

Village of  
**LA GRANGE**



Capital  
Improvement  
Plan

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August 31, 2011

# Village of La Grange, Illinois Capital Improvement Plan

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# EXECUTIVE SUMMARY



## **Purpose and Scope**

The purpose of this report is to provide an assessment of the condition of the streets and develop economical and workable street programs to maintain those streets over the next several years for the Village of La Grange, Illinois. This report also provides a technical assessment of the condition of the Village's existing infrastructure and outlines which items of work (and their associated costs) the Village will need to execute in the next five years.

Data collected from pavement evaluations completed in summer, 2011 of all the streets and alleys maintained by the Village was entered into a database using MicroPAVER version 6.5.1 software. Pavement condition was rated and rehabilitation strategies and total repair costs were developed for the 52 miles of streets and alleys currently maintained by the Village. This report does not address streets maintained by the Illinois Department of Transportation, Cook County, Lyons Township or private corporations. The streets are classified into three categories: 1) Industrial streets (0.3 miles), 2) Residential/Commercial streets (40.5 miles), 3) Collector/Arterial streets (8.7 miles), and 4) Alleys (2.7 miles).

All of the Village's sewer televising reports and water main break records were reviewed to determine the scope and cost to rehabilitate the Village's infrastructure in need of repair. A table is provided listing the deficiencies observed from the sewer televising reports and the corresponding costs to repair the noted deficiencies are also listed. A table is also provided that presents the sections of water main in the Village in need of replacement and their corresponding costs. The areas of greatest need of water main replacements are Areas C and H2.

## **Conclusion**

In general the majority of the Village's streets are in good to excellent condition. The Village's plan for \$1.4 million in improvements in addition to the other roadway and infrastructure already planned over the next five years are sufficient to maintain this goal. However, the Village must decide if it wants to continue rehabilitating entire neighborhood areas for future improvements or rehabilitate streets based on pavement condition. The Village should continue to utilize MicroPAVER to update the database

*Executive Summary*

periodically to monitor the progress of the Village's street programs and to increase the accuracy of the pavement life cycle prediction model contained in the MicroPAVER software.

Water main in Neighborhood Areas H2 and C are in the highest need of replacement and are recommended to be included in the Capital Improvement Plan. The total cost to replace the water mains in Areas H2 and C is approximately \$2,600,000.

The Village should begin budgeting the necessary funds to repair its sewer system as soon as possible. The total work is approximately \$4,300,000 and includes many items to remedy critical sewer issues.

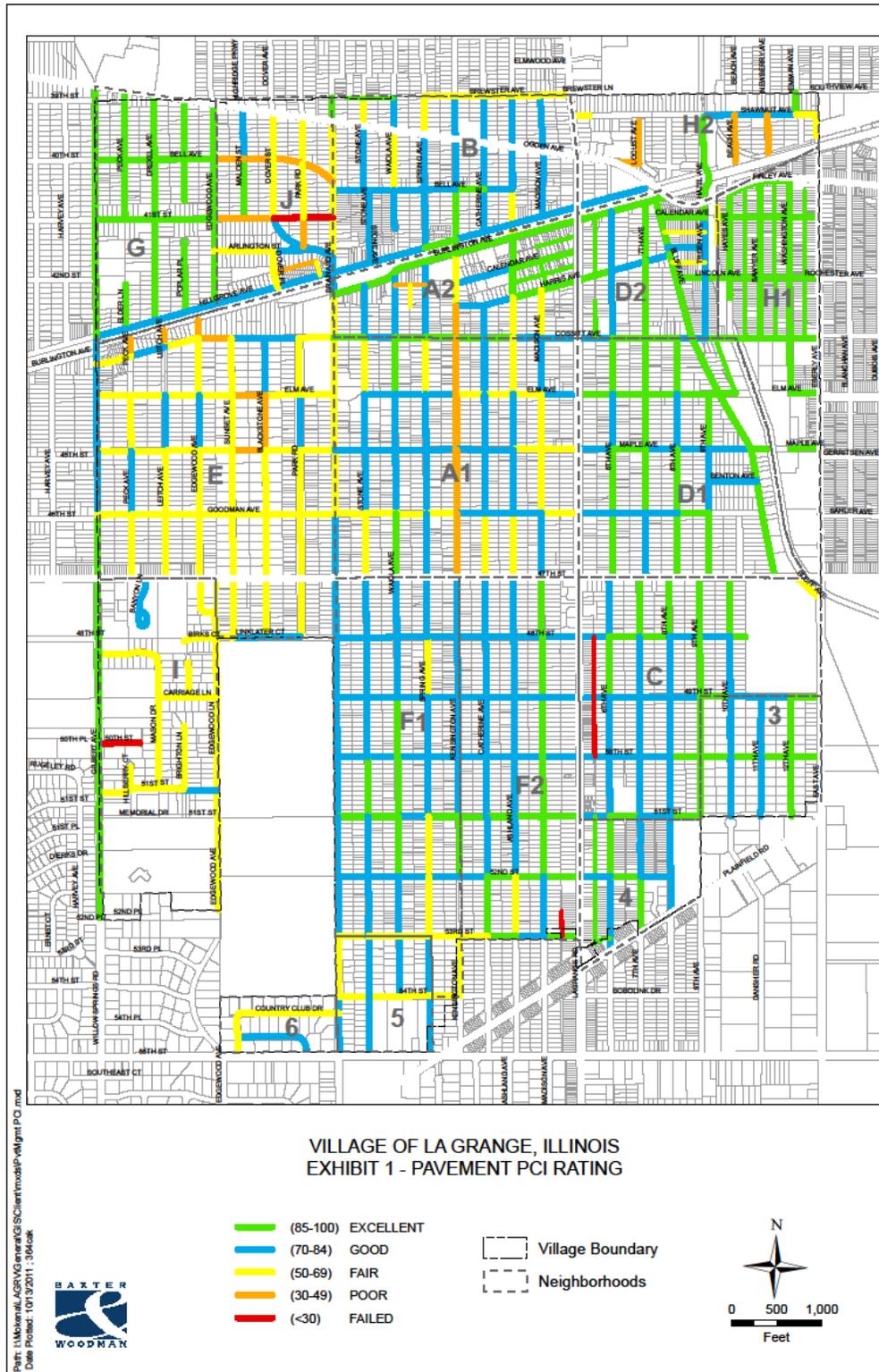


Figure 1 Pavement PCI Rating (Full size map can be seen as Exhibit 1)

# INTRODUCTION



## **Purpose and Scope**

The Village of La Grange is committed to maintaining its streets in order to provide for safe passage of vehicles within and through the Village and provide adequate ride comfort and reduced vehicle maintenance costs to residents and the traveling public. To fulfill this commitment, the Village plans to continue with investing in street improvements to maintain and improve the Village's pavement infrastructure.

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

- Developing a current inventory of street information in a database that is easy to access and update.
- Evaluating each street section and assign a Pavement Condition Index (PCI) value.
- Estimating the costs of improving each street and alley maintained by the Village based on the pavement improvement strategies recommended for each street section.
- Developing a workable Road Improvement Plan for the Village by selecting the highest priority street sections whose total estimated costs match the Village's projected road budget.

In addition to a street analysis, the Village's water distribution system and sewer system was analyzed to identify the scope and costs of needed repairs. The Village's sewer system and water distribution system was assessed with the objectives of:

- Reviewing all of the Village's sewer system investigation reports to identify the sewers in need of repair.
- Review all of the Village's water main break records to identify the areas of water main in need of repair.
- Determine the costs to complete the needed sewer and water main repairs.

*Introduction*

- Assisting the Village in determining how much money should be budgeted to complete the needed sewer and water main repairs.
- Identifying areas where needed sewer or water main repairs overlap with needed street repairs so that the work can be completed in a logical and cost saving order.

This report will provide the Village a tool to use to assist in planning for the Village's infrastructure needs for the immediate future. This report provides a technical assessment of the condition of the Village's existing infrastructure and outlines which items of work (and their associated costs) are recommended in the next five years.

# APPROACH



## **Pavement Condition Index**

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

## **Pavement Life Cycle**

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

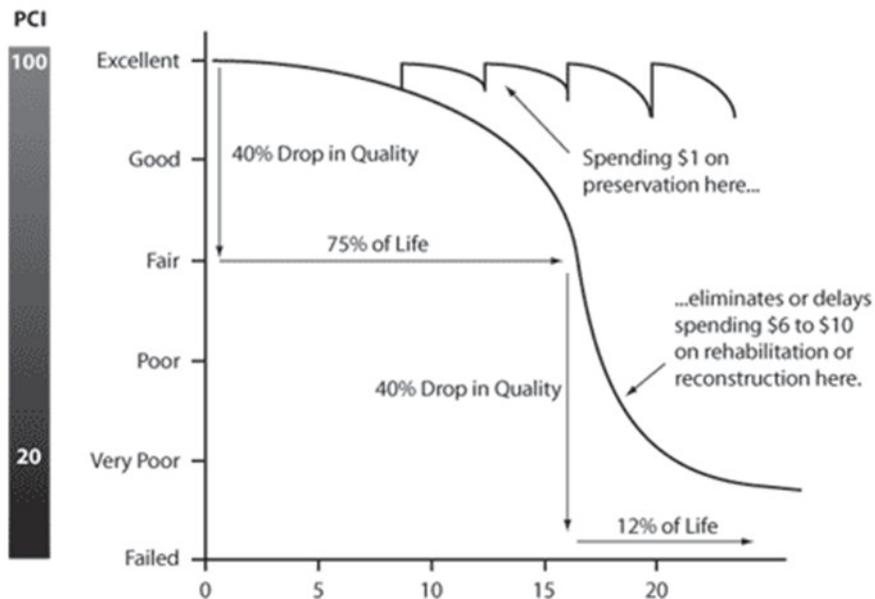


Figure 2 Pavement Life Cycle

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

## **Pavement Improvement Methodology**

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

1. Evaluate the streets in the Village's street network by visual inspection of random representative samples of each street section, identifying various distress types.
2. Create a street inventory database utilizing MicroPAVER version 6.5.1 software of all of the streets maintained by the Village.
3. Evaluate the existing street network. Use MicroPAVER to assign a Pavement Condition Index (PCI) rating on a scale of 0-100 (100=best, 0=worst).
4. Develop pavement rehabilitation strategies for each street based on the rating of that street section, and estimate the current costs for rehabilitating each street.
  - a. Recommended rehabilitation strategy for residential roads based on rating:

85-100	Excellent - No maintenance required.
70-84	Good – Minimal maintenance required (Spot patch, crack seal, micro surface).
50-69	Fair – Mill and Resurface
30-49	Poor –Full depth asphalt replacement
< 30	Failed – Full depth asphalt replacement
  - b. Recommended rehabilitation strategy for industrial:

85-100	Excellent - No maintenance required.
70-84	Good – Minimal maintenance required (Spot patch, crack seal, micro surface).
30-69	Fair – Mill and Resurface

< 30 Failed – Pavement Reconstruction

5. Develop a 5-Year Pavement Improvement Plan by prioritizing street sections with the highest cost to benefit ratio (streets in “fair” condition) whose total estimated cost matches the Village’s budget.
6. Meet with Village staff to discuss the results of the field survey, the recommended rehabilitation strategies, the existing street network and a draft 5-Year Pavement Improvement Plan.

**Sewer System Review**

To develop the recommendations for the scope of work to include in the five year capital improvement plan for sewer improvements, the Village provided the following information for review:

1. Sewer System Atlas
2. All sewer televising raw reports on file at the Village
3. Report from Heuer and Associates Dated December 21, 2010, titled, “Report of Observations and Findings, 2009 Televised Sewer inspection Survey, Sewer System Condition Assessment.”
4. Report from Heuer and Associates Dated December 10, 2010, titled, “Report of Observations and Findings, 2010 Televised Sewer inspection Survey.”

## **Water System Review**

To develop the recommendations for the scope of work to include in the five year capital improvement plan for water main improvements, the Village's water main atlas and water main break history were both reviewed. After the water main break locations were plotted onto the water main atlas, the atlas provided the following information: 1) water main size; 2) location of water mains; 3) year of construction of each section of water main; and 4) location of water main breaks. In determining which section of water main should be replaced, in order of significance, the following items were considered:

- Location and frequency of water main breaks
- Age of the water main
- Size of water main

# EXISTING CONDITIONS



### **Pavement Evaluation**

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

### **Pavement Inventory Database**

Prior to completing the evaluations, a pavement inventory database of the Village’s street network was created using MicroPAVER, a pavement management database and analysis software package developed by the U.S. Army Corps of Engineers, and endorsed by the American Public Works Association (APWA). The inventory is arranged in a three tiered classification system: Network, Branch, and Section.

**Table 1 Inventory Database Examples**

<i>Inventory Type</i>	<i>Example</i>
Network	Village of La Grange
Branch	Cossitt Ave
Section	COSSIT17 (6 <sup>th</sup> Ave to 7 <sup>th</sup> Ave)

The Village has many street sections within its limits that are classified by the Chicago Metropolitan Agency for Planning (CMAP). These streets can be seen in Exhibit 5. The arterial grade roadways within the Village limits are within the maintenance jurisdiction of either the State or County highway departments, with the exception of Gilbert Ave/Willow Springs Rd which is jointly maintained by La Grange and Western Springs). The Village has total maintenance jurisdiction for the collector roads within its limits, with the exception of Plainfield Road and East/Eberly Ave.

Attributes for each section provided by the Village were added to the database. These attributes include street width, length, shoulder/curb type, and year of last construction. The street width and length were used to calculate square foot cost estimates for each street section, which typically provides a more accurate cost estimate than estimating costs by linear foot of roadway.

*Existing Conditions*

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

**Evaluation Results**

The Village's overall street network is in relatively good condition as can be seen in Tables 2 and 3, and Figure 2. The vast majority of the Village's residential and commercial streets are in good to excellent condition. Appendix 3 provides the entire street network database of all the streets maintained by the Village, sorted by PCI condition. Appendix 4 provides the entire street network database sorted by street name in alphabetical order. These tables provide information such as pavement length, width, area, and total estimated cost (which includes construction and engineering costs) for repairs or maintenance in 2011.

**Table 2 Length of Village Streets Per Condition**

<i>Condition</i>	<i>PCI</i>	<i>Industrial Miles</i>	<i>Residential/ Commercial Miles</i>	<i>Collector Miles</i>	<i>Alley Miles</i>	<i>Total Miles</i>
Excellent	85-100	0.00	11.61	3.96	1.88	17.34
Good	70-84	0.00	17.01	3.56	0.00	20.63
Fair	50-69	0.12	10.22	1.14	0.37	11.84
Poor	30-49	0.18	1.46	0.07	0.14	1.90
Failed	<30	0.00	0.22	0.00	0.29	0.52
<i>Total Miles</i>		0.30	40.53	8.73	2.69	52.23

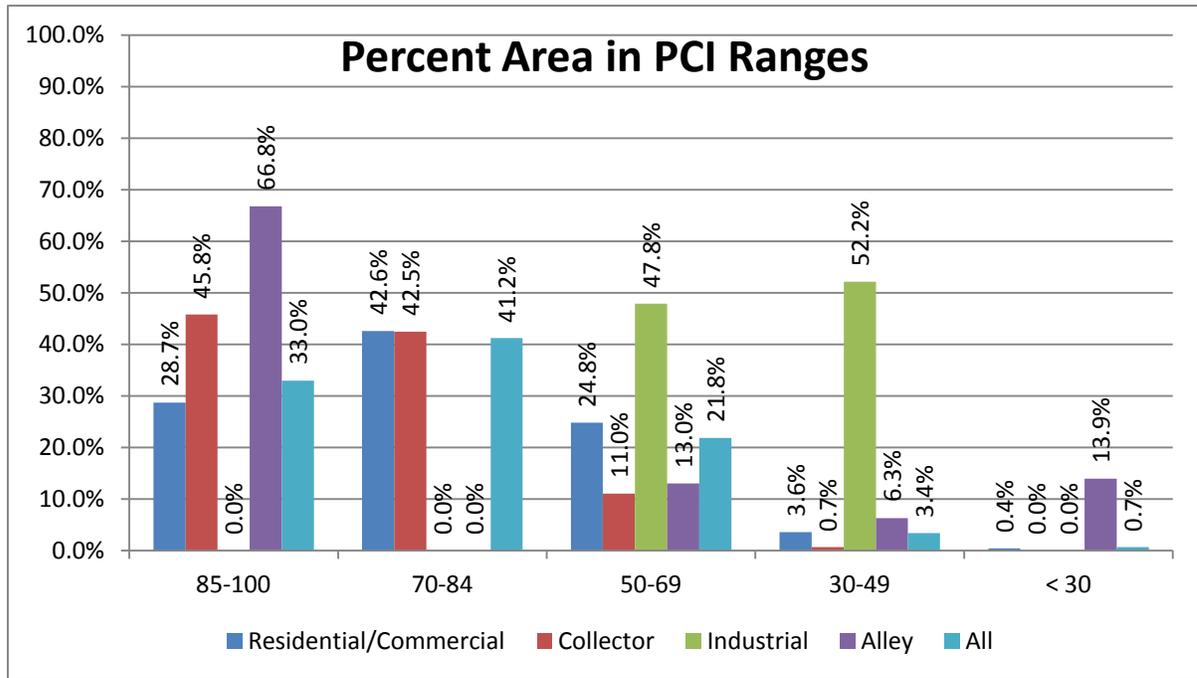


Figure 3 Percent Area in PCI Ranges

Table 3 displays the weighted-average PCI for the entire village network and various street segment groups. These values indicate that the residential and collector roadways are in good condition.

Table 3 Weighted-Average PCIs

Segment	PCI
Entire Village System	77.5
Collector	83.8
Residential	76.0
Industrial	57.1
Alleys	74.5

Exhibit 1 (Pavement PCI Rating Map) provides a graphical representation of the current street rating of the Village’s street network database. Exhibit 2 shows the curb evaluation. Exhibit 3 shows the location of the Village’s alley system.

**Table 4 Length of Village Curb Per Condition**

<i>Condition</i>	<i>Length (FT)</i>	<i>% of Total</i>
Excellent	7,830	3%
Good	97,119	38%
Fair	77,140	30%
Poor	74,820	29%

Although the Village’s pavement is in general in good condition, as seen in Table 3, more than half of the Village’s curb is in Fair to Poor condition. Curb in poor condition exhibits cracks, spalling, poor drainage, and excessive deterioration. Poor curb will translate to increased cost when rehabilitating the roadways.

Although most of the curb that is in poor condition happens to be overlaid, it does not appear that the overlay has caused the curb to be in poor condition, but rather the curb was likely in fair condition when overlaid and has not been updated since that time.

**Sewer System Conditions**

The information provided by the Village was reviewed and summaries of the findings can be found in Appendix 5. Appendix 5A is a summary spreadsheet that lists the findings found in the two Heuer reports and Appendix 5B lists our findings from reviewing the raw televising reports.

In general, the Village’s sewer system is in good structural condition. Significant root intrusion was noted throughout the Village, of which, if not corrected, can cause cracking and eventual collapse of sewers. Root intrusion also significantly reduces the flow capacity of the pipes which can cause sewer system back-ups. Some sections of sewers were noted to have localized deformation which, if not corrected, can result in collapses and/or reduced flow capacity which can cause sewer system back-ups.

On Appendix 5A we assigned construction cost values to the items of work identified in the two Heuer reports. In Appendix 5B we assigned construction cost values to the items of work identified from reviewing the raw sewer reports. As the scope of our review did not include reviewing the sewer televising videos, and only the televising printed reports, it was difficult to access the structural integrity of the sewers

*Existing Conditions*

that were shown on the reports to be “cracked”. Accordingly, in our analysis, we made the assumption that if a sewer was shown on the printed report to be “cracked” in multiple locations, then the entire sewer should be lined.

**Water Main Conditions**

Exhibit 6 shows the location of all of the water main breaks that the Village has on record, from 2004 to present. In general, the Village’s water main system is in good operational condition. Areas C and H2 were noted to have the most water main breaks. It was also noted that the Village has a significant amount of old water mains, of which although are not currently problematic, should be considered for replacement when the adjacent street is replaced or resurfaced

# PROPOSED IMPROVEMENTS



## **Recommended Rehabilitation Strategies**

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

We recommend the following pavement ratings with associated rehabilitation strategies.

- *PCI Index 85-100: Excellent, no maintenance required (“Green” color on Exhibit 1)*

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

- *PCI Index 70-84: Good, Minimal maintenance required (“Blue” color in Exhibit 1)*

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

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

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

Crack sealing is most effective when conducted on pavements which exhibit little structural deterioration. Crack sealing becomes less effective as cracking becomes more frequent. Transverse and longitudinal cracks are typical applications for crack sealing. Crack sealing should be performed as soon as possible after a pavement begins to crack to obstruct further crack growth.

- *PCI Index 50-69; Fair, Grind and Overlay (“Yellow” color in Exhibit 1)*

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

After milling, base and surface patches are used to repair surface deficiencies and localized areas of distress. A thin asphalt leveling course (typically less than 1”) is then placed to provide a smooth uniform surface, eliminating any surface irregularities and correcting cross slope deficiencies. Crack control is also recommended, and if fabric is used, it should be placed after the leveling course because it cannot be placed on a milled surface. This strategy is completed with the placement of a new asphalt wearing surface (1 ½” or more).

This strategy is only effective on streets with a good base. If there are excessive surface and base failures in a pavement section, a grind and overlay will not be

effective. An overlay on a pavement with a base in poor condition would only cover up a more severe problem.

- *PCI Index 30-49: Poor, Full-depth asphalt pavement removal and replacement (“Orange” color on Exhibit 1)*

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

- *PCI Index < 30; Failed, Reconstruction or Full-depth asphalt pavement removal and replacement (“Red” color on Exhibit 1)*

Streets with a PCI under 30 are considered to be failed pavements and require more extensive repair work. Since the existing pavement composition is often unknown, pavement cores are useful to determine whether the streets require reconstruction or full-depth asphalt pavement removal and replacement (previous strategy). For example, a street with failed bituminous material may have a salvageable base course.

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

The high cost of reconstruction warrants its use only in the most severe cases of pavement structural failure. Pavement reconstruction is very time-consuming and adds

considerable delay and inconvenience for local residents. Pavements with large amounts of fatigue cracking or unstable base/sub-grade are good candidates for this option. A street selected for this strategy has severe levels of deterioration and resurfacing this street would act only as a temporary repair that will last only a few years, and the true cause of pavement deterioration in the sub-base or sub-grade would not be fixed.

**Rehabilitation Costs**

The total area of each street section was multiplied by the square foot unit cost for the rehabilitation strategy to determine the pavement repair cost in current dollars, based on the current PCI (as seen in Appendixes 3 and 4).

**Table 5 Cost by Rehabilitation Strategy for Residential Streets**

<i>PCI</i>	<i>Total Cost (\$/SQ FT)</i>	<i>Improvement Strategy</i>
85-100	\$0.00	No Maintenance Required
70-84	\$0.20	Spot Patch, Crack Seal
50-69	\$3.46	Mill and Resurface
30-49	\$4.72	Full-Depth Pavement Removal
<30	\$5.70	Full-Depth Pavement Removal (Residential)
<30	\$17.70	Reconstruction (Collector)

The square foot unit cost for each of the different rehabilitation strategies accounted for estimated percentages of surface and base course patches, the estimated number of drainage and utility structure adjustments, construction contingencies and approximate engineering costs. Curb costs were calculated using the curb condition evaluation and the assumed corresponding curb replacement cost. Appendix 2 shows a more detailed calculation of the unit costs used to determine the square foot costs. The total cost shown in Appendix 3 and 4 includes the pavement rehabilitation and curb replacement costs.

The costs provided are estimated specifically for this pavement management report for the purposes of selecting streets to be included in future street programs and summarizing the overall condition of the Village’s street network. The intent of the costs presented in this report is to provide a conservative estimate of street repairs which can be used to select streets and develop a budget. More detailed engineering

will have to be completed at the time of the individual street programs to determine the actual estimated construction and engineering costs for a particular street section.

### **Roadway Improvement Plan**

Once the pavement condition and associated rehabilitation costs for each street was determined, a Roadway Improvement Plan was developed for the Village using the budget provided by the Village as a starting point.

The most effective use of pavement rehabilitation dollars is to focus the majority of the funds on streets that are in fair condition (PCI 50-69), which will rejuvenate pavements before they reach the critical PCI. Given that dates were not available for time of last construction, the standard critical PCI of 55 was assumed. Delaying until the pavement reaches the poor to failed condition (PCI < 50) will have a significant increase in cost and time of construction.

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

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

*Proposed Improvements*

6. The amount of traffic a street handles and its proximity to local access to other collector and arterial highways.

Several infrastructure projects are already scheduled throughout the Village, and effort was made to consider them when analyzing the appropriate projects to be a part of the Capital Improvement Plan. The known projects are as follows:

- Poplar Place Drainage Improvements (2012, Hillgrove Ave to end, drainage improvements and roadway resurfacing)
- Maple Avenue Relief Sewer Project (2013, La Grange Rd to Bluff Ave, relief sewer installation and roadway reconstruction)
- Cossitt Avenue Reconstruction (2015, Gilbert Ave to Sunset Ave, roadway reconstruction)

The Village of La Grange has established Neighborhood Planning Areas, which it has utilized to improve the pavement network in groups in the past. This strategy has been beneficial for the Village as the neighborhood areas have deteriorated at approximately the same rate, although several streets are in significantly worse condition than its neighborhood area. Mobilization and traffic control costs during construction can also be reduced with this strategy. The neighborhood areas as provided by the Village were further refined to ensure that all pavement sections were included. The updated Neighborhood Planning areas can be seen in Exhibit 3.

The Village must choose between continuing rehabilitating entire neighborhood areas for future improvements or rehabilitating streets based on pavement condition.

Table 5 shows the 2011 cost to rehabilitate the neighborhood areas of the Village. This table does not include collector or arterial routes or the Village alley system. It is recommended that those be considered separately. The total cost to rehabilitate all neighborhood areas, excluding collectors, in 2011 would be approximately \$8.5 million.

*Proposed Improvements*

**Table 6 Neighborhood Rehabilitation 2011 Costs**

<i>Neighborhood</i>	<i>Length (FT)</i>	<i>Area (SQ FT)</i>	<i>PCI</i>	<i>Resurfacing Cost</i>	<i>Curb Cost</i>	<i>Total Cost</i>
3	7,950	232,200	85	\$19,928.00	\$0.00	\$19,928.00
4	4,445	129,020	83	\$16,844.00	\$0.00	\$16,844.00
5	5,610	157,080	72	\$245,467.60	\$26,800.00	\$272,267.60
6	2,385	61,565	66	\$134,563.00	\$7,500.00	\$142,063.00
A1	26,125	733,630	68	\$1,260,193.60	\$450,400.00	\$1,710,593.60
A2	7,735	255,730	78	\$244,005.60	\$44,775.00	\$288,780.60
B	14,030	393,800	74	\$400,018.90	\$48,000.00	\$448,018.90
C	16,285	457,780	82	\$59,496.00	\$0.00	\$59,496.00
D1	15,590	436,520	85	\$32,144.00	\$0.00	\$32,144.00
D2	5,080	141,750	82	\$13,160.00	\$0.00	\$13,160.00
E	25,685	676,425	61	\$2,097,179.30	\$676,800.00	\$2,773,979.30
F1	22,920	624,070	79	\$376,410.10	\$66,550.00	\$442,960.10
F2	19,810	545,155	81	\$156,685.90	\$19,400.00	\$176,085.90
G	11,030	275,750	96	\$0.00	\$0.00	\$0.00
H1	8,780	242,475	100	\$0.00	\$0.00	\$0.00
H2	2,235	65,640	51	\$295,248.00	\$80,400.00	\$375,648.00
I	11,055	283,490	60	\$907,122.20	\$136,525.00	\$1,043,647.20
J	8,790	184,555	56	\$571,818.40	\$126,175.00	\$697,993.40
TOTALS				\$6,830,284.60	\$1,683,325.00	\$8,513,609.60

The Village has provided a budget for improvements of \$400,000 in 2013 and \$1,000,000 in 2015.

If the Village chooses to continue to rehabilitate entire neighborhood areas for future improvements, it is recommended to rehabilitate Neighborhood Area H2 in 2013, and Neighborhood Area I in 2015. These areas are in the greatest need of immediate improvement to prevent high future rehabilitation costs. An alternative option to Neighborhood Area I in 2015 would be to rehabilitate Neighborhood Area J in 2015 along with an extensive Village-wide patching program to help delay the deterioration of other Village streets.

If the Village chooses to rehabilitate streets based on pavement condition, a more concentrated approach could be taken to repair streets in the most need.

- 2013 Neighborhood Area J streets in poor-failed
  - o 41<sup>st</sup> Street (Edgewood Ave to Brainard Ave, PCI 21-39)
  - o Bell Avenue (Edgewood Ave to Brainard Ave, PCI 37-48)
  - o Park Road (Arlington Ave to 41<sup>st</sup> St, PCI 43)

*Proposed Improvements*

- 2015 Kensington/Industrial
  - o Kensington Avenue (47<sup>th</sup> St to Harris Ave)
  - o Beach Avenue (End to Shawmut Ave)
  - o Newberry Avenue (End to Shawmut Ave)
  - o Maple Avenue (Sunset Ave to Blackstone Ave)
  - o Blackstone Avenue (Maple Ave to Elm Ave)
  - o Elm Avenue (Sunset Ave to Blackstone Ave)

The above program fits with the budget as provided by the Village, including some contingency.

The Village should prepare for the future rehabilitation of several areas as they will be reaching the end of their useful life soon and it is most cost effective to spend funds on streets before they begin to rapidly deteriorate. Neighborhoods E and A1 will have very high costs (\$2.8 and \$1.7 million) if completed all at once. It is recommended that the Village budget the appropriate funds for rehabilitation of these areas (as well as Neighborhood I or J, whichever is not completed in 2015) in the subsequent five-year Capital Improvement Plan. To reduce the annual budget, it is recommended that these improvements be distributed over several sequential years.

**Water System Improvement Plan**

Based upon water main break information presented in Exhibit 6, the next logical locations for water main replacement are Neighborhood Areas H2 and C. The total estimated cost to replace the water mains in Areas C and H2 is approximately \$2,600,000. Table 7 shows water main replacement costs on a per lineal foot and per size diameter basis. The costs in this table include 15% for design and construction engineering, and assume that replacement would be done concurrently with roadway improvements, thus do not include pavement patching.

*Proposed Improvements*

**Table 7 Water Main Replacement Cost**

<i>Pipe Diameter</i>	<i>Cost (\$/LN FT)</i>
6-inch	\$230
8-inch	\$240
10-inch	\$250
12-inch	\$260

The work in area H2 should be coordinated with the roadway improvements to be completed concurrently to reduce inconvenience to businesses in that area and to minimize redundancy of construction work. Table 8 summarizes the work to be done in Areas C and H2.

The old sections of water main in the Village should be replaced when the adjacent roads are reconstructed or resurfaced. The current standard minimum water main size for public water mains is 8-inch and therefore when the Village's existing 6-inch or 4-inch water mains are replaced, they should be replaced with an 8-inch minimum size water main.

*Proposed Improvements*

**Table 8 Proposes Water Main Replacement Cost**

<i>Street</i>	<i>From</i>	<i>To</i>	<i>Water Main Size (in)</i>	<i>Length (ft)</i>	<i>Cost (\$/ft)</i>	<i>Total Cost</i>	<i>Note</i>
Shawmut Ave	Hazel Ave	End	8	1,250	\$240	\$360,000	3
Beach/Newberry	Shawmut	Shawmut	8	1,200	\$240	\$288,000	2
47 <sup>th</sup> Street	LaGrange Rd	6th Ave	8	375	\$240	\$90,000	2,4
47 <sup>th</sup> Street	6th Ave	7th Ave	8	335	\$240	\$80,400	2
47 <sup>th</sup> Street	7th Ave	8th Ave	8	335	\$240	\$80,400	2
47 <sup>th</sup> Street	8th Ave	9th Ave	8	335	\$240	\$80,400	2
47 <sup>th</sup> Street	9th Ave	10th Ave	8	335	\$240	\$80,400	2
47 <sup>th</sup> Street	9th Ave	10th Ave	8	335	\$240	\$80,400	2
47 <sup>th</sup> Street	10th Ave	Bluff Ave	8	500	\$240	\$120,000	2
48 <sup>th</sup> Street	LaGrange Rd	LaGrange Rd	12	100	\$260	\$26,000	4
48 <sup>th</sup> Street	6th Ave	7th Ave	8	335	\$240	\$80,400	1
48 <sup>th</sup> Street	7th Ave	8th Ave	8	335	\$240	\$80,400	1
48 <sup>th</sup> Street	8th Ave	9th Ave	8	335	\$240	\$80,400	1
48 <sup>th</sup> Street	10th Ave	Field House	4	400	\$230	\$92,000	5
6 <sup>th</sup> Avenue	49 <sup>th</sup> St	48 <sup>th</sup> St	8	665	\$240	\$159,600	2,6
6 <sup>th</sup> Avenue	48 <sup>th</sup> St	47 <sup>th</sup> St	8	665	\$240	\$159,600	2,6
7 <sup>th</sup> Avenue	49 <sup>th</sup> St	48 <sup>th</sup> St	8	665	\$240	\$159,600	2,6
7 <sup>th</sup> Avenue	48 <sup>th</sup> St	47 <sup>th</sup> St	8	665	\$240	\$159,600	2,6
8 <sup>th</sup> Avenue	49 <sup>th</sup> St	48 <sup>th</sup> St	8	665	\$240	\$159,600	2,6
8 <sup>th</sup> Avenue	48 <sup>th</sup> St	47 <sup>th</sup> St	8	665	\$240	\$159,600	2,6
9 <sup>th</sup> Avenue	49 <sup>th</sup> St	48 <sup>th</sup> St	8	665	\$240	\$159,600	2,6
9 <sup>th</sup> Avenue	48 <sup>th</sup> St	47 <sup>th</sup> St	8	665	\$240	\$159,600	2,6
10 <sup>th</sup> Avenue	49 <sup>th</sup> St	48 <sup>th</sup> St	8	665	\$240	\$159,600	2,6
10 <sup>th</sup> Avenue	48 <sup>th</sup> St	47 <sup>th</sup> St	8	665	\$240	\$159,600	2,6
<b>TOTALS</b>				<b>10,705</b>	<b>-</b>	<b>\$2,567,000</b>	

- Note 1 The existing size is 4-inch, however the IPEA standard is to have a minimum water main size of 8-inch, unless there are special conditions.
- Note 2 The existing size is 6-inch, however the IPEA standard is to have a minimum water main size of 8-inch, unless there are special conditions.
- Note 3 Add 150LF x \$400/LF = \$60,000 for jacking to cross BNSF Railroad
- Note 4 Add 400LF x \$100/LF = \$40,000 if a jacked casing is needed to cross La Grange Road.
- Note 5 The existing water main is 4-inch. It is recommended to replace with a new 4-inch diameter due to low usage in this area.
- Note 6 Recommend to abandon this water main on the south side of 47th Street and connect the water main along 9th Avenue and 10th Avenue to the water main along 47th Street.

**Sewer System Improvement Plan**

The total value of work for sewer system repairs totals approximately \$4,300,000. The great majority of this cost is for lining sewers and also for point repairs to fix sewers and/or sewer laterals that have failed. Upon reviewing the Village's budget, it appears that a nominal amount of money is budgeted for yearly sewer improvement work. Many of the items of work included on the subject appendices are to remedy critical sewer issues, and therefore it is recommended that the Village to begin budgeting money for these projects as soon as possible.

## CONCLUSION/RECOMMENDATIONS



#### *Conclusion/Recommendations*

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

The current cost to repair all streets requiring resurfacing or reconstruction is estimated to be approximately \$9.4 million. The Village's ultimate goal is to rehabilitate its streets on a schedule that allows the Village to improve or at least maintain its current overall average street condition. The Village's plan for \$1.4 million in improvements in addition to the other roadway and infrastructure already planned over the next five years are sufficient to maintain this goal. However, the Village must decide if it wants to continue rehabilitating entire neighborhood areas for future improvements or rehabilitate streets based on pavement condition.

It is important to note that the majority of neighborhood areas E and A1 are in need of near future improvement. The Village should prioritize obtaining the funds necessary to rehabilitate these areas in the next five-year Capital Improvement Plan (2017-2021) or sooner if possible.

We also recommend the Village continue its program for preventative maintenance such as crack sealing and patching focusing on streets in good condition (PCI 70-84) to delay streets from needing more costly repairs, and increasing the annual road budget. Preventative maintenance on these streets can be a cost effective way to increase the pavement life of these streets.

It is recommended to seek federal assistance to rehabilitate any roadway with federal designation by CMAP. Brainard Avenue (from 47<sup>th</sup> to Ogden) is the only designated roadway that appears to need rehabilitation in the near future. It is also recommended to seek federal designation on any other roadways that could be classified as collectors.

The majority of the Village's alley system is in excellent condition. The remaining portion is mostly in poor to failed condition. It is recommended that the poor to failed

*Conclusion/Recommendations*

alleys be upgraded to PCC pavement. At locations where PCC pavement may not be viable, a thicker cross section of hot-mix asphalt must be considered to carry the structural load of the predominantly truck traffic. The Village performs alley reconstruction as a part of a shared cost initiative. Given the good to excellent condition of the alleys that have been rehabilitated and the cost savings to the Village, it is recommended to continue the cost sharing initiative, and rehabilitate alleys only when an agreement has been met with the adjacent property owners.

It should be noted that recommendations made in this report are based on data from pavement evaluations performed in the summer of 2011. Sewer and sidewalk improvements and the costs to change streets from rural cross sections to urban cross sections were not included in this report. Pavement performance over a period of time such as five years can be variable. In addition, the estimated costs of rehabilitation will become less accurate as time progresses because of variable pavement deterioration and inflation. Furthermore, increased traffic or new developments may cause the rehabilitation needs of certain streets to become a higher priority than they were at the time of this report. Street programs should be coordinated with all developments and local and private utilities to minimize future road disruption and to fully capitalize on coinciding construction seasons. Therefore, it is recommended that the information contained in the pavement inventory database be updated once every three to six years.

Water main in Neighborhood Areas H2 and C are in the highest need of replacement and are recommended to be included in the Capital Improvement Plan. The total cost to replace these water mains is approximately \$2,600,000. Water mains adjacent to street reconstruction or resurfacing projects should be considered for replacement if the adjacent water main is old or is prone to breaking. Parkways are often crowded with utilities, which often require that new water mains be constructed within roadways, and therefore it is prudent to replace water mains in conjunction with street programs. The age, size, material type and frequency of water main breaks should be considered when deciding if a water main should be replaced.

The Village should begin budgeting the necessary funds to repair its sewer system as soon as possible. The total work is approximately \$4,300,000 and includes

*Conclusion/Recommendations*

many items to remedy critical sewer issues. The Village's sewer system is noted to have root intrusion throughout the Village sewer network. As root intrusion can cause sewer deformation and collapses and also cause reduced flow capacities, we recommend that the Village implement a yearly sewer rehabilitation program to correct the noted sewer deficiencies. We recommend addressing the critical repair items first and then focusing on lining and repair projects starting at sewer discharge points then continuing upstream.

# Asphalt Surfaced Roads and Parking Lots

ROADWAY ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET								
PID				INSPECTOR NAME				
FROM				BRANCH USE		DATE INSPECTED		
TO				SECTION WIDTH		SECTION LENGTH		
AC Surfaced Distress Codes								
1. Alligator Cracking Sq Ft		6. Depression Sq Ft		11. Patching & Util Cut Patching Sq Ft		16. Shoving Sq Ft		
2. Bleeding Sq Ft		7. Edge Cracking Ft		12. Polished Aggregate Sq Ft		17. Slippage Cracking Sq Ft		
3. Block Cracking Sq Ft		8. Jt. Reflection Cracking Ft		13. Potholes Count		18. Swell Sq Ft		
4. Bumps and Sags Ft		9. Lane/Shoulder Drop Off Ft		14. Railroad Crossing Sq Ft		19. Weathering/Ravelling Sq Ft		
5. Corrugation Sq Ft		10. Long & Trans Cracking Ft		15. Rutting Sq Ft				
SAMPLE NUMBER				SAMPLE AREA				Sketch / Comments
DISTRESS CODE	L	M	H					
SAMPLE NUMBER				SAMPLE AREA				Sketch / Comments
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H	

# Concrete Surfaced Roads and Parking Lots

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

Example Pavement Evaluation

Location	Notes	Sample 1	Sample 2	PCI
Burlington Kensington - Ashland	Commercial Barrier - Fair/Poor B-6.12 - Good Width = 14'P + 22'M + 13P	22x100	22x100	#80
		PCI = 95		
		Long - 80L		
		Sample 2	22x100	#81
		Long - 80L		PCI = 95
Burlington Ashland - LaGrange	Commercial B-6.12 - Fair	14'P + 30'M	32x80	#82
		PCI = 95		
		Long - 10L		
		Paving - 5x5L		
		Sample 2	14'P + 23'M	23x100
		Edge - 75L		#83
				PCI = 95
Burlington LaGrange - 6 <sup>th</sup>	Commercial B-6.12 Poor Width = 34'M + 16'P	34x100	34x100	#84
		PCI = 85-90		
		Long - 34L + 20L		
		Path - 2x2L + 2x2L		
		Edge - 10L		
Burlington - 6 <sup>th</sup> - 7 <sup>th</sup>	Commercial Barrier - Poor Width = 35-37M + 16P	35x80	35x80	#85
		PCI = 85		
		Sample 1	35x80	#85
		Long - 80L		
		Block - 5x5DL + 10x4L		
				PCI = 75-80

<b>STREET</b>	<b>FROM</b>	<b>TO</b>
Madison Ave	50th Street	49th Street
<b>Section Width</b>	<b>Section Length</b>	<b>Date Inspected</b>
28'	665'	6/29/11

<b>AC Surface Distress Codes</b>			
1. Alligator Cracking SF	6. Depression SF	11. Patching & Utility Patch SF	16. Shoving SF
2. Bleeding SF	7. Edge Cracking FT	12. Polished Aggregate SF	17. Slippage Cracking SF
3. Block Cracking SF	8. Jt. Reflection Cracking FT	13. Potholes. EA	18. Swell SF
4. Bumps & Sags FT	9. Lane/shoulder drop off FT	14. Railroad Crossing SF	19. Weathering/Ravelling SF
5. Corrugation SF	10. Long & trans Cracking FT	15. Rutting SF	

**Comments**

Curb B4.12. Good condition. Est PCI 85

<b>Sample Number</b>	<b>1</b>	<b>Sample Area</b>	<b>2500sf</b>
<b>Distress Code</b>	<b>L/M/H</b>	<b>Distress Code</b>	<b>L/M/H</b>
10	80L		
3	300L		
11	60L		
1	15L		
<b>Sample Number</b>	<b>2</b>	<b>Sample Area</b>	<b>2500sf</b>
<b>Distress Code</b>	<b>L/M/H</b>	<b>Distress Code</b>	<b>L/M/H</b>
10	160L		
3	400L		

## 2011 Detailed Cost Summary by Rehabilitation Strategy

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

### RESIDENTIAL ROADS

PCI	Repair Cost (\$/SQ FT)	Des. Eng. Cost (\$/SQ FT)	Const. Eng. Cost (\$/SQ FT)	Total Cost (\$/SQ FT)	Improvement Strategy
85-100	\$0.00	\$0.00	\$0.00	\$0.00	Excellent; No Maintenance Required
70-84	\$0.18	\$0.00	\$0.02	\$0.20	Good; Minimal Maintenance Required - Spot Patch, Crack Seal, Microsurface
50-69	\$2.90	\$0.15	\$0.41	\$3.46	Fair; Mill and Resurface with Crack Control Fabric, 3/4" Leveling Binder, 1 3/4" Surface
30-49	\$3.80	\$0.38	\$0.54	\$4.72	Poor; Full Depth Asphalt Pavement Removal and Replacement with Base Repair, 2 1/2" Binder, 2" Surface
<30	\$4.50	\$0.50	\$0.70	\$5.70	Failed; Full Depth Asphalt Pavement Removal and Replacement with Base Repair, 2 1/2" Binder, 2" Surface
<30	\$14.20	\$1.50	\$2.00	\$17.70	Failed; Collector Pavement Reconstruction w/ Subgrade Repair, 12" Agg. Subbase, 7" Binder, 2" Surface

### INDUSTRIAL ROADS

PCI	Repair Cost (\$/SQ FT)	Des. Eng. Cost (\$/SQ FT)	Const. Eng. Cost (\$/SQ FT)	Total Cost (\$/SQ FT)	Improvement Strategy
85-100	\$0.00	\$0.00	\$0.00	\$0.00	Excellent; No Maintenance Required
70-84	\$0.41	\$0.00	\$0.06	\$0.47	Good; Minimal Maintenance Required - Spot Patch, Crack Seal, Microsurface
30-69	\$3.60	\$0.20	\$0.60	\$4.40	Fair; Mill and Resurface with Crack Control Fabric, 3/4" Leveling Binder, 1 3/4" Surface
<30	\$14.20	\$2.20	\$2.50	\$18.90	Failed; Industrial Pavement Reconstruction w/ Subgrade Repair, 12" Agg. Subbase, 7" Binder, 2" Surface

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

#### Input Values used for Strategy Cost

Leveling Binder	\$90.00	\$/ton
Hot-Mix Asphalt Binder	\$80.00	\$/ton
Hot-Mix Asphalt Surface	\$85.00	\$/ton
Cold Milling	\$3.50	\$/sq yd
Full Depth HMA Surface Removal	\$5.00	\$/sq yd
Base Prep. / Repair	\$6.00	\$/sq yd
Pavement Removal	\$12.00	\$/sq yd
Geotechnical Fabric	\$2.00	\$/sq yd
12" Aggregate Base Course	\$16.00	\$/sq yd
Earth Excavation	\$35.00	\$/cu yd
Subgrade Repair	\$65.00	\$/cu yd
New Curb and Gutter	\$20.00	\$/lin. ft
Traffic Control / Mobilization	5	%
Reflective Crack Control	\$2.00	\$/sq yd
Restoration (Driveways & Sodding)	\$15.00	\$/sq yd
Crack Routing and Filling	\$1.25	\$/foot
Microsurfacing	\$0.25	\$/sq ft
Pavement Patching	\$60.00	\$/sq yd
Curb & Gutter Repair:	\$25.00	\$/lin. ft

#### Assumed Engineering Costs (% of Construction Cost)

##### Maintenance/Resurfacing Projects

Design Engineering	0% - 5%
Construction Engineering	10% - 14%

##### Reconstruction Projects

Design Engineering	15%
Construction Engineering	14% - 17%

#### Curb Replacement Cost

Excellent	No Curb Work	\$0.00	\$/CL ft
Good	10% R & R	\$5.00	\$/CL ft
Fair	40% R & R	\$20.00	\$/CL ft
Poor	100% R & R	\$40.00	\$/CL ft

2011 Pavement Condition Summary  
Residential/Commercial - Alphabetically

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
6TH AVE	PLAINFIELD RD	52ND ST	810	28	22,680	B-6.12	Good	82	\$ 4,536.00
6TH AVE	52ND ST	51ST ST	665	28	18,620	B-6.12	Good	86	\$ -
6TH AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Good	81	\$ 3,724.00
6TH AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Good	82	\$ 3,724.00
6TH AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Fair	86	\$ -
6TH AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Fair	82	\$ 3,556.00
6TH AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Good	87	\$ -
6TH AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Good	87	\$ -
6TH AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Good	82	\$ 3,444.00
6TH AVE	ELM AVE	COSSITT AVE	620	28	17,360	B-6.12	Good	87	\$ -
6TH AVE	COSSITT AVE	HARRIS AVE	735	28	20,580	B-6.12	Fair	78	\$ 4,116.00
6TH AVE	HARRIS AVE	BURLINGTON AVE	630	28	17,640	B-6.12	Good	70	\$ 3,528.00
7TH AVE	PLAINFIELD AVE	52ND ST	600	28	16,800	B-6.12	Fair	87	\$ -
7TH AVE	52ND ST	51ST ST	665	28	18,620	B-6.12	Good	84	\$ 3,724.00
7TH AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Fair	82	\$ 3,724.00
7TH AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Fair	79	\$ 3,724.00
7TH AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Good	78	\$ 3,724.00
7TH AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Fair	89	\$ -
7TH AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Good	84	\$ 3,780.00
7TH AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Good	90	\$ -
7TH AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Good	88	\$ -
7TH AVE	ELM AVE	COSSITT AVE	620	28	17,360	B-6.12	Good	89	\$ -
7TH AVE	COSSITT AVE	HARRIS AVE	850	28	23,800	B-6.12	Good	86	\$ -
7TH AVE	HARRIS AVE	BURLINGTON AVE	630	28	17,640	B-6.12	Fair	89	\$ -
8TH AVE	PLAINFIELD RD	52ND ST	385	28	13,500	M-4.12	Fair	82	\$ 2,700.00
8TH AVE	52ND ST	51ST ST	335	28	11,220	M-4.12	Fair	75	\$ 2,244.00
8TH AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Fair	78	\$ 3,724.00
8TH AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Fair	75	\$ 3,724.00
8TH AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Good	79	\$ 3,724.00
8TH AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Fair	87	\$ -
8TH AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Fair	91	\$ -
8TH AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Good	87	\$ -
8TH AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	84	\$ 3,444.00
8TH AVE	ELM AVE	COSSITT AVE	620	28	17,360	B-6.12	Fair	86	\$ -
9TH AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Good	85	\$ -
9TH AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Good	85	\$ -
9TH AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Fair	85	\$ -
9TH AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Fair	85	\$ -
9TH AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	87	\$ -
9TH AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Good	83	\$ 3,976.00
9TH AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Good	89	\$ -
10TH AVE	END	50TH ST	665	28	18,620	B-6.12	Good	82	\$ 3,724.00
10TH AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Good	83	\$ 3,724.00
10TH AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Fair	83	\$ 3,724.00
10TH AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Fair	86	\$ -
11TH AVE	END	50TH ST	665	28	18,620	B-6.12	Good	84	\$ 3,724.00
11TH AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Good	82	\$ 3,724.00
12TH AVE	END	50TH ST	665	28	18,620	B-6.12	Good	88	\$ -
12TH AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Good	85	\$ -
41ST ST	GILBERT AVE	PECK AVE	325	25	8,125	B-6.12	Good	98	\$ -
41ST ST	PECK AVE	DREXEL AVE	330	25	8,250	B-6.12	Good	94	\$ -
41ST ST	DREXEL AVE	EDGEWOOD AVE	650	25	16,250	B-6.12	Good	93	\$ -
41ST ST	EDGEWOOD AVE	MAIDEN AVE	330	19	6,270	B-6.12	Fair	39	\$ 36,194.40
41ST ST	MAIDEN AVE	DOVER AVE	330	19	6,270	B-6.12	Fair	37	\$ 36,194.40
41ST ST	DOVER AVE	PARK RD	330	19	6,270	B-6.12	Fair	21	\$ 42,339.00
41ST ST	PARK RD	BRAINARD AVE	370	19	7,030	B-6.12	Fair	24	\$ 47,471.00
48TH ST	BRAINARD AVE	STONE AVE	340	28	9,520	B-6.12	Poor	80	\$ 1,904.00
48TH ST	STONE AVE	WAIOLA AVE	340	28	9,520	B-6.12	Poor	78	\$ 1,904.00
48TH ST	WAIOLA AVE	SPRING AVE	340	28	9,520	B-6.12	Poor	78	\$ 1,904.00
48TH ST	SPRING AVE	KENSINGTON AVE	335	28	9,380	B-6.12	Poor	76	\$ 1,876.00
48TH ST	KENSINGTON AVE	CATHERINE AVE	315	28	8,820	B-6.12	Poor	76	\$ 1,764.00
48TH ST	CATHERINE AVE	ASHLAND AVE	315	28	8,820	B-6.12	Poor	78	\$ 1,764.00
48TH ST	ASHLAND AVE	MADISON AVE	315	28	8,820	B-6.12	Poor	79	\$ 1,764.00

2011 Pavement Condition Summary  
Residential/Commercial - Alphabetically

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
48TH ST	MADISON AVE	LA GRANGE RD	380	28	10,640	B-6.12	Poor	78	\$ 2,128.00
48TH ST	LA GRANGE RD	6TH AVE	315	28	8,820	B-6.12	Fair	79	\$ 1,764.00
48TH ST	6TH AVE	7TH AVE	335	28	9,380	B-6.12	Fair	86	\$ -
48TH ST	7TH AVE	8TH AVE	335	28	9,380	B-6.12	Fair	86	\$ -
48TH ST	8TH AVE	9TH AVE	335	28	9,380	B-6.12	Fair	79	\$ 1,876.00
48TH ST	9TH AVE	10TH AVE	335	28	9,380	B-6.12	Fair	82	\$ 1,876.00
48TH ST	10TH AVE	END	180	28	5,040	B-6.12	Fair	89	\$ -
49TH ST	BRAINARD AVE	STONE AVE	340	28	9,520	B-6.12	Poor	75	\$ 1,904.00
49TH ST	STONE AVE	WAIOLA AVE	340	28	9,520	B-6.12	Poor	70	\$ 1,904.00
49TH ST	WAIOLA AVE	SPRING AVE	340	28	9,520	B-6.12	Poor	77	\$ 1,904.00
49TH ST	SPRING AVE	KENSINGTON AVE	335	28	9,380	B-6.12	Poor	77	\$ 1,876.00
49TH ST	KENSINGTON AVE	CATHERINE AVE	315	28	8,820	B-6.12	Poor	77	\$ 1,764.00
49TH ST	CATHERINE AVE	ASHLAND AVE	315	28	8,820	B-6.12	Poor	77	\$ 1,764.00
49TH ST	ASHLAND AVE	MADISON AVE	315	28	8,820	B-6.12	Poor	70	\$ 1,764.00
49TH ST	MADISON AVE	LA GRANGE RD	380	28	10,640	B-6.12	Poor	78	\$ 2,128.00
49TH ST	LA GRANGE RD	6TH AVE	315	28	10,620	B-6.12	Poor	84	\$ 2,124.00
49TH ST	6TH AVE	7TH AVE	335	28	9,380	B-6.12	Poor	80	\$ 1,876.00
49TH ST	7TH AVE	8TH AVE	335	28	9,380	B-6.12	Fair	80	\$ 1,876.00
49TH ST	8TH AVE	9TH AVE	335	28	9,380	B-6.12	Fair	79	\$ 1,876.00
49TH ST	9TH AVE	10TH AVE	335	28	9,380	B-6.12	Good	87	\$ -
49TH ST	10TH AVE	11TH AVE	335	28	10,980	B-6.12	Good	83	\$ 2,196.00
49TH ST	11TH AVE	12TH AVE	335	28	14,180	B-6.12	Good	82	\$ 2,836.00
49TH ST	12TH AVE	EAST	310	28	11,880	B-6.12	Good	85	\$ -
50TH ST	GILBERT RD	END	480	20	9,600	N/A	N/A	25	\$ 54,720.00
50TH ST	BRAINARD AVE	STONE AVE	340	28	9,520	B-6.12	Poor	77	\$ 1,904.00
50TH ST	STONE AVE	WAIOLA AVE	340	28	9,520	B-6.12	Poor	82	\$ 1,904.00
50TH ST	WAIOLA AVE	SPRING AVE	340	28	9,520	B-6.12	Poor	81	\$ 1,904.00
50TH ST	SPRING AVE	KENSINGTON AVE	335	28	9,380	B-6.12	Poor	84	\$ 1,876.00
50TH ST	KENSINGTON AVE	CATHERINE AVE	315	28	8,820	B-6.12	Poor	82	\$ 1,764.00
50TH ST	CATHERINE AVE	ASHLAND AVE	315	28	8,820	B-6.12	Poor	81	\$ 1,764.00
50TH ST	ASHLAND AVE	MADISON AVE	315	28	8,820	B-6.12	Poor	78	\$ 1,764.00
50TH ST	MADISON AVE	LA GRANGE RD	380	28	10,640	B-6.12	Poor	76	\$ 2,128.00
50TH ST	LA GRANGE RD	6TH AVE	315	28	8,820	B-6.12	Fair	82	\$ 1,764.00
50TH ST	6TH AVE	7TH AVE	335	28	9,380	B-6.12	Fair	84	\$ 1,876.00
50TH ST	7TH AVE	8TH AVE	335	28	9,380	B-6.12	Fair	78	\$ 1,876.00
50TH ST	8TH AVE	9TH AVE	335	28	9,380	B-6.12	Fair	86	\$ -
50TH ST	9TH AVE	10TH AVE	335	28	9,380	B-6.12	Good	86	\$ -
50TH ST	10TH AVE	11TH AVE	335	28	9,380	B-6.12	Good	85	\$ -
50TH ST	11TH AVE	12TH AVE	335	28	9,380	B-6.12	Good	85	\$ -
50TH ST	12TH AVE	EAST AVE	310	28	8,680	B-6.12	Good	90	\$ -
51ST ST	GILBERT RD	HILLBERRY CT	320	28	8,960	B-6.12	Good	69	\$ 32,601.60
51ST ST	HILLBERRY CT	MASON DR	310	28	8,680	B-6.12	Good	64	\$ 31,582.80
51ST ST	MASON DR	BRIGHTON LN	285	28	7,980	B-6.12	Fair	67	\$ 33,310.80
51ST ST	BRIGHTON LN	EDGEWOOD LN	375	28	10,500	B-6.12	Fair	84	\$ 2,100.00
51ST ST	BRAINARD AVE	STONE AVE	335	25	8,375	B-6.12	Fair	85	\$ -
51ST ST	STONE AVE	WAIOLA AVE	335	25	8,375	B-6.12	Excellent	85	\$ -
51ST ST	WAIOLA AVE	SPRING AVE	335	25	8,375	B-6.12	Fair	81	\$ 1,675.00
51ST ST	SPRING AVE	KENSINGTON AVE	335	25	8,375	B-6.13	Fair	87	\$ -
51ST ST	KENSINGTON AVE	CATHERINE AVE	315	25	7,875	B-6.12	Fair	89	\$ -
51ST ST	CATHERINE AVE	ASHLAND AVE	315	25	7,875	B-6.12	Fair	89	\$ -
51ST ST	ASHLAND AVE	MADISON AVE	315	25	7,875	B-6.12	Fair	86	\$ -
51ST ST	MADISON AVE	LA GRANGE RD	380	25	9,500	B-6.12	Fair	90	\$ -
51ST ST	LA GRANGE RD	6TH AVE	315	28	8,820	B-6.12	Fair	83	\$ 1,764.00
51ST ST	6TH AVE	7TH AVE	335	28	9,380	B-6.12	Fair	85	\$ -
51ST ST	7TH AVE	8TH AVE	335	28	9,380	B-6.12	Fair	83	\$ 1,876.00
51ST ST	8TH AVE	9TH AVE	335	28	9,380	B-6.12	Fair	87	\$ -
52ND ST	BRAINARD AVE	STONE AVE	335	25	8,375	B-6.12	Fair	79	\$ 1,675.00
52ND ST	STONE AVE	WAIOLA AVE	335	25	8,375	B-6.12	Fair	71	\$ 1,675.00
52ND ST	WAIOLA AVE	SPRING AVE	335	25	8,375	B-6.12	Fair	74	\$ 1,675.00
52ND ST	SPRING AVE	KENSINGTON AVE	335	25	8,375	B-6.12	Fair	72	\$ 1,675.00
52ND ST	KENSINGTON AVE	CATHERINE AVE	315	25	7,875	B-6.12	Fair	71	\$ 1,575.00
52ND ST	CATHERINE AVE	ASHLAND AVE	315	25	7,875	B-6.12	Fair	89	\$ -
52ND ST	ASHLAND AVE	MADISON AVE	315	25	7,875	B-6.12	Fair	87	\$ -

2011 Pavement Condition Summary  
Residential/Commercial - Alphabetically

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
52ND ST	MADISON AVE	LA GRANGE RD	380	25	9,500	B-6.12	Fair	88	\$ -
52ND ST	LA GRANGE RD	6TH AVE	315	28	8,820	B-6.12	Good	83	\$ 1,764.00
52ND ST	6TH AVE	7TH AVE	335	28	9,380	B-6.12	Good	87	\$ -
52ND ST	7TH AVE	8TH AVE	335	28	9,380	B-6.12	Good	83	\$ 1,876.00
53RD ST	BRAINARD AVE	STONE AVE	335	28	9,380	B-6.12	Fair	63	\$ 39,154.80
53RD ST	STONE AVE	WAIOLA AVE	335	28	9,380	B-6.12	Fair	66	\$ 39,154.80
53RD ST	WAIOLA AVE	SPRING AVE	335	28	9,380	B-6.12	Fair	64	\$ 39,154.80
53RD ST	SPRING AVE	KENSINGTON AVE	335	25	8,375	B-6.12	Fair	68	\$ 35,677.50
53RD ST	KENSINGTON AVE	CATHERINE AVE	315	25	7,875	B-6.12	Fair	61	\$ 33,547.50
53RD ST	CATHERINE AVE	ASHLAND AVE	315	25	7,875	B-6.12	Fair	87	\$ -
53RD ST	ASHLAND AVE	MADISON AVE	315	25	7,875	B-6.12	Fair	83	\$ 1,575.00
53RD ST	MADISON AVE	LA GRANGE AVE	380	25	11,900	B-6.12	Fair	87	\$ -
54TH ST	BRAINARD AVE	STONE AVE	335	28	9,380	B-6.12	Good	69	\$ 34,129.80
54TH ST	STONE AVE	WAIOLA AVE	335	28	9,380	B-6.12	Good	57	\$ 34,129.80
54TH ST	WAIOLA AVE	SPRING AVE	335	28	9,380	B-6.12	Good	57	\$ 34,129.80
54TH ST	SPRING AVE	KENSINGTON AVE	335	28	9,380	B-6.12	Good	66	\$ 34,129.80
ARLINGTON AVE	EDGEWOOD AVE	DOVER AVE	650	19	12,350	B-6.12	Fair	62	\$ 55,731.00
ARLINGTON AVE	DOVER AVE	BRAINARD AVE	655	19	12,445	B-6.12	Fair	73	\$ 2,489.00
ASHLAND AVE	53RD ST	52ND ST	655	28	18,340	B-6.12	Fair	69	\$ 76,556.40
ASHLAND AVE	52ND ST	51ST ST	655	28	18,340	B-6.12	Fair	81	\$ 3,668.00
ASHLAND AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Good	72	\$ 3,724.00
ASHLAND AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Fair	76	\$ 3,724.00
ASHLAND AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Fair	79	\$ 3,724.00
ASHLAND AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Good	79	\$ 3,556.00
ASHLAND AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	68	\$ 92,394.00
ASHLAND AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Poor	70	\$ 3,976.00
ASHLAND AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	72	\$ 3,444.00
ASHLAND AVE	ELM AVE	COSSITT AVE	635	28	17,780	B-6.12	Poor	66	\$ 86,918.80
ASHLAND AVE	COSSITT AVE	HARRIS AVE	450	28	12,600	B-6.12	Poor	69	\$ 61,596.00
ASHLAND AVE	HARRIS AVE	CALENDAR AVE	330	28	11,040	B-6.12	Good	97	\$ -
ASHLAND AVE	CALENDAR AVE	BURLINGTON AVE	340	22	14,095	B-6.12	Good	97	\$ -
ASHLAND AVE	BURLINGTON AVE	BELL AVE	450	34	17,495	B-6.12	Fair	63	\$ 69,532.70
ASHLAND AVE	BELL AVE	OGDEN AVE	440	34	14,960	B-6.12	Poor	75	\$ 2,992.00
ASHLAND AVE	OGDEN AVE	BREWSTER AVE	535	34	18,190	B-6.12	Poor	80	\$ 3,638.00
BANYON LN	END	47TH ST	780	24	18,720	M-4.12	Fair	80	\$ 3,744.00
BASSFORD AVE	END	OGDEN AVE	1090	25	27,250	M-4.12	Excellent	95	\$ -
BELL AVE	GILBERT AVE	PECK AVE	325	25	8,125	B-6.12	Good	95	\$ -
BELL AVE	PECK AVE	DREXEL AVE	330	25	8,250	B-6.12	Good	91	\$ -
BELL AVE	DREXEL AVE	BASSFORD AVE	325	25	8,125	B-6.12	Good	95	\$ -
BELL AVE	BASSFORD AVE	EDGEWOOD AVE	325	25	8,125	B-6.12	Good	95	\$ -
BELL AVE	EDGEWOOD AVE	MALDEN AVE	330	25	8,250	B-6.12	Good	43	\$ 40,590.00
BELL AVE	MALDEN AVE	DOVER AVE	330	25	8,250	B-6.12	Good	43	\$ 40,590.00
BELL AVE	DOVER AVE	PARK RD	335	25	8,375	B-6.12	Good	37	\$ 41,205.00
BELL AVE	PARK RD	BRAINARD AVE	380	25	9,500	B-6.12	Good	48	\$ 46,740.00
BELL AVE	BRAINARD AVE	STONE AVE	345	28	9,660	B-6.12	Good	77	\$ 1,932.00
BELL AVE	STONE AVE	WAIOLA AVE	335	28	9,380	B-6.12	Good	79	\$ 1,876.00
BELL AVE	WAIOLA AVE	SPRING AVE	335	28	9,380	B-6.12	Good	84	\$ 1,876.00
BELL AVE	SPRING AVE	KENSINGTON AVE	335	28	9,380	B-6.12	Good	81	\$ 1,876.00
BELL AVE	KENSINGTON AVE	CATHERINE AVE	315	28	8,820	B-6.12	Good	88	\$ -
BELL AVE	CATHERINE AVE	ASHLAND AVE	315	28	8,820	B-6.12	Good	81	\$ 1,764.00
BENTON AVE	9TH AVE	BLUFF AVE	530	28	14,840	B-6.12	Fair	79	\$ 2,968.00
BIRKS CT	END	EDGEWOOD LANE	350	25	8,750	B-4.12	Fair	52	\$ 37,275.00
BLACKSTONE AVE	LINKLATER CT	47TH ST	625	28	17,500	B-6.12	Poor	58	\$ 85,550.00
BLACKSTONE AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	55	\$ 92,394.00
BLACKSTONE AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Poor	57	\$ 97,184.80
BLACKSTONE AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	48	\$ 105,878.40
BLACKSTONE AVE	ELM AVE	COSSITT AVE	630	28	17,640	B-6.12	Poor	70	\$ 3,528.00
BREWSTER AVE	SPRING AVE	KENSINGTON AVE	355	29	10,295	B-6.12	Fair	55	\$ 42,720.70
BREWSTER AVE	KENSINGTON AVE	CATHERINE AVE	320	29	9,280	B-6.12	Fair	61	\$ 38,508.80
BREWSTER AVE	CATHERINE AVE	ASHLAND AVE	320	29	9,280	B-6.12	Fair	61	\$ 38,508.80
BREWSTER AVE	ASHLAND AVE	MADISON AVE	310	29	8,990	B-6.12	Fair	57	\$ 37,305.40
BREWSTER AVE	MADISON AVE	LA GRANGE RD	315	29	9,135	B-6.12	Fair	50	\$ 37,907.10
BRIGHTON LN	51ST ST	END	710	28	19,880	B-6.12	Fair	67	\$ 82,984.80

2011 Pavement Condition Summary  
Residential/Commercial - Alphabetically

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
CALENDAR AVE	KENSINGTON AVE	ASHLAND AVE	650	30	19,500	Barrier	Poor	78	\$ 3,900.00
CALENDAR AVE	ASHLAND AVE	LA GRANGE RD	715	43	30,745	B-6.12	Fair	97	\$ -
CALENDAR AVE	BLUFF AVE	TILDEN AVE	490	27	13,230	B-6.12	Good	90	\$ -
CALENDAR AVE	END	HAYES AVE	125	28	3,500	B-6.12	Fair	100	\$ -
CALENDAR AVE	HAYES AVE	SAWYER AVE	330	28	9,240	B-6.12	Fair	100	\$ -
CALENDAR AVE	SAWYER AVE	WASHINGTON AVE	325	28	9,100	B-6.12	Fair	100	\$ -
CALENDAR AVE	WASHINGTON AVE	EAST AVE	300	28	8,400	B-6.12	Good	100	\$ -
CALLE VIEW DR	COUNTRY CLUB DR	55TH ST	885	25	24,065	B-6.12	Good	70	\$ 4,813.00
CARRIAGE LN	MASON DR	EDGEWOOD LN	635	26	16,510	M-4.12	Good	51	\$ 60,299.60
CATHERINE AVE	53RD ST	52ND ST	665	28	18,620	B-6.12	Fair	85	\$ -
CATHERINE AVE	52ND ST	51ST ST	665	28	18,620	B-6.12	Fair	81	\$ 3,724.00
CATHERINE AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Poor	81	\$ 3,724.00
CATHERINE AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Poor	74	\$ 3,724.00
CATHERINE AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Poor	75	\$ 3,724.00
CATHERINE AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Poor	76	\$ 3,556.00
CATHERINE AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	52	\$ 92,394.00
CATHERINE AVE	GOODMAN AVE	MAPLE AVE	710	31	22,010	B-6.12	Poor	79	\$ 4,402.00
CATHERINE AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	78	\$ 3,444.00
CATHERINE AVE	ELM AVE	COSSITT AVE	635	28	17,780	B-6.12	Poor	73	\$ 3,556.00
CATHERINE AVE	COSSITT AVE	HARRIS AVE	350	28	9,800	B-6.12	Poor	83	\$ 1,960.00
CATHERINE AVE	HILLGROVE AVE	BELL AVE	475	28	15,595	B-6.12	Fair	82	\$ 3,119.00
CATHERINE AVE	BELL AVE	OGDEN AVE	475	28	13,300	B-6.12	Fair	80	\$ 2,660.00
CATHERINE AVE	OGDEN AVE	BREWSTER AVE	485	28	13,580	B-6.12	Fair	79	\$ 2,716.00
COUNTRY CLUB DR	BRAINARD AVE	END	1500	25	37,500	B-6.12	Good	64	\$ 137,250.00
DOVER AVE	ARLINGTON AVE	41ST ST	570	21	13,370	B-6.12	Fair	76	\$ 2,674.00
DOVER AVE	41ST ST	BELL AVE	660	25	16,500	B-6.12	Fair	57	\$ 70,290.00
DOVER AVE	BELL AVE	OGDEN AVE	470	25	11,750	B-6.12	Fair	60	\$ 50,055.00
DOVER PL	HILLGROVE AVE	ARLINGTON AVE	405	16	6,480	B-4.12	Fair	57	\$ 30,520.80
DREXEL AVE	HILLGROVE AVE	41ST ST	1120	25	28,000	B-4.12	Excellent	98	\$ -
DREXEL AVE	41ST ST	BELL AVE	660	25	16,500	B-4.12	Excellent	94	\$ -
DREXEL AVE	BELL AVE	OGDEN AVE	685	25	17,125	B-4.12	Excellent	94	\$ -
EDGEWOOD AVE	BIRKS CT	47TH ST	740	28	20,720	B-6.12	Good	61	\$ 75,391.20
EDGEWOOD AVE	47TH ST	GOODMAN AVE	675	25	16,875	B-6.12	Poor	55	\$ 85,387.50
EDGEWOOD AVE	GOODMAN AVE	MAPLE AVE	710	25	17,750	B-6.12	Poor	69	\$ 89,815.00
EDGEWOOD AVE	MAPLE AVE	ELM AVE	615	25	15,375	B-6.12	Fair	73	\$ 3,075.00
EDGEWOOD AVE	ELM AVE	COSSITT AVE	635	25	15,875	B-6.12	Fair	66	\$ 67,627.50
EDGEWOOD AVE	COSSITT AVE	END	200	24	4,800	B-6.12	Poor	46	\$ 30,656.00
EDGEWOOD AVE	HILLGROVE AVE	41ST ST	945	25	23,625	B-4.12	Excellent	99	\$ -
EDGEWOOD AVE	41ST ST	BELL AVE	660	25	16,500	B-6.12	Good	97	\$ -
EDGEWOOD AVE	BELL AVE	OGDEN AVE	580	25	14,500	B-6.12	Good	99	\$ -
EDGEWOOD LN	VILLAGE LIMITS	N HOSP ENT	1350	20	27,000	N/A	N/A	50	\$ 93,420.00
EDGEWOOD LN	N HOSP ENT	CARRIAGE LN	1330	25	33,250	B-6.12	Fair	57	\$ 141,645.00
EDGEWOOD LN	CARRIAGE LN	BIRKS CT	660	25	16,500	B-6.12	Fair	60	\$ 70,290.00
ELDER LN	HILLGROVE AVE	END	480	25	12,000	B-6.12	Good	97	\$ -
ELM AVE	GILBERT AVE	PECK AVE	375	26	9,750	B-6.12	Poor	60	\$ 48,735.00
ELM AVE	PECK AVE	LEITCH AVE	375	26	9,750	B-6.12	Poor	55	\$ 48,735.00
ELM AVE	LEITCH AVE	EDGEWOOD AVE	375	26	9,750	B-6.12	Poor	58	\$ 48,735.00
ELM AVE	EDGEWOOD AVE	SUNSET AVE	365	26	9,490	B-6.12	Good	69	\$ 34,660.40
ELM AVE	SUNSET AVE	BLACKSTONE AVE	365	28	10,220	B-6.12	Poor	49	\$ 62,838.40
ELM AVE	BLACKSTONE AVE	PARK AVE	380	28	10,640	B-6.12	Poor	62	\$ 52,014.40
ELM AVE	PARK AVE	BRAINARD AVE	380	28	10,640	B-6.12	Poor	68	\$ 52,014.40
ELM AVE	STONE AVE	WAIOLA AVE	340	28	9,520	B-6.12	Poor	71	\$ 1,904.00
ELM AVE	WAIOLA AVE	SPRING AVE	340	28	9,520	B-6.12	Poor	78	\$ 1,904.00
ELM AVE	SPRING AVE	KENSINGTON AVE	335	28	9,380	B-6.12	Poor	71	\$ 1,876.00
ELM AVE	KENSINGTON AVE	CATHERINE AVE	315	28	8,820	B-6.12	Poor	68	\$ 43,117.20
ELM AVE	CATHERINE AVE	ASHLAND AVE	315	28	8,820	B-6.12	Poor	69	\$ 43,117.20
ELM AVE	ASHLAND AVE	MADISON AVE	315	28	8,820	B-6.12	Poor	69	\$ 43,117.20
ELM AVE	MADISON AVE	LA GRANGE RD	380	28	10,640	B-6.12	Poor	72	\$ 2,128.00
ELM AVE	LA GRANGE RD	6TH AVE	365	28	10,220	B-6.12	Poor	89	\$ -
ELM AVE	6TH AVE	7TH AVE	365	28	10,220	B-6.12	Poor	87	\$ -
ELM AVE	7TH AVE	8TH AVE	345	28	9,660	B-6.12	Poor	88	\$ -
ELM AVE	8TH AVE	BLUFF AVE	455	28	12,740	B-6.12	Poor	89	\$ -
ELM AVE	BLUFF AVE	END	190	28	5,320	N/A	N/A	100	\$ -

2011 Pavement Condition Summary  
Residential/Commercial - Alphabetically

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
ELM AVE	WASHINGTON AVE	EAST AVE	300	28	8,400	B-6.12	Fair	100	\$ -
FINLEY AVE	HAYES AVE	SAWYER AVE	360	14	5,040	B-6.12	Good	100	\$ -
FINLEY AVE	SAWYER AVE	WASHINGTON AVE	325	14	4,550	B-6.12	Good	100	\$ -
FRANKIN AVE	BLUFF RD	TILDEN AVE	370	28	10,360	B-6.12	Good	75	\$ 2,072.00
GLENWOOD LN	CARRIAGE LN	END	370	28	10,360	B-6.12	Fair	55	\$ 43,245.60
GOODMAN AVE	GILBERT AVE	PECK AVE	375	28	10,500	B-6.12	Fair	61	\$ 43,830.00
GOODMAN AVE	PECK AVE	LEITCH AVE	375	28	10,500	B-6.12	Good	57	\$ 38,205.00
GOODMAN AVE	LEITCH AVE	EDGEWOOD AVE	375	28	10,500	B-6.12	Fair	60	\$ 43,830.00
GOODMAN AVE	EDGEWOOD AVE	SUNSET AVE	365	28	10,220	B-6.12	Fair	66	\$ 42,661.20
GOODMAN AVE	SUNSET AVE	BLACKSTONE AVE	365	28	10,220	B-6.12	Poor	57	\$ 49,961.20
GOODMAN AVE	BLACKSTONE AVE	PARK AVE	380	28	10,640	B-6.12	Poor	51	\$ 52,014.40
GOODMAN AVE	PARK AVE	BRAINARD AVE	380	28	10,640	B-6.12	Poor	55	\$ 52,014.40
GOODMAN AVE	BRAINARD AVE	STONE AVE	340	28	9,520	B-6.12	Poor	63	\$ 46,539.20
GOODMAN AVE	STONE AVE	WAIOLA AVE	340	28	9,520	B-6.12	Poor	68	\$ 46,539.20
GOODMAN AVE	WAIOLA AVE	SPRING AVE	340	28	9,520	B-6.12	Poor	57	\$ 46,539.20
GOODMAN AVE	SPRING AVE	KENSINGTON AVE	335	28	9,380	B-6.12	Poor	63	\$ 45,854.80
GOODMAN AVE	KENSINGTON AVE	CATHERINE AVE	315	28	8,820	B-6.12	Poor	74	\$ 1,764.00
GOODMAN AVE	CATHERINE AVE	ASHLAND AVE	315	28	8,820	B-6.12	Poor	76	\$ 1,764.00
GOODMAN AVE	ASHLAND AVE	MADISON AVE	315	28	8,820	B-6.12	Poor	71	\$ 1,764.00
GOODMAN AVE	MADISON AVE	LA GRANGE RD	380	28	10,640	B-6.12	Poor	68	\$ 52,014.40
GOODMAN AVE	LA GRANGE RD	6TH AVE	365	28	10,220	B-6.12	Poor	80	\$ 2,044.00
GOODMAN AVE	6TH AVE	7TH AVE	365	28	10,220	B-6.12	Poor	80	\$ 2,044.00
GOODMAN AVE	7TH AVE	8TH AVE	345	28	9,660	B-6.12	Poor	76	\$ 1,932.00
GOODMAN AVE	8TH AVE	9TH AVE	345	28	9,660	B-6.12	Poor	88	\$ -
HARRIS AVE	KENSINGTON AVE	CATHERINE AVE	300	30	9,000	Barrier	Poor	75	\$ 1,800.00
HARRIS AVE	CATHERINE AVE	ASHLAND AVE	330	30	9,900	Barrier	Poor	77	\$ 1,980.00
HARRIS AVE	ASHLAND AVE	MADISON AVE	320	45	14,400	B-6.12	Good	97	\$ -
HARRIS AVE	MADISON AVE	LA GRANGE RD	390	45	17,550	B-6.12	Good	95	\$ -
HARRIS AVE	LA GRANGE RD	6TH AVE	340	28	9,520	B-6.12	Good	92	\$ -
HARRIS AVE	6TH AVE	7TH AVE	390	28	10,920	B-6.12	Fair	78	\$ 2,184.00
HARRIS AVE	7TH AVE	BLUFF AVE	225	28	6,300	B-6.12	Fair	72	\$ 1,260.00
HAYES AVE	END	LINCOLN AVE	240	28	6,720	B-6.12	Fair	100	\$ -
HAYES AVE	LINCOLN AVE	CALENDAR AVE	670	28	18,760	B-6.12	Fair	100	\$ -
HAYES AVE	CALENDAR AVE	FINLEY	260	28	7,280	B-6.12	Fair	100	\$ -
HILLBERRY CT	51ST ST	END	260	28	7,280	M-4.12	Poor	66	\$ 35,588.80
KENSINGTON AVE	54TH ST	53RD ST	665	30	19,950	B-6.12	Good	64	\$ 72,352.00
KENSINGTON AVE	52ND ST	51ST ST	665	28	18,620	B-6.12	Poor	91	\$ -
KENSINGTON AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Poor	82	\$ 3,724.00
KENSINGTON AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Poor	82	\$ 3,724.00
KENSINGTON AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Poor	80	\$ 3,724.00
KENSINGTON AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Poor	81	\$ 3,556.00
KENSINGTON AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	48	\$ 116,208.00
KENSINGTON AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Poor	43	\$ 122,233.60
KENSINGTON AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	30	\$ 105,878.40
KENSINGTON AVE	ELM AVE	COSSITT AVE	635	28	17,780	B-6.12	Poor	34	\$ 109,321.60
KENSINGTON AVE	COSSITT AVE	HARRIS AVE	350	28	9,800	B-6.12	Good	37	\$ 48,006.00
KENSINGTON AVE	HARRIS AVE	CALENDAR AVE	245	28	6,860	B-6.12	Good	54	\$ 24,960.60
KENSINGTON AVE	CALENDAR AVE	BURLINGTON AVE	330	28	9,240	B-6.12	Poor	55	\$ 45,170.40
KENSINGTON AVE	BURLINGTON AVE	BELL AVE	715	28	20,020	B-6.12	Good	86	\$ -
KENSINGTON AVE	BELL AVE	OGDEN AVE	530	28	14,840	B-6.12	Good	79	\$ 2,968.00
KENSINGTON AVE	OGDEN AVE	BREWSTER AVE	440	28	12,320	B-6.12	Good	70	\$ 2,464.00
LEITCH AVE	47TH AVE	GOODMAN AVE	675	25	16,875	B-6.12	Fair	58	\$ 71,887.50
LEITCH AVE	GOODMAN AVE	MAPLE AVE	710	25	17,750	B-6.12	Fair	65	\$ 75,615.00
LEITCH AVE	MAPLE AVE	ELM AVE	615	25	15,375	B-6.12	Fair	71	\$ 3,075.00
LEITCH AVE	COSSITT AVE	END	185	24	4,440	B-6.12	Poor	40	\$ 28,356.80
LINCOLN AVE	BLUFF AVE	RR	420	28	11,760	B-6.12	Good	88	\$ -
LINCOLN AVE	RR	HAYES AVE	135	28	3,780	B-6.12	Fair	99	\$ -
LINCOLN AVE	HAYES AVE	SAWYER AVE	330	28	9,240	B-6.12	Fair	100	\$ -
LINCOLN AVE	SAWYER AVE	WASHINGTON AVE	330	28	9,240	B-6.12	Fair	100	\$ -
LINCOLN AVE	WASHINGTON AVE	EAST AVE	320	28	8,960	B-6.12	Fair	100	\$ -
LINKLATER CT	END	SUNSET AVE	125	15	1,875	B-4.12	Fair	62	\$ 8,987.50
LINKLATER CT	SUNSET AVE	BLACKSTONE AVE	360	15	5,400	B-4.12	Fair	73	\$ 1,080.00
LINKLATER CT	BLACKSTONE AVE	PARK RD	380	15	5,700	B-4.12	Fair	70	\$ 1,140.00

2011 Pavement Condition Summary  
Residential/Commercial - Alphabetically

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
LOCUST AVE	OGDEN AVE	END	670	30	20,100	B-6.12	Poor	37	\$ 121,672.00
MADISON AVE	53RD ST	52ND ST	665	28	18,620	B-6.12	Good	83	\$ 3,724.00
MADISON AVE	52ND ST	51ST ST	665	28	18,620	B-6.12	Good	88	\$ -
MADISON AVE	51ST ST	50TH ST	665	28	18,620	B-4.12	Good	90	\$ -
MADISON AVE	50TH ST	49TH ST	665	28	18,620	B-4.12	Good	85	\$ -
MADISON AVE	49TH ST	48TH ST	665	28	18,620	B-4.12	Good	86	\$ -
MADISON AVE	48TH ST	47TH ST	635	28	17,780	B-4.12	Good	88	\$ -
MADISON AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	74	\$ 3,780.00
MADISON AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Poor	65	\$ 97,184.80
MADISON AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	69	\$ 84,181.20
MADISON AVE	ELM AVE	COSSITT AVE	625	28	17,500	B-6.12	Poor	71	\$ 3,500.00
MADISON AVE	COSSITT AVE	HARRIS AVE	530	42	22,260	B-6.12	Fair	58	\$ 87,619.60
MADISON AVE	HILLGROVE AVE	OGDEN AVE	685	22	15,070	B-6.12	Good	74	\$ 3,014.00
MADISON AVE	OGDEN AVE	BREWSTER AVE	580	22	12,760	B-6.12	Fair	83	\$ 2,552.00
MALDEN AVE	41ST ST	BELL AVE	660	20	13,200	B-6.12	Good	88	\$ -
MALDEN AVE	BELL AVE	OGDEN AVE	530	20	10,600	B-6.12	Good	77	\$ 2,120.00
MAPLE AVE	GILBERT AVE	PECK AVE	375	25	9,375	B-6.12	Fair	67	\$ 39,937.50
MAPLE AVE	PECK AVE	LEITCH AVE	375	25	9,375	B-6.12	Fair	64	\$ 39,937.50
MAPLE AVE	LEITCH AVE	EDGEWOOD AVE	375	25	9,375	B-6.12	Fair	63	\$ 39,937.50
MAPLE AVE	EDGEWOOD AVE	SUNSET AVE	365	25	9,125	B-6.12	Poor	57	\$ 46,172.50
MAPLE AVE	SUNSET AVE	BLACKSTONE AVE	365	28	10,220	B-6.12	Poor	42	\$ 62,838.40
MAPLE AVE	BLACKSTONE AVE	PARK RD	380	28	10,640	B-6.12	Poor	56	\$ 52,014.40
MAPLE AVE	PARK RD	BRAINARD AVE	380	28	10,640	B-6.12	Fair	54	\$ 44,414.40
MAPLE AVE	BRAINARD AVE	STONE AVE	340	28	9,520	B-6.12	Poor	75	\$ 1,904.00
MAPLE AVE	STONE AVE	WAIOLA AVE	340	28	9,520	B-6.12	Poor	75	\$ 1,904.00
MAPLE AVE	WAIOLA AVE	SPRING AVE	340	28	9,520	B-6.12	Poor	74	\$ 1,904.00
MAPLE AVE	SPRING AVE	KENSINGTON AVE	335	28	9,380	B-6.12	Poor	73	\$ 1,876.00
MAPLE AVE	KENSINGTON AVE	CATHERINE AVE	315	28	8,820	B-6.12	Poor	77	\$ 1,764.00
MAPLE AVE	CATHERINE AVE	ASHLAND AVE	315	28	8,820	B-6.12	Poor	78	\$ 1,764.00
MAPLE AVE	ASHLAND AVE	MADISON AVE	315	28	8,820	B-6.12	Poor	69	\$ 43,117.20
MAPLE AVE	MADISON AVE	LA GRANGE RD	380	28	10,640	B-6.12	Poor	69	\$ 52,014.40
MAPLE AVE	LA GRANGE RD	6TH AVE	365	28	10,220	B-6.12	Fair	77	\$ 2,044.00
MAPLE AVE	6TH AVE	7TH AVE	365	28	10,220	B-6.12	Poor	87	\$ -
MAPLE AVE	7TH AVE	8TH AVE	345	28	9,660	B-6.12	Fair	70	\$ 1,932.00
MAPLE AVE	8TH AVE	9TH AVE	345	28	9,660	B-6.12	Good	82	\$ 1,932.00
MAPLE AVE	9TH AVE	BLUFF AVE	465	28	13,020	B-6.12	Poor	71	\$ 2,604.00
MAPLE AVE	BLUFF AVE	END	175	28	4,900	N/A	N/A	100	\$ -
MAPLE AVE	END	EAST AVE	320	28	8,960	B-6.12	Fair	100	\$ -
MASON DR	51ST ST	CARRIAGE LN	1000	28	28,000	B-6.12	Fair	62	\$ 116,880.00
MASON DR	CARRIAGE LN	GILBERT AVE	1100	28	30,800	B-6.12	Fair	58	\$ 128,568.00
PARK RD	LINKLATER CT	47TH ST	625	28	17,500	B-6.12	Good	67	\$ 63,675.00
PARK RD	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Good	59	\$ 68,769.00
PARK RD	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Fair	65	\$ 82,984.80
PARK RD	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Fair	70	\$ 3,444.00
PARK RD	ELM AVE	COSSITT AVE	635	28	17,780	B-6.12	Fair	62	\$ 74,218.80
PARK RD	ARLINGTON AVE	41ST ST	365	19	6,935	B-6.12	Poor	43	\$ 47,333.20
PARK RD	41ST ST	BELL AVE	600	19	11,400	B-6.12	Poor	53	\$ 63,444.00
PARK RD	BELL AVE	OGDEN AVE	490	19	9,310	B-6.12	Fair	52	\$ 42,012.60
PECK AVE	47TH ST	GOODMAN AVE	675	25	16,875	B-6.12	Poor	59	\$ 85,387.50
PECK AVE	GOODMAN AVE	MAPLE AVE	710	25	17,750	B-6.12	Poor	71	\$ 3,550.00
PECK AVE	MAPLE AVE	ELM AVE	615	25	15,375	B-6.12	Poor	61	\$ 77,797.50
PECK AVE	COSSITT AVE	END	185	24	4,440	B-6.12	Poor	40	\$ 28,356.80
PECK AVE	41ST ST	BELL AVE	660	25	16,500	B-4.12	Excellent	99	\$ -
PECK AVE	BELL AVE	OGDEN AVE	750	25	18,750	B-4.12	Excellent	96	\$ -
POPLAR PL	HILLGROVE AVE	END	790	25	19,750	B-6.12	Fair	96	\$ -
SAWYER AVE	COSSITT AVE	LINCOLN AVE	670	28	18,760	B-6.12	Fair	100	\$ -
SAWYER AVE	LINCOLN AVE	CALENDAR AVE	670	28	18,760	B-6.12	Fair	100	\$ -
SAWYER AVE	CALENDAR AVE	FINLEY AVE	390	28	10,920	B-6.12	Fair	100	\$ -
SPRING AVE	55TH ST	54TH ST	635	28	17,780	B-6.12	Good	71	\$ 3,556.00
SPRING AVE	54TH ST	53RD ST	665	28	18,620	B-6.12	Good	80	\$ 3,724.00
SPRING AVE	53RD ST	52ND ST	665	28	18,620	B-6.12	Good	68	\$ 67,750.20
SPRING AVE	52ND ST	51ST ST	665	28	18,620	B-6.12	Poor	63	\$ 91,025.20
SPRING AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Poor	83	\$ 3,724.00

2011 Pavement Condition Summary  
Residential/Commercial - Alphabetically

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
SPRING AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Poor	77	\$ 3,724.00
SPRING AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Poor	64	\$ 91,025.20
SPRING AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Poor	76	\$ 3,556.00
SPRING AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	77	\$ 3,780.00
SPRING AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Poor	70	\$ 3,976.00
SPRING AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	73	\$ 3,444.00
SPRING AVE	ELM AVE	COSSITT AVE	630	28	17,640	B-6.12	Poor	69	\$ 86,234.40
SPRING AVE	COSSITT AVE	BURLINGTON AVE	840	28	23,520	B-6.12	Poor	73	\$ 4,704.00
SPRING AVE	HILLGROVE AVE	BELL AVE	645	28	18,060	B-6.12	Good	83	\$ 3,612.00
SPRING AVE	BELL AVE	OGDEN AVE	585	28	16,380	B-6.12	Good	83	\$ 3,276.00
SPRING AVE	OGDEN AVE	BREWSTER AVE	400	28	11,200	B-6.12	Good	57	\$ 40,752.00
STONE AVE	55TH ST	54TH ST	635	28	17,780	B-6.12	Good	72	\$ 3,556.00
STONE AVE	54TH ST	53RD ST	665	28	18,620	B-6.12	Good	83	\$ 3,724.00
STONE AVE	53RD ST	52ND ST	665	25	16,625	B-6.12	Fair	76	\$ 3,325.00
STONE AVE	52ND ST	51ST ST	665	25	16,625	B-6.12	Fair	83	\$ 3,325.00
STONE AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Fair	87	\$ -
STONE AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Fair	84	\$ 3,724.00
STONE AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Fair	71	\$ 3,724.00
STONE AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Fair	83	\$ 3,556.00
STONE AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	67	\$ 92,394.00
STONE AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Poor	70	\$ 3,976.00
STONE AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	74	\$ 3,444.00
STONE AVE	ELM AVE	COSSITT AVE	635	28	17,780	B-6.12	Poor	69	\$ 86,918.80
STONE AVE	COSSITT AVE	BURLINGTON AVE	565	28	15,820	B-6.12	Poor	78	\$ 3,164.00
STONE AVE	HILLGROVE AVE	END	270	25	6,750	Barrier	Poor	78	\$ 1,350.00
STONE AVE	END	BELL AVE	355	24	8,520	B-6.12	Poor	83	\$ 1,704.00
STONE AVE	BELL AVE	OGDEN AVE	690	24	16,560	B-6.12	Good	70	\$ 3,312.00
STONE AVE	OGDEN AVE	ALLEY	280	24	6,720	B-6.12	Good	52	\$ 24,651.20
SUNSET AVE	LINKLATER CT	47TH ST	625	25	15,625	B-6.12	Poor	69	\$ 79,062.50
SUNSET AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	58	\$ 92,394.00
SUNSET AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Poor	62	\$ 97,184.80
SUNSET AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	56	\$ 84,181.20
SUNSET AVE	ELM AVE	COSSITT AVE	630	28	17,640	B-6.12	Poor	64	\$ 86,234.40
WAIOLA AVE	54TH ST	53RD ST	665	28	18,620	B-6.12	Good	83	\$ 3,724.00
WAIOLA AVE	53RD ST	52ND ST	665	25	16,625	B-6.12	Good	84	\$ 3,325.00
WAIOLA AVE	52ND ST	51ST ST	665	25	16,625	B-6.12	Good	89	\$ -
WAIOLA AVE	51ST ST	50TH ST	665	25	16,625	B-6.12	Good	86	\$ -
WAIOLA AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Good	86	\$ -
WAIOLA AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Good	82	\$ 3,724.00
WAIOLA AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Good	82	\$ 3,556.00
WAIOLA AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	85	\$ -
WAIOLA AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Poor	82	\$ 3,976.00
WAIOLA AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	73	\$ 3,444.00
WAIOLA AVE	ELM AVE	COSSITT AVE	630	28	17,640	B-6.12	Poor	86	\$ -
WAIOLA AVE	COSSITT AVE	BURLINGTON AVE	700	28	19,600	B-6.12	Poor	70	\$ 3,920.00
WAIOLA AVE	END	BELL AVE	425	28	11,900	B-6.12	Good	79	\$ 2,380.00
WAIOLA AVE	BELL AVE	OGDEN AVE	640	28	17,920	B-6.12	Good	64	\$ 65,203.20
WAIOLA AVE	OGDEN AVE	ALLEY	330	28	9,240	B-6.12	Good	75	\$ 1,848.00
WASHINGTON AVE	ELM AVE	COSSITT AVE	615	28	23,445	B-6.12	Fair	100	\$ -
WASHINGTON AVE	COSSITT AVE	LINCOLN AVE	670	28	18,760	B-6.12	Fair	100	\$ -
WASHINGTON AVE	LINCOLN AVE	CALENDAR AVE	670	28	18,760	B-6.12	Fair	100	\$ -
WASHINGTON AVE	CALENDAR AVE	OGDEN AVE	425	28	11,900	B-6.12	Fair	100	\$ -

2011 Pavement Condition Summary  
Collector/Arterial - Alphabetically

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
BLUFF AVE	EAST AVE	47TH ST	270	28	7,560	B-6.12	Good	54	\$ 27,507.60
BLUFF AVE	47TH ST	BENTON AVE	1060	28	29,680	N/A	N/A	100	\$ -
BLUFF AVE	BENTON AVE	MAPLE AVE	360	28	10,080	N/A	N/A	100	\$ -
BLUFF AVE	MAPLE AVE	ELM AVE	715	28	20,020	N/A	N/A	100	\$ -
BLUFF AVE	ELM AVE	COSSITT AVE	680	28	19,040	N/A	N/A	100	\$ -
BLUFF AVE	COSSITT AVE	HARRIS AVE	955	28	26,740	B-6.12	Excellent	99	\$ -
BLUFF AVE	HARRIS AVE	BURLINGTON AVE	630	28	17,640	B-6.12	Excellent	98	\$ -
BRAINARD AVE	55TH ST	54TH ST	635	31	22,048	B-6.18	Good	82	\$ 4,409.60
BRAINARD AVE	54TH ST	53RD ST	665	31	20,615	B-6.18	Good	69	\$ 74,652.90
BRAINARD AVE	53RD ST	52ND ST	665	31	20,615	B-6.18	Good	77	\$ 4,123.00
BRAINARD AVE	52ND ST	51ST ST	665	31	20,615	B-6.18	Good	82	\$ 4,123.00
BRAINARD AVE	51ST ST	50TH ST	665	31	20,615	B-6.18	Good	78	\$ 4,123.00
BRAINARD AVE	50TH ST	49TH ST	665	31	20,615	B-6.18	Good	81	\$ 4,123.00
BRAINARD AVE	49TH ST	48TH ST	665	31	20,615	B-6.18	Good	83	\$ 4,123.00
BRAINARD AVE	48TH ST	47TH ST	635	31	20,640	B-6.18	Good	77	\$ 4,128.00
BRAINARD AVE	47TH ST	GOODMAN AVE	675	27	20,265	B-6.18	Good	76	\$ 4,053.00
BRAINARD AVE	GOODMAN AVE	MAPLE AVE	710	27	19,170	B-6.18	Good	60	\$ 69,878.20
BRAINARD AVE	MAPLE AVE	ELM AVE	615	27	16,605	B-6.18	Good	69	\$ 60,528.30
BRAINARD AVE	ELM AVE	COSSITT AVE	635	28	17,780	B-6.18	Good	58	\$ 64,693.80
BRAINARD AVE	COSSITT AVE	BURLINGTON AVE	565	28	15,820	B-6.18	Good	50	\$ 57,562.20
BRAINARD AVE	BURLINGTON AVE	ARLINGTON AVE	475	27	12,825	B-6.18	Good	73	\$ 2,565.00
BRAINARD AVE	ARLINGTON AVE	41ST ST	365	28	10,220	B-6.18	Good	67	\$ 37,186.20
BRAINARD AVE	41ST ST	BELL AVE	415	28	11,620	B-6.18	Good	67	\$ 42,280.20
BRAINARD AVE	BELL AVE	OGDEN AVE	625	28	17,500	B-6.18	Good	53	\$ 63,675.00
BRAINARD AVE	OGDEN AVE	VILLAGE LIMITS	240	28	6,720	B-6.12	Good	88	\$ -
BURLINGTON AVE	BRAINARD AVE	STONE AVE	345	44	19,980	Barrier	Fair	88	\$ -
BURLINGTON AVE	STONE AVE	WAIOLA AVE	370	44	22,200	Barrier	Fair	88	\$ -
BURLINGTON AVE	WAIOLA AVE	SPRING AVE	385	31	17,710	Barrier	Fair	91	\$ -
BURLINGTON AVE	SPRING AVE	KENSINGTON AVE	355	31	16,330	B-6.12	Fair	89	\$ -
BURLINGTON AVE	KENSINGTON AVE	ASHLAND AVE	650	36	31,850	B-6.12	Fair	92	\$ -
BURLINGTON AVE	ASHLAND AVE	LA GRANGE RD	710	37	29,960	B-6.12	Fair	97	\$ -
BURLINGTON AVE	LA GRANGE RD	6TH AVE	350	36	16,120	B-6.12	Poor	88	\$ -
BURLINGTON AVE	6TH AVE	7TH AVE	380	35	19,380	Barrier	Poor	85	\$ -
BURLINGTON AVE	7TH AVE	OGDEN AVE	230	35	10,450	B-6.12	Poor	87	\$ -
COSSITT AVE	GILBERT AVE	PECK AVE	385	29	11,165	B-6.12	Fair	68	\$ 46,330.90
COSSITT AVE	PECK AVE	LEITCH AVE	390	29	11,310	B-6.12	Fair	72	\$ 2,262.00
COSSITT AVE	LEITCH AVE	EDGEWOOD AVE	380	29	11,020	B-6.12	Poor	63	\$ 53,329.20
COSSITT AVE	EDGEWOOD AVE	SUNSET AVE	365	29	10,585	B-6.12	Good	46	\$ 51,786.20
COSSITT AVE	SUNSET AVE	BLACKSTONE AVE	365	28	10,220	B-6.12	Good	70	\$ 2,044.00
COSSITT AVE	BLACKSTONE AVE	PARK RD	380	28	10,640	B-6.12	Good	74	\$ 2,128.00
COSSITT AVE	PARK RD	BRAINARD AVE	380	28	10,640	B-6.12	Good	65	\$ 38,714.40
COSSITT AVE	BRAINARD AVE	STONE AVE	340	27	9,180	B-6.12	Good	87	\$ -
COSSITT AVE	STONE AVE	WAIOLA AVE	340	27	9,180	B-6.12	Good	76	\$ 1,836.00
COSSITT AVE	WAIOLA AVE	SPRING AVE	340	27	9,180	B-6.12	Good	85	\$ -
COSSITT AVE	SPRING AVE	KENSINGTON AVE	340	27	9,180	B-6.12	Good	87	\$ -
COSSITT AVE	KENSINGTON AVE	CATHERINE AVE	315	27	8,505	B-6.12	Good	86	\$ -
COSSITT AVE	CATHERINE AVE	ASHLAND AVE	315	27	8,505	B-6.12	Good	85	\$ -
COSSITT AVE	ASHLAND AVE	MADISON AVE	315	27	8,505	B-6.12	Good	84	\$ 1,701.00
COSSITT AVE	MADISON AVE	LA GRANGE RD	380	36	12,825	B-6.12	Good	84	\$ 2,565.00
COSSITT AVE	LA GRANGE RD	6TH AVE	365	33	12,045	B-6.12	Good	83	\$ 2,409.00
COSSITT AVE	6TH AVE	7TH AVE	365	28	10,220	B-6.12	Good	85	\$ -
COSSITT AVE	7TH AVE	8TH AVE	345	28	9,660	B-6.12	Good	87	\$ -
COSSITT AVE	8TH AVE	TILDEN AVE	310	28	8,680	B-6.12	Good	80	\$ 1,736.00
COSSITT AVE	TILDEN AVE	SAWYER AVE	615	28	17,220	B-6.12	Good	89	\$ -
COSSITT AVE	SAWYER AVE	WASHINGTON AVE	325	28	9,100	B-6.12	Good	97	\$ -
COSSITT AVE	WASHINGTON AVE	EAST AVE	300	28	8,400	B-6.12	Good	97	\$ -
GILBERT AVE	52ND PL	51ST ST	1384	36	49,824	B-6.24	Good	98	\$ -
GILBERT AVE	51ST ST	MASON DR	1545	36	55,620	B-6.24	Good	98	\$ -
GILBERT AVE	MASON DR	47TH ST	815	36	29,340	B-6.24	Good	98	\$ -
GILBERT AVE	47TH ST	GOODMAN AVE	675	28	20,300	B-6.12	Good	85	\$ -
GILBERT AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Good	81	\$ 3,976.00
GILBERT AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Good	75	\$ 3,444.00
GILBERT AVE	ELM AVE	HILLGROVE AVE	665	28	18,620	B-6.12	Good	84	\$ 3,724.00

2011 Pavement Condition Summary  
Collector/Arterial - Alphabetically

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
GILBERT AVE	HILLGROVE AVE	41ST ST	1300	29	37,700	B-6.12	Good	90	\$ -
GILBERT AVE	41ST ST	BELL AVE	665	29	19,285	B-6.12	Good	90	\$ -
GILBERT AVE	BELL AVE	OGDEN AVE	800	29	23,200	B-6.12	Fair	96	\$ -
HAZEL AVE	CALENDAR AVE	RR UNDERPASS	445	33	14,685	B-6.12	Fair	87	\$ -
HAZEL AVE	RR UNDERPASS	SHAWMUT AVE	700	26	18,200	B-6.12	Fair	85	\$ -
HILLGROVE AVE	GILBERT AVE	ELDER LN	340	28	13,120	B-6.12	Good	82	\$ 2,624.00
HILLGROVE AVE	ELDER LN	DREXEL AVE	340	28	16,660	B-6.12	Good	84	\$ 3,332.00
HILLGROVE AVE	DREXEL AVE	POPLAR LN	340	28	16,660	B-6.12	Good	81	\$ 3,332.00
HILLGROVE AVE	POPLAR LN	EDGEWOOD AVE	340	28	16,660	B-6.12	Good	84	\$ 3,332.00
HILLGROVE AVE	EDGEWOOD AVE	DOVER PL	720	28	35,280	B-6.12	Good	84	\$ 7,056.00
HILLGROVE AVE	DOVER PL	BRAINARD AVE	630	28	26,460	B-6.12	Good	84	\$ 5,292.00
HILLGROVE AVE	BRAINARD AVE	STONE AVE	425	28	16,460	B-6.12	Good	82	\$ 3,292.00
HILLGROVE AVE	STONE AVE	SPRING AVE	630	28	26,010	B-6.12	Good	84	\$ 5,202.00
HILLGROVE AVE	SPRING AVE	KENSINGTON AVE	345	28	15,330	B-6.12	Good	90	\$ -
HILLGROVE AVE	KENSINGTON AVE	CATHERINE AVE	325	33	15,045	B-6.12	Good	74	\$ 3,009.00
HILLGROVE AVE	CATHERINE AVE	ASHLAND AVE	325	33	14,565	B-6.12	Good	79	\$ 2,913.00
HILLGROVE AVE	ASHLAND AVE	MADISON AVE	350	36	17,550	B-6.12	Good	81	\$ 3,510.00
HILLGROVE AVE	MADISON AVE	LA GRANGE RD	350	36	16,830	B-6.12	Good	82	\$ 3,366.00
HILLGROVE AVE	LA GRANGE RD	BEACON AVE	345	32	18,230	B-6.12	Good	77	\$ 3,646.00
HILLGROVE AVE	BEACON AVE	END	380	39	14,820	B-6.12	Good	75	\$ 2,964.00
KEMMAN AVE	SHAWMUT AVE	SOUTHVIEW AVE	235	33	7,755	B-6.12	Fair	91	\$ -
SHAWMUT AVE	HAZEL AVE	KEMMAN AVE	1020	34	34,680	B-6.12	Fair	82	\$ 6,936.00
TILDEN AVE	COSSITT AVE	LINCOLN AVE	670	27	18,090	B-6.12	Fair	83	\$ 3,618.00
TILDEN AVE	LINCOLN AVE	CALENDAR AVE	670	27	18,090	B-6.12	Good	84	\$ 3,618.00

*2011 Pavement Condition Summary  
Industrial - Alphabetically*

Name	From	To	Length (FT)	Width (FT)	ction Ra	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
BEACH AVE	END	SHAWMUT AVE	545	25	I	13,625	B-6.12	Poor	48	\$ 81,750.00
NEWBERRY AVE	END	SHAWMUT AVE	405	25	I	10,125	B-6.12	Poor	47	\$ 60,750.00
SHAWMUT AVE	LA GRANGE RD	END	165	30	I	6,490	B-6.12	Poor	66	\$ 35,156.00
SHAWMUT AVE	KEMMAN AVE	END	450	34	I	15,300	B-6.12	Fair	68	\$ 76,320.00

2011 Pavement Condition Summary  
Alley - Alphabetically

Name	From	To	Length (FT)	Width (FT)	Condition Ra	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
ARCADE PL	HARRIS AVE	CALENDAR AVE	275	13	0	3,575	N/A	N/A	95	\$ -
BLUFF/RR ALLEY	ELM AVE	COSSITT AVE	630	13	0	8,190	N/A	N/A	86	\$ -
CALENDAR/BURLINGTON ALLEY	LOT	LA GRANGE RD	420	12	0	5,040	N/A	N/A	87	\$ -
COSSITT/BURLINGTON ALLEY	WAIOLA AVE	SPRING AVE	300	15	0	4,500	N/A	N/A	44	\$ 21,240.00
DOVER/BRAINARD ALLEY	HILLGROVE AVE	ALLEY	155	18	0	2,790	N/A	N/A	50	\$ 9,653.40
EDGEWOOD/SUNSET ALLEY	EDGEWOOD AVE	END	305	14	0	4,270	N/A	N/A	62	\$ 14,774.20
FRANKLIN/CALENDAR ALLEY	BLUFF AVE	TILDEN AVE	425	13	0	5,525	N/A	N/A	57	\$ 19,116.50
HARRIS/CALENDAR ALLEY	ASHLAND AVE	ARCADE PL	330	12	0	3,960	N/A	N/A	93	\$ -
HARRIS/CALENDAR ALLEY	ARCADE PL	LA GRANGE RD	365	12	0	4,380	N/A	N/A	89	\$ -
HAYES/SAWYER ALLEY	COSSITT AVE	LINCOLN AVE	640	13	0	8,320	N/A	N/A	97	\$ -
HAYES/SAWYER ALLEY	LINCOLN AVE	CALENDAR AVE	640	13	0	8,320	N/A	N/A	86	\$ -
HAYES/SAWYER ALLEY	CALENDAR AVE	FINLEY AVE	320	13	0	4,160	N/A	N/A	93	\$ -
HILLGROVE/ARLINGTON ALLEY	DOVER PL	ALLEY	460	18	0	8,280	N/A	N/A	34	\$ 39,081.60
LA GRANGE/6TH ALLEY	ALLEY	52ND ST	720	15	0	10,800	N/A	N/A	98	\$ -
LA GRANGE/6TH ALLEY	52ND ST	51ST ST	640	16	0	10,240	N/A	N/A	87	\$ -
LA GRANGE/6TH ALLEY	50TH ST	49TH ST	635	19	0	12,065	N/A	N/A	23	\$ 213,550.50
LA GRANGE/6TH ALLEY	49TH ST	48TH ST	635	19	0	12,065	N/A	N/A	23	\$ 213,550.50
LA GRANGE/6TH ALLEY	COSSITT AVE	END	370	20	0	7,400	N/A	N/A	100	\$ -
LA GRANGE/6TH ALLEY	HARRIS AVE	BURLINGTON AVE	620	16	0	9,920	N/A	N/A	89	\$ -
LINCOLN/FRANKLIN ALLEY	BLUFF AVE	TILDEN AVE	335	13	0	4,355	N/A	N/A	68	\$ 15,068.30
MADISON/LA GRANGE ALLEY	53RD ST	END	275	15	0	4,125	N/A	N/A	24	\$ 73,012.50
OGDEN/RICHMOND ALLEY	END	STONE AVE	145	12	0	1,740	N/A	N/A	95	\$ -
OGDEN/RICHMOND ALLEY	STONE AVE	WAIOLA AVE	310	12	0	3,720	N/A	N/A	100	\$ -
PLAINFIELD/52ND ALLEY	END	6TH AVE	250	15	0	3,750	N/A	N/A	98	\$ -
RR/HAYES ALLEY	END	END	450	13	0	5,850	N/A	N/A	59	\$ 20,241.00
SAWYER/WASHINGTON ALLEY	COSSITT AVE	LINCOLN AVE	640	13	0	8,320	N/A	N/A	93	\$ -
SAWYER/WASHINGTON ALLEY	LINCOLN AVE	CALENDAR AVE	640	13	0	8,320	N/A	N/A	94	\$ -
SAWYER/WASHINGTON ALLEY	CALENDAR AVE	FINLEY AVE	385	13	0	5,005	N/A	N/A	86	\$ -
WAIOLA/SPRING ALLEY	END	ALLEY	300	12	0	3,600	B-4.12	Poor	66	\$ 24,456.00
WASHINGTON/EAST ALLEY	COSSITT AVE	LINCOLN AVE	640	13	0	8,320	N/A	N/A	88	\$ -
WASHINGTON/EAST ALLEY	LINCOLN AVE	CALENDAR AVE	640	13	0	8,320	N/A	N/A	87	\$ -
WASHINGTON/EAST ALLEY	CALENDAR AVE	END	285	13	0	3,705	N/A	N/A	88	\$ -

2011 Pavement Condition Summary  
Residential/Commercial - PCI

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
41ST ST	DOVER AVE	PARK RD	330	19	6,270	B-6.12	Fair	21	\$ 42,339.00
41ST ST	PARK RD	BRAINARD AVE	370	19	7,030	B-6.12	Fair	24	\$ 47,471.00
50TH ST	GILBERT RD	END	480	20	9,600	N/A	N/A	25	\$ 54,720.00
KENSINGTON AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	30	\$ 105,878.40
KENSINGTON AVE	ELM AVE	COSSITT AVE	635	28	17,780	B-6.12	Poor	34	\$ 109,321.60
41ST ST	MAIDEN AVE	DOVER AVE	330	19	6,270	B-6.12	Fair	37	\$ 36,194.40
BELL AVE	DOVER AVE	PARK RD	335	25	8,375	B-6.12	Good	37	\$ 41,205.00
KENSINGTON AVE	COSSITT AVE	HARRIS AVE	350	28	9,800	B-6.12	Good	37	\$ 48,006.00
LOCUST AVE	OGDEN AVE	END	670	30	20,100	B-6.12	Poor	37	\$ 121,672.00
41ST ST	EDGEWOOD AVE	MAIDEN AVE	330	19	6,270	B-6.12	Fair	39	\$ 36,194.40
LEITCH AVE	COSSITT AVE	END	185	24	4,440	B-6.12	Poor	40	\$ 28,356.80
PECK AVE	COSSITT AVE	END	185	24	4,440	B-6.12	Poor	40	\$ 28,356.80
MAPLE AVE	SUNSET AVE	BLACKSTONE AVE	365	28	10,220	B-6.12	Poor	42	\$ 62,838.40
BELL AVE	EDGEWOOD AVE	MALDEN AVE	330	25	8,250	B-6.12	Good	43	\$ 40,590.00
BELL AVE	MALDEN AVE	DOVER AVE	330	25	8,250	B-6.12	Good	43	\$ 40,590.00
KENSINGTON AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Poor	43	\$ 122,233.60
PARK RD	ARLINGTON AVE	41ST ST	365	19	6,935	B-6.12	Poor	43	\$ 47,333.20
EDGEWOOD AVE	COSSITT AVE	END	200	24	4,800	B-6.12	Poor	46	\$ 30,656.00
BELL AVE	PARK RD	BRAINARD AVE	380	25	9,500	B-6.12	Good	48	\$ 46,740.00
BLACKSTONE AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	48	\$ 105,878.40
KENSINGTON AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	48	\$ 116,208.00
ELM AVE	SUNSET AVE	BLACKSTONE AVE	365	28	10,220	B-6.12	Poor	49	\$ 62,838.40
BREWSTER AVE	MADISON AVE	LA GRANGE RD	315	29	9,135	B-6.12	Fair	50	\$ 37,907.10
EDGEWOOD LN	VILLAGE LIMITS	N HOSP ENT	1350	20	27,000	N/A	N/A	50	\$ 93,420.00
CARRIAGE LN	MASON DR	EDGEWOOD LN	635	26	16,510	M-4.12	Good	51	\$ 60,299.60
GOODMAN AVE	BLACKSTONE AVE	PARK AVE	380	28	10,640	B-6.12	Poor	51	\$ 52,014.40
BIRKS CT	END	EDGEWOOD LANE	350	25	8,750	B-4.12	Fair	52	\$ 37,275.00
CATHERINE AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	52	\$ 92,394.00
PARK RD	BELL AVE	OGDEN AVE	490	19	9,310	B-6.12	Fair	52	\$ 42,012.60
STONE AVE	OGDEN AVE	ALLEY	280	24	6,720	B-6.12	Good	52	\$ 24,651.20
PARK RD	41ST ST	BELL AVE	600	19	11,400	B-6.12	Poor	53	\$ 63,444.00
KENSINGTON AVE	HARRIS AVE	CALENDAR AVE	245	28	6,860	B-6.12	Good	54	\$ 24,960.60
MAPLE AVE	PARK RD	BRAINARD AVE	380	28	10,640	B-6.12	Fair	54	\$ 44,414.40
BLACKSTONE AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	55	\$ 92,394.00
BREWSTER AVE	SPRING AVE	KENSINGTON AVE	355	29	10,295	B-6.12	Fair	55	\$ 42,720.70
EDGEWOOD AVE	47TH ST	GOODMAN AVE	675	25	16,875	B-6.12	Poor	55	\$ 85,387.50
ELM AVE	PECK AVE	LEITCH AVE	375	26	9,750	B-6.12	Poor	55	\$ 48,735.00
GLENWOOD LN	CARRIAGE LN	END	370	28	10,360	B-6.12	Fair	55	\$ 43,245.60
GOODMAN AVE	PARK AVE	BRAINARD AVE	380	28	10,640	B-6.12	Poor	55	\$ 52,014.40
KENSINGTON AVE	CALENDAR AVE	BURLINGTON AVE	330	28	9,240	B-6.12	Poor	55	\$ 45,170.40
MAPLE AVE	BLACKSTONE AVE	PARK RD	380	28	10,640	B-6.12	Poor	56	\$ 52,014.40
SUNSET AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	56	\$ 84,181.20
54TH ST	STONE AVE	WAIOLA AVE	335	28	9,380	B-6.12	Good	57	\$ 34,129.80
54TH ST	WAIOLA AVE	SPRING AVE	335	28	9,380	B-6.12	Good	57	\$ 34,129.80
BLACKSTONE AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Poor	57	\$ 97,184.80
BREWSTER AVE	ASHLAND AVE	MADISON AVE	310	29	8,990	B-6.12	Fair	57	\$ 37,305.40
DOVER AVE	41ST ST	BELL AVE	660	25	16,500	B-6.12	Fair	57	\$ 70,290.00
DOVER PL	HILLGROVE AVE	ARLINGTON AVE	405	16	6,480	B-4.12	Fair	57	\$ 30,520.80
EDGEWOOD LN	N HOSP ENT	CARRIAGE LN	1330	25	33,250	B-6.12	Fair	57	\$ 141,645.00
GOODMAN AVE	PECK AVE	LEITCH AVE	375	28	10,500	B-6.12	Good	57	\$ 38,205.00
GOODMAN AVE	SUNSET AVE	BLACKSTONE AVE	365	28	10,220	B-6.12	Poor	57	\$ 49,961.20
GOODMAN AVE	WAIOLA AVE	SPRING AVE	340	28	9,520	B-6.12	Poor	57	\$ 46,539.20
MAPLE AVE	EDGEWOOD AVE	SUNSET AVE	365	25	9,125	B-6.12	Poor	57	\$ 46,172.50
SPRING AVE	OGDEN AVE	BREWSTER AVE	400	28	11,200	B-6.12	Good	57	\$ 40,752.00
BLACKSTONE AVE	LINKLATER CT	47TH ST	625	28	17,500	B-6.12	Poor	58	\$ 85,550.00
ELM AVE	LEITCH AVE	EDGEWOOD AVE	375	26	9,750	B-6.12	Poor	58	\$ 48,735.00
LEITCH AVE	47TH AVE	GOODMAN AVE	675	25	16,875	B-6.12	Fair	58	\$ 71,887.50
MADISON AVE	COSSITT AVE	HARRIS AVE	530	42	22,260	B-6.12	Fair	58	\$ 87,619.60
MASON DR	CARRIAGE LN	GILBERT AVE	1100	28	30,800	B-6.12	Fair	58	\$ 128,568.00
SUNSET AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	58	\$ 92,394.00
PARK RD	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Good	59	\$ 68,769.00
PECK AVE	47TH ST	GOODMAN AVE	675	25	16,875	B-6.12	Poor	59	\$ 85,387.50
DOVER AVE	BELL AVE	OGDEN AVE	470	25	11,750	B-6.12	Fair	60	\$ 50,055.00

2011 Pavement Condition Summary  
Residential/Commercial - PCI

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
EDGEWOOD LN	CARRIAGE LN	BIRKS CT	660	25	16,500	B-6.12	Fair	60	\$ 70,290.00
ELM AVE	GILBERT AVE	PECK AVE	375	26	9,750	B-6.12	Poor	60	\$ 48,735.00
GOODMAN AVE	LEITCH AVE	EDGEWOOD AVE	375	28	10,500	B-6.12	Fair	60	\$ 43,830.00
53RD ST	KENSINGTON AVE	CATHERINE AVE	315	25	7,875	B-6.12	Fair	61	\$ 33,547.50
BREWSTER AVE	KENSINGTON AVE	CATHERINE AVE	320	29	9,280	B-6.12	Fair	61	\$ 38,508.80
BREWSTER AVE	CATHERINE AVE	ASHLAND AVE	320	29	9,280	B-6.12	Fair	61	\$ 38,508.80
EDGEWOOD AVE	BIRKS CT	47TH ST	740	28	20,720	B-6.12	Good	61	\$ 75,391.20
GOODMAN AVE	GILBERT AVE	PECK AVE	375	28	10,500	B-6.12	Fair	61	\$ 43,830.00
PECK AVE	MAPLE AVE	ELM AVE	615	25	15,375	B-6.12	Poor	61	\$ 77,797.50
ARLINGTON AVE	EDGEWOOD AVE	DOVER AVE	650	19	12,350	B-6.12	Fair	62	\$ 55,731.00
ELM AVE	BLACKSTONE AVE	PARK AVE	380	28	10,640	B-6.12	Poor	62	\$ 52,014.40
LINKLATER CT	END	SUNSET AVE	125	15	1,875	B-4.12	Fair	62	\$ 8,987.50
MASON DR	51ST ST	CARRIAGE LN	1000	28	28,000	B-6.12	Fair	62	\$ 116,880.00
PARK RD	ELM AVE	COSSITT AVE	635	28	17,780	B-6.12	Fair	62	\$ 74,218.80
SUNSET AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Poor	62	\$ 97,184.80
53RD ST	BRAINARD AVE	STONE AVE	335	28	9,380	B-6.12	Fair	63	\$ 39,154.80
ASHLAND AVE	BURLINGTON AVE	BELL AVE	450	34	17,495	B-6.12	Fair	63	\$ 69,532.70
GOODMAN AVE	BRAINARD AVE	STONE AVE	340	28	9,520	B-6.12	Poor	63	\$ 46,539.20
GOODMAN AVE	SPRING AVE	KENSINGTON AVE	335	28	9,380	B-6.12	Poor	63	\$ 45,854.80
MAPLE AVE	LEITCH AVE	EDGEWOOD AVE	375	25	9,375	B-6.12	Fair	63	\$ 39,937.50
SPRING AVE	52ND ST	51ST ST	665	28	18,620	B-6.12	Poor	63	\$ 91,025.20
51ST ST	HILLBERRY CT	MASON DR	310	28	8,680	B-6.12	Good	64	\$ 31,582.80
53RD ST	WAIOLA AVE	SPRING AVE	335	28	9,380	B-6.12	Fair	64	\$ 39,154.80
COUNTRY CLUB DR	BRAINARD AVE	END	1500	25	37,500	B-6.12	Good	64	\$ 137,250.00
KENSINGTON AVE	54TH ST	53RD ST	665	30	19,950	B-6.12	Good	64	\$ 72,352.00
MAPLE AVE	PECK AVE	LEITCH AVE	375	25	9,375	B-6.12	Fair	64	\$ 39,937.50
SPRING AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Poor	64	\$ 91,025.20
SUNSET AVE	ELM AVE	COSSITT AVE	630	28	17,640	B-6.12	Poor	64	\$ 86,234.40
WAIOLA AVE	BELL AVE	OGDEN AVE	640	28	17,920	B-6.12	Good	64	\$ 65,203.20
LEITCH AVE	GOODMAN AVE	MAPLE AVE	710	25	17,750	B-6.12	Fair	65	\$ 75,615.00
MADISON AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Poor	65	\$ 97,184.80
PARK RD	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Fair	65	\$ 82,984.80
53RD ST	STONE AVE	WAIOLA AVE	335	28	9,380	B-6.12	Fair	66	\$ 39,154.80
54TH ST	SPRING AVE	KENSINGTON AVE	335	28	9,380	B-6.12	Good	66	\$ 34,129.80
ASHLAND AVE	ELM AVE	COSSITT AVE	635	28	17,780	B-6.12	Poor	66	\$ 86,918.80
EDGEWOOD AVE	ELM AVE	COSSITT AVE	635	25	15,875	B-6.12	Fair	66	\$ 67,627.50
GOODMAN AVE	EDGEWOOD AVE	SUNSET AVE	365	28	10,220	B-6.12	Fair	66	\$ 42,661.20
HILLBERRY CT	51ST ST	END	260	28	7,280	M-4.12	Poor	66	\$ 35,588.80
51ST ST	MASON DR	BRIGHTON LN	285	28	7,980	B-6.12	Fair	67	\$ 33,310.80
BRIGHTON LN	51ST ST	END	710	28	19,880	B-6.12	Fair	67	\$ 82,984.80
MAPLE AVE	GILBERT AVE	PECK AVE	375	25	9,375	B-6.12	Fair	67	\$ 39,937.50
PARK RD	LINKLATER CT	47TH ST	625	28	17,500	B-6.12	Good	67	\$ 63,675.00
STONE AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	67	\$ 92,394.00
53RD ST	SPRING AVE	KENSINGTON AVE	335	25	8,375	B-6.12	Fair	68	\$ 35,677.50
ASHLAND AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	68	\$ 92,394.00
ELM AVE	PARK AVE	BRAINARD AVE	380	28	10,640	B-6.12	Poor	68	\$ 52,014.40
ELM AVE	KENSINGTON AVE	CATHERINE AVE	315	28	8,820	B-6.12	Poor	68	\$ 43,117.20
GOODMAN AVE	STONE AVE	WAIOLA AVE	340	28	9,520	B-6.12	Poor	68	\$ 46,539.20
GOODMAN AVE	MADISON AVE	LA GRANGE RD	380	28	10,640	B-6.12	Poor	68	\$ 52,014.40
SPRING AVE	53RD ST	52ND ST	665	28	18,620	B-6.12	Good	68	\$ 67,750.20
51ST ST	GILBERT RD	HILLBERRY CT	320	28	8,960	B-6.12	Good	69	\$ 32,601.60
54TH ST	BRAINARD AVE	STONE AVE	335	28	9,380	B-6.12	Good	69	\$ 34,129.80
ASHLAND AVE	53RD ST	52ND ST	655	28	18,340	B-6.12	Fair	69	\$ 76,556.40
ASHLAND AVE	COSSITT AVE	HARRIS AVE	450	28	12,600	B-6.12	Poor	69	\$ 61,596.00
EDGEWOOD AVE	GOODMAN AVE	MAPLE AVE	710	25	17,750	B-6.12	Poor	69	\$ 89,815.00
ELM AVE	EDGEWOOD AVE	SUNSET AVE	365	26	9,490	B-6.12	Good	69	\$ 34,660.40
ELM AVE	CATHERINE AVE	ASHLAND AVE	315	28	8,820	B-6.12	Poor	69	\$ 43,117.20
ELM AVE	ASHLAND AVE	MADISON AVE	315	28	8,820	B-6.12	Poor	69	\$ 43,117.20
MADISON AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	69	\$ 84,181.20
MAPLE AVE	ASHLAND AVE	MADISON AVE	315	28	8,820	B-6.12	Poor	69	\$ 43,117.20
MAPLE AVE	MADISON AVE	LA GRANGE RD	380	28	10,640	B-6.12	Poor	69	\$ 52,014.40
SPRING AVE	ELM AVE	COSSITT AVE	630	28	17,640	B-6.12	Poor	69	\$ 86,234.40
STONE AVE	ELM AVE	COSSITT AVE	635	28	17,780	B-6.12	Poor	69	\$ 86,918.80

2011 Pavement Condition Summary  
Residential/Commercial - PCI

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
SUNSET AVE	LINKLATER CT	47TH ST	625	25	15,625	B-6.12	Poor	69	\$ 79,062.50
6TH AVE	HARRIS AVE	BURLINGTON AVE	630	28	17,640	B-6.12	Good	70	\$ 3,528.00
49TH ST	STONE AVE	WAIOLA AVE	340	28	9,520	B-6.12	Poor	70	\$ 1,904.00
49TH ST	ASHLAND AVE	MADISON AVE	315	28	8,820	B-6.12	Poor	70	\$ 1,764.00
ASHLAND AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Poor	70	\$ 3,976.00
BLACKSTONE AVE	ELM AVE	COSSITT AVE	630	28	17,640	B-6.12	Poor	70	\$ 3,528.00
CALLE VIEW DR	COUNTRY CLUB DR	55TH ST	885	25	24,065	B-6.12	Good	70	\$ 4,813.00
KENSINGTON AVE	OGDEN AVE	BREWSTER AVE	440	28	12,320	B-6.12	Good	70	\$ 2,464.00
LINKLATER CT	BLACKSTONE AVE	PARK RD	380	15	5,700	B-4.12	Fair	70	\$ 1,140.00
MAPLE AVE	7TH AVE	8TH AVE	345	28	9,660	B-6.12	Fair	70	\$ 1,932.00
PARK RD	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Fair	70	\$ 3,444.00
SPRING AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Poor	70	\$ 3,976.00
STONE AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Poor	70	\$ 3,976.00
STONE AVE	BELL AVE	OGDEN AVE	690	24	16,560	B-6.12	Good	70	\$ 3,312.00
WAIOLA AVE	COSSITT AVE	BURLINGTON AVE	700	28	19,600	B-6.12	Poor	70	\$ 3,920.00
52ND ST	STONE AVE	WAIOLA AVE	335	25	8,375	B-6.12	Fair	71	\$ 1,675.00
52ND ST	KENSINGTON AVE	CATHERINE AVE	315	25	7,875	B-6.12	Fair	71	\$ 1,575.00
ELM AVE	STONE AVE	WAIOLA AVE	340	28	9,520	B-6.12	Poor	71	\$ 1,904.00
ELM AVE	SPRING AVE	KENSINGTON AVE	335	28	9,380	B-6.12	Poor	71	\$ 1,876.00
GOODMAN AVE	ASHLAND AVE	MADISON AVE	315	28	8,820	B-6.12	Poor	71	\$ 1,764.00
LEITCH AVE	MAPLE AVE	ELM AVE	615	25	15,375	B-6.12	Fair	71	\$ 3,075.00
MADISON AVE	ELM AVE	COSSITT AVE	625	28	17,500	B-6.12	Poor	71	\$ 3,500.00
MAPLE AVE	9TH AVE	BLUFF AVE	465	28	13,020	B-6.12	Poor	71	\$ 2,604.00
PECK AVE	GOODMAN AVE	MAPLE AVE	710	25	17,750	B-6.12	Poor	71	\$ 3,550.00
SPRING AVE	55TH ST	54TH ST	635	28	17,780	B-6.12	Good	71	\$ 3,556.00
STONE AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Fair	71	\$ 3,724.00
52ND ST	SPRING AVE	KENSINGTON AVE	335	25	8,375	B-6.12	Fair	72	\$ 1,675.00
ASHLAND AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Good	72	\$ 3,724.00
ASHLAND AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	72	\$ 3,444.00
ELM AVE	MADISON AVE	LA GRANGE RD	380	28	10,640	B-6.12	Poor	72	\$ 2,128.00
HARRIS AVE	7TH AVE	BLUFF AVE	225	28	6,300	B-6.12	Fair	72	\$ 1,260.00
STONE AVE	55TH ST	54TH ST	635	28	17,780	B-6.12	Good	72	\$ 3,556.00
ARLINGTON AVE	DOVER AVE	BRAINARD AVE	655	19	12,445	B-6.12	Fair	73	\$ 2,489.00
CATHERINE AVE	ELM AVE	COSSITT AVE	635	28	17,780	B-6.12	Poor	73	\$ 3,556.00
EDGEWOOD AVE	MAPLE AVE	ELM AVE	615	25	15,375	B-6.12	Fair	73	\$ 3,075.00
LINKLATER CT	SUNSET AVE	BLACKSTONE AVE	360	15	5,400	B-4.12	Fair	73	\$ 1,080.00
MAPLE AVE	SPRING AVE	KENSINGTON AVE	335	28	9,380	B-6.12	Poor	73	\$ 1,876.00
SPRING AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	73	\$ 3,444.00
SPRING AVE	COSSITT AVE	BURLINGTON AVE	840	28	23,520	B-6.12	Poor	73	\$ 4,704.00
WAIOLA AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	73	\$ 3,444.00
52ND ST	WAIOLA AVE	SPRING AVE	335	25	8,375	B-6.12	Fair	74	\$ 1,675.00
CATHERINE AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Poor	74	\$ 3,724.00
GOODMAN AVE	KENSINGTON AVE	CATHERINE AVE	315	28	8,820	B-6.12	Poor	74	\$ 1,764.00
MADISON AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	74	\$ 3,780.00
MADISON AVE	HILLGROVE AVE	OGDEN AVE	685	22	15,070	B-6.12	Good	74	\$ 3,014.00
MAPLE AVE	WAIOLA AVE	SPRING AVE	340	28	9,520	B-6.12	Poor	74	\$ 1,904.00
STONE AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	74	\$ 3,444.00
8TH AVE	52ND ST	51ST ST	335	28	11,220	M-4.12	Fair	75	\$ 2,244.00
8TH AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Fair	75	\$ 3,724.00
49TH ST	BRAINARD AVE	STONE AVE	340	28	9,520	B-6.12	Poor	75	\$ 1,904.00
ASHLAND AVE	BELL AVE	OGDEN AVE	440	34	14,960	B-6.12	Poor	75	\$ 2,992.00
CATHERINE AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Poor	75	\$ 3,724.00
FRANKIN AVE	BLUFF RD	TILDEN AVE	370	28	10,360	B-6.12	Good	75	\$ 2,072.00
HARRIS AVE	KENSINGTON AVE	CATHERINE AVE	300	30	9,000	Barrier	Poor	75	\$ 1,800.00
MAPLE AVE	BRAINARD AVE	STONE AVE	340	28	9,520	B-6.12	Poor	75	\$ 1,904.00
MAPLE AVE	STONE AVE	WAIOLA AVE	340	28	9,520	B-6.12	Poor	75	\$ 1,904.00
WAIOLA AVE	OGDEN AVE	ALLEY	330	28	9,240	B-6.12	Good	75	\$ 1,848.00
48TH ST	SPRING AVE	KENSINGTON AVE	335	28	9,380	B-6.12	Poor	76	\$ 1,876.00
48TH ST	KENSINGTON AVE	CATHERINE AVE	315	28	8,820	B-6.12	Poor	76	\$ 1,764.00
50TH ST	MADISON AVE	LA GRANGE RD	380	28	10,640	B-6.12	Poor	76	\$ 2,128.00
ASHLAND AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Fair	76	\$ 3,724.00
CATHERINE AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Poor	76	\$ 3,556.00
DOVER AVE	ARLINGTON AVE	41ST ST	570	21	13,370	B-6.12	Fair	76	\$ 2,674.00

2011 Pavement Condition Summary  
Residential/Commercial - PCI

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
GOODMAN AVE	CATHERINE AVE	ASHLAND AVE	315	28	8,820	B-6.12	Poor	76	\$ 1,764.00
GOODMAN AVE	7TH AVE	8TH AVE	345	28	9,660	B-6.12	Poor	76	\$ 1,932.00
SPRING AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Poor	76	\$ 3,556.00
STONE AVE	53RD ST	52ND ST	665	25	16,625	B-6.12	Fair	76	\$ 3,325.00
49TH ST	WAIOLA AVE	SPRING AVE	340	28	9,520	B-6.12	Poor	77	\$ 1,904.00
49TH ST	SPRING AVE	KENSINGTON AVE	335	28	9,380	B-6.12	Poor	77	\$ 1,876.00
49TH ST	KENSINGTON AVE	CATHERINE AVE	315	28	8,820	B-6.12	Poor	77	\$ 1,764.00
49TH ST	CATHERINE AVE	ASHLAND AVE	315	28	8,820	B-6.12	Poor	77	\$ 1,764.00
50TH ST	BRAINARD AVE	STONE AVE	340	28	9,520	B-6.12	Poor	77	\$ 1,904.00
BELL AVE	BRAINARD AVE	STONE AVE	345	28	9,660	B-6.12	Good	77	\$ 1,932.00
HARRIS AVE	CATHERINE AVE	ASHLAND AVE	330	30	9,900	Barrier	Poor	77	\$ 1,980.00
MALDEN AVE	BELL AVE	OGDEN AVE	530	20	10,600	B-6.12	Good	77	\$ 2,120.00
MAPLE AVE	KENSINGTON AVE	CATHERINE AVE	315	28	8,820	B-6.12	Poor	77	\$ 1,764.00
MAPLE AVE	LA GRANGE RD	6TH AVE	365	28	10,220	B-6.12	Fair	77	\$ 2,044.00
SPRING AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Poor	77	\$ 3,724.00
SPRING AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	77	\$ 3,780.00
6TH AVE	COSSITT AVE	HARRIS AVE	735	28	20,580	B-6.12	Fair	78	\$ 4,116.00
7TH AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Good	78	\$ 3,724.00
8TH AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Fair	78	\$ 3,724.00
48TH ST	STONE AVE	WAIOLA AVE	340	28	9,520	B-6.12	Poor	78	\$ 1,904.00
48TH ST	WAIOLA AVE	SPRING AVE	340	28	9,520	B-6.12	Poor	78	\$ 1,904.00
48TH ST	CATHERINE AVE	ASHLAND AVE	315	28	8,820	B-6.12	Poor	78	\$ 1,764.00
48TH ST	MADISON AVE	LA GRANGE RD	380	28	10,640	B-6.12	Poor	78	\$ 2,128.00
49TH ST	MADISON AVE	LA GRANGE RD	380	28	10,640	B-6.12	Poor	78	\$ 2,128.00
50TH ST	ASHLAND AVE	MADISON AVE	315	28	8,820	B-6.12	Poor	78	\$ 1,764.00
50TH ST	7TH AVE	8TH AVE	335	28	9,380	B-6.12	Fair	78	\$ 1,876.00
CALENDAR AVE	KENSINGTON AVE	ASHLAND AVE	650	30	19,500	Barrier	Poor	78	\$ 3,900.00
CATHERINE AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	78	\$ 3,444.00
ELM AVE	WAIOLA AVE	SPRING AVE	340	28	9,520	B-6.12	Poor	78	\$ 1,904.00
HARRIS AVE	6TH AVE	7TH AVE	390	28	10,920	B-6.12	Fair	78	\$ 2,184.00
MAPLE AVE	CATHERINE AVE	ASHLAND AVE	315	28	8,820	B-6.12	Poor	78	\$ 1,764.00
STONE AVE	COSSITT AVE	BURLINGTON AVE	565	28	15,820	B-6.12	Poor	78	\$ 3,164.00
STONE AVE	HILLGROVE AVE	END	270	25	6,750	Barrier	Poor	78	\$ 1,350.00
7TH AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Fair	79	\$ 3,724.00
8TH AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Good	79	\$ 3,724.00
48TH ST	ASHLAND AVE	MADISON AVE	315	28	8,820	B-6.12	Poor	79	\$ 1,764.00
48TH ST	LA GRANGE RD	6TH AVE	315	28	8,820	B-6.12	Fair	79	\$ 1,764.00
48TH ST	8TH AVE	9TH AVE	335	28	9,380	B-6.12	Fair	79	\$ 1,876.00
49TH ST	8TH AVE	9TH AVE	335	28	9,380	B-6.12	Fair	79	\$ 1,876.00
52ND ST	BRAINARD AVE	STONE AVE	335	25	8,375	B-6.12	Fair	79	\$ 1,675.00
ASHLAND AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Fair	79	\$ 3,724.00
ASHLAND AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Good	79	\$ 3,556.00
BELL AVE	STONE AVE	WAIOLA AVE	335	28	9,380	B-6.12	Good	79	\$ 1,876.00
BENTON AVE	9TH AVE	BLUFF AVE	530	28	14,840	B-6.12	Fair	79	\$ 2,968.00
CATHERINE AVE	GOODMAN AVE	MAPLE AVE	710	31	22,010	B-6.12	Poor	79	\$ 4,402.00
CATHERINE AVE	OGDEN AVE	BREWSTER AVE	485	28	13,580	B-6.12	Fair	79	\$ 2,716.00
KENSINGTON AVE	BELL AVE	OGDEN AVE	530	28	14,840	B-6.12	Good	79	\$ 2,968.00
WAIOLA AVE	END	BELL AVE	425	28	11,900	B-6.12	Good	79	\$ 2,380.00
48TH ST	BRAINARD AVE	STONE AVE	340	28	9,520	B-6.12	Poor	80	\$ 1,904.00
49TH ST	6TH AVE	7TH AVE	335	28	9,380	B-6.12	Poor	80	\$ 1,876.00
49TH ST	7TH AVE	8TH AVE	335	28	9,380	B-6.12	Fair	80	\$ 1,876.00
ASHLAND AVE	OGDEN AVE	BREWSTER AVE	535	34	18,190	B-6.12	Poor	80	\$ 3,638.00
BANYON LN	END	47TH ST	780	24	18,720	M-4.12	Fair	80	\$ 3,744.00
CATHERINE AVE	BELL AVE	OGDEN AVE	475	28	13,300	B-6.12	Fair	80	\$ 2,660.00
GOODMAN AVE	LA GRANGE RD	6TH AVE	365	28	10,220	B-6.12	Poor	80	\$ 2,044.00
GOODMAN AVE	6TH AVE	7TH AVE	365	28	10,220	B-6.12	Poor	80	\$ 2,044.00
KENSINGTON AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Poor	80	\$ 3,724.00
SPRING AVE	54TH ST	53RD ST	665	28	18,620	B-6.12	Good	80	\$ 3,724.00
6TH AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Good	81	\$ 3,724.00
50TH ST	WAIOLA AVE	SPRING AVE	340	28	9,520	B-6.12	Poor	81	\$ 1,904.00
50TH ST	CATHERINE AVE	ASHLAND AVE	315	28	8,820	B-6.12	Poor	81	\$ 1,764.00
51ST ST	WAIOLA AVE	SPRING AVE	335	25	8,375	B-6.12	Fair	81	\$ 1,675.00
ASHLAND AVE	52ND ST	51ST ST	655	28	18,340	B-6.12	Fair	81	\$ 3,668.00

2011 Pavement Condition Summary  
Residential/Commercial - PCI

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
BELL AVE	SPRING AVE	KENSINGTON AVE	335	28	9,380	B-6.12	Good	81	\$ 1,876.00
BELL AVE	CATHERINE AVE	ASHLAND AVE	315	28	8,820	B-6.12	Good	81	\$ 1,764.00
CATHERINE AVE	52ND ST	51ST ST	665	28	18,620	B-6.12	Fair	81	\$ 3,724.00
CATHERINE AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Poor	81	\$ 3,724.00
KENSINGTON AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Poor	81	\$ 3,556.00
6TH AVE	PLAINFIELD RD	52ND ST	810	28	22,680	B-6.12	Good	82	\$ 4,536.00
6TH AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Good	82	\$ 3,724.00
6TH AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Fair	82	\$ 3,556.00
6TH AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Good	82	\$ 3,444.00
7TH AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Fair	82	\$ 3,724.00
8TH AVE	PLAINFIELD RD	52ND ST	385	28	13,500	M-4.12	Fair	82	\$ 2,700.00
10TH AVE	END	50TH ST	665	28	18,620	B-6.12	Good	82	\$ 3,724.00
11TH AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Good	82	\$ 3,724.00
48TH ST	9TH AVE	10TH AVE	335	28	9,380	B-6.12	Fair	82	\$ 1,876.00
49TH ST	11TH AVE	12TH AVE	335	28	14,180	B-6.12	Good	82	\$ 2,836.00
50TH ST	STONE AVE	WAIOLA AVE	340	28	9,520	B-6.12	Poor	82	\$ 1,904.00
50TH ST	KENSINGTON AVE	CATHERINE AVE	315	28	8,820	B-6.12	Poor	82	\$ 1,764.00
50TH ST	LA GRANGE RD	6TH AVE	315	28	8,820	B-6.12	Fair	82	\$ 1,764.00
CATHERINE AVE	HILLGROVE AVE	BELL AVE	475	28	15,595	B-6.12	Fair	82	\$ 3,119.00
KENSINGTON AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Poor	82	\$ 3,724.00
KENSINGTON AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Poor	82	\$ 3,724.00
MAPLE AVE	8TH AVE	9TH AVE	345	28	9,660	B-6.12	Good	82	\$ 1,932.00
WAIOLA AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Good	82	\$ 3,724.00
WAIOLA AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Good	82	\$ 3,556.00
WAIOLA AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Poor	82	\$ 3,976.00
9TH AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Good	83	\$ 3,976.00
10TH AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Good	83	\$ 3,724.00
10TH AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Fair	83	\$ 3,724.00
49TH ST	10TH AVE	11TH AVE	335	28	10,980	B-6.12	Good	83	\$ 2,196.00
51ST ST	LA GRANGE RD	6TH AVE	315	28	8,820	B-6.12	Fair	83	\$ 1,764.00
51ST ST	7TH AVE	8TH AVE	335	28	9,380	B-6.12	Fair	83	\$ 1,876.00
52ND ST	LA GRANGE RD	6TH AVE	315	28	8,820	B-6.12	Good	83	\$ 1,764.00
52ND ST	7TH AVE	8TH AVE	335	28	9,380	B-6.12	Good	83	\$ 1,876.00
53RD ST	ASHLAND AVE	MADISON AVE	315	25	7,875	B-6.12	Fair	83	\$ 1,575.00
CATHERINE AVE	COSSITT AVE	HARRIS AVE	350	28	9,800	B-6.12	Poor	83	\$ 1,960.00
MADISON AVE	53RD ST	52ND ST	665	28	18,620	B-6.12	Good	83	\$ 3,724.00
MADISON AVE	OGDEN AVE	BREWSTER AVE	580	22	12,760	B-6.12	Fair	83	\$ 2,552.00
SPRING AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Poor	83	\$ 3,724.00
SPRING AVE	HILLGROVE AVE	BELL AVE	645	28	18,060	B-6.12	Good	83	\$ 3,612.00
SPRING AVE	BELL AVE	OGDEN AVE	585	28	16,380	B-6.12	Good	83	\$ 3,276.00
STONE AVE	54TH ST	53RD ST	665	28	18,620	B-6.12	Good	83	\$ 3,724.00
STONE AVE	52ND ST	51ST ST	665	25	16,625	B-6.12	Fair	83	\$ 3,325.00
STONE AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Fair	83	\$ 3,556.00
STONE AVE	END	BELL AVE	355	24	8,520	B-6.12	Poor	83	\$ 1,704.00
WAIOLA AVE	54TH ST	53RD ST	665	28	18,620	B-6.12	Good	83	\$ 3,724.00
7TH AVE	52ND ST	51ST ST	665	28	18,620	B-6.12	Good	84	\$ 3,724.00
7TH AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Good	84	\$ 3,780.00
8TH AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Poor	84	\$ 3,444.00
11TH AVE	END	50TH ST	665	28	18,620	B-6.12	Good	84	\$ 3,724.00
49TH ST	LA GRANGE RD	6TH AVE	315	28	10,620	B-6.12	Poor	84	\$ 2,124.00
50TH ST	SPRING AVE	KENSINGTON AVE	335	28	9,380	B-6.12	Poor	84	\$ 1,876.00
50TH ST	6TH AVE	7TH AVE	335	28	9,380	B-6.12	Fair	84	\$ 1,876.00
51ST ST	BRIGHTON LN	EDGEWOOD LN	375	28	10,500	B-6.12	Fair	84	\$ 2,100.00
BELL AVE	WAIOLA AVE	SPRING AVE	335	28	9,380	B-6.12	Good	84	\$ 1,876.00
STONE AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Fair	84	\$ 3,724.00
WAIOLA AVE	53RD ST	52ND ST	665	25	16,625	B-6.12	Good	84	\$ 3,325.00
9TH AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Good	85	\$ -
9TH AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Good	85	\$ -
9TH AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Fair	85	\$ -
9TH AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Fair	85	\$ -
12TH AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Good	85	\$ -
49TH ST	12TH AVE	EAST	310	28	11,880	B-6.12	Good	85	\$ -
50TH ST	10TH AVE	11TH AVE	335	28	9,380	B-6.12	Good	85	\$ -

2011 Pavement Condition Summary  
Residential/Commercial - PCI

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
50TH ST	11TH AVE	12TH AVE	335	28	9,380	B-6.12	Good	85	\$ -
51ST ST	BRAINARD AVE	STONE AVE	335	25	8,375	B-6.12	Fair	85	\$ -
51ST ST	STONE AVE	WAIOLA AVE	335	25	8,375	B-6.12	Excellent	85	\$ -
51ST ST	6TH AVE	7TH AVE	335	28	9,380	B-6.12	Fair	85	\$ -
CATHERINE AVE	53RD ST	52ND ST	665	28	18,620	B-6.12	Fair	85	\$ -
MADISON AVE	50TH ST	49TH ST	665	28	18,620	B-4.12	Good	85	\$ -
WAIOLA AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	85	\$ -
6TH AVE	52ND ST	51ST ST	665	28	18,620	B-6.12	Good	86	\$ -
6TH AVE	49TH ST	48TH ST	665	28	18,620	B-6.12	Fair	86	\$ -
7TH AVE	COSSITT AVE	HARRIS AVE	850	28	23,800	B-6.12	Good	86	\$ -
8TH AVE	ELM AVE	COSSITT AVE	620	28	17,360	B-6.12	Fair	86	\$ -
10TH AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Fair	86	\$ -
48TH ST	6TH AVE	7TH AVE	335	28	9,380	B-6.12	Fair	86	\$ -
48TH ST	7TH AVE	8TH AVE	335	28	9,380	B-6.12	Fair	86	\$ -
50TH ST	8TH AVE	9TH AVE	335	28	9,380	B-6.12	Fair	86	\$ -
50TH ST	9TH AVE	10TH AVE	335	28	9,380	B-6.12	Good	86	\$ -
51ST ST	ASHLAND AVE	MADISON AVE	315	25	7,875	B-6.12	Fair	86	\$ -
KENSINGTON AVE	BURLINGTON AVE	BELL AVE	715	28	20,020	B-6.12	Good	86	\$ -
MADISON AVE	49TH ST	48TH ST	665	28	18,620	B-4.12	Good	86	\$ -
WAIOLA AVE	51ST ST	50TH ST	665	25	16,625	B-6.12	Good	86	\$ -
WAIOLA AVE	50TH ST	49TH ST	665	28	18,620	B-6.12	Good	86	\$ -
WAIOLA AVE	ELM AVE	COSSITT AVE	630	28	17,640	B-6.12	Poor	86	\$ -
6TH AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Good	87	\$ -
6TH AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Good	87	\$ -
6TH AVE	ELM AVE	COSSITT AVE	620	28	17,360	B-6.12	Good	87	\$ -
7TH AVE	PLAINFIELD AVE	52ND ST	600	28	16,800	B-6.12	Fair	87	\$ -
8TH AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Fair	87	\$ -
8TH AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Good	87	\$ -
9TH AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Poor	87	\$ -
49TH ST	9TH AVE	10TH AVE	335	28	9,380	B-6.12	Good	87	\$ -
51ST ST	SPRING AVE	KENSINGTON AVE	335	25	8,375	B-6.13	Fair	87	\$ -
51ST ST	8TH AVE	9TH AVE	335	28	9,380	B-6.12	Fair	87	\$ -
52ND ST	ASHLAND AVE	MADISON AVE	315	25	7,875	B-6.12	Fair	87	\$ -
52ND ST	6TH AVE	7TH AVE	335	28	9,380	B-6.12	Good	87	\$ -
53RD ST	CATHERINE AVE	ASHLAND AVE	315	25	7,875	B-6.12	Fair	87	\$ -
53RD ST	MADISON AVE	LA GRANGE AVE	380	25	11,900	B-6.12	Fair	87	\$ -
ELM AVE	6TH AVE	7TH AVE	365	28	10,220	B-6.12	Poor	87	\$ -
MAPLE AVE	6TH AVE	7TH AVE	365	28	10,220	B-6.12	Poor	87	\$ -
STONE AVE	51ST ST	50TH ST	665	28	18,620	B-6.12	Fair	87	\$ -
7TH AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Good	88	\$ -
12TH AVE	END	50TH ST	665	28	18,620	B-6.12	Good	88	\$ -
52ND ST	MADISON AVE	LA GRANGE RD	380	25	9,500	B-6.12	Fair	88	\$ -
BELL AVE	KENSINGTON AVE	CATHERINE AVE	315	28	8,820	B-6.12	Good	88	\$ -
ELM AVE	7TH AVE	8TH AVE	345	28	9,660	B-6.12	Poor	88	\$ -
GOODMAN AVE	8TH AVE	9TH AVE	345	28	9,660	B-6.12	Poor	88	\$ -
LINCOLN AVE	BLUFF AVE	RR	420	28	11,760	B-6.12	Good	88	\$ -
MADISON AVE	52ND ST	51ST ST	665	28	18,620	B-6.12	Good	88	\$ -
MADISON AVE	48TH ST	47TH ST	635	28	17,780	B-4.12	Good	88	\$ -
MALDEN AVE	41ST ST	BELL AVE	660	20	13,200	B-6.12	Good	88	\$ -
7TH AVE	48TH ST	47TH ST	635	28	17,780	B-6.12	Fair	89	\$ -
7TH AVE	ELM AVE	COSSITT AVE	620	28	17,360	B-6.12	Good	89	\$ -
7TH AVE	HARRIS AVE	BURLINGTON AVE	630	28	17,640	B-6.12	Fair	89	\$ -
9TH AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Good	89	\$ -
48TH ST	10TH AVE	END	180	28	5,040	B-6.12	Fair	89	\$ -
51ST ST	KENSINGTON AVE	CATHERINE AVE	315	25	7,875	B-6.12	Fair	89	\$ -
51ST ST	CATHERINE AVE	ASHLAND AVE	315	25	7,875	B-6.12	Fair	89	\$ -
52ND ST	CATHERINE AVE	ASHLAND AVE	315	25	7,875	B-6.12	Fair	89	\$ -
ELM AVE	LA GRANGE RD	6TH AVE	365	28	10,220	B-6.12	Poor	89	\$ -
ELM AVE	8TH AVE	BLUFF AVE	455	28	12,740	B-6.12	Poor	89	\$ -
WAIOLA AVE	52ND ST	51ST ST	665	25	16,625	B-6.12	Good	89	\$ -
7TH AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Good	90	\$ -
50TH ST	12TH AVE	EAST AVE	310	28	8,680	B-6.12	Good	90	\$ -
51ST ST	MADISON AVE	LA GRANGE RD	380	25	9,500	B-6.12	Fair	90	\$ -

2011 Pavement Condition Summary  
Residential/Commercial - PCI

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
CALENDAR AVE	BLUFF AVE	TILDEN AVE	490	27	13,230	B-6.12	Good	90	\$ -
MADISON AVE	51ST ST	50TH ST	665	28	18,620	B-4.12	Good	90	\$ -
8TH AVE	47TH ST	GOODMAN AVE	675	28	18,900	B-6.12	Fair	91	\$ -
BELL AVE	PECK AVE	DREXEL AVE	330	25	8,250	B-6.12	Good	91	\$ -
KENSINGTON AVE	52ND ST	51ST ST	665	28	18,620	B-6.12	Poor	91	\$ -
HARRIS AVE	LA GRANGE RD	6TH AVE	340	28	9,520	B-6.12	Good	92	\$ -
41ST ST	DREXEL AVE	EDGEWOOD AVE	650	25	16,250	B-6.12	Good	93	\$ -
41ST ST	PECK AVE	DREXEL AVE	330	25	8,250	B-6.12	Good	94	\$ -
DREXEL AVE	41ST ST	BELL AVE	660	25	16,500	B-4.12	Excellent	94	\$ -
DREXEL AVE	BELL AVE	OGDEN AVE	685	25	17,125	B-4.12	Excellent	94	\$ -
BASSFORD AVE	END	OGDEN AVE	1090	25	27,250	M-4.12	Excellent	95	\$ -
BELL AVE	GILBERT AVE	PECK AVE	325	25	8,125	B-6.12	Good	95	\$ -
BELL AVE	DREXEL AVE	BASSFORD AVE	325	25	8,125	B-6.12	Good	95	\$ -
BELL AVE	BASSFORD AVE	EDGEWOOD AVE	325	25	8,125	B-6.12	Good	95	\$ -
HARRIS AVE	MADISON AVE	LA GRANGE RD	390	45	17,550	B-6.12	Good	95	\$ -
PECK AVE	BELL AVE	OGDEN AVE	750	25	18,750	B-4.12	Excellent	96	\$ -
POPLAR PL	HILLGROVE AVE	END	790	25	19,750	B-6.12	Fair	96	\$ -
ASHLAND AVE	HARRIS AVE	CALENDAR AVE	330	28	11,040	B-6.12	Good	97	\$ -
ASHLAND AVE	CALENDAR AVE	BURLINGTON AVE	340	22	14,095	B-6.12	Good	97	\$ -
CALENDAR AVE	ASHLAND AVE	LA GRANGE RD	715	43	30,745	B-6.12	Fair	97	\$ -
EDGEWOOD AVE	41ST ST	BELL AVE	660	25	16,500	B-6.12	Good	97	\$ -
ELDER LN	HILLGROVE AVE	END	480	25	12,000	B-6.12	Good	97	\$ -
HARRIS AVE	ASHLAND AVE	MADISON AVE	320	45	14,400	B-6.12	Good	97	\$ -
41ST ST	GILBERT AVE	PECK AVE	325	25	8,125	B-6.12	Good	98	\$ -
DREXEL AVE	HILLGROVE AVE	41ST ST	1120	25	28,000	B-4.12	Excellent	98	\$ -
EDGEWOOD AVE	HILLGROVE AVE	41ST ST	945	25	23,625	B-4.12	Excellent	99	\$ -
EDGEWOOD AVE	BELL AVE	OGDEN AVE	580	25	14,500	B-6.12	Good	99	\$ -
LINCOLN AVE	RR	HAYES AVE	135	28	3,780	B-6.12	Fair	99	\$ -
PECK AVE	41ST ST	BELL AVE	660	25	16,500	B-4.12	Excellent	99	\$ -
CALENDAR AVE	END	HAYES AVE	125	28	3,500	B-6.12	Fair	100	\$ -
CALENDAR AVE	HAYES AVE	SAWYER AVE	330	28	9,240	B-6.12	Fair	100	\$ -
CALENDAR AVE	SAWYER AVE	WASHINGTON AVE	325	28	9,100	B-6.12	Fair	100	\$ -
CALENDAR AVE	WASHINGTON AVE	EAST AVE	300	28	8,400	B-6.12	Good	100	\$ -
ELM AVE	BLUFF AVE	END	190	28	5,320	N/A	N/A	100	\$ -
ELM AVE	WASHINGTON AVE	EAST AVE	300	28	8,400	B-6.12	Fair	100	\$ -
FINLEY AVE	HAYES AVE	SAWYER AVE	360	14	5,040	B-6.12	Good	100	\$ -
FINLEY AVE	SAWYER AVE	WASHINGTON AVE	325	14	4,550	B-6.12	Good	100	\$ -
HAYES AVE	END	LINCOLN AVE	240	28	6,720	B-6.12	Fair	100	\$ -
HAYES AVE	LINCOLN AVE	CALENDAR AVE	670	28	18,760	B-6.12	Fair	100	\$ -
HAYES AVE	CALENDAR AVE	FINLEY	260	28	7,280	B-6.12	Fair	100	\$ -
LINCOLN AVE	HAYES AVE	SAWYER AVE	330	28	9,240	B-6.12	Fair	100	\$ -
LINCOLN AVE	SAWYER AVE	WASHINGTON AVE	330	28	9,240	B-6.12	Fair	100	\$ -
LINCOLN AVE	WASHINGTON AVE	EAST AVE	320	28	8,960	B-6.12	Fair	100	\$ -
MAPLE AVE	BLUFF AVE	END	175	28	4,900	N/A	N/A	100	\$ -
MAPLE AVE	END	EAST AVE	320	28	8,960	B-6.12	Fair	100	\$ -
SAWYER AVE	COSSITT AVE	LINCOLN AVE	670	28	18,760	B-6.12	Fair	100	\$ -
SAWYER AVE	LINCOLN AVE	CALENDAR AVE	670	28	18,760	B-6.12	Fair	100	\$ -
SAWYER AVE	CALENDAR AVE	FINLEY AVE	390	28	10,920	B-6.12	Fair	100	\$ -
WASHINGTON AVE	ELM AVE	COSSITT AVE	615	28	23,445	B-6.12	Fair	100	\$ -
WASHINGTON AVE	COSSITT AVE	LINCOLN AVE	670	28	18,760	B-6.12	Fair	100	\$ -
WASHINGTON AVE	LINCOLN AVE	CALENDAR AVE	670	28	18,760	B-6.12	Fair	100	\$ -
WASHINGTON AVE	CALENDAR AVE	OGDEN AVE	425	28	11,900	B-6.12	Fair	100	\$ -

2011 Pavement Condition Summary  
Collector/Arterial - PCI

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
COSSITT AVE	EDGEWOOD AVE	SUNSET AVE	365	29	10,585	B-6.12	Good	46	\$ 51,786.20
BRAINARD AVE	COSSITT AVE	BURLINGTON AVE	565	28	15,820	B-6.18	Good	50	\$ 57,562.20
BRAINARD AVE	BELL AVE	OGDEN AVE	625	28	17,500	B-6.18	Good	53	\$ 63,675.00
BLUFF AVE	EAST AVE	47TH ST	270	28	7,560	B-6.12	Good	54	\$ 27,507.60
BRAINARD AVE	ELM AVE	COSSITT AVE	635	28	17,780	B-6.18	Good	58	\$ 64,693.80
BRAINARD AVE	GOODMAN AVE	MAPLE AVE	710	27	19,170	B-6.18	Good	60	\$ 69,878.20
COSSITT AVE	LEITCH AVE	EDGEWOOD AVE	380	29	11,020	B-6.12	Poor	63	\$ 53,329.20
COSSITT AVE	PARK RD	BRAINARD AVE	380	28	10,640	B-6.12	Good	65	\$ 38,714.40
BRAINARD AVE	ARLINGTON AVE	41ST ST	365	28	10,220	B-6.18	Good	67	\$ 37,186.20
BRAINARD AVE	41ST ST	BELL AVE	415	28	11,620	B-6.18	Good	67	\$ 42,280.20
COSSITT AVE	GILBERT AVE	PECK AVE	385	29	11,165	B-6.12	Fair	68	\$ 46,330.90
BRAINARD AVE	54TH ST	53RD ST	665	31	20,615	B-6.18	Good	69	\$ 74,652.90
BRAINARD AVE	MAPLE AVE	ELM AVE	615	27	16,605	B-6.18	Good	69	\$ 60,528.30
COSSITT AVE	SUNSET AVE	BLACKSTONE AVE	365	28	10,220	B-6.12	Good	70	\$ 2,044.00
COSSITT AVE	PECK AVE	LEITCH AVE	390	29	11,310	B-6.12	Fair	72	\$ 2,262.00
BRAINARD AVE	BURLINGTON AVE	ARLINGTON AVE	475	27	12,825	B-6.18	Good	73	\$ 2,565.00
COSSITT AVE	BLACKSTONE AVE	PARK RD	380	28	10,640	B-6.12	Good	74	\$ 2,128.00
HILLGROVE AVE	KENSINGTON AVE	CATHERINE AVE	325	33	15,045	B-6.12	Good	74	\$ 3,009.00
GILBERT AVE	MAPLE AVE	ELM AVE	615	28	17,220	B-6.12	Good	75	\$ 3,444.00
HILLGROVE AVE	BEACON AVE	END	380	39	14,820	B-6.12	Good	75	\$ 2,964.00
BRAINARD AVE	47TH ST	GOODMAN AVE	675	27	20,265	B-6.18	Good	76	\$ 4,053.00
COSSITT AVE	STONE AVE	WAIOLA AVE	340	27	9,180	B-6.12	Good	76	\$ 1,836.00
BRAINARD AVE	53RD ST	52ND ST	665	31	20,615	B-6.18	Good	77	\$ 4,123.00
BRAINARD AVE	48TH ST	47TH ST	635	31	20,640	B-6.18	Good	77	\$ 4,128.00
HILLGROVE AVE	LA GRANGE RD	BEACON AVE	345	32	18,230	B-6.12	Good	77	\$ 3,646.00
BRAINARD AVE	51ST ST	50TH ST	665	31	20,615	B-6.18	Good	78	\$ 4,123.00
HILLGROVE AVE	CATHERINE AVE	ASHLAND AVE	325	33	14,565	B-6.12	Good	79	\$ 2,913.00
COSSITT AVE	8TH AVE	TILDEN AVE	310	28	8,680	B-6.12	Good	80	\$ 1,736.00
BRAINARD AVE	50TH ST	49TH ST	665	31	20,615	B-6.18	Good	81	\$ 4,123.00
GILBERT AVE	GOODMAN AVE	MAPLE AVE	710	28	19,880	B-6.12	Good	81	\$ 3,976.00
HILLGROVE AVE	DREXEL AVE	POPLAR LN	340	28	16,660	B-6.12	Good	81	\$ 3,332.00
HILLGROVE AVE	ASHLAND AVE	MADISON AVE	350	36	17,550	B-6.12	Good	81	\$ 3,510.00
BRAINARD AVE	55TH ST	54TH ST	635	31	22,048	B-6.18	Good	82	\$ 4,409.60
BRAINARD AVE	52ND ST	51ST ST	665	31	20,615	B-6.18	Good	82	\$ 4,123.00
HILLGROVE AVE	GILBERT AVE	ELDER LN	340	28	13,120	B-6.12	Good	82	\$ 2,624.00
HILLGROVE AVE	BRAINARD AVE	STONE AVE	425	28	16,460	B-6.12	Good	82	\$ 3,292.00
HILLGROVE AVE	MADISON AVE	LA GRANGE RD	350	36	16,830	B-6.12	Good	82	\$ 3,366.00
SHAWMUT AVE	HAZEL AVE	KEMMAN AVE	1020	34	34,680	B-6.12	Fair	82	\$ 6,936.00
BRAINARD AVE	49TH ST	48TH ST	665	31	20,615	B-6.18	Good	83	\$ 4,123.00
COSSITT AVE	LA GRANGE RD	6TH AVE	365	33	12,045	B-6.12	Good	83	\$ 2,409.00
TILDEN AVE	COSSITT AVE	LINCOLN AVE	670	27	18,090	B-6.12	Fair	83	\$ 3,618.00
COSSITT AVE	ASHLAND AVE	MADISON AVE	315	27	8,505	B-6.12	Good	84	\$ 1,701.00
COSSITT AVE	MADISON AVE	LA GRANGE RD	380	36	12,825	B-6.12	Good	84	\$ 2,565.00
GILBERT AVE	ELM AVE	HILLGROVE AVE	665	28	18,620	B-6.12	Good	84	\$ 3,724.00
HILLGROVE AVE	ELDER LN	DREXEL AVE	340	28	16,660	B-6.12	Good	84	\$ 3,332.00
HILLGROVE AVE	POPLAR LN	EDGEWOOD AVE	340	28	16,660	B-6.12	Good	84	\$ 3,332.00
HILLGROVE AVE	EDGEWOOD AVE	DOVER PL	720	28	35,280	B-6.12	Good	84	\$ 7,056.00
HILLGROVE AVE	DOVER PL	BRAINARD AVE	630	28	26,460	B-6.12	Good	84	\$ 5,292.00
HILLGROVE AVE	STONE AVE	SPRING AVE	630	28	26,010	B-6.12	Good	84	\$ 5,202.00
TILDEN AVE	LINCOLN AVE	CALENDAR AVE	670	27	18,090	B-6.12	Good	84	\$ 3,618.00
BURLINGTON AVE	6TH AVE	7TH AVE	380	35	19,380	Barrier	Poor	85	\$ -
COSSITT AVE	WAIOLA AVE	SPRING AVE	340	27	9,180	B-6.12	Good	85	\$ -
COSSITT AVE	CATHERINE AVE	ASHLAND AVE	315	27	8,505	B-6.12	Good	85	\$ -
COSSITT AVE	6TH AVE	7TH AVE	365	28	10,220	B-6.12	Good	85	\$ -
GILBERT AVE	47TH ST	GOODMAN AVE	675	28	20,300	B-6.12	Good	85	\$ -
HAZEL AVE	RR UNDERPASS	SHAWMUT AVE	700	26	18,200	B-6.12	Fair	85	\$ -
COSSITT AVE	KENSINGTON AVE	CATHERINE AVE	315	27	8,505	B-6.12	Good	86	\$ -
BURLINGTON AVE	7TH AVE	OGDEN AVE	230	35	10,450	B-6.12	Poor	87	\$ -
COSSITT AVE	BRAINARD AVE	STONE AVE	340	27	9,180	B-6.12	Good	87	\$ -
COSSITT AVE	SPRING AVE	KENSINGTON AVE	340	27	9,180	B-6.12	Good	87	\$ -
COSSITT AVE	7TH AVE	8TH AVE	345	28	9,660	B-6.12	Good	87	\$ -
HAZEL AVE	CALENDAR AVE	RR UNDERPASS	445	33	14,685	B-6.12	Fair	87	\$ -
BRAINARD AVE	OGDEN AVE	VILLAGE LIMITS	240	28	6,720	B-6.12	Good	88	\$ -

2011 Pavement Condition Summary  
Collector/Arterial - PCI

Name	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
BURLINGTON AVE	BRAINARD AVE	STONE AVE	345	44	19,980	Barrier	Fair	88	\$ -
BURLINGTON AVE	STONE AVE	WAIOLA AVE	370	44	22,200	Barrier	Fair	88	\$ -
BURLINGTON AVE	LA GRANGE RD	6TH AVE	350	36	16,120	B-6.12	Poor	88	\$ -
BURLINGTON AVE	SPRING AVE	KENSINGTON AVE	355	31	16,330	B-6.12	Fair	89	\$ -
COSSITT AVE	TILDEN AVE	SAWYER AVE	615	28	17,220	B-6.12	Good	89	\$ -
GILBERT AVE	HILLGROVE AVE	41ST ST	1300	29	37,700	B-6.12	Good	90	\$ -
GILBERT AVE	41ST ST	BELL AVE	665	29	19,285	B-6.12	Good	90	\$ -
HILLGROVE AVE	SPRING AVE	KENSINGTON AVE	345	28	15,330	B-6.12	Good	90	\$ -
BURLINGTON AVE	WAIOLA AVE	SPRING AVE	385	31	17,710	Barrier	Fair	91	\$ -
KEMMAN AVE	SHAWMUT AVE	SOUTHVIEW AVE	235	33	7,755	B-6.12	Fair	91	\$ -
BURLINGTON AVE	KENSINGTON AVE	ASHLAND AVE	650	36	31,850	B-6.12	Fair	92	\$ -
GILBERT AVE	BELL AVE	OGDEN AVE	800	29	23,200	B-6.12	Fair	96	\$ -
BURLINGTON AVE	ASHLAND AVE	LA GRANGE RD	710	37	29,960	B-6.12	Fair	97	\$ -
COSSITT AVE	SAWYER AVE	WASHINGTON AVE	325	28	9,100	B-6.12	Good	97	\$ -
COSSITT AVE	WASHINGTON AVE	EAST AVE	300	28	8,400	B-6.12	Good	97	\$ -
BLUFF AVE	HARRIS AVE	BURLINGTON AVE	630	28	17,640	B-6.12	Excellent	98	\$ -
GILBERT AVE	52ND PL	51ST ST	1384	36	49,824	B-6.24	Good	98	\$ -
GILBERT AVE	51ST ST	MASON DR	1545	36	55,620	B-6.24	Good	98	\$ -
GILBERT AVE	MASON DR	47TH ST	815	36	29,340	B-6.24	Good	98	\$ -
BLUFF AVE	COSSITT AVE	HARRIS AVE	955	28	26,740	B-6.12	Excellent	99	\$ -
BLUFF AVE	47TH ST	BENTON AVE	1060	28	29,680	N/A	N/A	100	\$ -
BLUFF AVE	BENTON AVE	MAPLE AVE	360	28	10,080	N/A	N/A	100	\$ -
BLUFF AVE	MAPLE AVE	ELM AVE	715	28	20,020	N/A	N/A	100	\$ -
BLUFF AVE	ELM AVE	COSSITT AVE	680	28	19,040	N/A	N/A	100	\$ -

*2011 Pavement Condition Summary  
Industrial - PCI*

Name	From	To	Length (FT)	Width (FT)	ction Ra	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
NEWBERRY AVE	END	SHAWMUT AVE	405	25	I	10,125	B-6.12	Poor	47	\$ 60,750.00
BEACH AVE	END	SHAWMUT AVE	545	25	I	13,625	B-6.12	Poor	48	\$ 81,750.00
SHAWMUT AVE	LA GRANGE RD	END	165	30	I	6,490	B-6.12	Poor	66	\$ 35,156.00
SHAWMUT AVE	KEMMAN AVE	END	450	34	I	15,300	B-6.12	Fair	68	\$ 76,320.00

2011 Pavement Condition Summary  
Alley - PCI

Name	From	To	Length (FT)	Width (FT)	Condition Ra	Area (SQ FT)	Curb Type	Curb Cond.	PCI	2011 Cost
LA GRANGE/6TH ALLEY	50TH ST	49TH ST	635	19	0	12,065	N/A	N/A	23	\$ 213,550.50
LA GRANGE/6TH ALLEY	49TH ST	48TH ST	635	19	0	12,065	N/A	N/A	23	\$ 213,550.50
MADISON/LA GRANGE ALLEY	53RD ST	END	275	15	0	4,125	N/A	N/A	24	\$ 73,012.50
HILLGROVE/ARLINGTON ALLEY	DOVER PL	ALLEY	460	18	0	8,280	N/A	N/A	34	\$ 39,081.60
COSSITT/BURLINGTON ALLEY	WAIOLA AVE	SPRING AVE	300	15	0	4,500	N/A	N/A	44	\$ 21,240.00
DOVER/BRAINARD ALLEY	HILLGROVE AVE	ALLEY	155	18	0	2,790	N/A	N/A	50	\$ 9,653.40
FRANKLIN/CALENDAR ALLEY	BLUFF AVE	TILDEN AVE	425	13	0	5,525	N/A	N/A	57	\$ 19,116.50
RR/HAYES ALLEY	END	END	450	13	0	5,850	N/A	N/A	59	\$ 20,241.00
EDGEWOOD/SUNSET ALLEY	EDGEWOOD AVE	END	305	14	0	4,270	N/A	N/A	62	\$ 14,774.20
WAIOLA/SPRING ALLEY	END	ALLEY	300	12	0	3,600	B-4.12	Poor	66	\$ 24,456.00
LINCOLN/FRANKLIN ALLEY	BLUFF AVE	TILDEN AVE	335	13	0	4,355	N/A	N/A	68	\$ 15,068.30
BLUFF/RR ALLEY	ELM AVE	COSSITT AVE	630	13	0	8,190	N/A	N/A	86	\$ -
HAYES/SAWYER ALLEY	LINCOLN AVE	CALENDAR AVE	640	13	0	8,320	N/A	N/A	86	\$ -
SAWYER/WASHINGTON ALLEY	CALENDAR AVE	FINLEY AVE	385	13	0	5,005	N/A	N/A	86	\$ -
CALENDAR/BURLINGTON ALLEY	LOT	LA GRANGE RD	420	12	0	5,040	N/A	N/A	87	\$ -
LA GRANGE/6TH ALLEY	52ND ST	51ST ST	640	16	0	10,240	N/A	N/A	87	\$ -
WASHINGTON/EAST ALLEY	LINCOLN AVE	CALENDAR AVE	640	13	0	8,320	N/A	N/A	87	\$ -
WASHINGTON/EAST ALLEY	COSSITT AVE	LINCOLN AVE	640	13	0	8,320	N/A	N/A	88	\$ -
WASHINGTON/EAST ALLEY	CALENDAR AVE	END	285	13	0	3,705	N/A	N/A	88	\$ -
HARRIS/CALENDAR ALLEY	ARCADE PL	LA GRANGE RD	365	12	0	4,380	N/A	N/A	89	\$ -
LA GRANGE/6TH ALLEY	HARRIS AVE	BURLINGTON AVE	620	16	0	9,920	N/A	N/A	89	\$ -
HARRIS/CALENDAR ALLEY	ASHLAND AVE	ARCADE PL	330	12	0	3,960	N/A	N/A	93	\$ -
HAYES/SAWYER ALLEY	CALENDAR AVE	FINLEY AVE	320	13	0	4,160	N/A	N/A	93	\$ -
SAWYER/WASHINGTON ALLEY	COSSITT AVE	LINCOLN AVE	640	13	0	8,320	N/A	N/A	93	\$ -
SAWYER/WASHINGTON ALLEY	LINCOLN AVE	CALENDAR AVE	640	13	0	8,320	N/A	N/A	94	\$ -
ARCADE PL	HARRIS AVE	CALENDAR AVE	275	13	0	3,575	N/A	N/A	95	\$ -
OGDEN/RICHMOND ALLEY	END	STONE AVE	145	12	0	1,740	N/A	N/A	95	\$ -
HAYES/SAWYER ALLEY	COSSITT AVE	LINCOLN AVE	640	13	0	8,320	N/A	N/A	97	\$ -
LA GRANGE/6TH ALLEY	ALLEY	52ND ST	720	15	0	10,800	N/A	N/A	98	\$ -
PLAINFIELD/52ND ALLEY	END	6TH AVE	250	15	0	3,750	N/A	N/A	98	\$ -
LA GRANGE/6TH ALLEY	COSSITT AVE	END	370	20	0	7,400	N/A	N/A	100	\$ -
OGDEN/RICHMOND ALLEY	STONE AVE	WAIOLA AVE	310	12	0	3,720	N/A	N/A	100	\$ -

Summary Report of Heuer 2009 and 2010 Sewer  
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No.	Pipe Segment		Segment Location	Pipe Material	Pipe Size, (in)	Pipe Length	Comments and Observations	Recommended Repairs	Estimated Repair Cost		
	US-MH#	DS MH#							CIPP Lining	Point Repair	MH
1	C.18.12	C.18.11	125 N LaGrange Rd. (Center of street)	vcp	12	253.4	Pipe Cracks, possible gas line through pipe at 42', 1 Protruding Tap,	Identify and relocate conflict at 42'			
2	C.18.11	C.18.10	LaGrange Road and Ogden Ave (center of street)	vcp	12	191.5	Sag, bend in pipe, Pipe broken in MH C.18.10, camera got stuck and couldn't proceed west.	Check pipe damage from inside manhole to determine if any repairs are required			
3	C.18.9	C.18.8a	Ogden Avenue	brk	24	177	Hole in pipe with void at tap at 119.6, 10:00 position	Repair connection and patch hole		\$ 3,000	
4	C.13.2	C.13.13	1 N LaGrange Road (center of street)	vcp	12	136.5	All connections appear 90-100% clogged/plugged, assumed to be abandoned, Blockage at 136.5	Plug line in both manholes and abandon segment			\$ 5,000
5	C.13.3	C.13.4	39 N LaGrange Road (center of street)	vcp	12	283.4	Mineral deposits, most taps are partially to mostly clogged with deposits, sags, cracks, grease deposits, unknown pipe through sewer at 281.6' - camera cannot pass	Identify and remove/relocate unknown pipe. R & R 10 LF mainline		\$ 5,000	
6	C.1.11.4	C.13.4	Ogden Avenue	vcp	12	389.1	Pipe turns left at 45', grease and mineral deposits, longitudinal cracks, sag, significant cracks 159-153', brick patch at 376.5	CIPP liner	\$ 23,340		
7	C.1.11.3a	C.1.11.3	Ogden Avenue	vcp	12	177	Pipe collapse - top of pipe gone with void with soil visible at 98.2, mineral and grease deposits, longitudinal cracking,	R&R 10 LF of mainline from 93' to 103'		\$ 5,000	
8	C.1.10	Contr Str	Shawmut at Hazel Avenue	vcp	24	333	vertical rod through pipe at 108.5', cracks, heavy roots, blockage at 235.9	Relocate vertical rod, R&R 8 LF of mainline		\$ 5,000	
9	C.26.8	C.26.7	Brainard Avenue	vcp	12	54	Bad break in tap at 12.7', top of main broken at break-in tap at 40.9', material/size change to 10" PVC at 54', sags	R&R 10 LF of mainline at 12.7', R&R 10 LF mainline and connection at 40.9'		\$ 7,000	
10	C.26.7	C.26.6	143 N Brainard Ave (center of street)	vcp	12	194.6	Multiple heavy cracking through 51.5', tap at 51.5' separated from main, Bad connection at 53.9, intruding break in tap at 135.4', intruding break-in connection at 191.9	R&R 10 LF mainline and connections at 51.5' and 53.9'; R&R 10 LF mainline and connection at 135.4'; R&R 10 LF and connection at 191.9', CIPP Liner	\$ 11,700	\$ 5,000	
11	C.26.5	C.26.4	82 N Brainard Ave (center of street)	vcp	15	166.5	Hole in pipe with void at break in tap at 3.5', pipe broken from 11:00 to 5:00 at break-in tap at 112.6 - appears to be a 10" service	R&R 10 LF mainline and connection at 3.5'; R&R 10 LF mainline and connection at 112.6'		\$ 5,000	
12	C.26.4	C.26.3	67 n Brainerd Ave (center of street)	vcp	15	161.9	Reverse set up; hole in pipe with void at break-in tap at 43.6'; intruding break-in tap at 103.3'; hole in pipe with void at break in tap at 142.7'; pipe in from west and east in C26.4 clogged with material	R&R 10 LF mainline and connection at 43.6'; R&R 10 LF mainline and connection at 103.3'; R&R 10 LF of mainline and connection at 142.7'		\$ 7,000	
13	C.26.3	C.26.2	57 N Brainard Ave (center of street)	vcp	15	167.3	Break in tap at 39.0' intruding 1" at bottom; Hole in pipe with void at break-in tap at 50.0, service separated from main; Hole in pipe at break-in tap at 129.5'; Service separated from main at break-in taps at 145.5' and 164.2'	R&R 10 LF of mainline and connection at 50.0', 129.5', 145.5', and 164.1'		\$ 7,000	
14	C.26.2	C.26.1	47 N Brainard Ave (center of street)	vcp	15	170.5	Hole in pipe with void at break-in tap at 2.3'; cracks; break-in tap at 94.0' intruding 1"; Break in tap at 101.9 clogged with debris; bad break-in tap at 152.3' - service separated from main	R&R 10 LF of mainline and connection at 2.3', 94.0', and 152.3'		\$ 7,000	
15	C.26.1	C.26	27 N Brainard Ave (center of street)	vcp	15	151.7	sag; deformation and crown caving at 120'; severe cracks; material change to brick with diameter change; lots of pipe and brick pieces; heavy cracking and caving at 151.7'; final 7-8 not televised	R&R 8LF mainline from 150' to MH; CIPP Liner	\$ 10,640	\$ 3,000	
16	C.26		Brainard Ave & Arlington St (center of street)	vcp	30	95.4		Repair Bench in MH C26			\$ 1,000
17	C.27.6	C.27.5	151 N Park Road	vcp	12	208.4	severe multiple cracks at 2.6'; break in taps at 89.6 and 92.4 intruding 3"; sags; debris in service; pipe broken up from 205' to MH	R&R 8LF mainline and connection at 7.5'; R&R 10 LF mainline and connections at 89.6' and 92.4'; R&R 6LF mainline from 204' to MH		\$ 7,000	

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No.	Pipe Segment		Segment Location	Pipe Material	Pipe Size, (in)	Pipe Length	Comments and Observations	Recommended Repairs	Estimated Repair Cost		
	US-MH#	DS MH#							CIPP Lining	Point Repair	MH
18	C.27.4	C.27.3	89 N Park Road (center of street)	vcp	12	317.6	many mild offsets; break-in taps at 89.3 and 91.4' intruding 2"; sags	R&R 10LF of mainline and connections at 89.3' and 92.4', CIPP Liner, Check video to verify if any point repairs are needed to correct a sag	\$ 19,080	\$ 5,000	
19	C.27.3	C.27.2	67 N Park Rd (center of street)	vcp	12	288.6	slight offset joints; severe crack and floor upheaval at 77' to 81'; holes in pipe at intruding break-in tap at 79.7'; intruding break-in tap at 129.8; bad break-in at 130.2; piece of pipe at crown broken off at MH C.27.2	R&R 10 LF of mainline and connections at 79.7' and 80.2'; R&R 10 LF mainline and connections at 129.8' and 130.2'		\$ 5,000	
20	C.27.2	C.27.1	41 N park Rd (center of street)	vcp	12	176.9	break-in tap at 74.4 intruding 3" multiple cracks at 171.9'	R&R 10LF mainline and connection at 74.4'		\$ 3,000	
21	C.27.1	C.27	29 N Park Rd (center of Street)	vcp	12	184.5	Holes in pipe with soil visible at break-in taps at 48.4' and 52.8', sags; cracks; intruding break-in tap at 135.2'; pipe bends slightly to left at 76'	R&R 10LF mainline and connections at 48.4' and 52.8'; R&R 10 LF mainline and connection at 135.2', CIPP Liner	\$ 11,070	\$ 9,000	
22	C.29.5	C.29.4	156 N Dover Ave (west parkway)	vcp	12	199.2	Service separated from main at 9.3'; unknown pipe through sewer at 43.3' - damage to crown of sewer; Pipe changes to PVC at 54.3'	R&R 10LF mainline and connection at 9.3'; identify and relocate unknown pipe at 43.3'; R&R 10 LF of mainline from 38' to 48', CIPP Liner	\$ 12,000	\$ 7,000	
23	C.28	C.27	Dover & Arlington St (center of Street)	vcp	18	244.2	sag from 5' to 75'; roots' multiple cracks; vertical rod through pipe at 140.9 - possible for grounding street light; reverse set up also done up to blockage	relocate ground rod, R&R 10 LF of mainline		\$ 3,000	
24	C.30.5	C.30.4	172 N Malden Ave (center of street)	vcp	18		unknown pipe through sewer at 7.3'; reverse set up also done up to the blockage	Identify and relocate unknown pipe, R&R 10LF mainline			
25	C.30.4	C.30.3	158 N Malden Ave (center of street)	vcp	12	256.7	Reverse set up; broken pipe at 37.3'; bad connection at 55.2' - lip at connection holding material; Service offset at 92.4; gas line through sewer at 255.9' - pipe broken	NICOR to relocate gas lines and repair sewer pipe; R&R 10LF mainline and connections at 38.2 and 40.6'; R&R 10LF and connections at 55.2 and 92.4'		\$ 5,000	
26	C.30.3	C.30.2	136 N Malden Ave (center of street)	vcp	12	238.6	Significant cracks at 3'; tap at 6.6' intruding 3"; light roots in joints 17-54; Bad break-in connections at 88.2 and 90.1 - pipe intruding and soil visible; bad break-in connections at 137.4', 138.2', 179.4', and 182.9'	R&R 10 LF mainline and connection at 6.6'; R&R 10 LF of mainline and connections at 88.2' and 90.1'; R&R 10 LF of mainline and connections at 179.4 and 182.9, CIPP Liner	\$ 14,340	\$ 5,000	
27	C.30.2	C.30.1	Malden Avenue	vcp	12	161.9	Break-in connections with a pipe introducing at 69.2' and 71.4' large hole in pipe w/soil visible at 82.8', bad break-in connections at 117.8 and 121.1'; gas line through sewer at 161.6 - pipe severely damaged	NICOR to relocate gas line and repair the sewer pipe; R&R 18LF mainline - 68' to 86' and connections at 69.2' and 71.4'; R&R 10 LF mainline and connections at 55.2'; R&R 10 LF mainline and connections at 92.4', CIPP Liner	\$ 9,720	\$ 5,000	
28	C.30.2	C.30.1	90 N Malden Ave (center of street)	vcp	12	74.6'	reverse set-up; some separation between break-in connections and a main at 30.7' and 34.2'; gas line through sewer @ 74.60; 67 LF not televised between gas lines	NICOR to relocate gas line and repair sewer pipe. R&R 10 LF mainline and connections at 30.7' and 34.2 LF'		\$ 3,000	
29	C.30.1	C.30	66 N Malden Ave (center of street)	vcp	12	358.6	sags, bad break-in connection at 155.5; intruding break in connection at 156.2'; service connection at 310.3' separated from main and offset; camera under water from 322' to MH	R&R 10 LF mainline and connections at 155.5' and 156.2'; R&R 10 LF mainline and connection at 310.3		\$ 4,000	
30	C.31	C.30	1106 41st St (center of street)	vcp	18	327	Reverse set up, break in tap at 83.5' has pipe break from 9:00 to 12:00, solid visible, break-in tap at 233.3" intruding 4-5" break in tap at 278.9' intruding 3"	R&R 10 LF mainline and connection at 83.5'; R&R 10 LF of mainline and connection at 233.2'; R&R 10 LF mainline and connection at 278.9'		\$ 5,000	
31	C.30	C.29	1010 41st St (center of road)	vcp	18	328.6	top of pipe broken at intruding break-in tap at 55.5', slight multiple cracks 76-103'; break in tap including approx. 7" at 108.4'; sags; bad break-in tap at 158.2. Top of pipe broken at 163'; intruding break-in connection with pipe broken at 213.5', Hole sin pipe at break-in tap at 265.2'	R&R 10LF mainline and connection at 55.4', R&R 10 LF mainline and connection 108.4'; R&R 12 LF mainline from 157' to 169' and connections at 158.2'; 166.1' and 168.4'; R&R 10 LF mainline and connection at 265.2, CIPP Liner	\$ 26,320	\$ 6,000	

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No.	Pipe Segment		Segment Location	Pipe Material	Pipe Size, (in)	Pipe Length	Comments and Observations	Recommended Repairs	Estimated Repair Cost		
	US-MH#	DS MH#							CIPP Lining	Point Repair	MH
32	C.27.3a	C.27.2a	1104 Arlington St. (center of street)	vcp	12	329.5	Exposed gasket separated from the joint at 119.5, break in tap intruding 5" at 217'; break-in tap introduction 3-4: at 220'	R&R 10 LF mainline and connections at 217' and 220.		\$ 3,000	
33	C.27.2a	C.27.1a	1010 Arlington St (center of street)	vcp	12	324.2	Intruding break-in taps at 86.1 an 276.9; sags	R&R 10 LF mainline and connections at 84.1' and 86.'; R&R 10 LF and connection at 276.9		\$ 5,000	
34	C.27.1a	C.27	908 Arlington St (center of street)	vcp	12	336.1	significant cracks and light roots, broken joint at 170.8 with the hole in the crown, 2-3" break in tap intrusion at 207.7, service offset from the main at 211.9, hole in invert of pipe at 213', pipe broken on top at tap@223'; top of pipe gone at top at 242.8,	R&R 10 LF mainline and connections at 207.7', 211.9' and 214.2'; R&R 10 LF mainline and connection at 223'; R&R 10 LF mainline and connection at 242.8' Full length liner, CIPP Liner	\$ 20,160	\$ 6,000	
35	A.19.1a	A.19	31 S Madison Avenue (center of street)	vcp	12	209	Sag; Broken pipe with soil visible at 185.8; pipe bends to left at 193', straighten at 200', turns slightly right at 206'	R&R 10 LF mainline from 180' to 190'.		\$ 3,000	
36	B15	B14	49th Street		45	19	Deteriorated pipe wall, mineral deposits encrustation; exposed rebar	CIPP lining	\$ 2,850		
37	B14	B13	49th Street		45	122	Deteriorated pipe wall, mineral deposits encrustation	CIPP lining	\$ 18,300		
38	B16	B15	49th Street		45	41	Deteriorated pipe wall, mineral deposits encrustation	CIPP lining	\$ 6,150		
39	B18	B17	49th Street		45	311	Deteriorated pipe wall, mineral deposits encrustation, utility pipe (water main) running through sewer - 10:00 at 2:00 to 295	R&R 30 LF water main under combination. Future lining	\$ 46,650	\$ 10,000	
40	B19	B18	49th Street		42	313	Deteriorated pipe wall, mineral deposits encrustation	CIPP lining	\$ 46,950		
41	B17	B16	49th Street		45	386	Deteriorated pipe wall, mineral deposits encrustation; exposed rebar	CIPP lining	\$ 57,900		
42	B13	B13A	49th Street		45	23	Deteriorated pipe wall, mineral deposits encrustation	CIPP lining	\$ 3,450		
43	B13A	B12	49th Street		45	161	Deteriorated pipe wall, mineral deposits encrustation	CIPP lining	\$ 24,150		
44	B20	B19	50th Street		42	312	Deteriorated pipe wall, mineral deposits encrustation	CIPP lining	\$ 46,800		
45	B23	B22	50th Street		39	335	Deteriorated pipe wall, mineral deposits encrustation, infiltration through joint	CIPP lining	\$ 41,875		
46	B24	B23	50th Street		39	63	Excessive debris, clean and reinspect				
47	B24	B24	50th Street		39	336	Deteriorated pipe wall; exposed rebar, utility pipe (water main) running through sewer at 230'; intruding break-in connection 332.6	R&R 30 LF of water main under combination sewer, patch sewer line. Remove intruding portion of service at 1 foot +/- upstream of MH B 23. Future lining	\$ 42,000	\$ 8,000	
48	B25	B24	50th Street		33	336	Exposed rebar, deteriorated pipe wall, utility pipe (water main) running through sewer - 10:00 to 2:00 at 317	R&R 30 LF of water main under combination sewer. Future lining	\$ 4,200	\$ 8,000	
49	B26	B25	50th Street		33	316	Deteriorated pipe wall; exposed rebar	CIPP lining	\$ 39,500		
50	B18.2	B18.1	Ashland Avenue		12	22	Severe multiple cracks, sags, multiple bad connections, multiple intruding break-in connections at 113.6, 162.9, 163.5, 215.9, hole in pipe with solid visible at 162.9; break in connection separated and offset with soil visible at 11'; pipe in very poor condition from 6' to 22'; multiple cracks at 166' to manhole				
51	B18.1	B18	Ashland Avenue		12	228	Cracks	CIPP lining	\$ 13,680		
52	B18.3A	B18.2A	Ashland Avenue		12	225	services cracked at connection, sag	R&R 10 LF mainline and service connection at 170.8'. R&R 10 LF mainline and service connection at 216.3		\$ 5,000	

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No.	Pipe Segment		Segment Location	Pipe Material	Pipe Size, (in)	Pipe Length	Comments and Observations	Recommended Repairs	Estimated Repair Cost		
	US-MH#	DS MH#							CIPP Lining	Point Repair	MH
53	B18.5A	B18.4A	Ashland Avenue		12	229	Multiple cracks, severe from 10'; pipe broken up at 25' long opening at crown, hole in pipe at crown, soil visible at 77', multiple cracks at 129' - severe at 135' to 195'. This segment is in very poor condition, repairs required.	R&R 35 LF mainline and on service connection from 15' to 50'. R&R 10 LF mainline and two service connections at 146.7 and 149.3. R&R 10 LF mainline and service connection at 199.8. R&R 32 LF mainline from 158' to 190'. CIPP Liner	\$ 13,740	\$ 7,000	
54	B18.4A	B18.3A	Ashland Avenue		12	209	Multiple cracks; heave roots in services	CIPP lining	\$ 12,540		
55	DD3.1A	DD3	Bell Avenue		15	328	Pipe broken, small hole at joint 11', multiple cracks	CIPP lining	\$ 22,960		
56	B31	B30	Brainard Avenue		21	340	Sag; mineral deposit encrustation; multiple fractures	CIPP lining	\$ 27,200		
57	B29	B28	Brainard Avenue		21	139	Cracks	CIPP lining	\$ 12,510		
58	B30	B29	Brainard Avenue		21	196	sags; multiple fractures	CIPP lining	\$ 17,640		
59	B27	B26	Brainard Avenue		21	336	Cracks; separated joint - pipe slightly broken; hole repaired in crown of pipe is using a speed limit sign at 292.4', pipe alignment bends slightly to left - 310 to 320'	CIPP lining	\$ 30,240		
60	B28	B27	Brainard Avenue		21	329	Cracks	CIPP lining	\$ 29,610		
61	B26.1	B26	Brainard Avenue		33	330	Continuous deteriorated pipe wall, exposed rebar, back pitched service at 233.6	CIPP lining	\$ 41,250		
62	B26.2	B26.1	Brainard Avenue		33	228	Sag; exposed rebar	CIPP lining	\$ 28,500		
63	B26.3	B26.2	Brainard Avenue		33	68	Reverse set up. B 26.2 to B 26.3. Deteriorated pipe wall, intruding break-in at 8.4' plugged or full debris; obstacle built into structure - bulkhead w/12" pipe from south	Remove intruding portion of service connection at 8.4'.		\$ 3,000	
64	BB.45	BB.45.1	Carriage Lane (easement)		12	175	Multiple offset and separated joints; hole in the pipe at joint in invert at 38.5', exposed rebar at broken joint; pipe downsizes to 10-inch PVC at 77.7' - mortar at invert at transition; sag; pipe back to 12" rcpand 1020; pipe broken around joint at 149.4'; intruding break-in connection at 155.2'; repairs required	R&R 10 LF mainline at 38.5'. R&R 10 LF mainline from the 148' to 158' and service connections at 149.5 and 155.2', CIPP Liner	\$ 10,500	\$ 5,000	
65	B19.1	B19	Catherine Avenue		12	101	Intruding break-in connections at 46.3' and 98.2'; clay service intruding 5" at 100.6 - service changes to PVC 1' outside mainline, abandoned survey at 100.6 due to the break-in. Repairs required	R&R 10LF mainline and service connections at 46.3', 98.2', and 100.6'		\$ 4,000	
66	B19	B19.1	Catherine Avenue		12	123	(Reverse Setup) sag; intruding break in connections at 75.1 and 76.8'; piece of tile in pipe at 112; root ball at intruding break-in from previous. Repairs required	R&R 101 LF mainline and service connections at 75.1', 76.8. Remove piece of tile from line at 112'. Line pipe.	\$ 7,380		
67	B19.3A	B19.2A	Catherine Avenue		12	210	Multiple cracks	CIPP Lining	\$ 12,600		
68	B19.2A	B19.1A	Catherine Avenue		12	252	Mineral Deposits encrustation, multiple cracks	CIPP lining	\$ 15,120		
69	DD3.5	DD3.6	Edgewood Avenue		10	305	Pipe wall void, material change - PVC to VCP, utility (street light) running through sewer at 303.5- mainline broken with voids and solid visible	R&R 10 LF mainline from 298' to 108'. Re-route street light conduit, CIPP Liner	\$ 15,250	\$ 5,000	
70	DD3.6	DD3.5	Edgewood Avenue		10	26	Reverse Setup. See above	See above.			
71	A33.4	A33.3	Edgewood Avenue		15	314	Cracks	CIPP lining	\$ 21,980		
72	A33.3	A33.2	Edgewood Avenue		15	301	Cracks; bad connections at 245' and 247'	R&R 10 mainline and service connections at 245' and 247'. CIPP Liner	\$ 21,070	\$ 4,000	
73	A33.5	A33.4	Edgewood Avenue		12	77	Multiple cracks, pipe broken at connection at 29.4', R&R; intruding break-in connections at 75.7 and 77'; pipe broken at connection at 77', abandoned survey at 77' due to break-in; Repairs Required	R&R 10 LF mainline and service connections at 29.4'. R&R 10LF of mainline and service connections 75.7' and 77'. CIPP Liner	\$ 4,620	\$ 5,000	

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	US-MH#	DS MH#							CIPP Lining	Point Repair	MH
74	A33.4	A33.5	Edgewood Avenue		12	222	Reverse Setup, multiple cracks, pipe broken at joint and hole with soil visible at 60.2; pipe broken at connection, hole, service separated at 126.8' bad connection with pipe broken at 176.7; abandoned survey at 222.3' heavy rots cannot pass. Repairs required	R&R 10 LF of mainline and service connection at 62.3. R&R 10 LF and service connections at 126.8 R&R 10 LF mainline and service connections at 176.7, CIPP Liner	\$ 13,320	\$ 4,000	
75	A33.6	A33.5	Edgewood Avenue		12	358	Offset Joint at 43'; sags	CIPP Lining	\$ 21,480		
76	BB.41.5	BB.41.4	Glenwood Easement		30	67	Separated joint; pipe slightly deformed	CIPP Lining	\$ 7,370		
77	BB.43.1A	BB.43.1	Glenwood Lane (Easement)		12	122	Pipe Sag offset and separated joint small piece missing at top of pipe - so solid visible; fracture; catch basin discovered not on plans - bottom broken up	CIPP lining	\$ 13,320		
78	BB.43.2A	BB.43.1	Glenwood Lane (Easement)		12	144	Offset and separated joints; fracture; deposits attached intruding break-in connection at 139.2; catch basin	R&R 10 LF mainline and service connection at 139.2. CIPP Liner	\$ 8,640	\$ 3,000	
79	B20.2	B20.1	Kensington Avenue		12	228	<b>Significant cracks; hole with soil visible at 17.9; hole at 64.9 - pipe broken with roots; pipe broken at tee at 71.5' pipe badly broken at crown at 201'; pipe in poor condition with many bad connections. Repairs required</b>	R&R 10 LF mainline and service connections at 17.9 - R&R 10 LF mainline and service connection at 64.9; R&R 10 LF mainline and service connection at 71.5; R&R 10 LF mainline and service connection at 117.1 and 122; R&R 10 LF mainline and service connection at 167.3 & 170; R&R 10 LF mainline and service connection at 220.8;	\$ 13,680	\$ 7,000	
80	B20.3	B20.2	Kensington Avenue		12	222	CIPP: sewer sag; lining blistered at 218.1; roots in services				
81	B20.1	B20	Kensington Avenue		12	227	<b>Cracks; 3" hole in service at connection with soil visible and mainline severely cracked at 44.4'; intruding break-in connection at 40.2 and 142.6; service intruding and badly back pitched at connection at 94.9'; pipe changes to PVC and 179' to MH. Repairs required.</b>	R&R three 10 LF of mainline sewer. CIPP liner	\$ 13,620		
82	B21	B20	Kensington Avenue		42	312	Deteriorated pipe wall; mineral deposit encrustation; intruding break-in connection at 119.7	CIPP Liner	\$ 39,000		
83	B22	B21	Kensington Avenue		42	344	Encrusted mineral deposits and infiltration	CIPP Liner	\$ 43,000		
84	B22.1A	B22	Kensington Avenue		15	220	Mineral deposit encrustation	CIPP Liner	\$ 15,400		
85	B14.5	B14.4	La Grange Road		12	235	Intruding a break-in connection at 1.4'; alignment shifts left at 125'	R&R 10 LF of mainline and service connection at 1.4. CIPP Liner		\$ 4,000	
86	B16.3	B16.2	La Grange Road		12	228	Cracks- significant	CIPP lining	\$ 13,680		
87	B14.6	B14.5	La Grange Road		12	235	Large amount of debris removed from pipe Manhole	CIPP Liner	\$ 14,100		
88	B16.5	B16.4	La Grange Road		12	196	manhole at 191.0 loaded with helper	CIPP Liner	\$ 11,760		
89	B16.4	B16.3	La Grange Road		12	198	Cracks	CIPP Liner	\$ 11,880		
90	B14.2	B14.1	La Grange Road		12	203	Manhole discovered not show on plans at 15'; service at 101.3' full of roots. Heavy roots in mainline.	CIPP lining	\$ 12,180		
91	B16.1	B16	La Grange Road		12	230	Multiple cracks; sag; mineral deposit encrustation	CIPP lining	\$ 13,800		
92	B14.3	B14.2	La Grange Road		12	231	Intruding break-in connection at 75.2' and 115.3'	R&R 10 LF mainline and service connections at 75.2'. R&R 10 LF mainline and service connections at 115.3'.			
93	B15.1A	B15	La Grange Road		12	200	Cracks, mineral deposit encrustation	CIPP lining	\$ 12,000		
94	B15.2A	B15.1A	La Grange Road		12	231	<b>Hole in pipe at break-in connection at 116.5' soil visible with voids; service cracked near connection at 191.9'. Repairs required</b>	R&R 10 LF mainline and service connections at 116.5'. R&R 10 LF mainline and service connections at 191.9'. Line Pipe	\$ 13,860	\$ 4,000	
95	B15.3A	B15.2A	La Grange Road		12	186	Substantial Cracks; big rocks removed at MH 15.3A	CIPP lining	\$ 11,160		

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	US-MH#	DS MH#							CIPP Lining	Point Repair	MH
96	B16.4A	B16.3A	La Grange Road		12	622	<b>Manhole discovered not on plans at 188' and 408'; pipe debris 455'; cracks; broken pipe at 60.8' upstream from mh b16.3a; bottom of pipe broken and jet head getting caught at 68' upstream of MH b16.3a; a lot debris left in this pipe. Approx 45' not taped. repairs required</b>	R&R 20 LF mainline from 55' to 75' upstream of MH B16.3A Line Pipe'.	\$ 37,320	\$ 4,000	
97	A.34.2	A34	Leitch Avenue		18	540	<b>MH not on plans at 51.6'; intruding break-in connection at 254.8'; mineral deposit encrustation; mhs not on plans at 309 and 333.1; hole and small void with soil visible at 448.4</b>	R&R 10 LF mainline and service connections at 254.8'. R&R 10 LF mainline and service connections at 448.4'.		\$ 6,000	
98	A.34.2	A34	Leitch Avenue		18	44	Incomplete, debris, clean and reinspect			\$ 5,000	
99	A.34.3	A.34.2	Leitch Avenue		15	294	<b>Multiple cracks- continuous; pipe cracked at connection at 21'; multiple intruding break-in connections where mainline is broken; hole in pipe with soil visible at 164 and 239'; mainline broken at 239'; service separated from main at 173'. Repairs required</b>	R&R 10 LF mainline and service connections at 20.8' and 23.3'. R&R 10 LF mainline and service connections at 69.2' and 70.8'. R&R 10 LF mainline and service connections at 121.4'. R&R 15 LF mainline and service connections at 164.2 and 173.2'. R&R 10 LF mainline and service connections at 238.1' and 239.1'.		\$ 6,000	
100	A.34.4	A.34.3	Leitch Avenue		15	320	<b>Multiple Cracks at 80'; service offset at 86.3'; hole with large void at intruding break-in connection at 16', mainline is severely cracked from 146' to 180' and at 292-313; cracked service at connection at 293.8'; side of bench gone and trough is broken in mh a34.3. Repairs required</b>	R&R 10 LF mainline and service connections at 86.3' and 88.8'. R&R 16LF mainline and service connections at 146.5' and 147.1'. R&R 10 LF mainline from 170' to 180'. R&R 10LF mainline and service connections at 192.2 and a94.8. R&R 15LF mainline (290' to 305') and service connections at 193.8' and 296.4'. Line pipe. Repair bench in MH A 34.3.	\$ 22,400	\$ 6,000	\$ 1,000
101	A.34.4	A34.3	Leitch Avenue		15	83	Roots debris; clean and reschedule				
102	A.34.6	A.34.5	Leitch Avenue		12	355	Cracks	CIPP lining	\$ 21,300		
103	A.34.5	A.34.4	Leitch Avenue		12	359	<b>Service at tee broken at 46.1'; hole w/roots; break in connection intruding 4", hole with roots coming in at 93.5'; cracks; abandoned survey due to debris at 132'; video missing on DVD from 139.4-357.</b>	R&R 10LF of mainline and service connection at 46.1'. R&R 10LF mainline and service connection at 93.4. Line pipe.	\$ 21,540	\$ 4,000	
104	BB.43.3	BB.43.2	Mason Drive (Easement)		12	155	Offset and separated joints; sag; small holes in pipe patched, catch basin at 155' not on plans, sump damaged	CIPP lining	\$ 9,300		
105	BB.43.2A	BB.43.2A	Mason Drive (Easement)		12	190	Offset and separated joints; fractures; hole repaired at 61.2; catch basin not on plans at 190' - bottom broken up	Repair catch basin bottom			\$ 1,000
106	BB.41.6	BB.41.5	Mason Drive (Easement)		30	337	<b>Many large joint separations; soil and groundwater issues; pipe deformed - egg shaped</b>	CIPP lining	\$ 37,070		
107	D7	D6	Ogden Avenue		10	330	Cracks; mineral deposits	CIPP lining	\$ 16,500		
108	DD3.1A1A	DD3.1A	Peck Avenue		10	271	<b>Pipe broken at crown &amp; on side with hole and visible soil at 88.1'; multiple cracks; offset joint; pipe broken at joint at 237'. Repairs required.</b>	R&R 10 LF mainline from 84' to 94'. R&R 10 LF mainline from 232' to 242'. Line pipe.	\$ 13,550	\$ 4,000	
109	D7.3	D7.2	Peck Avenue		8	199	Multiple cracks, sag.	CIPP lining	\$ 7,960		
110	D7.2	D7.1	Peck Avenue		8	323	<b>Multiple cracks; hole in pipe at 323.8'; pipe broken at connection to MHD7.1; bench in manhole broken up. Repairs required</b>	R&R 6LF mainline from 228' to 234' (at manhole) Repair bench in MH D 7.1		\$ 3,000	\$ 1,000
111	D7.1	D7	Peck Avenue		8	220	Incomplete, debris, clean and re-inspect.	-			\$ 3,000

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	US-MH#	DS MH#							CIPP Lining	Point Repair	MH
112	D7.1	D7	Peck Avenue		8	317	<b>Service cracked &amp; separated, mainline broken at connection at 123.3'; multiple cracks, sags. Repair required.</b>	R&R 10 LF mainline and service connection at 123.3. Line pipe	\$ 12,680	\$ 4,000	
113	DD3.1A1A	DD3.1A2A	Peck Avenue		10	145	<b>Cracks, intruding break-in connection at 57'; broken pipe with holes &amp; visible soil at 58' &amp; 145.5'; survey abandoned at 145.5' due to missing tile; roots and debris left in pipe. Incomplete TV. Repair required.</b>	R&R 10 LF mainline and service connection at 57.0'. R&R 10 LF mainline from 140' to 150'. Line pipe	\$ 7,250	\$ 4,000	
114	D7.4	D7.3	Peck Avenue		8	188	<b>Pipe broken at connection - void with soil visible at 18'; service separated from mainline at 75.6'; cracks; sag. Repairs required.</b>	R&R 10 LF mainline and service connection at 18.0'. R&R 10 LF mainline and service connection at 75.6'. Line pipe.	\$ 7,520	\$ 4,000	
115	DD3.1A2	DD3.1A1	Peck Avenue		10	154	Cracks in pipe.	CIPP lining	\$ 7,700		
116	DD3.1A1	DD3.1A	Peck Avenue		10	82	<b>Mineral deposit encrustation; bad point repair at 72'; hole &amp; possibly gravel entering mainline; nozzle couldn't get through; reverse set up done. Repair required.</b>	R&R 10 LF mainline from 68' to 78'. Line pipe.	\$ 4,100	\$ 3,000	
117	DD3.1A	DD3.1A1	Peck Avenue		10	270	<b>Reverse Setup. Break in at 164'; point repair at 142'</b>				
118	D7.5	D7.4	Peck Avenue		8	207	Multiple Cracks	CIPP lining	\$ 8,280		
119	D7.6	D7.5	Peck Avenue		8	224	Multiple Cracks	CIPP lining	\$ 8,960		
120	A.35.1	A.35	Peck Avenue		18	436	Buried Manhole at 196'; cracks	Uncover Manhole, adjust rim. CIPP liner	\$ 34,880		\$ 2,000
121	A.35.2	A.35.1	Peck Avenue		15	290	Cracks	CIPP liner	\$ 20,300		
122	A.35.3	A.35.2	Peck Avenue		15	328	Multiple cracks, sag.	CIPP liner	\$ 22,960		
123	A.35.5	A.35.4	Peck Avenue		12	114	<b>Multiple cracks; service broken at tee at 5.7' and 8.3'; piece of tile pushed into line at 113'; break-in connection intruding 80% into the line - camera cant get through - abandoned survey at 114'.</b>	R&R 10 LF mainline and service connections at 5.7 and 8.3'. R&R 10LF mainline and service connection at 113.5'. CIPP liner	\$ 6,840	\$ 5,000	
124	A.35.4	A.35.5	Peck Avenue		12	141	<b>Reverse Setup; Break-in connection intruding 3" at 42.5'; service offset at 82.2'; pipe broken at 7:00 position; survey abandoned at 141' due to roots. Approx 45' not televised. Repairs required.</b>	R&R 10 LF mainline and service connection at 42.5'. R&R 10 LF mainline and service connections at 82.2' and 82.5'. CIPP Liner	\$ 8,460	\$ 4,000	
125	A.35.4	A.35.3	Peck Avenue		12	333	<b>Intruding break-in connection at 13'; multiple cracks - continuous; mineral deposit encrustation; pipe broken at connection at 114.5'; intruding break-in connection with openings at 158.6'; tee broken in service at 162.3'; hole in pipe at connection with soil visible at 210'; big crack at 252'; tee broken in service at 281'; pipe broken with hole/void at 323' solid visible; both sides in manhole A35.3 have holes w/voids, soil visible. Repairs needed</b>	R&R 10 LF mainline and service connection at 13.0'. R&R 10 LF mainline and service connection at 114.5'. R&R 10 LF mainline and service connection at 158.6 & 162.3'. R&R 10 LF mainline and service connection at 210.0'. R&R 10 LF mainline and service connection at 252.0'. R&R 10 LF mainline and service connection at 281.0'. R&R 10 LF mainline and service connection at 323.0'. Repair bench in MH A 35.3. CIPP Liner	\$ 19,980	\$ 8,000	
126	DD3.1A	DD3	Peck Avenue		15	327	Multiple cracks; tile missing - pipe broken with small hole at joint at 11'	R&R 10 LF mainline from 5' to 15'/ CIPP liner	\$ 22,890	\$ 3,000	
127	B23.2	B23.1	Spring Avenue		15	230	Cracks	CIPP Lining	\$ 16,100		
128	B23.1	B23	Spring Avenue		15	216	Cracks	CIPP Lining	\$ 15,120		
129	B23.4A	B23.3A	Spring Avenue		15	125	Major sag, pipe 100% full - camera under water MH to MH	TBD			
130	B25.1	B25	Stone Avenue		15	354	Pipe sags; intruding break-in connection at 308'	R&R 10 LF mainline and service connection at 308.0'. CIPP liner	\$ 24,780	\$ 3,000	
131	B25.2A	B25.1A	Stone Avenue		15	320	Separated joint; sags; debris in services	CIPP Liner	\$ 22,400		

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	US-MH#	DS MH#							CIPP Lining	Point Repair	MH
132	B25.3A	B25.2A	Stone Avenue		12	21	Hole in pipe at crown - patched from outside; multiple fractures - significant; manhole has water cover on it	CIPP Liners	\$ 1,260		
133	B25.1A	B25	Stone Avenue		15	324	sags; intruding break-in connections at 75.6 & 177.4	R&R 10 LF mainline and service connection at 75.6'. R&R 10 LF mainline and service connection at '.		\$ 4,000	
134	A31.3	A31.2	Sunset Avenue		18	220	Cracks	CIPP lining	\$ 17,600		
135	A31.2	A31.1	Sunset Avenue		18	215	Cracks; sag	CIPP Lining	\$ 17,200		
136	A31.4	A31.3	Sunset Avenue		18	263	Cracks	CIPP Lining	\$ 21,040		
137	A31.5	A31.4	Sunset Avenue		15	356	<b>Buried brick manhole at 182'; hole at 306.4' soil visible; service is offset &amp; separated from whole broken into mainline - void with solid visible. Repairs required</b>	Uncover manhole, adjust rim. R&R 10 LF mainline and service connection at 306.4'. CIPP Liner	\$ 24,920	\$ 3,000	
138	A31.6	A31.5	Sunset Avenue		15	211	Cracks	CIPP Lining	\$ 14,770		
139	A31.8	A31.7	Sunset Avenue		15	260	Cracks	CIPP Lining	\$ 18,200		
140	A31.7	A31.6	Sunset Avenue		15	241	Multiple Cracks	CIPP Lining	\$ 16,870		
141	B24.6	B24.5	Waiola Avenue		12	222	Sags; bad break-in connection at 52' - hole cut too large	R&R 10 LF mainline and service connection at 51.8 & 52.2'. CIPP Liner	\$ 13,320	\$ 4,000	
142	B24.5	B24.4	Waiola Avenue		15	210	Sag; intruding break-in connection at 89' with roots around	R&R 10 LF mainline and service connection at 89.0'. CIPP Liner	\$ 14,700	\$ 3,000	
143	B24.1	B24	Waiola Avenue		15	226	<b>Sags; hole with solid visible at 154.7' &amp; large void over top of lateral - stone removed from pipe coming from hole. Repair Required</b>	R&R 10 LF mainline and service connection at 154.7'. CIPP Liner	\$ 15,820	\$ 3,000	
144	B24.4A	B24.3A	Waiola Avenue		12	41	Pipe sag; offset & separated joint; deposits attached grease; end manhole buried.	Uncover manhole, adjust rim, CIPP Liner	\$ 2,460		\$ 2,000
145	B24.3A	B24.2A	Waiola Avenue		15	172	<b>Manhole B.24.31 is buried - Raise manhole, root ball</b>	Uncover manhole, adjust rim, CIPP Liner	\$ 12,040		\$ 2,000

Subtotals: \$ 1,849,125 \$ 327,000 \$ 18,000

Grand Total: \$ 2,194,125

*Summary Report of 2008 Sewer System  
Evaluation Sewer Televising Project*

No.	Pipe Segment		Pipe Material	Pipe Size, (in)	Pipe Length (ft)	Comments and Observations	Recommended Repairs	Estimated Repair Cost		
	US-MH#	DS MH#						CIPP Lining	Point Repair	MH
146	25.1A	25.2A	vcp	12	278	Cracked pipe throughout sewer, PI, Light Roots, 1 Dip, 1 protruding service, broken pipe at 151.3'	CIPP Liner, R&R 5LF of mainline at the broken pipe	\$ 17,000	\$ 3,000	
147	A.23.4A.1	A.23.4A.2	vcp	12	? > 150.2	Broken Pipe - Inspection ended	CIPP Liner, R&R 5LF of mainline at the broken pipe	\$ 9,600	\$ 3,000	
148	A.26.2A.1	A.26.2A	vcp	15	160.5	Cracked pipe throughout sewer	CIPP Liner	\$ 11,270		
149	A.26.2A	A.26.1A	vcp	15	148.3	Cracked pipe throughout sewer	CIPP Liner	\$ 10,430		
150	A.23.6A	A.23.3A	vcp	12	221.7	Cracked pipe throughout sewer, 2 protruding services	CIPP Liner	\$ 13,320		
151	A.23.3a	A.23.2a	vcp	15	184.5	Cracked Pipe Intermittently	CIPP Liner	\$ 12,950		
152	A.18.2a.7	A.18.2a.6	vcp	15	279.7	Cracked pipe throughout sewer, Buried MH at 279.7	CIPP Liner, and locate and expose MH	\$ 19,600		\$ 2,000
153	A.18.2a.6	A.18.2a.5	vcp	15	175.3	Cracked pipe throughout sewer	CIPP Liner	\$ 12,250		
154	A.23.2a	A.23.1a	vcp	15	181.6	Cracked pipe throughout sewer	CIPP Liner	\$ 12,740		
155	A.18.2a.5	A.18.2a.4	vcp	15	151.5	Cracked pipe throughout sewer, 1 Dip	CIPP Liner, check video to determine if the dip needs to be repaired	\$ 10,640		
156	A.23.1a	A.23	vcp	15	184.2	Cracked pipe throughout sewer, 1 protruding service	CIPP Liner	\$ 12,950		
157	A.18.2A.3	A.18.2A.2	vcp	15	187.6	Cracked pipe throughout sewer, 2 Dips in pipe	CIPP Liner, check video to determine if the dip needs to be repaired	\$ 13,160		
158	A.18.2A.2	A.18.1A.2	vcp	10		Inspection ended at 12.5'. The report does not indicate why the inspection ended	Check the video to determine why the video inspection ended			
159	A.18.2A.2	A.18.2A.1	vcp	15	214.1	Cracked pipe throughout sewer	CIPP Liner	\$ 15,000		
160	A.22.2A.1	A.22.2A	vcp	12	205.6	Cracked pipe throughout sewer, 2 Protruding services, 1 Hole in Pipe, Utility Line through sewer	Have utility remove utility from sewer and repair sewer, CIPP Liner	\$ 12,360		
161	A.21.3A	A.21.2A	vcp	12	164	1 Dip, 1 Separated joint, 2 offset joints	Review video to determine if the offset joints are lineable or need point repairs, CIPP Liner	\$ 9,840		
162	A.18.3A.8	A.18.3A.7	vcp	12	210.5	Cracked pipe throughout sewer, 1 Dip, 1 protruding service, 1 Hole in Pipe	CIPP Liner, Review video to determine if the dip and hole need to be replaced, or if a liner will fix everything.	\$ 12,660		
163	A.21.2A	A.21.1A	vcp	12	151.6	Cracked pipe throughout sewer, pipe collapsing at 129.1'	CIPP Liner, R&R 5 feet of mainline	\$ 9,120	\$ 3,000	
164	A.22.6A	A.22.5A	vcp	12	117.6	Cracked pipe throughout sewer	CIPP Liner	\$ 7,080		
165	A.22.5a	A.22.4A	vcp	12	124.4	1 Protruding service, 1 Dip.	Review the video to determine if the 'dip' needs to be fixed.			
166	A.18.3A.7	A.18.3A.6	vcp	12	125.6	Cracked pipe throughout sewer	CIPP Liner	\$ 7,560		
167	A.18.3A.6	A.18.3A.5	vcp	12	200.2	Cracked pipe throughout sewer	CIPP Liner	\$ 12,000		
168	A.20.6A.1	A.20.6A	vcp	15	134.6	1 dip, 1 separated joint at 52.1', 1 pipe running through main 57.1'	Review video to determine if the dip or separated joint needs to be fixed. Determine who owns the pipe going through the sewer and have them remove the pipe and fix the sewer. CIPP Liner	\$ 9,450		
169	A.18.3A.3	A.18.3A.2	vcp	12	328.3	Cracked pipe throughout sewer, 2 Dips in pipe	CIPP Liner, review video to determine if the dips need to be fixed.	\$ 19,740		
170	A.20.6A	A.20.5A	vcp	15	169	Sewer Report References "Wash Out" at 166.9'	Review the video to determine what "Wash Out" is and if it needs repair			
171	A.20.9A	A.20.7A	vcp	12	183.7	1 dip, 3 pipe crack locations	Review the video to determine if a CIPP liner is warranted			
172	A.18.3A.2	A.18.3A.1	vcp	12	194.7	Dip, Cracked pipe throughout sewer	CIPP Liner, review video to determine if the dip needs to be repaired	\$ 11,700		
173	A.18.1A.9	A.18.1A.8	vcp	12	82.2	Dip, Cracked pipe throughout sewer	CIPP Liner, review video to determine if the dip needs to be repaired	\$ 4,920		
174	A.18.1A.8	A.18.1A.7	vcp	12	95.5	Roots at 3 joints.	CIPP Liner to keep roots out.	\$ 5,760		
175	A.18.1A.7	A.18.1A.6	vcp	12	114.9	3 dips and Cracked pipe throughout sewer	CIPP Liner, review video to determine if the dips need to be repaired	\$ 6,900		

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Evaluation Sewer Televising Project*

No.	Pipe Segment		Pipe Material	Pipe Size, (in)	Pipe Length (ft)	Comments and Observations	Recommended Repairs	Estimated Repair Cost		
	US-MH#	DS MH#						CIPP Lining	Point Repair	MH
176	A.18.1A.6	A.16.1A.5	vcp	12	114.5	1 dip, 1 offset joint, Cracked pipe throughout sewer, 1 hole at 114.00'	CIPP Liner, review video to determine if the hole in the pipe can be fixed with a liner (or if a point repair is needed) and to check if the dip needs to be corrected.	\$ 6,870		
177	A.18.1A.4	A.18.1A>5	vcp	12	118.7	offset joint at 112.8, and intermittent light roots	CIPP liner to keep roots out. Review video to determine if the offset joint warrants a point repair	\$ 7,140		
178	A.20.7B	A.20.6A	vcp	12	98	1 dip, 1 hole, 1 offset joint	CIPP Liner, review the video to determine if a Point Repair is needed to correct the hole	\$ 5,880		
179	A.19.3A	A.19.4A	vcp	12	45.8	1 offset joint	review the video to determine the offset joint warrants a point repair			
180	A.19.3A	A.19.2A	vcp	12	53.6	Cracked Pipe Intermittently	CIPP Liner	\$ 3,240		
181	A.20.4a.1	A.20.4a.2	vcp	12	22.3	pipe is starting to collapse at 14'	point repair		\$ 3,000	
182	A.20.4a.1	A.20.4a.2	vcp	12	169.7	Cracked pipe throughout sewer	CIPP Liner	\$ 10,200		
183	A.18.1a.4	A.18.1a.3	vcp	12	180	Cracked pipe throughout sewer, and 1 dip	CIPP Liner, review video to determine if a point repair is needed to correct the dip	\$ 10,800		
184	A.18.1a.3	A.18.1a.2	vcp	12	256.4	Cracked pipe throughout sewer and light roots throughout	CIPP Liner	\$ 15,360		
185	A.18.1a.2	A.18.1a.1	vcp	12	168.6	Cracked pipe throughout sewer, and 3 dips	CIPP Liner, check video to determine if the dip needs to be repaired	\$ 10,140		
186	A.20.4A.2	A.20.4A.3	vcp	12	158.1	1 hole at 151.8 ft	CIPP Liner, check video to determine if a point repair is needed to correct the hole	\$ 9,540		
187	A.20.4A.3	Blind Connection	vcp	12	147.2	Protruding service to trim, joint separated	Check the video to determine if the separated joint warrants a liner/point repair	\$ 8,820		
188	A.26.3A	A.26.4A	vcp	12	347.4	1 offset joint, Cracked pipe throughout sewer, 3 dips	CIPP Liner, review the video to determine if a Point Repair is needed to correct the offset joints or dips	\$ 20,820		
189	A.26.4A	A.26.5A	vcp	12	111	severe offset at 85.7'	R&R 5 LF of sewer mainline to correct the offset joint.		\$ 3,000	
190	A.26.5A	A.26.6A	vcp	12	276.5	Cracked pipe throughout sewer and dips in line	CIPP liner, check the video to determine if the dips need to be corrected with a point repair	\$ 16,620		
191	A.26.6A	A.22.3A	vcp	12	345.5	Cracked pipe throughout sewer	CIPP Liner	\$ 20,760		
192	A.26.6A	A.22.3A	vcp	12	345.5	Cracked pipe throughout sewer and roots at joints	CIPP Liner	\$ 20,760		
193	C.1.11.3	C.1.11.2	vcp	12	269.2	Cracked pipe throughout sewer	CIPP Liner	\$ 16,200		
194	C.1.11.2	C.1.11.1	vcp	12	89.6	Cracked pipe throughout sewer, severe joint offset at 85.7'	CIPP Liner and R&R 5 LF of mainline, check the video to determine if the point repair is warranted.	\$ 5,400	\$ 3,000	
195	C.1.11.1	C.1.11	vcp	12	190.5	Cracked pipe throughout sewer, 2 severe offset joints	CIPP Liner and R&R of two 5 LF of mainline, check the video to determine if the point repair is warranted.	\$ 11,460	\$ 5,000	
196	C.1.14	C.1.13	vcp	12	216.5	Cracked pipe throughout sewer and light roots at some joints	CIPP Liner	\$ 13,020		
197	C.1.13	C.1.11	vcp	12	140.3	Cracked pipe throughout sewer	CIPP Liner	\$ 8,400		
198	C.1.15A	C.1.14	vcp	12	175.9	Cracked pipe throughout sewer and roots at joints	CIPP Liner	\$ 10,560		
199	C.1.15A	C.1.15	vcp	12	90.2	pipe obstruction, offset joint	R&R 5 LF of mainline, check the video to determine if the point repair is warranted.		\$ 3,000	
200	C.1.11	C.1.10	vcp	12	365.1	Cracked pipe throughout sewer and protruding tap to grind	CIPP Liner	\$ 21,900		
201	A6.4	A6.3	vcp	24	94.5	Cracked pipe throughout sewer and 2 holes at 26.10	CIPP Liner and R&R of 5 LF of mainline, check the video to determine if the point repair is warranted.	\$ 9,450	\$ 3,000	
202	A6.3	A6.3A	vcp	24	161.7	Cracked pipe throughout sewer	CIPP Liner	\$ 16,170		
203	A6.3A	A6.3B	vcp	24	115.4	Cracked pipe throughout sewer	CIPP Liner	\$ 11,540		
204	A.6.3B	A.6.3C	vcp	24	450.4	Cracked Pipe Intermittently and light roots in some joints, buried manhole at 348.50'	CIPP Liner, expose manhole	\$ 34,850		\$ 2,000

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No.	Pipe Segment		Pipe Material	Pipe Size, (in)	Pipe Length (ft)	Comments and Observations	Recommended Repairs	Estimated Repair Cost		
	US-MH#	DS MH#						CIPP Lining	Point Repair	MH
205	A6.2	A6.2A	vcp	24	279.7	light roots intermittenly	CIPP liner to keep out roots	\$ 27,970		
206	A6.2D	A6.1	vcp	24	146.4	Cracked pipe throughout sewer	CIPP Liner	\$ 14,640		
207	A6.1	A6.1A	vcp	24	303.3	Cracked pipe throughout sewer, offset joint at 167.7	CIPP Liner, review video to verify if a point repair is needed to fix the offset joint	\$ 30,330		
208	A6.1A	Blind Connection	vcp	24	296.6	Cracked pipe throughout sewer and 1 hole at 218.30	CIPP Liner, review video to verify if a point repair is needed to fix the hole in the pipe.	\$ 29,660		
209	A.23.12	A.23.11	vcp	12	161.3	Cracked pipe throughout sewer, roots at intermittent joints, trim 1 tap	CIPP Liner	\$ 9,660		
210	A.23.13	A.23.12	vcp	12	175.7	Cracked pipe throughout sewer	CIPP Liner	\$ 10,680		
211	A.23.11	A.23.10	vcp	12	158.5	Cracked pipe throughout sewer, and 2 protruding taps	CIPP Liner, review the video to determine what "Wash out Concrete" is and if it needs to be fixed.	\$ 9,540		
212	A.23.10	A.23.9	vcp	12	161	Cracked pipe throughout sewer, 4 protruding taps, hole @ 149.20'	CIPP Liner, review video to verify if a point repair is needed to fix the hole in the pipe.	\$ 9,660		
213	A.23.9	A.23.8	vcp	10	358.5	Cracked pipe throughout sewer, 2 protruding taps, roots at some joints	CIPP Liner	\$ 17,950		
214	A.23.9	A.23.8	vcp	10	358.5	Cracked pipe throughout sewer	CIPP Liner	\$ 17,950		
215	A.23.8	A.23.7	vcp	10	185.6	Cracked pipe throughout sewer, Collapsing at 66.5 and 91.5', 3 PTs, Roots	CIPP Liner, R&R 2 5LF mainline sections	\$ 9,300	\$ 5,000	
216	A.23.7	A.23.6	vcp	10	156.9	Cracked pipe throughout sewer, 4 protruding services, 1 Dip	CIPP Liner	\$ 8,000		
217	A.25.2	A.25.1	vcp	10	436.2	Cracked pipe throughout sewer, 1 protruding services, 2 Offset joints, Roots	CIPP Liner, review video to verify if a point repair is needed to fix the offset joints	\$ 21,800		
218	A.25.2	A.25.1	vcp	10	436.2	Cracked pipe throughout sewer, 1 Dip, Roots,	CIPP Liner	\$ 21,800		
219	A.23.5.2a	A.23.5.1a	vcp	8	199.6	Cracked pipe throughout sewer, 6 Dips, Roots	CIPP Liner, review video to verify if a point repair is needed to fix any of the Dips	\$ 8,000		
220	A.25.1	A.25	vcp	10	124	Cracked pipe throughout sewer, Hole in pipe, Roots	CIPP Liner, review video to verify if a point repair is needed to fix the hole in the pipe.	\$ 6,200		
221	A.26.12	A.26.11	vcp	15	153.3	Cracked pipe throughout sewer, 1 protruding service	CIPP Liner	\$ 10,710		
222	A.26.11	A.26.10	vcp	15	159.4	Cracked pipe throughout sewer, MH 26.10 falling apart	CIPP Liner, Rehab MH 26.10	\$ 11,200		\$ 3,000
223	A.26.10	A.26.9	vcp	15	170.3	Cracked pipe throughout sewer	CIPP Liner	\$ 11,900		
224	A.26.9	A.26.8	vcp	15	121.2	Cracked pipe throughout sewer, 1 Dip	CIPP Liner	\$ 8,470		
225	A.26.8	A.26.9	vcp	15	64.9	Cracked pipe throughout sewer, 1 PT, Pipe Broken	CIPP Liner, review video to verify if a point repair is needed to fix the hole in the pipe.	\$ 4,550		
226	A.23.5.4	A.26	vcp	8	31	Cracked pipe throughout sewer, severe O]	CIPP Liner, R&R 5 LF of mainline	\$ 1,240	\$ 3,000	
227	A.23.5.4	A.23.5.3	vcp	12	343.2	Cracked pipe throughout sewer, 1 Protruding service	CIPP Liner	\$ 20,580		
228	A.23.5.3	A.23.5.2	vcp	12	336.8	Cracked pipe throughout sewer, Roots, 1 protruding service	CIPP Liner	\$ 20,220		
229	A.23.5.2a	A.23.5.1	vcp	12	351	Cracked pipe throughout sewer, Roots, 1 Offset Joint, 1 Dip, 1 Hole	CIPP Liner, review video to verify if a point repair is needed to fix the hole in the pipe.	\$ 21,060		
230	A.23.5.1	A.23.5	vcp	12	347.2	Cracked pipe throughout sewer, Roots, 2 Dip, 1 Hole,	CIPP Liner, review video to verify if a point repair is needed to fix the hole in the pipe.	\$ 20,820		
231	A.23.6	A.23.5	vcp	12	347.6	Cracked pipe throughout sewer, 1 Hole, 1 Broken Pipe, 1 Dip,	CIPP Liner, review video to verify if a point repair is needed to fix the hole in the pipe.	\$ 20,820		
232	A.23.5	A.23.4	vcp	12	317.9	Cracked pipe throughout sewer, Roots,	CIPP Liner	\$ 19,080		
233	A.24.2	A.24.1	vcp	12	321.6	Cracked pipe throughout sewer, Roots	CIPP Liner	\$ 19,320		
234	A.24.1	A.24	vcp	12	318.1	Cracked pipe throughout sewer, Light Roots, 1 offset joint	CIPP Liner, review video to verify if a point repair is needed to fix the offset joint.	\$ 19,140		
235	A.23.4.7	A.23.4.6	vcp	12	168.9	Cracked pipe throughout sewer, Roots, 1 Dip	CIPP Liner, review video to verify if a point repair is needed to fix the dip	\$ 10,140		
236	A.23.4.6	A.23.4.5	vcp	12	169.9	Cracked pipe throughout sewer, 1 Dip,	MP full length liner, review video to verify if a point repair is needed to fix the dip	\$ 10,200		

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	US-MH#	DS MH#						CIPP Lining	Point Repair	MH
237	A.23.4.5	A.23.4.4	vcp	12	176.9	Cracked pipe throughout sewer, 1 offset joint, Light Roots, 1 Dip,	CIPP Liner, review video to verify if a point repair is needed to fix the dip or offset joint	\$ 10,620		
238	A.23.4.4	A.23.4.3	vcp	12	172.9	Cracked pipe throughout sewer, 2 protruding service, 1 Dip, Light Roots	CIPP Liner, review video to verify if a point repair is needed to fix the dip	\$ 10,380		
239	A.23.4.1	A.23.4	vcp	12	185.8	Cracked pipe throughout sewer, Pipe starting to collapse, 2 Dip, 1 Protruding Service	MP full length liner, review video to verify if a point repair is needed to fix the collapse	\$ 11,160		
240	A.23.4	A.23.3	vcp	18	26.5	Cracked pipe throughout sewer, Collapsed pipe	MP full length liner, R&R 5LF of mainline	\$ 24,000	\$ 3,000	
241	A.23.3	A.23.4	vcp	18	273.8	Cracked pipe throughout sewer, 3 Protruding services				
242	A.23.3	A.23.2	vcp	18	313.6	Cracked pipe throughout sewer, 1 protruding service, Light Roots	CIPP Liner	\$ 25,120		
243	A.23.2	A.23.1	vcp	18	298	Cracked pipe throughout sewer, Light Roots, 2 Pipe starting to collapse, 2 protruding services	CIPP Liner, R&R two 10' mainline sections	\$ 23,840	\$ 5,000	
244	A.23.1	A.23	vcp	18	267.4	Cracked pipe throughout sewer, 1 Dip, Heavy Roots end inspection	CIPP Liner, review video to verify if a point repair is needed to fix the dip	\$ 21,360		
245	A.23	A.23.1	vcp	18	45	Cracked pipe throughout sewer, Heavy Roots				
246	A.22.14	A.22.13	vcp	12	155.1	Cracked pipe throughout sewer	CIPP Liner	\$ 9,300		
247	A.22.13	A.22.12	vcp	12	175.3	Cracked pipe throughout sewer, 1 Offset Joint	CIPP Liner, review video to verify if a point repair is needed to fix the offset joint	\$ 10,500		
248	A.22.12	A.22.11	vcp	12	167.4	Light Roots intermittently	CIPP Liner	\$ 10,020		
249	A.22.11	A.22.10	vcp	12	167.5	Cracked pipe throughout sewer, Light Roots, 1 Dip	CIPP Liner, review video to verify if a point repair is needed to fix the dip	\$ 10,050		
250	A.22.10	A.22.9	vcp	12	171.8	1 Dip, Light Roots	CIPP Liner	\$ 10,320		
251	A.22.8	A.22.7	vcp	12	174.1	Light Roots	CIPP Liner	\$ 10,440		
252	A.22.5	A.22.4A	vcp	12	150.3	Cracked pipe throughout sewer, Roots	CIPP Liner	\$ 9,000		
253	A.22.4	A.22.3	vcp	12	140.1	Cracked pipe throughout sewer, Light Roots, broken pipe	CIPP Liner, review video to verify if a point repair is needed to fix the broken pipe.	\$ 8,400		
254	A.22.6	A.22.5	vcp	12	162.5	Cracked pipe throughout sewer, Roots, 1 Protruding service	CIPP Liner	\$ 9,720		
255	A.22.3	A.22.2	vcp	12	139.6	Cracked pipe throughout sewer, Heavy Roots, 1 Dip,	CIPP Liner, review video to verify if a point repair is needed to fix the dip	\$ 8,400		
256	A.22.2	A.22.1	vcp	12	307.5	Cracked pipe throughout sewer, Heavy Roots, 1 offset joint, Hole	CIPP Liner, R&R two 10' mainline sections	\$ 18,420	\$ 5,000	
257	A.22.1	A.22	vcp	12	288.9	Cracked pipe throughout sewer, Roots	CIPP Liner	\$ 17,340		
258	A.21.14	A.21.13	vcp	12	154.3	Cracked pipe throughout sewer, Light Roots	CIPP Liner	\$ 9,240		
259	A.21.13	A.21.12	vcp	12	144.6	Cracked pipe throughout sewer, 2 Offset Joints,	CIPP Liner, review video to verify if a point repair is needed to fix the offset joints	\$ 8,700		
260	A.21.12	A.21.11	vcp	12	183	Cracked pipe throughout sewer, Light Roots, 1 Offset Joint	CIPP Liner, review video to verify if a point repair is needed to fix the offset joint	\$ 10,980		
261	A.21.11	A.21.10	vcp	12	178.1	Cracked pipe throughout sewer, 3 Offset Joints, 2 dip, 1 Protruding service,	CIPP Liner, review video to verify if a point repair is needed to fix the offset joints	\$ 10,680		
262	A.21.10	A.21.9	vcp	12	179.8	Cracked pipe throughout sewer, 1 Dip, 1 Protruding service,	CIPP Liner, review video to verify if a point repair is needed to fix the dip	\$ 10,800		
263	A.21.9	A.21.8	vcp	12	173.7	1 Dip, Cracked pipe throughout sewer,	CIPP Liner	\$ 10,380		
264	A.21.8	A.21.7	vcp	12	170.2	Cracked pipe throughout sewer, 2 Protruding Services, 2 Dip, Leaking Joint	CIPP Liner, review video to verify if a point repair is needed to fix the dips	\$ 10,200		
265	A.21.7	A.21.6	vcp	15	179.1	Cracked pipe throughout sewer	CIPP Liner	\$ 12,600		
266	A.21.6	A.21.5	vcp	15	194.4	Cracked pipe throughout sewer,	CIPP Liner, Review the video to determine what "Wash Out" is and if it needs to be corrected	\$ 13,580		
267	A.21.5	A.21.4	vcp	15	204.1	Cracked pipe throughout sewer, Light Roots, 1 Protruding Service,	CIPP Liner	\$ 14,280		
268	A.21.4	A.21.3	vcp	15	210.4	Cracked pipe throughout sewer, Light Roots,	CIPP Liner	\$ 14,700		

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	US-MH#	DS MH#						CIPP Lining	Point Repair	MH
269	A.21.3	A.21.2A	vcp	15	193.3	Cracked pipe throughout sewer, 1 Protruding Service, Light Roots	CIPP Liner	\$ 13,510		
270	A.21.2	A.21.1	vcp	15	219.2	Cracked pipe throughout sewer, Light Roots	CIPP Liner	\$ 15,400		
271	A.21.1	A.21	vcp	15	199.9	2 protruding service, Medium Roots, Cracked pipe throughout sewer,	CIPP Liner	\$ 14,000		
272	A.20.11	A.20.12	vcp	12	154.6	Cracked pipe throughout sewer, 1 Dip,	CIPP Liner	\$ 9,300		
273	A.20.11	A.20.10	vcp	12	166.7	Cracked pipe throughout sewer, Light Roots, 1 Dip, Pipe Collapsing	MP full length liner, review video to verify if a point repair is needed to fix the collapse	\$ 10,020		
274	A.20.10	A.20.9	vcp	12	164.9	Cracked pipe throughout sewer, 1 Dip, 1 Protruding Service,	CIPP Liner, review video to verify if a point repair is needed to fix the dip	\$ 9,900		
275	A.20.9	A.20.8	vcp	12	166.5	Cracked pipe throughout sewer, 1 Protruding Service	CIPP Liner	\$ 9,960		
276	A.20.8	A.20.7	vcp	12	176.6	Cracked pipe throughout sewer, 1 Dip, 1 Protruding service, Light Roots	CIPP Liner, review video to verify if a point repair is needed to fix the dip	\$ 10,620		
277	A.20.7	A.20.6	vcp	12	183.3	Cracked pipe throughout sewer, Light Roots, 1 protruding service, Joint Infiltration, 2 Dips,	CIPP Liner, review video to verify if a point repair is needed to fix the dips	\$ 10,980		
278	A.20.6	A.20.5	vcp	12	185	Cracked pipe throughout sewer, Joint Infiltration,	CIPP Liner	\$ 11,100		
279	A.20.5	A.20.4	vcp	12	167.3	Cracked pipe throughout sewer, Joint Infiltration, 1 Dip,	CIPP Liner, review video to verify if a point repair is needed to fix the dip	\$ 10,020		
280	A.20.4	A.20.3	vcp	12	303.3	Cracked pipe throughout sewer, 2 Dips in pipe	CIPP Liner, review video to verify if a point repair is needed to fix the dips	\$ 18,180		
281	A.20.3	A.20.2	vcp	15	300.5	Cracked pipe throughout sewer, Light Roots	CIPP Liner	\$ 21,000		
282	A.20.1	A.20	vcp	15	301.1	Cracked pipe throughout sewer, Light Roots, Heavy Roots	CIPP Liner	\$ 21,070		
283	A.20.2	A.20.1	vcp	15	310.7	Cracked pipe throughout sewer, Light roots	CIPP Liner	\$ 21,770		
284	A.19.9	A.19.8	vcp	12	317.4	Cracked pipe throughout sewer, 1 Dip, light roots	CIPP Liner, review video to verify if a point repair is needed to fix the dip	\$ 19,020		
285	A.19.8	A.19.7	vcp	12	322.8	Cracked pipe throughout sewer, 1 protruding service, light roots	CIPP Liner	\$ 19,380		
286	A.19.7	A.19.6	vcp	12	24.6	Cracked pipe throughout sewer	CIPP Liner	\$ 1,500		
287	A.19.6	A.19.5	vcp	15	283.1	Cracked pipe throughout sewer, light roots, 1 Dip, Broken Pipe ends inspection @ 283.10 feet	MP full length liner, R&R 10LF of mainline	\$ 24,290	\$ 3,000	
288	A.19.5	A.19.6	vcp	15	64.2	CPI, Broken pipe ends inspection at 64.2 feet				
289	A.19.5	A.19.4	vcp	15	355.6	Cracked pipe throughout sewer, 2 protruding service, light roots	CIPP Liner	\$ 24,920		
290	A.19.4	A.19.3	vcp	18	306.6	Cracked pipe throughout sewer, Light Roots	CIPP Liner	\$ 24,480		
291	A.19.3	A.19.2	vcp	18	305	Cracked pipe throughout sewer, Light Roots, Dip, 1 protruding service	CIPP Liner, review video to verify if a point repair is needed to fix the dip	\$ 24,400		
292	A.18.8	A.18.7	vcp	12	310.8	Cracked pipe throughout sewer, 1 PT,	CIPP Liner	\$ 18,660		
293	A.18.7	A.18.6	vcp	12	354	Cracked pipe throughout sewer, Pipe running through.	Determine the owner of the pipe running through and have them remove the pipe and repair the sewer. CIPP Liner	\$ 21,240		
294	A.18.6	A.18.5	vcp	15	335.8	Cracked pipe throughout sewer	CIPP Liner	\$ 23,520		
295	A.19.2	A.19.1	vcp	21	299.5	Cracked pipe throughout sewer, Joint Infiltration, 1 Dip,	CIPP Liner, review video to verify if a point repair is needed to fix the dip	\$ 27,000		
296	A.18.5	A.18.4	vcp	15	376.1	Cracked pipe throughout sewer, 1 Dip, Pipe Collapsing at 332.70 LF	MP full length liner, R&R 10LF of mainline	\$ 26,320	\$ 3,000	
297	A.19.1	A.19	vcp	21	314	Cracked pipe throughout sewer	CIPP Liner	\$ 28,260		
298	A.26	XX	vcp	8	20.6	Cracked pipe throughout sewer, collapsed at 20.6'	MP full length liner, R&R 10LF of mainline	\$ 880	\$ 3,000	
299	XX	A.26	vcp	8	1.7'	inspection ended				

*Summary Report of 2008 Sewer System  
Evaluation Sewer Telescoping Project*

No.	Pipe Segment		Pipe Material	Pipe Size, (in)	Pipe Length (ft)	Comments and Observations	Recommended Repairs	Estimated Repair Cost		
	US-MH#	DS MH#						CIPP Lining	Point Repair	MH
300	AA.2A	AA.1	vcp	48	210.5	Offset joint, Pipe Running Through	Determine the owner of the pipe running through and have them remove the pipe and repair the sewer. Review video to verify if a point repair or liner is needed to correct the offset joint			
301	AA.2A	AA.1	vcp	18	209.6	Cracked pipe throughout sewer, Broken at 51.1, Hole at 199.6	MP full length liner, R&R 10LF of mainline	\$ 16,800	\$ 3,000	
302	AA.2A	AA.1	vcp	24	117	Cracked pipe throughout sewer, 1 Dip,	CIPP Liner	\$ 11,700		
303	A6.3.1	A6.3	vcp	24	55.1	Cracked pipe throughout sewer, inspection abandoned due to heavy debris	Clean Sewer so camera can pass through, CIPP Liner	\$ 5,510		
304	A6.3.1	A6.3.2	vcp	24	115.2	Cracked pipe throughout sewer	CIPP Liner	\$ 11,520		
305	A6.2	A6.2.1	vcp	12	335	Light Roots, Survey abandoned at 326' due to roots and mud	heavy clean the sewer to remove the roots, CIPP Liner	\$ 20,100		
306	XX.1	XX.2	vcp	15	30	Heavy Roots, inspection abandoned at 30'	heavy clean the sewer to remove the roots, CIPP Liner	\$ 2,100		
307	XX.3	XX.4	vcp	15	169.1	Cracked pipe throughout sewer	CIPP Liner	\$ 11,900		

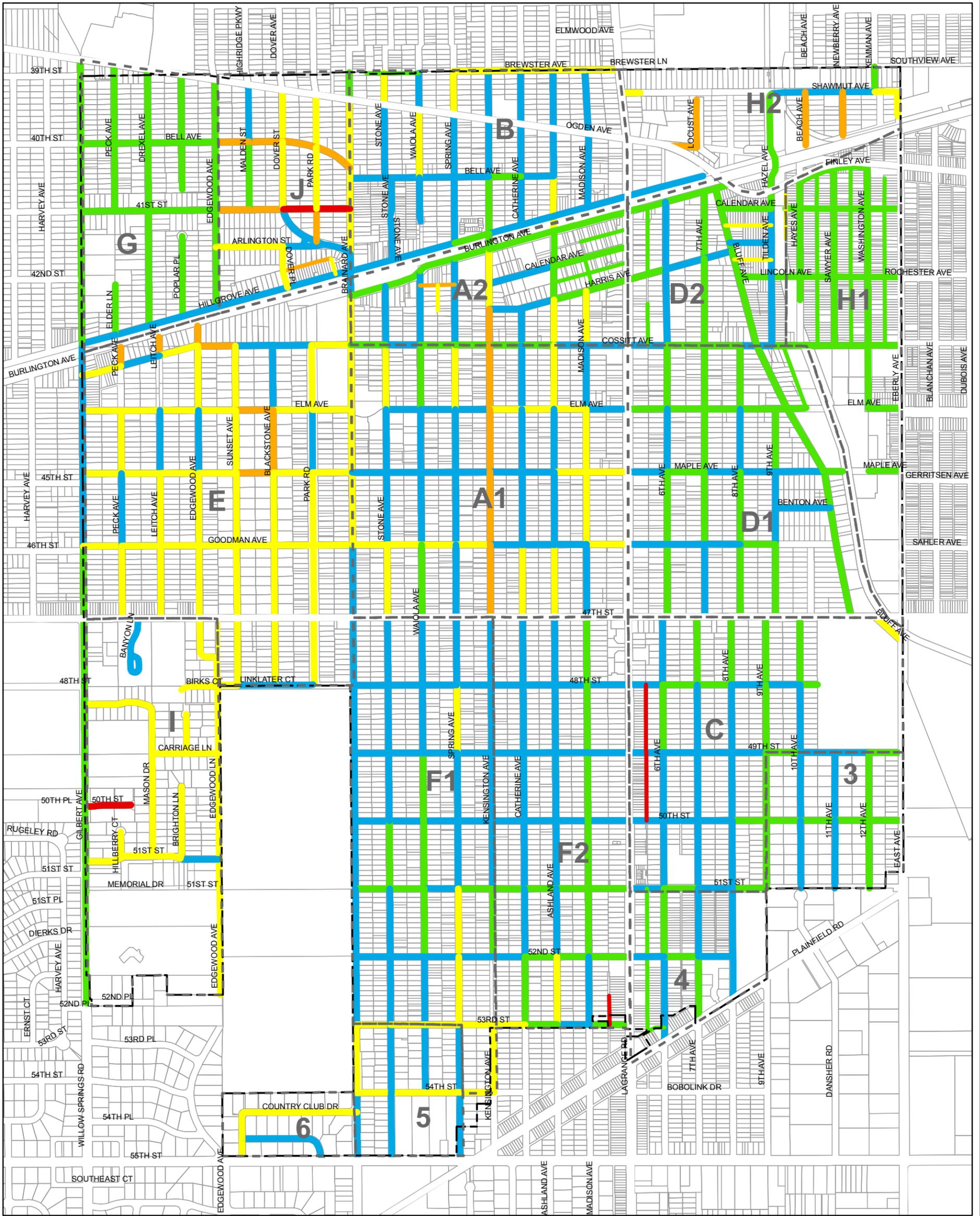
Notes:

1. The sewer reports did not provide enough information to determine if any of the sewer service connections need to be repaired. Prior to executing the recommended improvements on these sewer, the videos should be reviewed to determine if additional point repairs are needed.

2. The sewer reports did not provide enough information to determine if any of the sewers that have cracking throughout are in structurally sound condition. Accordingly, all sewers shown to have cracking throughout were listed to be lined.

Subtotals: \$ 2,063,350 \$ 62,000 \$ 7,000

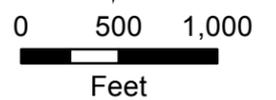
**Grand Total:** \$ 2,132,350

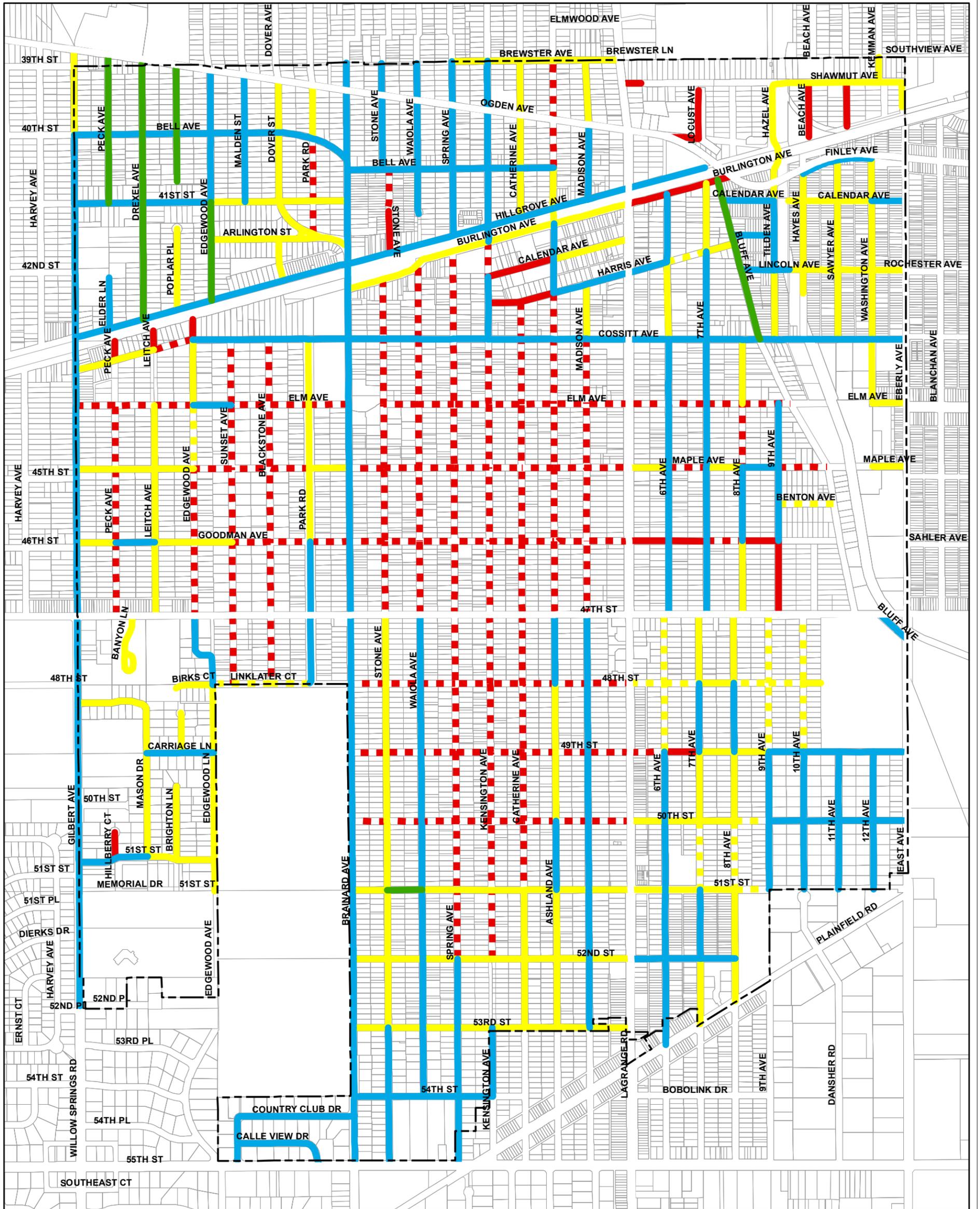


### VILLAGE OF LA GRANGE, ILLINOIS EXHIBIT 1 - PAVEMENT PCI RATING

- █ (85-100) EXCELLENT
- █ (70-84) GOOD
- █ (50-69) FAIR
- █ (30-49) POOR
- █ (<30) FAILED

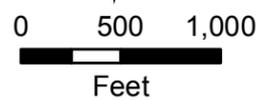
- Village Boundary
- Neighborhoods

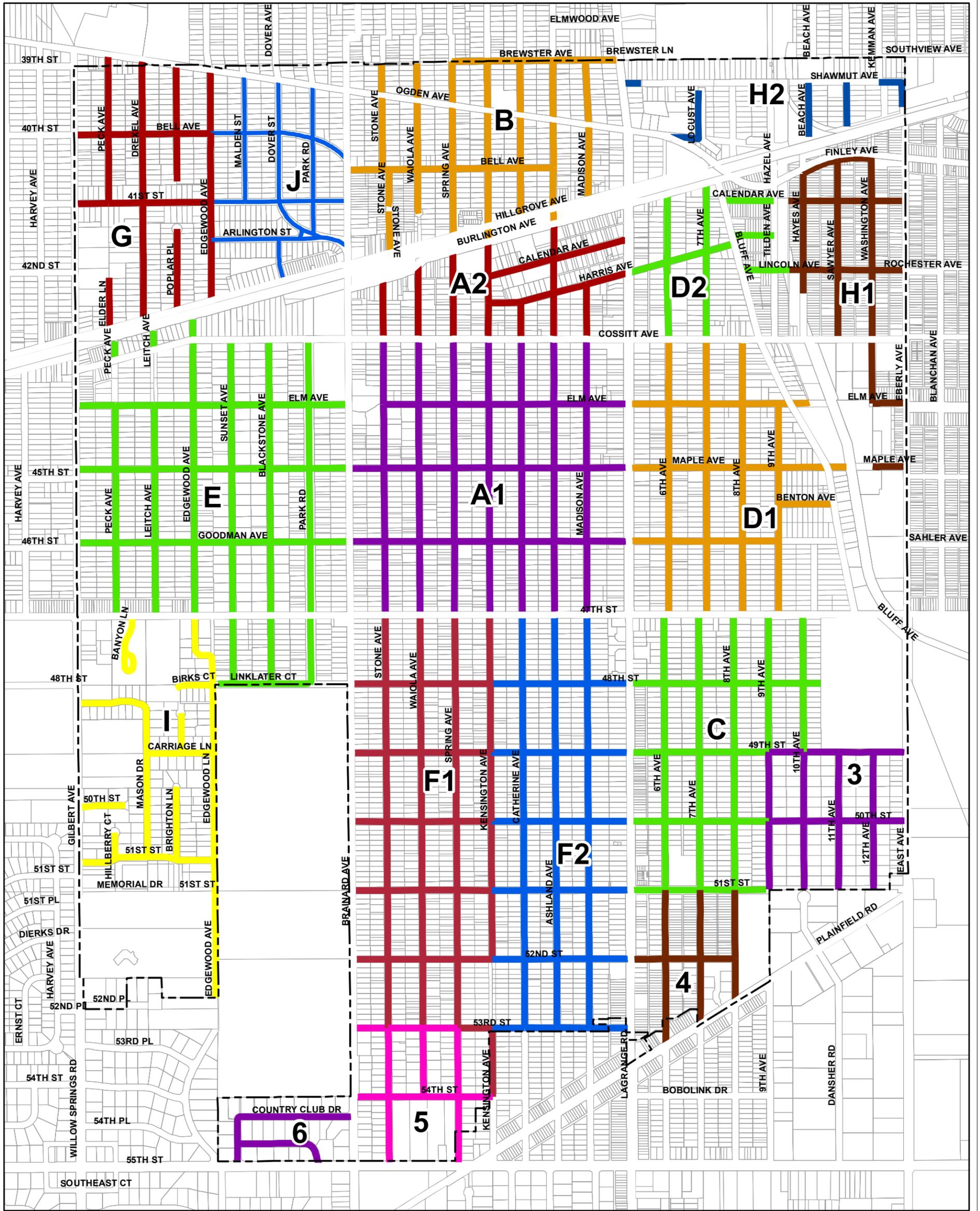




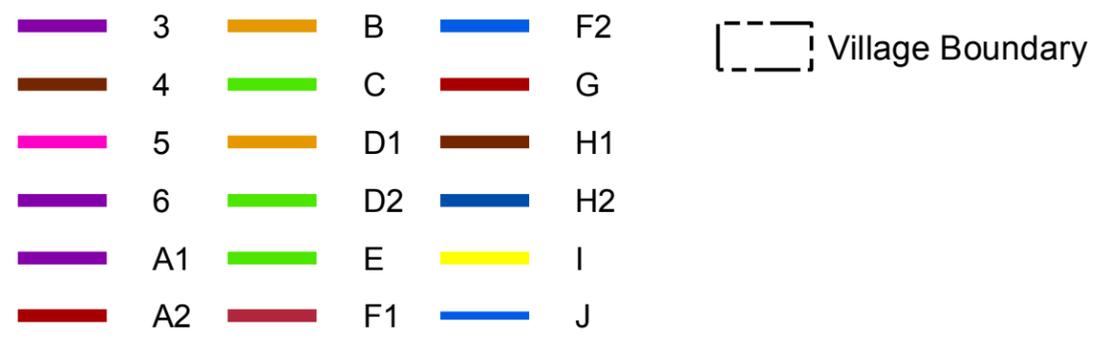
### VILLAGE OF LA GRANGE, ILLINOIS EXHIBIT 2 - CURB CONDITIONS

- Excellent
- Good
- Fair
- Poor
- Paved Gutter
- Village Boundary



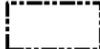


VILLAGE OF LA GRANGE, ILLINOIS  
EXHIBIT 3 - NEIGHBORHOOD PLANNING AREAS





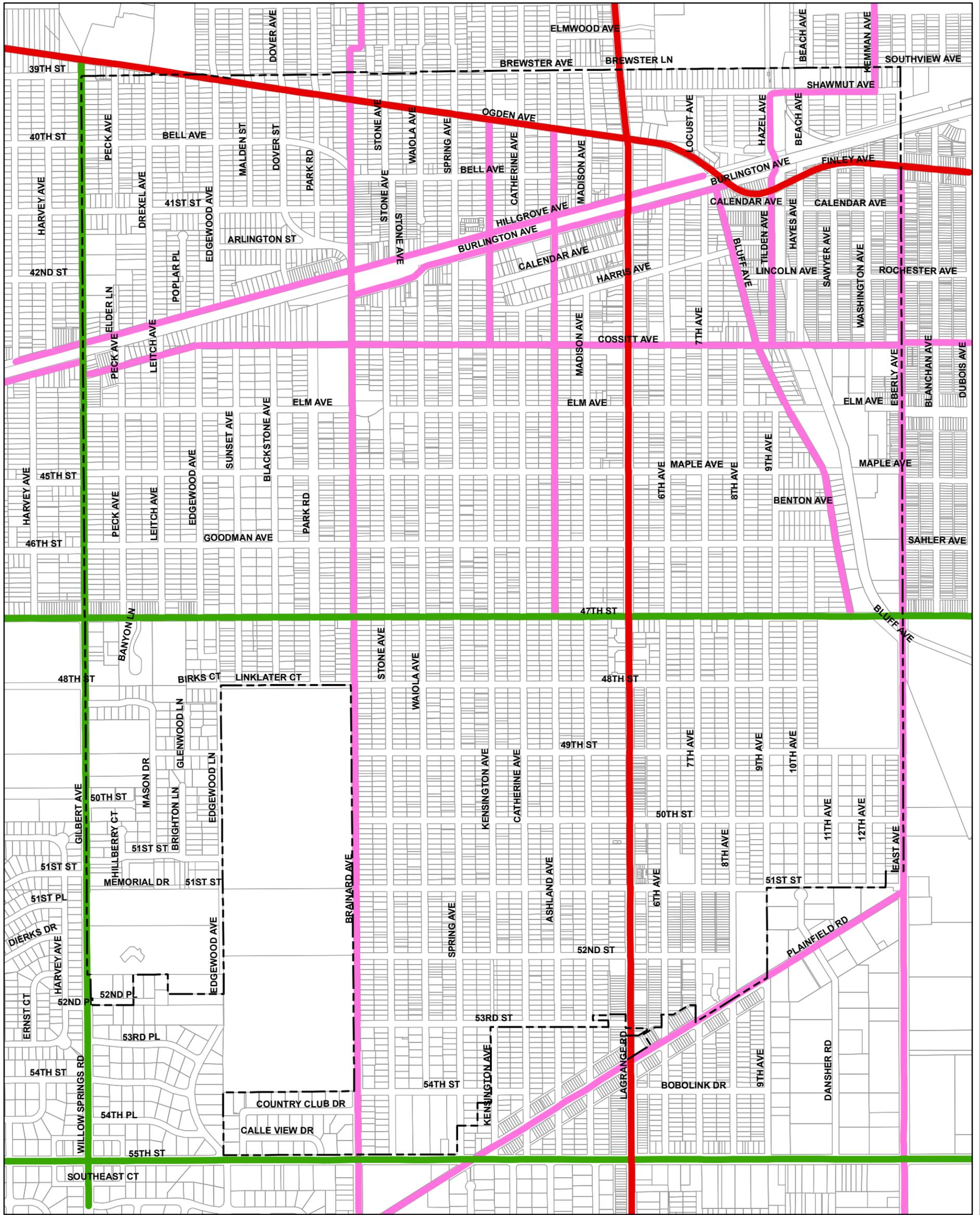
### VILLAGE OF LA GRANGE, ILLINOIS EXHIBIT 4 - VILLAGE ALLEY SYSTEM

 Alleys       Village Boundary



0    500    1,000  
Feet





VILLAGE OF LA GRANGE, ILLINOIS  
EXHIBIT 5 - CMAP ROADWAY CLASSIFICATIONS

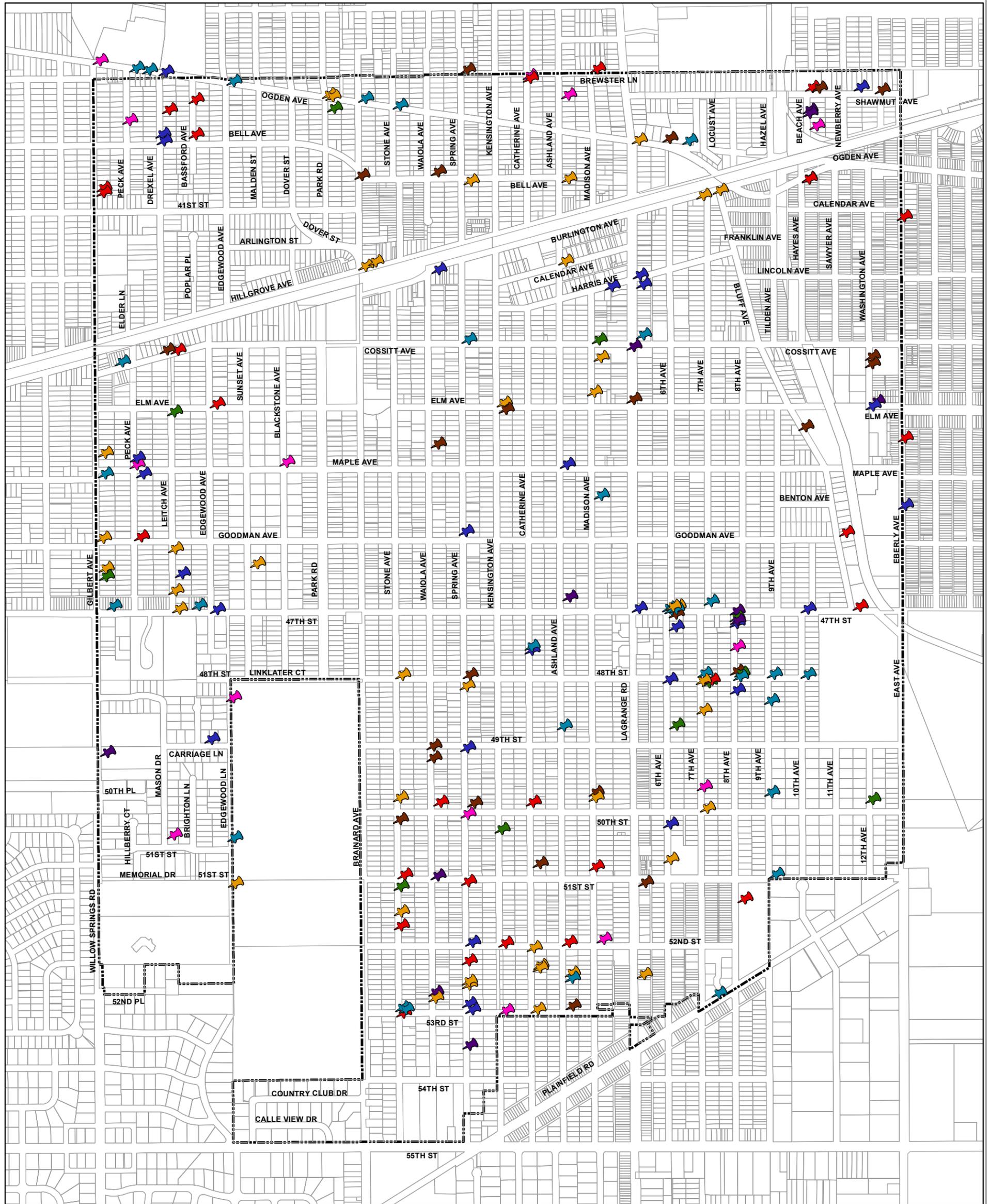
- Principal Arterial
- Minor Arterial
- Collector

Village Boundary



0 500 1,000  
Feet

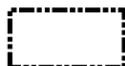




## VILLAGE OF LA GRANGE, ILLINOIS EXHIBIT 6 - WATER MAIN BREAKS

### Year of Watermain Break

- |   |      |   |      |
|---|------|---|------|
|  | 2004 |  | 2008 |
|  | 2005 |  | 2009 |
|  | 2006 |  | 2010 |
|  | 2007 |  | 2011 |

 Village Boundary



0 500 1,000  
Feet