFALO RUN	2022	Global	$0.11	$3,116
1634	31179	WLITTLEPRD	W LITTLE POND RD	NE END	W WHITE PINE RD	2022	Global	$0.11	$3,049
2379	31218	WLONGGRORD	W LONG GROVE RD	N VALLEY RD	N WEATHERSTONE RD	2022	Major	$2.38	$23,637
2569	39957	WLONGGRORD	W LONG GROVE RD	N BUFFALO RUN	VILLAGE LIMIT	2022	Major	$3.36	$33,253
2157	34973	WNORTHBCIR	W NORTH BOSCHOME CIR	DS@1138W N GROVE DR	W BARBARA CT	2022	Global	$0.11	$239
1728	31552	WOAKTRL	W OAK TRL	N BUFFALO RUN	WEST END	2022	Global	$0.11	$618
2273	31482	WYORKSHIDR	W YORKSHIRE DR	N HOPEWELL CT	WEST END	2022	Major	$2.21	$48,620
1377	2268	ECUBARD	E CUBA RD	S KRUEGER RD	N HICKORY HILL DR	2023	Major	$4.96	$107,298
1798	10240	WCUBARD	W CUBA RD	N STONEYBROOK CT	W CHESTNUT RIDGE RD	2023	Major	$4.69	$178,001
1395	10242	WCUBARD	W CUBA RD	CAMBRIDGE DR	N RAND RD	2023	Major	$2.27	$65,752
1689	31519	WEXETERRD	W EXETER RD	EAST END	N VERMONT CT	2023	Major	$2.27	$22,459
1643	31216	WLONGGRORD	W LONG GROVE RD	N HEATHER CT	AMBERLEY DR	2023	Major	$2.27	$17,807
1715	31553	WWILLOWDR	W WILLOW DR	N GROVE DR	N BUFFALO RUN	2023	Major	$2.27	$56,580
1714	31551	NBUFFALRUN	N BUFFALO RUN	W OAK TRL	W CLIFFSIDE DR	2024	Major	$2.47	$25,302
2263	36698	NGREENMEDR	N GREENMEADOW DR	W SUMMERFIELD CT	W GREENMEADOW ESTATES DR	2024	Major	$2.40	$13,585

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GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Current Funding: Rehab Year	Current Funding: Rehab Category	Current Funding: Unit Cost ($)	Current Funding: Segment Total Cost ($)
2275	36705	NGREENMEDR	N GREENMEADOW DR	W GREENMEADOW ESTATES DR	WEST END	2024	Major	$2.34	$58,280
1696	31527	NGROVEDR	N GROVE DR	N VALLEY RD	W LINDEN LN	2024	Major	$2.34	$7,219
1205	1704	NHILANDACT	N HILANDALE CT	W HILANDALE CT	W IL ROUTE 22	2024	Major	$2.34	$32,201
1624	31151	NMEADOWLDR	N MEADOWLARK DR	W MOCKING BIRD CT	W GOLDFINCH CT	2024	Major	$2.47	$27,066
1625	31152	NMEADOWLDR	N MEADOWLARK DR	W GOLDFINCH CT	W QUAIL CT	2024	Major	$2.53	$33,702
1626	31153	NMEADOWLDR	N MEADOWLARK DR	W QUAIL CT	W HUMMINGBIRD CT	2024	Major	$2.47	$11,789
1726	43335	NWEATHERRD	N WEATHERSTONE RD	W CHARTWELL DR	N LONG MEADOWS DR	2024	Major	$2.59	$45,961
2377	31566	NWEATHERRD	N WEATHERSTONE RD	N LONG MEADOWS DR	W CHARTWELL DR	2024	Major	$2.47	$18,683
2267	36702	NWINDRIDCT	N WINDRIDGE CT	N GREENMEADOW DR	NORTH END	2024	Major	$2.34	$46,305
1673	31499	WGOLDFINCT	W GOLDFINCH CT	EAST END	N MEADOWLARK DR	2024	Major	$2.69	$20,292
2266	36701	WGREENMEDR	W GREENMEADOW ESTATES DR	S KRUEGER RD	N GREENMEADOW DR	2024	Major	$2.53	$17,312
1641	38965	WLONGGRORD	W LONG GROVE RD	N MIDDLETON DR	DS@737W N MIDDLETON DR	2024	Major	$2.46	$41,740
2590	40361	WLONGGRORD	W LONG GROVE RD	DS@737W N MIDDLETON DR	N VALLEY RD	2024	Major	$2.46	$1,441
2274	36704	WSUMMERFCT	W SUMMERFIELD CT	N GREENMEADOW DR	WEST END	2024	Major	$2.47	$21,523
1616	31479	WYORKSHIDR	W YORKSHIRE DR	N CLAYTON CT	N NEWBERRY CT	2024	Major	$2.64	$25,327
1722	31568	NLONGMEADR	N LONG MEADOWS DR	N WEATHERSTONE RD	N MEADOWS CT	2025	Major	$2.40	$58,648
2155	34971	NNORTHBCIR	N NORTH BOSCHOME CIR	W BOSCHOME DR	DS@402N W BOSCHOME DR	2025	Major	$2.40	$19,330
2580	40123	NPLUMGRORD	N PLUM GROVE RD	W RAND CT	VILLAGE LIMIT	2025	Major	$2.40	$20,866

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Appendix B - $450K/Year Rehabilitation Plans by Segment

GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Current Funding: Rehab Year	Current Funding: Rehab Category	Current Funding: Unit Cost ($)	Current Funding: Segment Total Cost ($)
1720	31564	NPLUMWOODR	N PLUMWOOD DR	W CHARTWELL DR	LONG GROVE RD	2025	Major	$2.47	$139,908
1471	26437	NTIFFANYCT	N TIFFANY CT	W HIGH RIDGE DR	NORTH END	2025	Major	$2.47	$25,074
1693	31524	NVERMONTCT	N VERMONT CT	SOUTH END	W EXETER RD	2025	Major	$2.40	$13,827
2703	42252	NWOODEDRDR	N WOODED RIDGE DR	VILLAGE LIMIT	W WOODED RIDGE DR	2025	Major	$2.92	$19,968
1647	31223	WLONGGRORD	W LONG GROVE RD	AMBERLEY DR	N KIRKLEY RD	2025	Major	$2.45	$41,032
1256	1847	WMORNINGCT	W MORNING DOVE CT	W GOLDFINCH CT	NW END	2025	Major	$2.40	$56,307
2159	34975	WNORTHBCIR	W NORTH BOSCHOME CIR	N GROVE DR	DS@792W N GROVE DR	2025	Major	$2.40	$39,978
2271	31478	WYORKSHIDR	W YORKSHIRE DR	W LAUREL LN	N HOPEWELL CT	2025	Major	$2.40	$6,921
1627	31166	ACORNCT	ACORN CT	SOUTH END	N HICKORY HILL DR	2026	Global	$0.12	$1,130
1664	31444	NCHESAPEDR	N CHESAPEAKE DR	W PRESCOTT CT	N PROVIDENCE DR	2026	Global	$0.12	$1,317
2300	36966	NEVERGRECT	N EVERGREEN CT	SOUTH END	W ELEANOR LN	2026	Major	$2.53	$42,887
1614	31476	NFOXTAILDR	N FOXTAIL DR	W WINDSOR DR	W GREENWOOD DR	2026	Global	$0.12	$2,223
1698	31529	NGROVEDR	N GROVE DR	W SOUTH BOSCHOME CIR	W NORTH BOSCHOME CIR	2026	Major	$2.53	$29,305
1699	31530	NHIGHWOORD	N HIGHWOOD RD	N HAWTHORN LN	WEST END	2026	Major	$2.53	$19,732
1629	31169	NMEADOWLDR	N MEADOWLARK DR	N MEADOWLARK CT	W SWAN CT	2026	Major	$2.60	$39,030
1628	31167	NMEADOWLDR	N MEADOWLARK DR	W SWAN CT	W MOCKING BIRD CT	2026	Major	$2.53	$38,577
2104	1707	NPRAIRIEPL	N PRAIRIE LAKE PL	SE END	W CREEKSIDE DR	2026	Global	$0.12	$506
2306	37143	NPROVIDEDR	N PROVIDENCE DR	W IL ROUTE 22	N CHESAPEAKE DR	2026	Major	$2.55	$79,816

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Appendix B - $450K/Year Rehabilitation Plans by Segment

GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Current Funding: Rehab Year	Current Funding: Rehab Category	Current Funding: Unit Cost ($)	Current Funding: Segment Total Cost ($)
2301	36967	WELEANORLN	W ELEANOR LN	S KRUEGER RD	N EVERGREEN CT	2026	Major	$2.46	$16,526
1640	38964	WLONGGRORD	W LONG GROVE RD	VILLAGE LIMIT	N MIDDLETON DR	2026	Major	$2.56	$53,967
2380	31217	WLONGGRORD	W LONG GROVE RD	N WEATHERSTONE RD	N HEATHER CT	2026	Major	$2.48	$16,562
1923	2040	WLONGGRORD	W LONG GROVE RD	N KIRKLEY RD	N BUFFALO RUN	2026	Major	$2.56	$29,186
1572	31445	WPRESCOTCT	W PRESCOTT CT	EAST END	N CHESAPEAKE DR	2026	Global	$0.12	$1,515
1676	31502	WTHORNRIDR	W THORNRIDGE DR	N TIMBER RIDGE CT	N PINE GROVE CT	2026	Major	$2.53	$34,639
2226	39328	WWOODEDRDR	W WOODED RIDGE DR	VILLAGE LIMIT	WEST END	2026	Major	$2.53	$40,445

Appendix C
$1.8M/Year Rehabilitation Plans by Segment

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Appendix C - Eliminate Backlog Rehabilitation Plan by Segment ($1.8M/Yr)

						Eliminate Backlog in 5 Years			
GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Rehab Year	Rehab Category	Unit Cost ($)	Segment Total Cost ($)
2738	44390	AMBERLEYDR	AMBERLEY DR	SE END	DS@11W SE END	2022	Global	$0.11	$26
1725	44391	AMBERLEYDR	AMBERLEY DR	DS@11W SE END	W KEPWICK LN	2022	Global	$0.11	$502
1723	31569	AMBERLEYDR	AMBERLEY DR	W KEPWICK LN	W LONG GROVE RD	2022	Global	$0.11	$795
1377	2268	ECUBARD	E CUBA RD	S KRUEGER RD	N HICKORY HILL DR	2022	Major	$4.65	$100,597
2221	35548	ECUBARD	E CUBA RD	N HICKORY HILL DR	N WOLTER LN	2022	Major	$3.97	$116,766
2219	35546	ECUBARD	E CUBA RD	N WOLTER LN	N PRAIRIE LN	2022	Major	$3.67	$54,846
1631	31171	NANDOVERRD	N ANDOVER RD	W EXETER RD	W BRANDON RD	2022	Major	$2.37	$59,085
1623	31142	NANDOVERRD	N ANDOVER RD	W BRANDON RD	N HICKORY HILL DR	2022	Major	$2.32	$124,079
1010	1752	NBARKLEYCT	N BARKLEY CT	CAMBRIDGE DR	NW END	2022	Major	$2.21	$7,809
1713	31550	NBUFFALRUN	N BUFFALO RUN	W WILLOW DR	W OAK TRL	2022	Major	$2.37	$6,550
1607	31467	NELEANORCT	N ELEANOR CT	S KRUEGER RD	NE END	2022	Major	$2.48	$53,191
2264	36699	NGREENMEDR	N GREENMEADOW DR	N WINDRIDGE CT	W LANDAU CT	2022	Major	$2.48	$32,418
2161	34977	NHAMPTONCT	N HAMPTON CT	SOUTH END	N HAMPTON CT (SPUR)	2022	Global	$0.11	$1,263
2162	34978	NHAMPTONCT	N HAMPTON CT	N HAMPTON CT (SPUR)	N HICKORY HILL DR	2022	Global	$0.11	$659
1671	31497	NHICKORYDR	N HICKORY HILL DR	N HAMPTON CT	N ANDOVER RD	2022	Global	$0.11	$2,402
1670	31496	NHICKORYDR	N HICKORY HILL DR	N ANDOVER RD	E CUBA RD	2022	Global	$0.11	$932
1694	31525	NHIGHWOORD	N HIGHWOOD RD	N TREE RD	N HAWTHORN LN	2022	Major	$2.21	$76,090
1687	31513	NMEADOWLCT	N MEADOWLARK CT	WEST END	N MEADOWLARK DR	2022	Major	$2.26	$20,104

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Appendix C - Eliminate Backlog Rehabilitation Plan by Segment ($1.8M/Yr)

						Eliminate Backlog in 5 Years			
GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Rehab Year	Rehab Category	Unit Cost ($)	Segment Total Cost ($)
1721	31565	NMEADOWSCT	N MEADOWS CT	SE END	N LONG MEADOWS DR	2022	Global	$0.11	$2,314
2099	31555	NMIDDLETDR	N MIDDLETON DR	W LONG GROVE RD	N ANDOVER RD	2022	Major	$2.37	$64,967
1703	31535	NMIDDLETDR	N MIDDLETON DR	W LEXINGTON LN	W EXETER RD	2022	Global	$0.11	$3,032
1570	31128	NNEWBERRCT	N NEWBERRY CT	W YORKSHIRE DR	NORTH END	2022	Major	$2.48	$27,500
2156	34972	NNORTHBCIR	N NORTH BOSCHOME CIR	DS@402N W BOSCHOME DR	W BARBARA CT	2022	Global	$0.11	$478
1686	31512	NPINELAKCT	N PINE LAKE CT	W PINE LAKE CIR (N)	NORTH END	2022	Major	$2.43	$31,607
2321	37527	NPRAIRIELN	N PRAIRIE LN	N PRAIRIE CT	N PRAIRIE CT	2022	Major	$2.88	$5,130
1608	31468	NREBECCALN	N REBECCA LN	W ELEANOR LN	NORTH END	2022	Major	$2.48	$34,407
1683	31509	NSTONEYBCT	N STONEYBROOK CT	W CUBA RD	NORTH END	2022	Major	$2.48	$23,140
2378	39611	NWEATHERRD	N WEATHERSTONE RD	DS@466W W CHARTWELL DR	W LONG GROVE RD	2022	Global	$0.11	$2,204
2220	35547	NWOLTERLN	N WOLTER LN	SOUTH END	E CUBA RD	2022	Major	$2.48	$47,418
2703	42252	NWOODEDRDR	N WOODED RIDGE DR	VILLAGE LIMIT	W WOODED RIDGE DR	2022	Major	$2.21	$15,074
2119	31174	WBARBARACT	W BARBARA CT	N NORTH BOSCHOME CIR	WEST END	2022	Global	$0.11	$768
2709	43334	WCHARTWEDR	W CHARTWELL DR	N WEATHERSTONE RD	N PLUMWOOD DR	2022	Major	$2.21	$11,932
1796	1848	WCUBARD	W CUBA RD	WARWICK LN	W CHESTNUT RIDGE RD	2022	Major	$3.97	$98,274
2121	1815	WCUBARD	W CUBA RD	W CHESTNUT RIDGE RD	N STONEYBROOK CT	2022	Major	$4.42	$29,999
1798	10240	WCUBARD	W CUBA RD	N STONEYBROOK CT	W CHESTNUT RIDGE RD	2022	Major	$4.27	$162,128
1394	10239	WCUBARD	W CUBA RD	W CHESTNUT RIDGE RD	CAMBRIDGE DR	2022	Major	$2.90	$7,443

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Appendix C - Eliminate Backlog Rehabilitation Plan by Segment ($1.8M/Yr)

						Eliminate Backlog in 5 Years			
GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Rehab Year	Rehab Category	Unit Cost ($)	Segment Total Cost ($)
1690	38966	WEXETERRD	W EXETER RD	N MIDDLETON DR	DS@1433W N MIDDLETON DR	2022	Global	$0.11	$3,309
2584	40214	WEXETERRD	W EXETER RD	DS@1433W N MIDDLETON DR	N ANDOVER RD	2022	Major	$2.21	$8,585
1673	31499	WGOLDFINCT	W GOLDFINCH CT	EAST END	N MEADOWLARK DR	2022	Major	$2.21	$16,665
1583	31457	WHILANDACT	W HILANDALE CT	EAST END	N HILANDALE CT	2022	Global	$0.11	$631
1599	31458	WHILANDACT	W HILANDALE CT	N HILANDALE CT	NW END	2022	Major	$2.32	$38,467
1724	31570	WKEPWICKLN	W KEPWICK LN	AMBERLEY DR	WEST END	2022	Global	$0.11	$1,014
2126	26433	WLAKERIDCT	W LAKERIDGE CT	EAST END	W CUBA RD	2022	Major	$2.43	$89,432
1707	31540	WLINDENLN	W LINDEN LN	N GROVE DR	N BUFFALO RUN	2022	Global	$0.11	$3,116
1634	31179	WLITTLEPRD	W LITTLE POND RD	NE END	W WHITE PINE RD	2022	Global	$0.11	$3,049
2379	31218	WLONGGRORD	W LONG GROVE RD	N VALLEY RD	N WEATHERSTONE RD	2022	Major	$2.38	$23,637
2569	39957	WLONGGRORD	W LONG GROVE RD	N BUFFALO RUN	VILLAGE LIMIT	2022	Major	$3.36	$33,253
2157	34973	WNORTHBCIR	W NORTH BOSCHOME CIR	DS@1138W N GROVE DR	W BARBARA CT	2022	Global	$0.11	$239
1728	31552	WOAKTRL	W OAK TRL	N BUFFALO RUN	WEST END	2022	Global	$0.11	$618
1830	33536	WSAVANNALN	W SAVANNA LN	N PRAIRIE LN	NW END	2022	Major	$2.48	$95,637
1238	1814	WTIMBERLLN	W TIMBERLEA LN	EAST END	CAMBRIDGE DR	2022	Major	$2.43	$23,781
2589	40302	WWOODEDRDR	W WOODED RIDGE DR	N WOODED RIDGE DR	VILLAGE LIMIT	2022	Major	$2.48	$25,426
2523	31557	WYORKCT	W YORK CT	EAST END	N BUFFALO RUN	2022	Major	$2.37	$39,683
1618	31483	WYORKSHIDR	W YORKSHIRE DR	EAST END	N RICHMOND CT	2022	Major	$2.37	$111,955

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Appendix C - Eliminate Backlog Rehabilitation Plan by Segment ($1.8M/Yr)

						Eliminate Backlog in 5 Years			
GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Rehab Year	Rehab Category	Unit Cost ($)	Segment Total Cost ($)
2273	31482	WYORKSHIDR	W YORKSHIRE DR	N HOPEWELL CT	WEST END	2022	Major	$2.21	$48,620
1011	1753	NABBEYCT	N ABBEY CT	CAMBRIDGE DR	NE END	2023	Major	$2.88	$11,346
1632	38963	NANDOVERRD	N ANDOVER RD	N MIDDLETON DR	DS@2103N N MIDDLETON DR	2023	Major	$2.97	$131,324
2522	31198	NBUFFALRUN	N BUFFALO RUN	W YORK CT	W WILLOW DR	2023	Major	$2.93	$39,796
1218	1729	NCLAYTONCT	N CLAYTON CT	W YORKSHIRE DR	NORTH END	2023	Major	$2.84	$20,524
1701	31533	NELDERCT	N ELDER CT	N WHITE PINE RD	NW END	2023	Major	$2.74	$27,804
2262	36697	NGREENMEDR	N GREENMEADOW DR	WEST END	N WINDRIDGE CT	2023	Major	$2.74	$23,678
2118	31544	NHIGHWOORD	N HIGHWOOD RD	W WHITE PINE RD	N TREE RD	2023	Major	$2.74	$79,267
2272	31844	NHOPEWELCT	N HOPEWELL CT	W YORKSHIRE DR	NE END	2023	Major	$2.88	$41,073
1625	31152	NMEADOWLDR	N MEADOWLARK DR	W GOLDFINCH CT	W QUAIL CT	2023	Major	$2.27	$30,347
1700	31531	NMIDDLETDR	N MIDDLETON DR	N LONG MEADOWS DR	W LONG GROVE RD	2023	Major	$2.70	$22,614
2100	31545	NMIDDLETDR	N MIDDLETON DR	N ANDOVER RD	W LEXINGTON LN	2023	Major	$2.84	$65,841
2337	37528	NPRAIRIECT	N PRAIRIE CT	N PRAIRIE LN	N PRAIRIE LN	2023	Major	$2.93	$20,611
2105	33537	NPRAIRIELN	N PRAIRIE LN	E CUBA RD	W SAVANNA LN	2023	Major	$2.88	$13,350
2322	37529	NPRAIRIELN	N PRAIRIE LN	W SAVANNA LN	N PRAIRIE CT	2023	Major	$2.97	$232,254
1571	31129	NRICHMONCT	N RICHMOND CT	SOUTH END	W YORKSHIRE DR	2023	Major	$2.79	$25,294
2223	26431	NTALLOAKCT	N TALL OAKS CT	N TALL OAKS DR	NORTH END	2023	Major	$2.79	$39,317
1709	41116	NVALLEYRD	N VALLEY RD	DS@226N W OAK KNOLL CT	N GROVE DR	2023	Major	$2.74	$129,539

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Appendix C - Eliminate Backlog Rehabilitation Plan by Segment ($1.8M/Yr)

						Eliminate Backlog in 5 Years			
GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Rehab Year	Rehab Category	Unit Cost ($)	Segment Total Cost ($)
1726	43335	NWEATHERRD	N WEATHERSTONE RD	W CHARTWELL DR	N LONG MEADOWS DR	2023	Major	$2.33	$41,453
1691	31521	WCHESTNURD	W CHESTNUT RIDGE RD	N WHITE PINE RD	W CUBA RD	2023	Major	$2.88	$60,209
1710	31546	WCLIFFSIDR	W CLIFFSIDE DR	N GROVE DR	N BUFFALO RUN	2023	Major	$2.97	$68,341
1307	2002	WCONCORDCT	W CONCORDE CT	EAST END	W WOODED RIDGE DR	2023	Major	$2.93	$72,661
1395	10242	WCUBARD	W CUBA RD	CAMBRIDGE DR	N RAND RD	2023	Major	$2.27	$65,752
1204	1702	WELEANORLN	W ELEANOR LN	N REBECCA LN	N RUTH CT	2023	Major	$2.84	$16,233
1689	31519	WEXETERRD	W EXETER RD	EAST END	N VERMONT CT	2023	Major	$2.27	$22,459
2266	36701	WGREENMEDR	W GREENMEADOW ESTATES DR	S KRUEGER RD	N GREENMEADOW DR	2023	Major	$2.27	$15,589
2125	26436	WHIGHRIDDR	W HIGH RIDGE DR	EAST END	N TIFFANY CT	2023	Major	$2.93	$34,448
2497	26435	WHIGHRIDDR	W HIGH RIDGE DR	N TIFFANY CT	N TALL OAKS DR	2023	Major	$2.84	$68,336
2268	36703	WLANDAUCT	W LANDAU CT	SE END	N GREENMEADOW DR	2023	Major	$2.79	$12,055
2270	31485	WLAURELLN	W LAUREL LN	W YORKSHIRE DR	WEST END	2023	Major	$2.74	$58,394
2547	38377	WLEXINGTLN	W LEXINGTON LN	DS@349W NE END	DS@519W NE END	2023	Major	$2.88	$9,854
1643	31216	WLONGGRORD	W LONG GROVE RD	N HEATHER CT	AMBERLEY DR	2023	Major	$2.27	$17,807
2120	31514	WPINELACIR	W PINE LAKE CIR	N QUENTIN RD	W PINE LAKE CIR (S)	2023	Major	$2.84	$18,541
2177	34985	WPINELACIR	W PINE LAKE CIR	DS@272W N PINE LAKE CT	DS@399W N PINE LAKE CT	2023	Major	$2.88	$8,065
1792	32408	WPINELACIR	W PINE LAKE CIR	W PINE LAKE CIR	DS@563W W PINE LAKE CIR	2023	Major	$2.88	$35,714
1793	32409	WPINELACIR	W PINE LAKE CIR	DS@563W W PINE LAKE CIR	DS@846W W PINE LAKE CIR	2023	Major	$2.84	$17,646

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Appendix C - Eliminate Backlog Rehabilitation Plan by Segment ($1.8M/Yr)

						Eliminate Backlog in 5 Years			
GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Rehab Year	Rehab Category	Unit Cost ($)	Segment Total Cost ($)
1622	31490	WQUAILCT	W QUAIL CT	N MEADOWLARK DR	WEST END	2023	Major	$2.79	$27,443
1684	31510	WSWANCT	W SWAN CT	N MEADOWLARK DR	WEST END	2023	Major	$2.84	$51,152
1677	31503	WTHORNRIDR	W THORNRIDGE DR	N BURNING TREE CT	CAMBRIDGE DR	2023	Major	$2.79	$33,977
1715	31553	WWILLOWDR	W WILLOW DR	N GROVE DR	N BUFFALO RUN	2023	Major	$2.27	$56,580
1616	31479	WYORKSHIDR	W YORKSHIRE DR	N CLAYTON CT	N NEWBERRY CT	2023	Major	$2.39	$22,971
1621	31489	CAMBRIDGDR	CAMBRIDGE DR	N ABBEY CT	N BARKLEY CT	2024	Major	$3.72	$121,604
2521	31205	NBUFFALRUN	N BUFFALO RUN	W LONG GROVE RD	W YORK CT	2024	Major	$3.56	$78,500
1714	31551	NBUFFALRUN	N BUFFALO RUN	W OAK TRL	W CLIFFSIDE DR	2024	Major	$2.47	$25,302
1635	31188	NBUFFALRUN	N BUFFALO RUN	W CLIFFSIDE DR	W LINDEN LN	2024	Major	$3.56	$43,796
1669	31495	NBURNINGCT	N BURNING TREE CT	W THORNRIDGE DR	NORTH END	2024	Major	$3.56	$55,347
2263	36698	NGREENMEDR	N GREENMEADOW DR	W SUMMERFIELD CT	W GREENMEADOW ESTATES DR	2024	Major	$2.40	$13,585
2275	36705	NGREENMEDR	N GREENMEADOW DR	W GREENMEADOW ESTATES DR	WEST END	2024	Major	$2.34	$58,280
1697	31528	NGROVEDR	N GROVE DR	W WILLOW DR	W CLIFFSIDE DR	2024	Major	$4.03	$49,687
1695	31526	NGROVEDR	N GROVE DR	W CLIFFSIDE DR	N VALLEY RD	2024	Major	$4.19	$31,045
1696	31527	NGROVEDR	N GROVE DR	N VALLEY RD	W LINDEN LN	2024	Major	$2.34	$7,219
1205	1704	NHILANDACT	N HILANDALE CT	W HILANDALE CT	W IL ROUTE 22	2024	Major	$2.34	$32,201
1624	31151	NMEADOWLDR	N MEADOWLARK DR	W MOCKING BIRD CT	W GOLDFINCH CT	2024	Major	$2.47	$27,066
1626	31153	NMEADOWLDR	N MEADOWLARK DR	W QUAIL CT	W HUMMINGBIRD CT	2024	Major	$2.47	$11,789

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Appendix C - Eliminate Backlog Rehabilitation Plan by Segment ($1.8M/Yr)

						Eliminate Backlog in 5 Years			
GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Rehab Year	Rehab Category	Unit Cost ($)	Segment Total Cost ($)
2106	31150	NMEADOWLDR	N MEADOWLARK DR	W HUMMINGBIRD CT	E CUBA RD	2024	Major	$3.72	$49,326
1680	31506	NPINEGROCT	N PINE GROVE CT	SOUTH END	W THORNRIDGE DR	2024	Major	$4.19	$29,540
1925	39033	NPLUMGRORD	N PLUM GROVE RD	VILLAGE LIMIT	W RAND CT	2024	Major	$4.03	$93,730
2323	37530	NPRAIRIELN	N PRAIRIE LN	N PRAIRIE CT	EAST END	2024	Major	$3.72	$146,662
1711	31547	NTREERD	N TREE RD	W WHITE PINE RD	N HIGHWOOD RD	2024	Major	$4.19	$83,165
1718	31559	NVALLEYRD	N VALLEY RD	W LONG GROVE RD	W OAK KNOLL CT	2024	Major	$3.56	$62,899
2619	41188	NVALLEYRD	N VALLEY RD	W OAK KNOLL CT	DS@226N W OAK KNOLL CT	2024	Major	$4.03	$20,020
2377	31566	NWEATHERRD	N WEATHERSTONE RD	N LONG MEADOWS DR	W CHARTWELL DR	2024	Major	$2.47	$18,683
2267	36702	NWINDRIDCT	N WINDRIDGE CT	N GREENMEADOW DR	NORTH END	2024	Major	$2.34	$46,305
2498	26434	WHIGHRIDDR	W HIGH RIDGE DR	N TALL OAKS DR	WEST END	2024	Major	$4.19	$73,447
1668	31494	WHONEYRICT	W HONEY RIDGE CT	CAMBRIDGE DR	WEST END	2024	Major	$4.19	$56,915
1665	31491	WHUMMINGCT	W HUMMINGBIRD CT	EAST END	N MEADOWLARK DR	2024	Major	$3.56	$20,553
2539	38410	WLEXINGTLN	W LEXINGTON LN	DS@558W NE END	DS@701W NE END	2024	Major	$3.56	$10,692
1641	38965	WLONGGRORD	W LONG GROVE RD	N MIDDLETON DR	DS@737W N MIDDLETON DR	2024	Major	$2.46	$41,740
2590	40361	WLONGGRORD	W LONG GROVE RD	DS@737W N MIDDLETON DR	N VALLEY RD	2024	Major	$2.46	$1,441
1678	31504	WMOCKINGCT	W MOCKING BIRD CT	N MEADOWLARK DR	WEST END	2024	Major	$4.35	$77,307
1716	31556	WOAKKNOLCT	W OAK KNOLL CT	N VALLEY RD	WEST END	2024	Major	$4.19	$47,510
1776	31515	WPINELACIR	W PINE LAKE CIR	W PINE LAKE CIR	N PINE LAKE CT	2024	Major	$4.03	$30,274

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						Eliminate Backlog in 5 Years			
GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Rehab Year	Rehab Category	Unit Cost ($)	Segment Total Cost ($)
1794	32411	WPINELACIR	W PINE LAKE CIR	N PINE LAKE CT	DS@272W N PINE LAKE CT	2024	Major	$3.72	$22,274
2176	34984	WPINELACIR	W PINE LAKE CIR	DS@399W N PINE LAKE CT	W PINE LAKE CIR (S)	2024	Major	$4.03	$16,497
1791	32407	WPINELACIR	W PINE LAKE CIR	DS@846W W PINE LAKE CIR	W PINE LAKE CIR (N)	2024	Major	$3.72	$31,027
2274	36704	WSUMMERFCT	W SUMMERFIELD CT	N GREENMEADOW DR	WEST END	2024	Major	$2.47	$21,523
2476	37154	WSUMMITDR	W SUMMIT DR	NE END	S KRUEGER RD	2024	Major	$3.72	$130,263
1782	32316	WWHITEPIRD	W WHITE PINE RD	W LITTLE POND RD	N WHITE PINE RD	2024	Major	$4.35	$54,304
1617	31481	WYORKSHIDR	W YORKSHIRE DR	N NEWBERRY CT	S KRUEGER RD	2024	Major	$4.35	$50,512
1672	31498	CAMBRIDGDR	CAMBRIDGE DR	N TIMBER RIDGE CT	W HONEY RIDGE CT	2025	Major	$5.06	$53,225
1681	31507	CAMBRIDGDR	CAMBRIDGE DR	W TIMBERLEA LN	W THORNRIDGE DR	2025	Major	$4.95	$71,858
1667	31493	CAMBRIDGDR	CAMBRIDGE DR	W THORNRIDGE DR	N BARKLEY CT	2025	Major	$5.06	$131,064
1598	31118	NAMYLN	N AMY LN	W ELEANOR LN	NW END	2025	Major	$5.06	$132,298
1717	31558	NHEATHERCT	N HEATHER CT	W LONG GROVE RD	NORTH END	2025	Major	$4.95	$93,218
1722	31568	NLONGMEADR	N LONG MEADOWS DR	N WEATHERSTONE RD	N MEADOWS CT	2025	Major	$2.40	$58,648
2155	34971	NNORTHBCIR	N NORTH BOSCHOME CIR	W BOSCHOME DR	DS@402N W BOSCHOME DR	2025	Major	$2.40	$19,330
2580	40123	NPLUMGRORD	N PLUM GROVE RD	W RAND CT	VILLAGE LIMIT	2025	Major	$2.40	$20,866
1720	31564	NPLUMWOODR	N PLUMWOOD DR	W CHARTWELL DR	LONG GROVE RD	2025	Major	$2.47	$139,908
2496	26432	NTALLOAKDR	N TALL OAKS DR	W HIGH RIDGE DR	N TALL OAKS CT	2025	Major	$4.89	$223,918
2222	26430	NTALLOAKDR	N TALL OAKS DR	N TALL OAKS CT	W CUBA RD	2025	Major	$5.11	$164,304

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						Eliminate Backlog in 5 Years			
GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Rehab Year	Rehab Category	Unit Cost ($)	Segment Total Cost ($)
1471	26437	NTIFFANYCT	N TIFFANY CT	W HIGH RIDGE DR	NORTH END	2025	Major	$2.47	$25,074
1693	31524	NVERMONTCT	N VERMONT CT	SOUTH END	W EXETER RD	2025	Major	$2.40	$13,827
1795	31517	WCHESTNURD	W CHESTNUT RIDGE RD	W CUBA RD	N HAWTHORN LN	2025	Major	$5.11	$133,916
1688	31518	WCHESTNURD	W CHESTNUT RIDGE RD	N HAWTHORN LN	N WHITE PINE RD	2025	Major	$5.00	$112,698
1207	1706	WELEANORLN	W ELEANOR LN	N AMY LN	WEST END	2025	Major	$4.95	$14,807
2045	2133	WHIDDENVDR	W HIDDEN VALLEY DR	EAST END	N QUENTIN RD	2025	Major	$4.89	$237,362
1647	31223	WLONGGRORD	W LONG GROVE RD	AMBERLEY DR	N KIRKLEY RD	2025	Major	$2.45	$41,032
1256	1847	WMORNINGCT	W MORNING DOVE CT	W GOLDFINCH CT	NW END	2025	Major	$2.40	$56,307
2159	34975	WNORTHBCIR	W NORTH BOSCHOME CIR	N GROVE DR	DS@792W N GROVE DR	2025	Major	$2.40	$39,978
2271	31478	WYORKSHIDR	W YORKSHIRE DR	W LAUREL LN	N HOPEWELL CT	2025	Major	$2.40	$6,921
1627	31166	ACORNCT	ACORN CT	SOUTH END	N HICKORY HILL DR	2026	Global	$0.12	$1,130
2122	31488	CAMBRIDGDR	CAMBRIDGE DR	W HONEY RIDGE CT	N ABBEY CT	2026	Major	$5.58	$53,542
1666	31492	CAMBRIDGDR	CAMBRIDGE DR	W CUBA RD	W TIMBERLEA LN	2026	Major	$5.53	$60,549
2583	40213	NANDOVERRD	N ANDOVER RD	DS@2103N N MIDDLETON DR	W EXETER RD	2026	Major	$2.60	$10,155
1664	31444	NCHESAPEDR	N CHESAPEAKE DR	W PRESCOTT CT	N PROVIDENCE DR	2026	Global	$0.12	$1,317
2300	36966	NEVERGRECT	N EVERGREEN CT	SOUTH END	W ELEANOR LN	2026	Major	$2.53	$42,887
1614	31476	NFOXTAILDR	N FOXTAIL DR	W WINDSOR DR	W GREENWOOD DR	2026	Global	$0.12	$2,223
2265	36700	NGREENMEDR	N GREENMEADOW DR	W LANDAU CT	W SUMMERFIELD CT	2026	Major	$2.60	$28,504

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						Eliminate Backlog in 5 Years			
GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Rehab Year	Rehab Category	Unit Cost ($)	Segment Total Cost ($)
1698	31529	NGROVEDR	N GROVE DR	W SOUTH BOSCHOME CIR	W NORTH BOSCHOME CIR	2026	Major	$2.53	$29,305
1382	2286	NHAWTHORLN	N HAWTHORN LN	N HIGHWOOD RD	W CHESTNUT RIDGE RD	2026	Major	$5.43	$55,696
1699	31530	NHIGHWOORD	N HIGHWOOD RD	N HAWTHORN LN	WEST END	2026	Major	$2.53	$19,732
1629	31169	NMEADOWLDR	N MEADOWLARK DR	N MEADOWLARK CT	W SWAN CT	2026	Major	$2.60	$39,030
1628	31167	NMEADOWLDR	N MEADOWLARK DR	W SWAN CT	W MOCKING BIRD CT	2026	Major	$2.53	$38,577
2104	1707	NPRAIRIEPL	N PRAIRIE LAKE PL	SE END	W CREEKSIDE DR	2026	Global	$0.12	$506
2306	37143	NPROVIDEDR	N PROVIDENCE DR	W IL ROUTE 22	N CHESAPEAKE DR	2026	Major	$2.55	$79,816
1611	31472	NRUTHCT	N RUTH CT	SOUTH END	W ELEANOR LN	2026	Major	$5.43	$72,295
1679	31505	NTIMBERRCT	N TIMBER RIDGE CT	SOUTH END	W THORNRIDGE DR	2026	Major	$5.96	$47,010
1783	32317	NWHITEPIRD	N WHITE PINE RD	W WHITE PINE RD	N ELDER CT	2026	Major	$5.48	$33,688
1778	1844	NWHITEPIRD	N WHITE PINE RD	N ELDER CT	W MAPLE CT	2026	Major	$6.55	$44,226
1779	1845	NWHITEPIRD	N WHITE PINE RD	W MAPLE CT	W CHESTNUT RIDGE RD	2026	Major	$5.96	$57,526
1633	31178	WBOSCHOMDR	W BOSCHOME DR	N NORTH BOSCHOME CIR	N QUENTIN RD	2026	Major	$5.53	$252,128
2301	36967	WELEANORLN	W ELEANOR LN	S KRUEGER RD	N EVERGREEN CT	2026	Major	$2.46	$16,526
1640	38964	WLONGGRORD	W LONG GROVE RD	VILLAGE LIMIT	N MIDDLETON DR	2026	Major	$2.56	$53,967
2380	31217	WLONGGRORD	W LONG GROVE RD	N WEATHERSTONE RD	N HEATHER CT	2026	Major	$2.48	$16,562
1923	2040	WLONGGRORD	W LONG GROVE RD	N KIRKLEY RD	N BUFFALO RUN	2026	Major	$2.56	$29,186
1702	31534	WMAPLECT	W MAPLE CT	SE END	N WHITE PINE RD	2026	Major	$5.67	$47,548

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						Eliminate Backlog in 5 Years			
GISID	Section ID (Perm ID)	BranchID	Branch Name	From	To	Rehab Year	Rehab Category	Unit Cost ($)	Segment Total Cost ($)
1572	31445	WPRESCOTCT	W PRESCOTT CT	EAST END	N CHESAPEAKE DR	2026	Global	$0.12	$1,515
1454	10935	WSOUTHBCIR	W SOUTH BOSCHOME CIR	N GROVE DR	N NORTH BOSCHOME CIR	2026	Major	$5.43	$164,542
1676	31502	WTHORNRIDR	W THORNRIDGE DR	N TIMBER RIDGE CT	N PINE GROVE CT	2026	Major	$2.53	$34,639
1675	31501	WTHORNRIDR	W THORNRIDGE DR	N PINE GROVE CT	N BURNING TREE CT	2026	Major	$2.60	$28,632
1777	39000	WWHITEPIRD	W WHITE PINE RD	VILLAGE LIMIT	N TREE RD	2026	Major	$5.67	$43,765
1780	31549	WWHITEPIRD	W WHITE PINE RD	N TREE RD	N HIGHWOOD RD	2026	Major	$5.43	$139,388
1781	31840	WWHITEPIRD	W WHITE PINE RD	N HIGHWOOD RD	W LITTLE POND RD	2026	Major	$5.43	$85,063
2226	39328	WWOODEDRDR	W WOODED RIDGE DR	VILLAGE LIMIT	WEST END	2026	Major	$2.53	$40,445
2269	31486	WYORKSHIDR	W YORKSHIRE DR	S KRUEGER RD	W LAUREL LN	2026	Major	$5.67	$72,598

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Year	BranchID	SectionID	Policy	Description	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
2022	AMBERLEYDR	44390	Preventive	L & T CR	Medium	6	Ft	Crack Sealing - AC	6	Ft	$1.00	$6
2022	AMBERLEYDR	44391	Preventive	L & T CR	Medium	14	Ft	Crack Sealing - AC	14	Ft	$1.00	$14
2022	AMBERLEYDR	44391	Preventive	ALLIGATOR CR	Medium	5	SqFt	Patch - 4 Inches	17	SqFt	$3.33	$57
2022	AMBERLEYDR	31569	Preventive	L & T CR	Medium	14	Ft	Crack Sealing - AC	14	Ft	$1.00	$14
2022	ECUBARD	2269	Preventive	RUTTING	Medium	32	SqFt	Patch - 4 Inches	32	SqFt	$3.33	$107
2022	NANDOVERRD	40213	Preventive	L & T CR	Medium	96	Ft	Crack Sealing - AC	96	Ft	$1.00	$96
2022	NANDOVERRD	31142	Preventive	EDGE CR	Medium	54	Ft	Crack Sealing - AC	53	Ft	$1.00	$54
2022	NANDOVERRD	31142	Preventive	L & T CR	Medium	763	Ft	Crack Sealing - AC	763	Ft	$1.00	$763
2022	NANDOVERRD	31142	Preventive	ALLIGATOR CR	Medium	1081	SqFt	Patch - 4 Inches	1217	SqFt	$3.33	$4,053
2022	NBARKLEYCT	1752	Preventive	L & T CR	Medium	260	Ft	Crack Sealing - AC	260	Ft	$1.00	$260
2022	NBARKLEYCT	1752	Preventive	EDGE CR	High	23	Ft	Patch - 2 Inches	38	SqFt	$2.00	$74
2022	NBUFFALRUN	31551	Preventive	EDGE CR	Medium	11	Ft	Crack Sealing - AC	11	Ft	$1.00	$74
2022	NBUFFALRUN	31551	Preventive	L & T CR	Medium	350	Ft	Crack Sealing - AC	350	Ft	$1.00	$74
2022	NEVERGRECT	36966	Preventive	L & T CR	Medium	291	Ft	Crack Sealing - AC	290	Ft	$1.00	$74
2022	NEVERGRECT	36966	Preventive	POTHOLE	Low	4	Count	Patch - 4 Inches	12	SqFt	$3.33	$74
2022	NEVERGRECT	36966	Preventive	RUTTING	Medium	38	SqFt	Patch - 4 Inches	38	SqFt	$3.33	$74
2022	NFOXTAILDR	31476	Preventive	L & T CR	Medium	36	Ft	Crack Sealing - AC	36	Ft	$1.00	$74
2022	NFOXTAILDR	31463	Preventive	BLOCK CR	Medium	329	SqFt	Crack Sealing - AC	100	Ft	$1.00	$74
2022	NFOXTAILDR	31463	Preventive	EDGE CR	Medium	150	Ft	Crack Sealing - AC	150	Ft	$1.00	$74
2022	NFOXTAILDR	31463	Preventive	ALLIGATOR CR	Medium	329	SqFt	Patch - 4 Inches	406	SqFt	$3.33	$74
2022	NGREENMEDR	36700	Preventive	L & T CR	Medium	227	Ft	Crack Sealing - AC	227	Ft	$1.00	$74
2022	NGREENMEDR	36700	Preventive	EDGE CR	Medium	164	Ft	Crack Sealing - AC	164	Ft	$1.00	$74
2022	NGREENMEDR	36698	Preventive	L & T CR	Medium	211	Ft	Crack Sealing - AC	212	Ft	$1.00	$74
2022	NGREENMEDR	36698	Preventive	EDGE CR	Medium	89	Ft	Crack Sealing - AC	89	Ft	$1.00	$74
2022	NGREENMEDR	36705	Preventive	BLOCK CR	Medium	792	SqFt	Crack Sealing - AC	241	Ft	$1.00	$74
2022	NGREENMEDR	36705	Preventive	ALLIGATOR CR	Medium	206	SqFt	Patch - 4 Inches	268	SqFt	$3.33	$74
2022	NGROVEDR	31527	Preventive	L & T CR	Medium	127	Ft	Crack Sealing - AC	127	Ft	$1.00	$74
2022	NGROVEDR	31527	Preventive	EDGE CR	Medium	13	Ft	Crack Sealing - AC	13	Ft	$1.00	$74
2022	NGROVEDR	31537	Preventive	L & T CR	Medium	133	Ft	Crack Sealing - AC	133	Ft	$1.00	$74
2022	NGROVEDR	31537	Preventive	ALLIGATOR CR	Medium	64	SqFt	Patch - 4 Inches	100	SqFt	$3.33	$74
2022	NGROVEDR	31529	Preventive	L & T CR	Medium	42	Ft	Crack Sealing - AC	42	Ft	$1.00	$74
2022	NGROVEDR	31529	Preventive	ALLIGATOR CR	Medium	59	SqFt	Patch - 4 Inches	94	SqFt	$3.33	$74
2022	NHAMPTONCT	34978	Preventive	L & T CR	Medium	6	Ft	Crack Sealing - AC	6	Ft	$1.00	$74
2022	NHAMPTONCT	34978	Preventive	EDGE CR	Medium	6	Ft	Crack Sealing - AC	6	Ft	$1.00	$74
2022	NHICKORYDR	31497	Preventive	L & T CR	Medium	22	Ft	Crack Sealing - AC	22	Ft	$1.00	$74
2022	NHICKORYDR	31497	Preventive	EDGE CR	Medium	22	Ft	Crack Sealing - AC	22	Ft	$1.00	$74
2022	NHICKORYDR	31496	Preventive	EDGE CR	Medium	8	Ft	Crack Sealing - AC	9	Ft	$1.00	$74

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Year	BranchID	SectionID	Policy	Description	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
2022	NHICKORYDR	31496	Preventive	L & T CR	Medium	8	Ft	Crack Sealing - AC	9	Ft	$1.00	$74
2022	NHIGHWOORD	31525	Preventive	EDGE CR	Medium	64	Ft	Crack Sealing - AC	64	Ft	$1.00	$74
2022	NHIGHWOORD	31525	Preventive	L & T CR	Medium	612	Ft	Crack Sealing - AC	612	Ft	$1.00	$74
2022	NHIGHWOORD	31525	Preventive	ALLIGATOR CR	Medium	453	SqFt	Patch - 4 Inches	544	SqFt	$3.33	$74
2022	NHIGHWOORD	31530	Preventive	BLOCK CR	Medium	257	SqFt	Crack Sealing - AC	78	Ft	$1.00	$74
2022	NHILANDACT	1704	Preventive	L & T CR	Medium	298	Ft	Crack Sealing - AC	298	Ft	$1.00	$74
2022	NHILANDACT	1704	Preventive	ALLIGATOR CR	Medium	92	SqFt	Patch - 4 Inches	135	SqFt	$3.33	$74
2022	NLONGMEADR	31568	Preventive	L & T CR	Medium	193	Ft	Crack Sealing - AC	193	Ft	$1.00	$74
2022	NLONGMEADR	31568	Preventive	ALLIGATOR CR	Medium	176	SqFt	Patch - 4 Inches	234	SqFt	$3.33	$74
2022	NMEADOWLCT	31513	Preventive	EDGE CR	Medium	47	Ft	Crack Sealing - AC	47	Ft	$1.00	$74
2022	NMEADOWLCT	31513	Preventive	BLOCK CR	Medium	489	SqFt	Crack Sealing - AC	149	Ft	$1.00	$74
2022	NMEADOWLCT	31513	Preventive	ALLIGATOR CR	Medium	121	SqFt	Patch - 4 Inches	169	SqFt	$3.33	$74
2022	NMEADOWLDR	31169	Preventive	L & T CR	Medium	333	Ft	Crack Sealing - AC	333	Ft	$1.00	$74
2022	NMEADOWLDR	31169	Preventive	EDGE CR	Medium	260	Ft	Crack Sealing - AC	260	Ft	$1.00	$74
2022	NMEADOWLDR	31167	Preventive	EDGE CR	Medium	112	Ft	Crack Sealing - AC	112	Ft	$1.00	$74
2022	NMEADOWLDR	31167	Preventive	L & T CR	Medium	393	Ft	Crack Sealing - AC	393	Ft	$1.00	$74
2022	NMEADOWLDR	31151	Preventive	L & T CR	Medium	379	Ft	Crack Sealing - AC	379	Ft	$1.00	$74
2022	NMEADOWLDR	31151	Preventive	EDGE CR	Medium	396	Ft	Crack Sealing - AC	396	Ft	$1.00	$74
2022	NMEADOWLDR	31152	Preventive	L & T CR	Medium	601	Ft	Crack Sealing - AC	601	Ft	$1.00	$74
2022	NMEADOWLDR	31152	Preventive	EDGE CR	Medium	343	Ft	Crack Sealing - AC	343	Ft	$1.00	$74
2022	NMEADOWLDR	31153	Preventive	EDGE CR	Medium	13	Ft	Crack Sealing - AC	13	Ft	$1.00	$74
2022	NMEADOWLDR	31153	Preventive	L & T CR	Medium	282	Ft	Crack Sealing - AC	282	Ft	$1.00	$74
2022	NMEADOWSCT	31565	Preventive	EDGE CR	Medium	86	Ft	Crack Sealing - AC	86	Ft	$1.00	$74
2022	NMEADOWSCT	31565	Preventive	L & T CR	Medium	124	Ft	Crack Sealing - AC	124	Ft	$1.00	$74
2022	NMIDDLETDR	31535	Preventive	EDGE CR	Medium	28	Ft	Crack Sealing - AC	28	Ft	$1.00	$74
2022	NMIDDLETDR	31535	Preventive	L & T CR	Medium	269	Ft	Crack Sealing - AC	269	Ft	$1.00	$74
2022	NNORTHBCIR	34971	Preventive	L & T CR	Medium	136	Ft	Crack Sealing - AC	136	Ft	$1.00	$74
2022	NNORTHBCIR	34971	Preventive	ALLIGATOR CR	Medium	105	SqFt	Patch - 4 Inches	151	SqFt	$3.33	$74
2022	NNORTHBCIR	34972	Preventive	L & T CR	Medium	7	Ft	Crack Sealing - AC	7	Ft	$1.00	$74
2022	NPLUMGRORD	40123	Preventive	EDGE CR	Medium	16	Ft	Crack Sealing - AC	16	Ft	$1.00	$74
2022	NPLUMGRORD	40123	Preventive	BLOCK CR	Medium	677	SqFt	Crack Sealing - AC	206	Ft	$1.00	$74
2022	NPLUMWOODR	31564	Preventive	L & T CR	Medium	370	Ft	Crack Sealing - AC	370	Ft	$1.00	$74
2022	NPLUMWOODR	31564	Preventive	EDGE CR	Medium	160	Ft	Crack Sealing - AC	160	Ft	$1.00	$74
2022	NPLUMWOODR	31564	Preventive	ALLIGATOR CR	Medium	457	SqFt	Patch - 4 Inches	547	SqFt	$3.33	$74
2022	NPRAIRIELN	37530	Stopgap	POTHOLE	Medium	4	Count	Patch - 4 Inches	22	SqFt	$3.33	$74
2022	NPROVIDEDR	37143	Preventive	BLOCK CR	Medium	628	SqFt	Crack Sealing - AC	192	Ft	$1.00	$74
2022	NPROVIDEDR	37143	Preventive	EDGE CR	Medium	70	Ft	Crack Sealing - AC	71	Ft	$1.00	$74

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Year	BranchID	SectionID	Policy	Description	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
2022	NPROVIDEDR	37143	Preventive	ALLIGATOR CR	Medium	200	SqFt	Patch - 4 Inches	260	SqFt	$3.33	$74
2022	NSANCTUADR	37151	Preventive	L & T CR	Medium	657	Ft	Crack Sealing - AC	657	Ft	$1.00	$74
2022	NSANCTUADR	37151	Preventive	ALLIGATOR CR	Medium	85	SqFt	Patch - 4 Inches	126	SqFt	$3.33	$74
2022	NSANCTUADR	37152	Preventive	EDGE CR	Medium	859	Ft	Crack Sealing - AC	859	Ft	$1.00	$74
2022	NSANCTUADR	37152	Preventive	L & T CR	Medium	82	Ft	Crack Sealing - AC	82	Ft	$1.00	$74
2022	NSANCTUADR	37152	Preventive	ALLIGATOR CR	Medium	82	SqFt	Patch - 4 Inches	123	SqFt	$3.33	$74
2022	NTIFFANYCT	26437	Preventive	EDGE CR	Medium	10	Ft	Crack Sealing - AC	10	Ft	$1.00	$74
2022	NTIFFANYCT	26437	Preventive	L & T CR	Medium	75	Ft	Crack Sealing - AC	75	Ft	$1.00	$74
2022	NTIFFANYCT	26437	Preventive	ALLIGATOR CR	Medium	77	SqFt	Patch - 4 Inches	116	SqFt	$3.33	$74
2022	NVERMONTCT	31524	Preventive	BLOCK CR	Medium	232	SqFt	Crack Sealing - AC	71	Ft	$1.00	$74
2022	NVERMONTCT	31524	Preventive	EDGE CR	Medium	6	Ft	Crack Sealing - AC	6	Ft	$1.00	$74
2022	NWEATHERRD	43335	Preventive	EDGE CR	Medium	47	Ft	Crack Sealing - AC	47	Ft	$1.00	$74
2022	NWEATHERRD	43335	Preventive	L & T CR	Medium	525	Ft	Crack Sealing - AC	525	Ft	$1.00	$74
2022	NWEATHERRD	43335	Preventive	ALLIGATOR CR	Medium	159	SqFt	Patch - 4 Inches	214	SqFt	$3.33	$74
2022	NWEATHERRD	31566	Preventive	EDGE CR	Medium	8	Ft	Crack Sealing - AC	8	Ft	$1.00	$74
2022	NWEATHERRD	31566	Preventive	L & T CR	Medium	460	Ft	Crack Sealing - AC	460	Ft	$1.00	$74
2022	NWEATHERRD	40257	Preventive	L & T CR	Medium	255	Ft	Crack Sealing - AC	255	Ft	$1.00	$74
2022	NWEATHERRD	40257	Preventive	EDGE CR	Medium	14	Ft	Crack Sealing - AC	14	Ft	$1.00	$74
2022	NWEATHERRD	39611	Preventive	L & T CR	Medium	46	Ft	Crack Sealing - AC	46	Ft	$1.00	$74
2022	NWINDRIDCT	36702	Preventive	BLOCK CR	Medium	742	SqFt	Crack Sealing - AC	226	Ft	$1.00	$74
2022	NWINDRIDCT	36702	Preventive	ALLIGATOR CR	Medium	171	SqFt	Patch - 4 Inches	228	SqFt	$3.33	$74
2022	NWOODEDRDR	42252	Preventive	BLOCK CR	Medium	313	SqFt	Crack Sealing - AC	95	Ft	$1.00	$74
2022	NWOODEDRDR	42252	Preventive	ALLIGATOR CR	Medium	106	SqFt	Patch - 4 Inches	152	SqFt	$3.33	$74
2022	WBARBARACT	31174	Preventive	L & T CR	Medium	26	Ft	Crack Sealing - AC	26	Ft	$1.00	$74
2022	WBARBARACT	31174	Preventive	ALLIGATOR CR	Medium	7	SqFt	Patch - 4 Inches	22	SqFt	$3.33	$74
2022	WBOSCHOMDR	31178	Stopgap	POTHOLE	Medium	4	Count	Patch - 4 Inches	25	SqFt	$3.33	$74
2022	WCHARTWEDR	43334	Preventive	L & T CR	Medium	187	Ft	Crack Sealing - AC	187	Ft	$1.00	$74
2022	WCHARTWEDR	43334	Preventive	ALLIGATOR CR	Medium	69	SqFt	Patch - 4 Inches	105	SqFt	$3.33	$74
2022	WCHARTWEDR	31576	Preventive	EDGE CR	Medium	230	Ft	Crack Sealing - AC	230	Ft	$1.00	$74
2022	WCHARTWEDR	31576	Preventive	L & T CR	Medium	810	Ft	Crack Sealing - AC	810	Ft	$1.00	$74
2022	WCUBARD	10242	Preventive	L & T CR	Medium	479	Ft	Crack Sealing - AC	479	Ft	$1.00	$74
2022	WCUBARD	10242	Preventive	ALLIGATOR CR	Medium	526	SqFt	Patch - 4 Inches	622	SqFt	$3.33	$74
2022	WELEANORLN	36967	Preventive	L & T CR	Medium	237	Ft	Crack Sealing - AC	237	Ft	$1.00	$74
2022	WELEANORLN	36968	Preventive	L & T CR	Medium	137	Ft	Crack Sealing - AC	137	Ft	$1.00	$74
2022	WELEANORLN	1705	Preventive	EDGE CR	Medium	10	Ft	Crack Sealing - AC	10	Ft	$1.00	$74
2022	WELEANORLN	1705	Preventive	L & T CR	Medium	106	Ft	Crack Sealing - AC	106	Ft	$1.00	$74
2022	WELEANORLN	1705	Preventive	ALLIGATOR CR	Medium	17	SqFt	Patch - 4 Inches	38	SqFt	$3.33	$74

Kildeer, IL

Appendix D - Localized Maintenance Plan

Year	BranchID	SectionID	Policy	Description	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
2022	WEXETERRD	31519	Preventive	EDGE CR	Medium	12	Ft	Crack Sealing - AC	12	Ft	$1.00	$74
2022	WEXETERRD	31519	Preventive	BLOCK CR	Medium	399	SqFt	Crack Sealing - AC	122	Ft	$1.00	$74
2022	WEXETERRD	31519	Preventive	ALLIGATOR CR	Medium	80	SqFt	Patch - 4 Inches	121	SqFt	$3.33	$74
2022	WEXETERRD	31522	Preventive	EDGE CR	Medium	15	Ft	Crack Sealing - AC	15	Ft	$1.00	$74
2022	WEXETERRD	31522	Preventive	L & T CR	Medium	252	Ft	Crack Sealing - AC	252	Ft	$1.00	$74
2022	WEXETERRD	38966	Preventive	EDGE CR	Medium	41	Ft	Crack Sealing - AC	41	Ft	$1.00	$74
2022	WEXETERRD	38966	Preventive	L & T CR	Medium	282	Ft	Crack Sealing - AC	282	Ft	$1.00	$74
2022	WEXETERRD	40214	Preventive	L & T CR	Medium	202	Ft	Crack Sealing - AC	202	Ft	$1.00	$74
2022	WEXETERRD	40214	Preventive	PATCH/UT CUT	High	8	SqFt	Patch - 4 Inches	23	SqFt	$3.33	$74
2022	WGOLDFINCT	31499	Preventive	BLOCK CR	Medium	397	SqFt	Crack Sealing - AC	121	Ft	$1.00	$74
2022	WGOLDFINCT	31499	Preventive	ALLIGATOR CR	Medium	100	SqFt	Patch - 4 Inches	144	SqFt	$3.33	$74
2022	WGREENMEDR	36701	Preventive	L & T CR	Medium	459	Ft	Crack Sealing - AC	459	Ft	$1.00	$74
2022	WGREENMEDR	36701	Preventive	EDGE CR	Medium	117	Ft	Crack Sealing - AC	117	Ft	$1.00	$74
2022	WHILANDACT	31457	Preventive	L & T CR	Medium	32	Ft	Crack Sealing - AC	32	Ft	$1.00	$74
2022	WHILANDACT	31458	Preventive	L & T CR	Medium	282	Ft	Crack Sealing - AC	282	Ft	$1.00	$74
2022	WHILANDACT	31458	Preventive	EDGE CR	Medium	20	Ft	Crack Sealing - AC	20	Ft	$1.00	$74
2022	WHILANDACT	31458	Preventive	ALLIGATOR CR	Medium	239	SqFt	Patch - 4 Inches	305	SqFt	$3.33	$74
2022	WHILANDACT	31458	Preventive	RUTTING	Medium	34	SqFt	Patch - 4 Inches	33	SqFt	$3.33	$74
2022	WKEPWICKLN	31570	Preventive	L & T CR	Medium	15	Ft	Crack Sealing - AC	15	Ft	$1.00	$74
2022	WKEPWICKLN	31570	Preventive	EDGE CR	Medium	9	Ft	Crack Sealing - AC	9	Ft	$1.00	$74
2022	WLEXINGTLN	38276	Preventive	L & T CR	Medium	176	Ft	Crack Sealing - AC	176	Ft	$1.00	$74
2022	WLEXINGTLN	38429	Preventive	L & T CR	Medium	21	Ft	Crack Sealing - AC	21	Ft	$1.00	$74
2022	WLEXINGTLN	38430	Preventive	L & T CR	Medium	26	Ft	Crack Sealing - AC	26	Ft	$1.00	$74
2022	WLEXINGTLN	38153	Preventive	L & T CR	Medium	237	Ft	Crack Sealing - AC	237	Ft	$1.00	$74
2022	WLINDENLN	31540	Preventive	EDGE CR	Medium	28	Ft	Crack Sealing - AC	28	Ft	$1.00	$74
2022	WLINDENLN	31540	Preventive	L & T CR	Medium	41	Ft	Crack Sealing - AC	41	Ft	$1.00	$74
2022	WLINDENLN	31540	Preventive	ALLIGATOR CR	Medium	28	SqFt	Patch - 4 Inches	54	SqFt	$3.33	$74
2022	WLITTLEPRD	31179	Preventive	EDGE CR	Medium	28	Ft	Crack Sealing - AC	28	Ft	$1.00	$74
2022	WLITTLEPRD	31179	Preventive	L & T CR	Medium	399	Ft	Crack Sealing - AC	399	Ft	$1.00	$74
2022	WLONGGRORD	38964	Preventive	L & T CR	Medium	648	Ft	Crack Sealing - AC	648	Ft	$1.00	$74
2022	WLONGGRORD	38965	Preventive	EDGE CR	Medium	32	Ft	Crack Sealing - AC	32	Ft	$1.00	$74
2022	WLONGGRORD	38965	Preventive	L & T CR	Medium	332	Ft	Crack Sealing - AC	332	Ft	$1.00	$74
2022	WLONGGRORD	40361	Preventive	L & T CR	Medium	11	Ft	Crack Sealing - AC	11	Ft	$1.00	$74
2022	WLONGGRORD	40361	Preventive	EDGE CR	Medium	1	Ft	Crack Sealing - AC	1	Ft	$1.00	$74
2022	WLONGGRORD	31217	Preventive	L & T CR	Medium	262	Ft	Crack Sealing - AC	261	Ft	$1.00	$74
2022	WLONGGRORD	31216	Preventive	L & T CR	Medium	131	Ft	Crack Sealing - AC	131	Ft	$1.00	$74
2022	WLONGGRORD	31223	Preventive	L & T CR	Medium	218	Ft	Crack Sealing - AC	218	Ft	$1.00	$74

Kildeer, IL

Appendix D - Localized Maintenance Plan

Year	BranchID	SectionID	Policy	Description	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
2022	WLONGGRORD	2040	Preventive	L & T CR	Medium	263	Ft	Crack Sealing - AC	263	Ft	$1.00	$74
2022	WMORNINGCT	1847	Preventive	L & T CR	Medium	673	Ft	Crack Sealing - AC	673	Ft	$1.00	$74
2022	WMORNINGCT	1847	Preventive	EDGE CR	Medium	23	Ft	Crack Sealing - AC	23	Ft	$1.00	$74
2022	WNORTHBCIR	34975	Preventive	EDGE CR	Medium	73	Ft	Crack Sealing - AC	73	Ft	$1.00	$74
2022	WNORTHBCIR	34975	Preventive	L & T CR	Medium	114	Ft	Crack Sealing - AC	114	Ft	$1.00	$74
2022	WNORTHBCIR	34975	Preventive	ALLIGATOR CR	Medium	83	SqFt	Patch - 4 Inches	124	SqFt	$3.33	$74
2022	WNORTHBCIR	34974	Preventive	L & T CR	Medium	25	Ft	Crack Sealing - AC	25	Ft	$1.00	$74
2022	WNORTHBCIR	34974	Preventive	ALLIGATOR CR	Medium	7	SqFt	Patch - 4 Inches	23	SqFt	$3.33	$74
2022	WNORTHBCIR	34973	Preventive	L & T CR	Medium	2	Ft	Crack Sealing - AC	2	Ft	$1.00	$74
2022	WOAKTRL	31552	Preventive	L & T CR	Medium	67	Ft	Crack Sealing - AC	67	Ft	$1.00	$74
2022	WOAKTRL	31552	Preventive	RUTTING	Medium	15	SqFt	Patch - 4 Inches	15	SqFt	$3.33	$74
2022	WPRESCOTCT	31445	Preventive	L & T CR	Medium	53	Ft	Crack Sealing - AC	53	Ft	$1.00	$74
2022	WSUMMERFCT	36704	Preventive	BLOCK CR	Medium	354	SqFt	Crack Sealing - AC	108	Ft	$1.00	$74
2022	WSUMMERFCT	36704	Preventive	ALLIGATOR CR	Medium	96	SqFt	Patch - 4 Inches	140	SqFt	$3.33	$74
2022	WTHORNRIDR	31502	Preventive	EDGE CR	Medium	19	Ft	Crack Sealing - AC	19	Ft	$1.00	$74
2022	WTHORNRIDR	31502	Preventive	L & T CR	Medium	322	Ft	Crack Sealing - AC	322	Ft	$1.00	$74
2022	WTHORNRIDR	31501	Preventive	L & T CR	Medium	139	Ft	Crack Sealing - AC	139	Ft	$1.00	$74
2022	WTHORNRIDR	31501	Preventive	EDGE CR	Medium	18	Ft	Crack Sealing - AC	18	Ft	$1.00	$74
2022	WWILLOWDR	31553	Preventive	EDGE CR	Medium	25	Ft	Crack Sealing - AC	25	Ft	$1.00	$74
2022	WWILLOWDR	31553	Preventive	BLOCK CR	Medium	781	SqFt	Crack Sealing - AC	238	Ft	$1.00	$74
2022	WWILLOWDR	31553	Preventive	ALLIGATOR CR	Medium	207	SqFt	Patch - 4 Inches	269	SqFt	$3.33	$74
2022	WWOODEDRDR	39328	Preventive	BLOCK CR	Medium	270	SqFt	Crack Sealing - AC	82	Ft	$1.00	$74
2022	WYORKSHIDR	31480	Preventive	L & T CR	Medium	58	Ft	Crack Sealing - AC	58	Ft	$1.00	$74
2022	WYORKSHIDR	31479	Preventive	EDGE CR	Medium	42	Ft	Crack Sealing - AC	42	Ft	$1.00	$74
2022	WYORKSHIDR	31479	Preventive	L & T CR	Medium	171	Ft	Crack Sealing - AC	171	Ft	$1.00	$74
2022	WYORKSHIDR	31479	Preventive	ALLIGATOR CR	Medium	242	SqFt	Patch - 4 Inches	309	SqFt	$3.33	$74
2022	WYORKSHIDR	31478	Preventive	L & T CR	Medium	86	Ft	Crack Sealing - AC	86	Ft	$1.00	$74
2022	WYORKSHIDR	31478	Preventive	EDGE CR	Medium	41	Ft	Crack Sealing - AC	41	Ft	$1.00	$74
2022	WYORKSHIDR	31482	Preventive	EDGE CR	Medium	118	Ft	Crack Sealing - AC	118	Ft	$1.00	$74
2022	WYORKSHIDR	31482	Preventive	BLOCK CR	Medium	634	SqFt	Crack Sealing - AC	193	Ft	$1.00	$74
2022	WYORKSHIDR	31482	Preventive	ALLIGATOR CR	Medium	277	SqFt	Patch - 4 Inches	348	SqFt	$3.33	$74

Appendix E
Full Size Maps

village of KILDEER ILLINOIS

Pavement Analysis

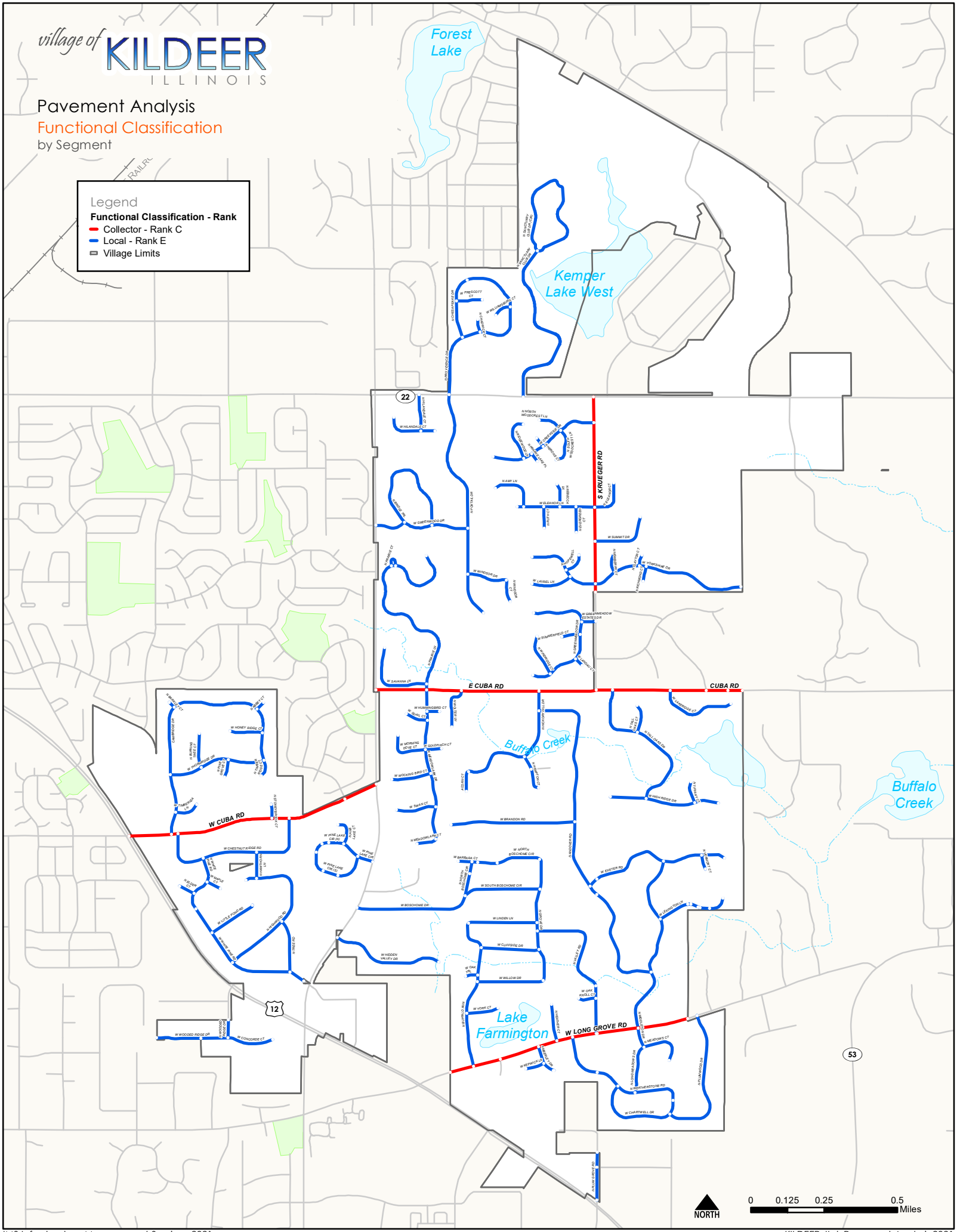
Functional Classification

by Segment

Legend

Functional Classification - Rank

- Collector - Rank C
- Local - Rank E
- Village Limits

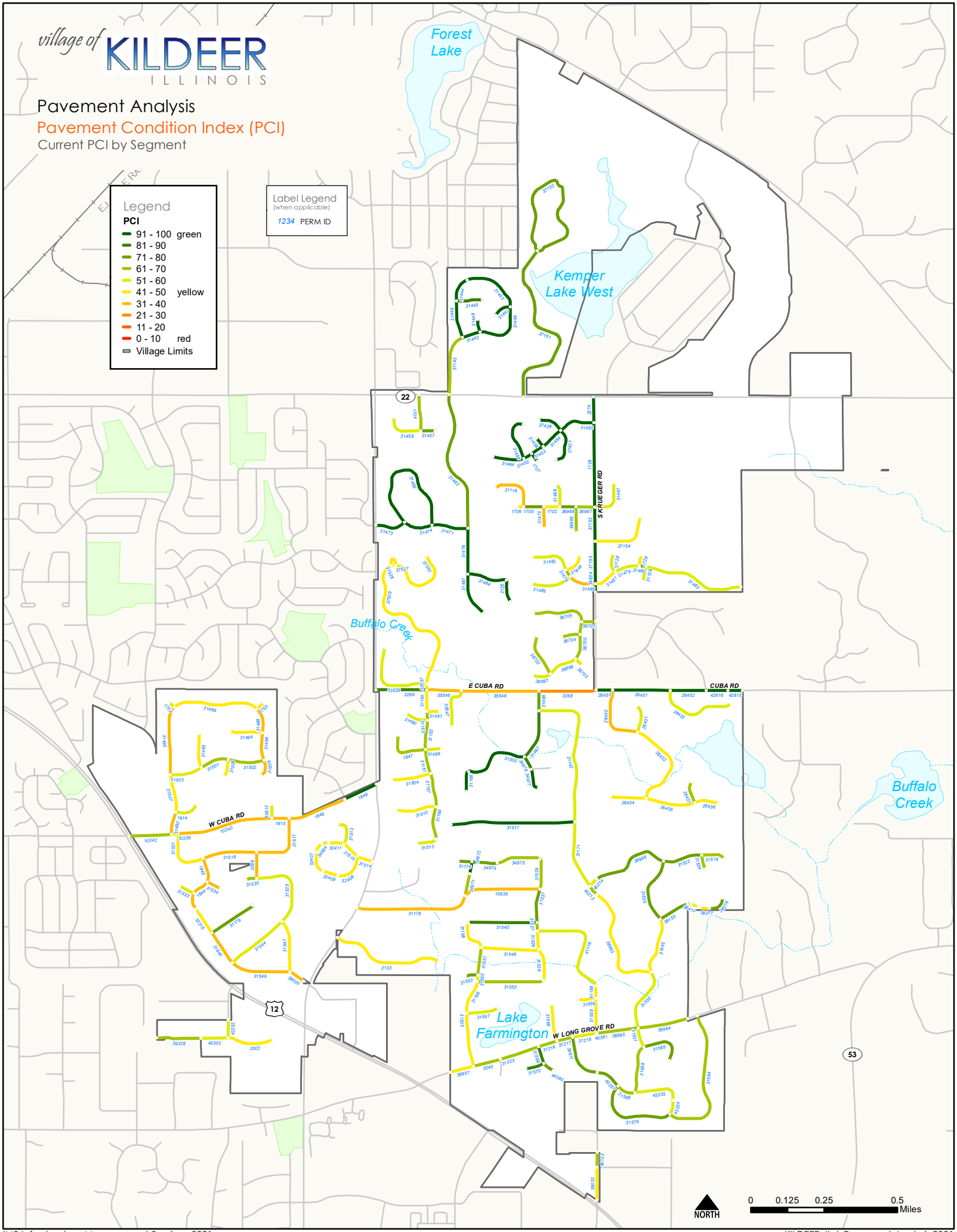


village of KILDEER ILLINOIS

Pavement Analysis

Pavement Condition Index (PCI)

Current PCI by Segment



village of KILDEER ILLINOIS

Pavement Analysis

Pavement Condition (Descriptive GFP)

by Segment

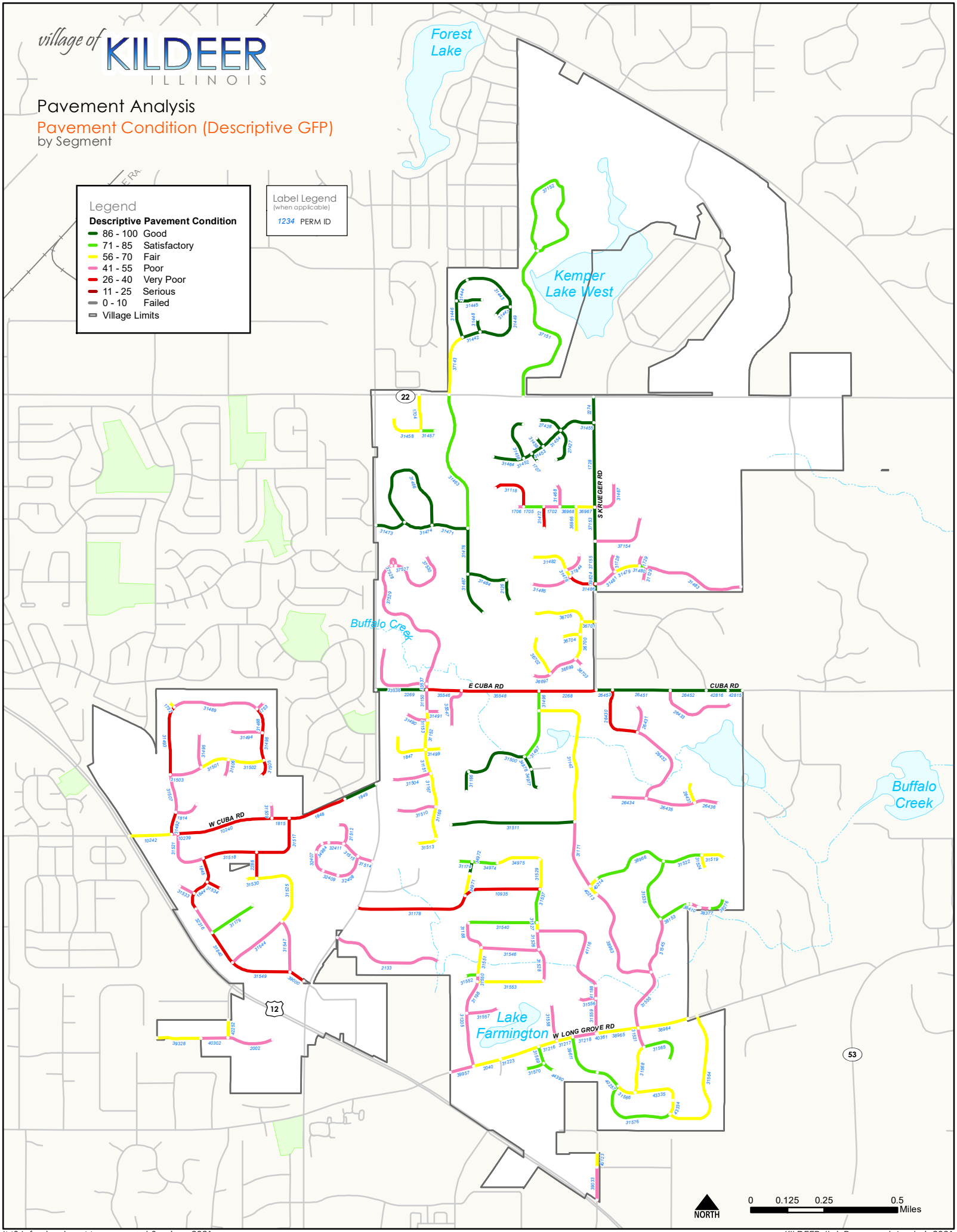
Legend

Descriptive Pavement Condition

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

Label Legend
(when applicable)

1234 PERM ID



village of KILDEER ILLINOIS

Pavement Analysis

International Roughness Index (IRI)

by Segment

Legend

IRI (inch/mile)

- 0 - 200 (Smooth)
- 201 - 400 (Marginally Rough)
- 401+ (Rough)
- Village Limits

Label Legend
(when applicable)

1234 PERM ID

Forest Lake

Kemper Lake West

Buffalo Creek

Lake Farmington

S KRUEGER RD

E CUBA RD

CUBA RD

W CUBA RD

W LONG GROVE RD

22

12

53

NORTH

0 0.125 0.25 0.5 Miles

village of KILDEER ILLINOIS

Pavement Analysis

Recommended Major and Global M&R 5 - Year Rehab Plan

by Rehab Year and Category

Legend

Rehab Year

- 2022(FY23)
- 2023(FY24)
- 2024(FY25)
- 2025(FY26)
- 2026(FY27)

Category

- Global Rehab
- Major Rehab
- Village Limits

Label Legend

1234 PERM ID

Forest Lake

Kemper Lake West

Buffalo Creek

Lake Farmington

E CUBA RD

W CUBA RD

W LONG GROVE RD

22

12

53

NORTH

0 0.125 0.25 0.5 Miles

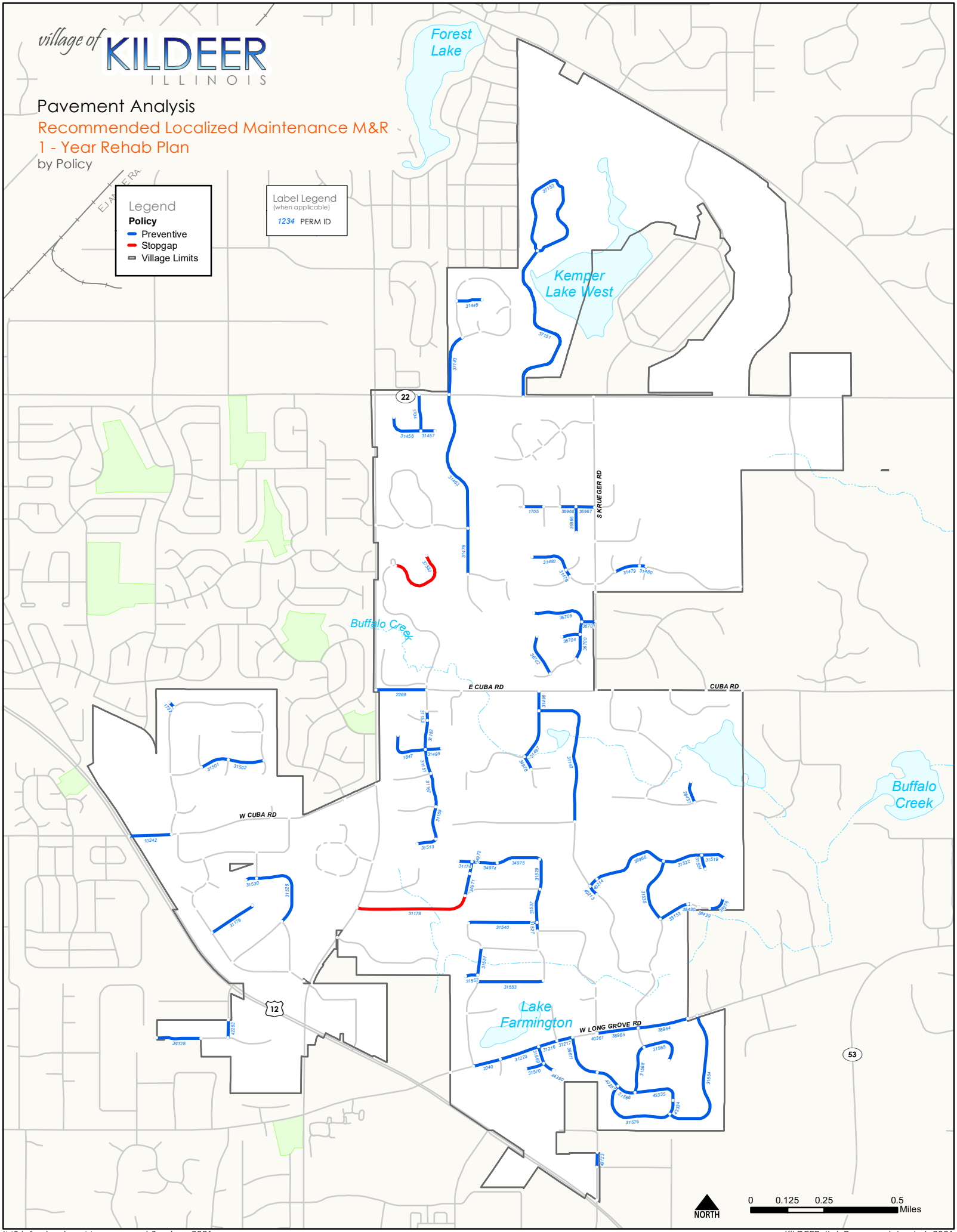
village of KILDEER ILLINOIS

Pavement Analysis

Recommended Localized Maintenance M&R

1 - Year Rehab Plan

by Policy



village of KILDEER ILLINOIS

Pavement Analysis

5-Year Post Rehab PCI: $450k Annual Budget

by Segment

Legend

Descriptive Pavement Condition

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

Label Legend
(when applicable)

1234 PERM ID

Forest Lake

Kemper Lake West

Buffalo Creek

Lake Farmington

S KRUEGER RD

E CUBA RD

W CUBA RD

CUBA RD

W LONG GROVE RD

22

12

53

NORTH

0 0.125 0.25 0.5 Miles