AGENDA
VILLAGE OF ROUND LAKE
COMMITTEE OF THE WHOLE MEETING
November 16, 2015
442 N. Cedar Lake Road
To Follow the Regular Board Meeting
The Regular Board Meeting is 7:00 P.M.

CALL TO ORDER

1. ROLL CALL

2. APPROVAL OF MINUTES

   2.1 Approve the Minutes of the Committee of the Whole Meeting of November 2, 2015

3. PUBLIC COMMENT

4. COMMITTEE OF THE WHOLE

   - Community Development
   - Clerk's Office
   - Human Resources and Finance
     - Proposed Tax Levy
     - Risk Management Proposals
   - Public Works, Facilities and Capital Assets, and Engineering
     - Pavement Management Report Update Presentation
   - Special Events
     - Christmas Tree Lighting will be held on Friday, December 4, 2015 at 6:00 p.m.
   - Building and Zoning
   - Police
   - Administration
     - Route 53/120 Land Use Plan Summary
     - Management's Overall Vision Evaluation (MOVE) Presentation

5. SUGGESTED NEW TOPICS

6. EXECUTIVE SESSION

7. ADJOURN

DRAFT

MINUTES
VILLAGE OF ROUND LAKE
COMMITTEE OF THE WHOLE MEETING
November 2, 2015
442 N. Cedar Lake Road
To Follow the Regular Board Meeting
The Regular Board Meeting is 7:00 P.M.

CALL TO ORDER
THE COMMITTEE OF THE WHOLE MEETING OF THE VILLAGE OF ROUND LAKE WAS CALLED TO ORDER BY DAN MACGILLIS, VILLAGE PRESIDENT AT 7:14 P.M.

1. ROLL CALL
   Present: Trustees Foy, Frye, Kraly, Newby, Rodriguez, Triphahn
   Absent: None

2. APPROVAL OF MINUTES

   2.1 Approve the Minutes of the Committee of the Whole Meeting of October 19, 2015
   Trustee Newby moved, Seconded by Trustee Rodriguez, to approve the Minutes of the Committee of the Whole Meeting of October 19, 2015. Under discussion Trustee Triphahn stated she would be abstaining from the vote, the remaining board member had a unanimous voice vote; the Mayor declared the motion carried

3. PUBLIC COMMENT
   NONE

4. COMMITTEE OF THE WHOLE

   - Community Development
   - Clerk's Office
   - Human Resources and Finance
     - Estimated Tax Levy

       Shane Johnson, Assistant Village Administrator/Finance Director, informed the Board that, excluding any new property equalized assessed valuation (EAV), the maximum extension for 2015 is estimated to be $28,428 over the 2014 tax extension of $3,553,463. For the current tax levy estimated calculation, for every $250,000 in new property the maximum allowable extension would increase by approximately $3,800. Estimates include a 3% decrease for existing property EAV and a new construction amount of $1,000,000. He stated that staff is recommending an estimated levy of $3,668,463 to capture the entire benefit of the CIP growth and new construction EAV; however, the limiting allowable extension is estimated at $3,597,100. Due to the overall 2015 estimated levy increasing only 3.24, a public hearing is not necessary. Item is to be moved to the Consent Agenda of November 16th. The levy is to be done by December 14.

The Mayor and Board agreed to move to the next Consent Agenda

- Harris/MSI Software Maintenance Invoice
  Shane Johnson, AVA/Finance Director, stated that the invoice is the annual maintenance charges which includes normal support from MSI Representatives for the existing modules the Village had purchased. It was asked if we are happy with the system, whereas it was stated no, however, they are starting to look at new software, but there aren't a lot of companies out there. It was also asked if the software system is secure, whereas it was stated yes.

  The Mayor and Board agreed to move to the next Consent Agenda

- Public Works, Facilities and Capital Assets, and Engineering
  - Generator Preventative Maintenance Contract
    Adam Wedoff, Public Works Director, recommended approving the contact with Steiner Power Systems to conduct preventative maintenance on Village owned generators, providing a list of generators that would be serviced.

    The Mayor and Board agreed to move to the next Consent Agenda

- Special Events
- Building and Zoning
- Police
  - Squad Car MDT Replacement
    Chief Gillette requested approval to purchase 5 Panasonic Toughbook computers to replace 5 current squad computers that are outdated

    The Mayor and Board agreed to move to the next Consent Agenda

- Administration

5. SUGGESTED NEW TOPICS
   NONE

6. EXECUTIVE SESSION

   6.1 Discussion of Performance of Specific Employees
   Motion by Trustee Newby, seconded by Trustee Foy, to move to executive session to discuss the Performance of Specific Village Employees pursuant to Section 2(c) (1) of the Illinois Open Meetings Act

   By a unanimous voice vote the Mayor declared the Motion carried.

   The Committee of the Whole Meeting Recessed to Executive Session at 7:31 P.M.

   The Board rejoined the Committee of the Whole Meeting at 8:19 P.M.

   ROLL CALL
   Present: Trustees Foy, Frye, Kraly, Newby, Rodriguez, Triphahn,
   Absent: None

7. ADJOURN

Motion by Trustee Foy, Seconded by Trustee Frye to adjourn the Committee of the Whole meeting at 8:19 P.M. Upon a unanimous voice vote, the Mayor declared the motion carried.

APPROVED:

Patricia C. Blauvelt
Village Clerk

Daniel MacGillis
Village President

VILLAGE OF ROUND LAKE

AGENDA ITEM SUMMARY

TITLE: 2015 PROPOSED TAX LEVY — Agenda Item No. COTW

Executive Summary

Per 35 ILCS 200/18-60 not less than 20 days prior to the adoption of the aggregate levy, the corporate authorities of each taxing district shall determine the amounts of money estimated to be necessary to be raised by taxation for that year upon the taxable property in its district. Staff recommended an estimated levy of $3,668,463, an increase of 3.24% over last year's extension. The estimate was presented at the November 2nd Board meeting.

Staff is recommending a Proposed levy equal to the Estimated levy of $3,668,463 to capture the entire benefit of the CPI growth (0.80%) and any new construction EAV, however, the limiting allowable extension is estimated to be only $3,612,310 once the Road and Bridge levy is reduced by the County.

The $3,612,310 amount will result in a total increase of 1.66% or $58,848 over the 2014 Actual Extension of which only 0.80% or $28,428 affects current residents (CPI). The remaining 0.86% or $30,420 will be from new construction and property that are new to the tax rolls.

Recommended Action

Discuss and Provide Additional Staff Guidance for Future Board Action.

Committee: Human Resources & Finance **Meeting Date:** 11/16/15

Lead Department: Administration **Presenter:** Shane D. Johnson, AVA/Director of Finance

Item Budgeted: [-] **Yes** [-] **No** [X] **N/A**

If amount requested is over budget, a detailed explanation of what account(s) the overage will be charged to will be provided in the Executive Summary or attached detail.

Account(s)	Budget	Expenditure
Grand Total	**$0.00**	**$0.00**
Request is over/under budget:		
Under	-	
Over	-	

Village of Round Lake - Proposed 2015 Tax Levy **Collected in Fiscal Year 2017** **Proposed Tax Levy**

	2014 Information	2015 Information	Increase	%	Notes
New Property EAV	$1,436,534	$2,000,000	$563,466	39.22%	
Existing Property EAV	$241,343,377	$235,496,514	($5,846,863)	(2.42%)	Lowered 3% from the total $242,779,911
Total EAV	$242,779,911	$237,496,514	($5,283,397)	(2.18%)	
Consumer Price Index (CPI)	1.50%	0.80%			

Description	2014 Actual Extension	2015 Proposed Levy	2015 Adjusted Levy	Maximum Amount	Limiting Rates	Estimated Rates	2014 Year Rates	Proposed Levy Notes
Police Pension	$450,002	$456,195	$456,195	N/A	N/A	0.1921	0.1854	State actuarial valuation amount of $456,195
IMRF	$99,100	$100,500	$100,500	N/A	N/A	0.0423	0.0408	General Fund budget of $100,500
Police Protection	$1,175,001	$1,175,001	$1,178,848	1,424,979	0.60000	0.4947	0.4840	Kept same as prior year
Street & Bridge (3)	$56,983	$120,000	$60,000	237,497	0.10000	0.0505	0.0235	Last years levy $112,271, increased to $120,000
Garbage	$362,271	$371,192	$371,192	474,993	0.20000	0.1563	0.1492	Budget of $971,192 less $600,000 user fees: $371,192
Civil Defense	$4,574	$4,572	$4,572	4,572	$.25 * Pop	0.0019	0.0019	Population of 18,289 x $0.25
Liability Insurance	$155,675	$173,731	$173,731	N/A	N/A	0.0732	0.0641	General Fund budget of $173,731
Audit	$20,627	$20,022	$20,022	N/A	N/A	0.0084	0.0085	General Fund budget of $20,022
Social Security	$228,177	$246,200	$246,200	N/A	N/A	0.1037	0.0940	General Fund budget of $246,200
General Corporate	$1,001,052	$1,001,050	$1,001,050	1,039,047	0.43750	0.4215	0.4123	Kept same as prior year
	$3,553,463	$3,668,463	$3,612,310			1.5446	1.4637	

Maximum Allowable Extension to Adjusted Levy $0

Estimated Levy Dollar Increase:	$115,000.27	2015 Est. Limiting Rate (2):	1.5210	0.0573	Estimated Rate Change from Prior Year
Percent Increase (1):	3.24%	Max. Allowable Ext. (4):	$3,612,310	$58,848	Dollar change between max allowed & last years extension
		Est. Adjustment needed (4):	($56,153)	1.66%	Estimated 2015 levy from 2014 extension percent change

(1) Public Hearing Required if greater then 5%.

(2) Limiting rate calculation: (Last Years Extension * Inflation) / (Total EAV - New Property - Annexations + Disconnections).

(3) Due to county calculations the final actual extension for Street & Bridge tax is typically 1/2 the levy amount.

(4) Estimated levy higher then the maximum allowable to capture all revenues. Adjustments to levy are done when county completes preliminary estimated extensions.

Fund	2014 Actual	2015 Adjusted	Dollar Change	Percent Change	2015 Estimated Collections	2017 Forecast	Difference
General Fund	$3,103,460	$3,156,115	$52,655	1.70%	$3,124,554	$3,088,769	$35,785
Police Pension	$450,002	$456,195	$6,193	1.38%	$451,633	$453,914	($2,281)
Total	**$3,553,463**	**$3,612,310**	**$58,847**	**1.66%**	**$3,576,187**	**$3,542,683**	**$33,504**

VILLAGE OF ROUND LAKE
HISTORICAL INFORMATION

HISTORICAL EQUALIZED ASSESSED VALUATION

Levy Year	Dollar Amount	Dollar Change	Percent Change
2000	$75,241,760	$11,686,401	18.39%
2001	$93,873,302	$18,631,542	24.76%
2002	$122,024,880	$28,151,578	29.99%
2003	$177,037,387	$55,012,507	45.08%
2004	$243,920,458	$66,883,071	37.78%
2005	$319,702,385	$75,781,927	31.07%
2006	$377,475,750	$57,773,365	18.07%
2007	$407,703,238	$30,227,488	8.01%
2008	$421,556,835	$13,853,597	3.40%
2009	$404,464,351	($17,092,484)	(4.05%)
2010	$363,428,091	($41,036,260)	(10.15%)
2011	$321,967,538	($41,460,553)	(11.41%)
2012	$275,111,595	($46,855,943)	(14.55%)
2013	$252,282,627	($22,828,968)	(7.09%)
2014	$242,779,911	($9,502,716)	(3.77%)
2015	**$235,496,514**	**($7,283,397)**	**(3.00%)**

NEW CONSTRUCTION

Levy Year	Dollar Amount	Dollar Change	Percent Change
2000	$9,465,549	$4,613,740	95.09%
2001	$11,660,335	$2,194,786	23.19%
2002	$19,653,945	$7,993,610	68.55%
2003	$33,373,505	$13,719,560	69.81%
2004	$55,538,267	$22,164,762	66.41%
2005	$57,068,520	$1,530,253	2.76%
2006	$38,540,064	($18,528,456)	(32.47%)
2007	$14,532,309	($24,007,755)	(62.29%)
2008	$3,153,583	($11,378,726)	(78.30%)
2009	$2,548,079	($605,504)	(19.20%)
2010	$1,329,445	($1,218,634)	(47.83%)
2011	$969,459	($359,986)	(27.08%)
2012	$806,734	($162,725)	(16.79%)
2013	$762,471	($44,263)	(4.57%)
2014	$1,436,534	$674,063	88.41%
2015	**$2,000,000**	**$563,466**	**39.22%**

TAX RATES

Levy Year	Rate	Rate Change	Percent Change
2000	1.342	(0.026)	(1.90%)
2001	1.256	(0.086)	(6.41%)
2002	1.160	(0.096)	(7.64%)
2003	1.005	(0.155)	(13.36%)
2004	0.928	(0.077)	(7.66%)
2005	0.855	(0.073)	(7.87%)
2006	0.835	(0.020)	(2.34%)
2007	0.824	(0.011)	(1.32%)
2008	0.827	0.003	0.36%
2009	0.869	0.042	5.08%
2010	0.997	0.128	14.73%
2011	1.071	0.074	7.42%
2012	1.244	0.173	16.15%
2013	1.386	0.142	11.41%
2014	1.464	0.078	5.60%
2015	**1.521**	**0.057**	**3.92%**

FINAL EXTENSION

Levy Year	Dollar Amount	Dollar Change	Percent Change
2000	$1,003,702	$221,430	28.31%
2001	$1,166,501	$162,799	16.22%
2002	$1,395,444	$228,943	19.63%
2003	$1,750,776	$355,332	25.46%
2004	$2,229,631	$478,855	27.35%
2005	$2,697,113	$467,482	20.97%
2006	$3,111,004	$413,891	15.35%
2007	$3,322,233	$211,229	6.79%
2008	$3,486,275	$164,042	4.94%
2009	$3,514,795	$28,520	0.82%
2010	$3,623,378	$108,583	3.09%
2011	$3,448,272	($175,106)	(4.83%)
2012	$3,422,388	($25,884)	(0.75%)
2013	$3,486,069	$63,681	1.86%
2014	$3,553,463	$67,393	1.93%
2015	**$3,612,310**	**$58,847**	**1.66%**

VILLAGE OF ROUND LAKE
HISTORICAL INFORMATION

GENERAL LEVY

Levy Year	Dollar Amount	Dollar Change	Percent Change
2000	$890,992	-	-
2001	$1,047,345	$156,353	17.55%
2002	$1,253,933	$206,588	19.72%
2003	$1,579,037	$325,104	25.93%
2004	$2,064,866	$485,829	30.77%
2005	$2,473,686	$408,820	19.80%
2006	$2,865,682	$391,996	15.85%
2007	$3,045,602	$179,920	6.28%
2008	$3,245,984	$200,382	6.58%
2009	$3,217,080	($28,904)	(0.89%)
2010	$3,307,196	$90,116	2.80%
2011	$3,052,252	($254,944)	(7.71%)
2012	$2,993,214	($59,038)	(1.93%)
2013	$2,985,544	($7,670)	(0.26%)
2014	$3,103,460	$117,916	3.95%
2015	**$3,156,115**	**$52,655**	**1.70%**

POLICE PENSION LEVY

Levy Year	Dollar Amount	Dollar Change	Percent Change
2000	$112,710	-	-
2001	$119,156	$6,446	5.72%
2002	$141,511	$22,355	18.76%
2003	$171,739	$30,228	21.36%
2004	$164,765	($6,974)	(4.06%)
2005	$223,427	$58,662	35.60%
2006	$245,322	$21,895	9.80%
2007	$276,631	$31,309	12.76%
2008	$240,291	($36,340)	(13.14%)
2009	$297,715	$57,424	23.90%
2010	$316,182	$18,467	6.20%
2011	$396,020	$79,838	25.25%
2012	$429,174	$33,154	8.37%
2013	$500,525	$71,351	16.63%
2014	$450,002	($50,523)	(10.09%)
2015	**$456,195**	**$6,193**	**1.38%**

OTHER INFORMATION

Fiscal Year End	CPI Year	Tax Levy Year	CPI For Tax Levy Dec. thru Dec. CPI	Police Pension Levy as a % of Overall Extension	Taxes as a % of General Fund Revenues: Dollar Amount	Taxes as a % of General Fund Revenues: Percent of Total Revenues	
2002	1999	2000	2.70%	11.23%	$785,683	23.30%	
2003	2000	2001	3.40%	10.21%	$956,969	21.69%	
2004	2001	2002	1.60%	10.14%	$1,163,490	25.14%	
2005	2002	2003	2.40%	9.81%	$1,430,078	25.35%	
2006	2003	2004	1.90%	7.39%	$1,584,478	28.62%	
2007	2004	2005	3.30%	8.28%	$2,350,090	36.49%	
2008	2005	2006	3.40%	7.89%	$2,839,983	36.69%	
2009	2006	2007	2.50%	8.33%	$3,029,873	41.24%	
2010	2007	2008	4.10%	6.89%	$3,233,625	52.83%	
2011	2008	2009	0.10%	8.47%	$3,205,781	49.00%	
2012	2009	2010	2.70%	8.73%	$3,283,408	49.18%	
2013	2010	2011	1.50%	11.48%	$3,041,331	43.17%	
2014	2011	2012	3.00%	12.54%	$2,974,339	42.50%	
2015	2012	2013	1.70%	14.36%	$2,915,171	40.96%	
2016	2013	2014	1.50%	12.66%	$3,068,769	42.66%	Budget
2017	2014	2015	0.80%	12.63%	$3,088,769	42.62%	Forecast

VILLAGE OF ROUND LAKE
HISTORICAL INFORMATION

FINAL EXTENSION

Levy Year	Dollar Extension	Portion of Increase from CPI	%	Portion of Increase from Growth	%	Total Dollar Change	Percent Change
2000	$1,003,702	$21,121	2.70%	$200,309	25.61%	$221,430	28.31%
2001	$1,166,501	$34,126	3.40%	$128,673	12.82%	$162,799	16.22%
2002	$1,395,444	$18,664	1.60%	$210,279	18.03%	$228,943	19.63%
2003	$1,750,776	$33,491	2.40%	$321,842	23.06%	$355,332	25.46%
2004	$2,229,631	$33,265	1.90%	$445,590	25.45%	$478,855	27.35%
2005	$2,697,113	$73,578	3.30%	$393,904	17.67%	$467,482	20.97%
2006	$3,111,004	$91,702	3.40%	$322,189	11.95%	$413,891	15.35%
2007	$3,322,233	$77,775	2.50%	$133,454	4.29%	$211,229	6.79%
2008	$3,486,275	$136,212	4.10%	$27,831	0.84%	$164,042	4.94%
2009	$3,514,795	$3,486	0.10%	$25,034	0.72%	$28,520	0.82%
2010	$3,623,378	$94,899	2.70%	$13,683	0.39%	$108,583	3.09%
2011	$3,448,272	-	-	-	-	($175,106)	(4.83%)
2012	$3,422,388	-	-	-	-	($25,884)	(0.75%)
2013	$3,486,069	$58,181	1.70%	$5,501	0.16%	$63,681	1.86%
2014	$3,553,463	$52,291	1.50%	$15,102	0.43%	$67,393	1.93%
2015	**$3,612,310**	**$28,428**	**0.80%**	**$30,420**	**0.86%**	**$58,847**	**1.66%**

GENERAL FUND REVENUES & TRANSFERS IN

Fiscal Year End	Dollar Amount	Dollar Change	Percent Change
2001	$2,694,615	-	-
2002	$3,371,406	$676,791	25.12%
2003	$4,411,068	$1,039,662	30.84%
2004	$4,628,490	$217,422	4.93%
2005	$5,641,238	$1,012,748	21.88%
2006	$5,535,669	($105,569)	(1.87%)
2007	$6,439,555	$903,886	16.33%
2008	$7,741,519	$1,301,964	20.22%
2009	$7,346,617	($394,902)	(5.10%)
2010	$6,120,939	($1,225,678)	(16.68%)
2011	$6,543,072	$422,133	6.90%
2012	$6,675,773	$132,701	2.03%
2013	$7,044,609	$368,836	5.52%
2014	$6,998,599	($46,010)	(0.65%)
2015	$7,116,530	$117,931	1.69%
2016 (A)	$7,194,059	$77,529	1.09%
2017 (B)	$7,247,984	$53,925	0.75%

GENERAL FUND EXPENSES & TRANSFERS OUT

Fiscal Year End	Dollar Amount	Dollar Change	Percent Change
2001	$2,652,268	-	-
2002	$3,082,691	$430,423	16.23%
2003	$3,675,653	$592,962	19.24%
2004	$4,326,895	$651,242	17.72%
2005	$5,178,589	$851,694	19.68%
2006	$5,095,161	($83,428)	(1.61%)
2007	$6,488,071	$1,392,910	27.34%
2008	$6,978,994	$490,923	7.57%
2009	$6,181,698	($797,296)	(11.42%)
2010	$6,432,694	$250,996	4.06%
2011	$6,194,942	($237,752)	(3.70%)
2012	$5,909,554	($285,389)	(4.61%)
2013	$5,961,274	$51,720	0.88%
2014	$7,483,364	$1,522,090	25.53%
2015	$7,143,914	($339,451)	(4.54%)
2016	$8,089,743	$945,829	13.24%
2017	$8,179,761	$90,018	1.11%

(A) - 2016 Budget amount. **(B) - 2017 Forecasted amount.**

Levy Year	Maximum Extension Amount	Actual Extension Amount	Amount Not Captured
2011	$3,677,729	$3,448,272	$229,456
2012	$3,788,061	$3,422,388	$365,672
2013	$3,852,458	$3,486,069	$366,388
2014	$3,910,244	$3,553,463	$356,782
			$1,318,299

VILLAGE OF ROUND LAKE

AGENDA ITEM SUMMARY

TITLE: CALENDAR YEAR 2016 RISK MANAGEMENT PROPOSALS Agenda Item No. COTW

Executive Summary

West Insurance Agency, for calendar year 2016, again sent out risk management information to seven (7) vendors. Overall, the risk management premium increased 13.16% from the previous year. The $204,475 total premium for 2016 is still less than the high of $205,659 for the 2011 coverage year.

The vendors West Insurance Agency and staff are recommending are the same as last year: **Trident** - Package Program: Commercial, Auto, Crime, Etc.; **The Illinois Public Risk Fund (IPRF)** – Workers Compensation; and **Liberty Mutual Surety** - Public Officials Bonds.

West Insurance Agency representatives, Brad West and Geoff Raef, will be in attendance at the COTW meeting for a brief presentation and to answer any questions. Should the Village Board decide to move forward with the three vendors above, resolutions will be provided for each insurance type along with proposed insurance binders at the next Board meeting.

Attached are brief historical and 2016 calendar year coverage information, a 2016 property/casualty insurance summary, IPRF grant information, and information about Cyber Liability coverage.

Recommended Action

Discuss and Provide Additional Staff Guidance, if Necessary, for Future Board Action.

Committee: Human Resources & Finance **Meeting Date:** 11/16/15

Lead Department: Administration **Presenter:** Shane D. Johnson, AVA/Director of Finance

Item Budgeted: [X] **Yes** [-] **No** [-] **N/A**

If amount requested is over budget, a detailed explanation of what account(s) the overage will be charged to will be provided in the Executive Summary or attached detail.

Note:

Account(s)	Budget	Expenditure
01-20-75-77519	$15,000.00	
Item Requested	$158,731.00	$153,356.25
Y-T-D Actual		$1,465.50
Amount Encumbered		$0.00
Total	**$173,731.00**	**$154,821.75**
50-60-75-77519	$5,000.00	
Item Requested	$52,910.00	$51,118.75
Y-T-D Actual		$1,465.50
Amount Encumbered		$0.00
Total	**$57,910.00**	**$52,584.25**
Grand Total	**$231,641.00**	**$207,406.00**
Request is over/under budget:		
Under		$24,235.00
Over	-	

Historical Information

In the past, from 1981 through calendar year 2011, the village participated in the Illinois Municipal League Risk Management association (IMLRMA) for professional risk management services. For the calendar year 2012 coverage year, the Village selected West Insurance Agency as the risk management broker for the Village, and has been the Village's risk management broker since that time.

Listed below is the annual premium amount for the last ten years and the proposed premium for calendar year 2016.

Fiscal Year	Calendar Year Covered	Contribution Amount	Increase (Decrease)	Percent Inc. (Dec.)
2006	2006	$98,230.20	$7,176.29	7.88%
2007	2007	$118,922.02	$20,691.82	21.06%
2008	2008	$145,150.74	$26,228.72	22.06%
2009	2009	$169,643.88	$24,493.14	16.87%
2010	2010	$179,732.00	$10,088.12	5.95%
2011	2011	$205,659.00	$25,927.00	14.43%
2012	2012	$130,802.00	($74,857.00)	(36.40%)
2013	2013	$145,598.00	$14,796.00	11.31%
2014	2014	$164,114.00	$18,516.00	12.72%
2015	2015	$180,692.00	$16,578.00	10.10%
2016	2016	$204,475.00	$23,783.00	13.16%

2016 Calendar Year Coverage

West Insurance Agency, for calendar year 2016, again sent out information and received proposals from a number of different vendors. Besides the incumbents, which are listed on the 2016 Property/Casualty Insurance Summary attached, requests for proposals on the Village's risk management program were also sent to Travelers, One Beacon, ICRMT, Brit Insurance, Glatfelter, and Scottsdale.

Staff met with representatives from West Insurance Agency to review the proposals and to answer questions. The risk management package includes three main proposals; package policy (property, liability, crime, inland marine, excess), workers compensation, and public officials bonds.

The table below lists the three main proposals and the premium change for each.

Description	2015 Premium	2016 Premium	Dollar Variance	Percent Variance
Workers Compensation	$81,262	$90,871	$9,609	11.82%
Package Policy	$97,758	$111,932	$14,174	14.50%
Public Officials Bonds	$1,672	$1,672	$0	0.00%
Total	**$180,692**	**$204,475**	**$23,783**	**13.16%**

Overall, the risk management premium was also $7,167, 3.51% under the budget amount.

Trident
Founded by the Argonaut Group in March 2000, Trident is committed to servicing the insurance and risk management needs of governmental entities throughout the United States. Trident Insurance Services primary focus is Public Entity Insurance. Their coverage forms and terms are tailored specifically for the public entity market segment.

The Illinois Public Risk Fund
The Illinois Public Risk Fund (IPRF) is a self-funded workers compensation pool for public entities that was established to provide a cost-effective alternative to escalating workers compensation premiums and related costs. Participating public entities have pooled their workers compensation exposures and controlled costs through a unified loss prevention and claims management program. Over 500 public entities and governmental agencies rely on IPRF. With over 26 years in the public entity market, IPRF has become Illinois' largest self-insured risk pool for workers compensation coverage.

Liberty Mutual Surety
Liberty Mutual Surety is the second largest surety writer in the U.S. that provides bid and supply, court, license & permit, miscellaneous, notary, probate, public official, and regulatory bonds, just to name a few.

Should the Village Board decide to move forward with the three vendors above, resolutions will be provided for each insurance type along with proposed insurance binders at the next Board meeting.

IPRF Grant

The Village has also qualified for a grant through the IPRF in the amount of $6,373.

Cyber Liability Coverage

Cyber Liability coverage was estimated at a premium of $7,500. Coverage is still subject to filling out an application and is not included in the estimated annual premium. However, with the threat of cyber-crimes at an all-time high these days, having this type of coverage should be discussed to see if the minimal premium costs could save the Village from significant dollar losses should a cyber-crime occur to the Village.

Staffs also recommends executing a “contingent contract” with a credit monitoring service to have in place and ready to go should a breach occur. This will allow the Village to simply “turn on” that contract at such a sensitive time, as opposed to scrambling around after a breach happens trying to get a contract in place, approved by the Board, and active. Time is of the essence in such a situation.

Illinois Public Risk Fund's Grant Program

Village of Round Lake

The Illinois Public Risk Fund has reserved

$6,373*

**Congratulations*

Your organization has qualified for a <u>Preferred Loss Ratio Grant</u> of $806.00 which is included in the above amount.

Please visit **<u>www.iprf.com</u>** for additional information and the Grant Application.

Grant deadline is December 1, 2016

(Subject to the programs terms and conditions)

West's INSURANCE AGENCY *Managing Risk since 1929*

Insurance Proposal For

Village of Round Lake

12/31/2015 – 12/31/2016

11/11/2015

Presented By:

Geoff Raef

1225 Tri-State Parkway, Suite 500
Gurnee, IL 60031
Phone: (847) 623-0456
Fax: (847) 623-5700

Table of Contents

Client:

Village of Round Lake
442 N. Cedar Lake Rd
Round Lake, IL 60073
(847) 546-5400
(847) 546-5405
www.eroundlake.com

Daniel MacGillis, Mayor

Steve Shields	sshields@eroundlake.com
Wayde Frerichs	wfrerichs@eroundlake.com
Shane Johnson	sjohnson@eroundlake.com

Broker:

West's Insurance Agency
1225 Tri-State Parkway, Suite 500
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Founded in 1929 by Bradford F. West, West's Insurance is a fourth generation family-owned and operated independent insurance agency. Our primary office is located in Gurnee, IL, forty miles north of Chicago and fifty miles south of Milwaukee with a second location in Waukegan, IL by appointment only.

We are a full-service insurance agency with a reputation for professionalism, expertise and customer service offering a wide variety of reliable and affordable insurance products with prominent insurance carriers.

It is our hope to represent your interests in selecting insurance options. Our process includes defining your needs, identifying the appropriate products for your consideration, and then reviewing those products with you to provide a comprehensive insurance program.

Our staff of professional, caring and conscientious people is here to help you. We also hope that you will use our web site as a resource to answer your insurance related questions, inquire about changes to an existing policy, or to obtain a quote. We look forward to hearing from you!

Please Note The Following

This proposal is for “illustration purposes only”. Coverage is not bound and this is a summary of proposed coverages. Once coverage is bound, please refer to the actual policies presented for specific terms, conditions, limitations and exclusions that will govern in the event of a loss. Specimen copies of proposed policies are available for your review prior to the binding of coverage.

In evaluating your exposures to loss, we have depended upon information provided by you. If there are other areas that need to be evaluated prior to binding coverage, please bring this information to our attention. Property values have been obtained from you and may not have been independently appraised. Please review your property values carefully.

Should any of your exposures change after coverage is bound, such as new operations, hiring employees in additional states, buying additional property, etc. please let us know so that we may request appropriate adjustments from your insurance carrier.

Higher limits of liability may be available and will be quoted on request.

Named Insured(s), Additional Interests, Mailing Address, Effective Date

Named Insured: Village of Round Lake

Mailing Address: 442 N. Cedar Lake Road
Round Lake, IL 60073

12/31/2015 & 1/1/2016

Trident	Annual
IPRF	Annual
Liberty Surety	Annual

Acceptance of Proposal and any modifications to the proposal, Payment Terms and Contingencies:

Signature: **Insured: Village of Round Lake**

By: _____

Date: _____

Your preferred method of delivery of Policies by West's Insurance Agency

_____ **Email** _____ **Mail** _____ **Fax**

Your preferred method of delivery of all other items by West's Insurance Agency.

_____ **Email** _____ **Mail** _____ **Fax**

Commercial Property

Trident

Property	Limits of Insurance
Blanket Building limit	$23,595,379
Blanket Contents limit	$1,925,869
Total Blanket Property limit	$25,579,025
Property Deductible	$2,500

See Attached Statement of Values Spreadsheet for a list of all properties including insured buildings and business personal property limits. Also attached is a copy of Trident's property enhancement endorsement which includes additional coverages and limits not specifically identified in my proposal.

Commercial Flood

Trident

Per Occurrence Limit	$1,000,000
Per Premises/Per Occurrence Deductible	$50,000

Commercial Earthquake

Trident

Per Occurrence Limit	$1,000,000
Per Premises/Per Occurrence Deductible	$50,000

Trident

Mobile Equipment	Limits of Insurance
Emergency Services Equipment	$433,660
Hired, Leased or Borrowed Equipment	$100,000
Street/Highway Equipment	$733,000
Miscellaneous Unscheduled Equipment	$170,374
Miscellaneous Scheduled Equipment	$537,080
Mobile Equipment Deductible	$500

See attached Mobile Equipment Schedule for a list of all scheduled equipment.

Trident

Coverage

Coverage	Limit	Deductible (Per Occurrence)
Public Employee Dishonesty	$500,000	$2,500
Forgery or Alteration	$500,000	$2,500
Theft, Disappearance & Destruction - Inside the Premises	$50,000	$2,500
Theft, Disappearance & Destruction - Outside the Premises	$50,000	$2,500

Trident

Coverage	Autos Covered	Limits of Liability
Liability Insurance CSL Each Accident Bodily Injury and Property Damages	1-Any Auto	$1,000,000
Medical Payments Each Person	2-All Owned Autos	$5,000
Uninsured/Underinsured Motorists CSL Each Accident	2-All Owned Autos	$100,000/$100,000
Hired /Borrowed Car Liability		$1,000,000
Non Owned Auto Liability		$1,000,000
Comprehensive/collision Deductible		$1,000/$1,000

See Automobile Schedule for a list of all 44 vehicles quoted.

General Liability

Trident

Coverages	Limits
Each Occurrence	$1,000,000
Personal Injury & Advertising Injury	$1,000,000
General Aggregate	$3,000,000
Products/Completed Operations Aggregate	$3,000,000
Damage to Rented Premises – Per Occurrence	$100,000
Property Damage Deductible -	N/A
Bodily Injury Deductible -	N/A
Public Water Liability	Included
Sewer Liability	Included
Pollution Liability	Limited to Water Utility only
Employee Benefits Liability	$1,000,000
Aggregate Limit	$1,000,000
EBL Deductible	$1,000

Law Enforcement Liability

Trident

Per Wrongful Act	$1,000,000
Per Wrongful Act Aggregate	$1,000,000
Deductible	$2,500

Public Officials Liability and Employment Practices Liability

Trident

Per Wrongful Act	$1,000,000
Annual Aggregate	$1,000,000
POL Deductible	$2,500
Retroactive Date	12/31/2006
EPL – Per Related Wrongful Act	$1,000,000
EPL – Aggregate	$1,000,000
EPL Deductible	$10,000
Retroactive Date	12/31/2006

Illinois Public Risk Fund (IPRF)

Coverages	Limits
Coverage A – Workers' Compensation	Statutory
Coverage B – Employers' Liability	
Each Accident – Bodily Injury by Accident	$3,000,000
Policy Limit – Bodily Injury by Disease	$3,000,000
Each Employee – Bodily Injury by Disease	$3,000,000

Loc #	State	Description of Classification	Code	Est. Annual Payroll	Rate	Estimated Annual Premium
1	IL	Waterworks Operation	7520	132,849	3.361	$4,465
1	IL	Police Officers & Drivers	7720	2,146,565	2.186	$46,924
1	IL	Clerical	8810	804,120	.136	$1,094
1	IL	Street Maintenance	5506	365,135	7.340	$26,801
1	IL	Sewage Disposal	7580	58,613	2.852	$1,672
1	IL	Municipal Employee	9410	184,564	3.938	$7,268

Excess Liability

Trident

Coverages	Limits	
Limit of Liability	$10,000,000	Each Occurrence
Retained Limit	N/A	
First Dollar Defense	Yes	

Underlying Insurance

Type of Insurance	Insurance Carrier	Policy Eff Date	Limits
Auto Liability	Trident	12/31/15	$1,000,000
General Liability	Trident	12/31/15	$1,000,000
EBL	Trident	12/31/15	$1,000,000
POL	Trident	12/31/15	$1,000,000
EPL	Trident	12/31/15	$1,000,000
Law Liability	Trident	12/31/15	$1,000,000

Public Officials Bonds

Liberty Surety

Position	Principal	Amount
Village President	Daniel MacGillis	$50,000
Village Clerk	Patricia Blauvelt	$50,000
Village Administrator	Steven Shields	$50,000
Village Finance Officer	Shane Johnson	$500,000
Village Treasurer	Shane Johnson	$500,000
Deputy Clerk	Martha Koechig	$5,000
Fire & Police Commissioner	Richard Crane	$50,000
Fire & Police Commissioner	Art Weber	$50,000
Fire & Police Commissioner	James Retis	$50,000

Village of Round Lake

Carrier	Coverages	Carrier Position • Quoted • Declined • Indication • Verbal Quote
Trident	Commercial Package, Excess Liability	Quoted
IPRF	Workers Compensation	Quoted
ICRMT	Commercial Package, Workers Compensation, Excess Liability	Quote pending
Travelers	Commercial Package, Workers Compensation, Excess Liability	Quoted
Glatfelter	Commercial Package, Excess Liability	Decline
One Beacon	Commercial Package, Excess Liability	Quoted
Brit Insurance	Commercial Package, Excess Liability	Decline

Named Insured: Village of Round Lake

Coverage	Insurance Carrier	A.M. Best Rating	Proposed Renewal Premium	Prior Year Premium
Commercial Property/Inland Marine	Trident	A	$31,065	$28,473
General Liability	Trident	A	$11,106	$9,223
Business Automobile	Trident	A	$24,152	$19,437
Law Enforcement Liability	Trident	A	$21,916	$19,286
Public Officials Liability/Employment Practices Liability	Trident	A	$4,752	$4,376
Excess Liability	Trident	A	$18,565	$16,587
Crime	Trident	A	$376	$376
Workers' Compensation	Illinois Public Risk Fund (IPRF)	NR	$90,871	$81,262
Public Officials Bonds	Liberty Mutual	A	$1,672	$1,672
Total Estimated Premium			$204,475	$180,692

A.M. Best's Financial Strength Rating is an independent opinion, based on a comprehensive quantitative and qualitative evaluation, of a company's balance sheet strength, operating performance and business profile. The Best's rating for the companies we are including in this proposal are:

As professional agents/brokers it has long been our established policy to make every effort to deal only with companies having a Best's Rating of A++, A+, A or A-, which are the four highest ratings available, and a minimum of $50 million in Policyholders' Surplus. It must be noted that West's cannot guarantee the financial solvency of any insurance carrier.

Financial Strength Ratings

A.M. Best's Financial Strength Rating (FSR) is an opinion of an insurer's ability to meet its obligations to policyholders. Rating Modifiers and Affiliation Codes may also be associated with these ratings. The following list outlines our rating scale and associated descriptions.

Secure	Vulnerable
A++, A+ (Superior)	**B, B-** (Fair)
A, A- (Excellent)	**C++, C+** (Marginal)
B++, B+ (Very Good)	**C, C-** (Weak)
	D (Poor)
	E (Under Regulatory Supervision)
	F (In Liquidation)
	S (Rating Suspended)

Financial Size Categories (FSC)

To enhance the usefulness of our ratings, A.M. Best assigns each letter rated (A++ through D) insurance company a Financial Size Category (FSC). The FSC is designed to provide a convenient indicator of the size of a company in terms of its statutory surplus and related accounts.

Many insurance buyers only want to consider buying insurance coverage from companies that they believe have sufficient financial capacity to provide the necessary policy limits to insure their risks. Although companies utilize reinsurance to reduce their net retention on the policy limits they underwrite, many buyers still feel more comfortable buying from companies perceived to have greater financial capacity.

FSC	(in thousands) Adjusted Policyholders Surplus
I	Less than 1
II	1 to 2
III	2 to 5
IV	5 to 10
V	10 to 25
VI	25 to 50
VII	50 to 100
VIII	100 to 250

FSC	(in thousands) Adjusted Policyholders Surplus
IX	250 to 500
X	500 to 750
XI	750 to 1,000
XII	1,000 to 1,250
XIII	1,250 to 1,500
XIV	1,500 to 2,000
XV	Greater than 2,000

WHY IS AN AUDIT NECESSARY?

This policy is issued with an "estimated premium" which requires an adjustment after the policy expires. The estimated premium for this type of policy is usually based on the amount of your payroll, sales or subcontractor cost during the term of the policy.

After the policy expires and the actual amount of the payroll, sales or cost can be determined, the estimated premium is adjusted to develop the final premium. If the adjusted premium is less than the estimated premium, the difference will be refunded. If it is more, you will receive a bill for the additional premium.

WHO WILL MAKE THE AUDIT?

When the policy expires, either a Premium Auditor will make an appointment with you to review the records that pertain to your company's payrolls and other exposures covered by your policy(ies) with your insurance carrier or a Policyholder's Report will be mailed to you for completion.

Premium Auditors are knowledgeable in both accounting and insurance and will obtain the necessary information to make the premium adjustment with a minimum of Inconvenience to you and your staff.

WHAT WILL THE PREMIUM AUDITOR DO?

The Premium Auditor will examine your books of original entry and ledger accounts that pertain to the variable factors on which the premium is based. The payroll portion of the audit will normally be verified to your quarterly tax reports. Additionally, during the course of the audit, the Auditor may also ask some questions about your records and personally observe the various operations of your business.

Automated Records

If your records are automated, or if they will be automated in the near future, the Premium Auditor will be pleased to assist you in setting up your records to Include Insurance requirements.

Premium Base

The most common premium bases are total remuneration (payroll), gross sales and total subcontractor cost. A rate is applied to the premium base to develop the premium. The premium base used is determined by the type of policy and by the type of business being insured.

Remuneration Is the total gross earnings of your employees. (See "Overtime" below for further details.) Gross sales is the gross amount charged by you for your products, services or rentals. Total subcontractor cost is the cost to you of all work you let or sublet. (Cost of material and equipment you furnished to your subcontractors may be handled differently under workers compensation than general liability coverage. Consult with your auditor for further information.)

Overtime

In most states the penalty portion of overtime payroll, or the amount paid in excess of the regular rate of pay, is excluded from the total payroll on which the premium is based.

You must, however, maintain your records to show separately, by employee and in summary by type of work, the amount of overtime paid.

Overtime deductions under workers compensation currently are not applicable in the states of Delaware, Pennsylvania, Utah, Nevada and to Stevedoring Operations.

Payroll Segregation

Insurance rates differ by type of work performed. The Premium Auditor must place each employee in the proper occupational category or insurance classification approved by the state. Since each classification has a different premium rate, proper placement is important.

By segregating your employee payroll records by type of work, you should receive a more prompt and equitable premium adjustment.

Consolidated (Wrap-Up) Insurance Programs

If you are a contractor involved in a consolidated (wrap-up) insurance program, your payroll receipts **will not** be automatically excluded from our audit. Please be sure to contact your agent before you begin working under a wrap-up program. If your policies are not endorsed properly, payroll/receipts will not be excluded from the audit.

SUBCONTRACTORS·PREMIUM CHARGES

Workers Compensation

You may be held responsible when a subcontractor's employee is injured. Most Workers Compensation laws provide that the general or principal contractor shall be responsible for compensation to employees of subcontractors in the absence of appropriate subcontractors' coverage.

For this reason it is important that each subcontractor you use furnish you with certificates of Insurance. Failure to secure a subcontractor's certificate of insurance will result in an additional premium charge.

The premium auditor will ask to see these certificates of insurance as proof that each subcontractor was separately insured.

General Liability

Your general liability policy may contain subcontractor classifications with rates based on operations performed for you by adequately insured subcontractors.

If any of your subcontractors do not have proof of adequate insurance, we will charge for the subcontractors without adequate insurance as if they were your employees. This usually means that a higher rate will be charged to you. It is important for you to verify the limits of insurance carried by your subcontractors by securing a certificate of insurance from each and every one of them.

For rating or audit purposes, your insurance carrier considers adequate limits of insurance for your subcontractors to be limits of insurance equal to your own limits of insurance. Your agent will be able to help you determine subcontractor limits that could protect your assets and satisfy underwriting requirements.

2015-2016 Village of Round Lake
Coverage Comparison

Commercial Property Section	**Trident**	**Travelers**	**OneBeacon**
Building	$23,595,379	$23,584,204	$21,078,150
Business Personal Property	$1,983,646	Included in building limit	$1,925,869
Blanket property coverage	Yes	Yes	Yes
Property valuation	Replacement Cost	Replacement Cost	Replacement Cost
Property policy deductible	$2,500	$2,500	$1,000
Building and BPP limits were automatically increased 3%.			
Business Income and Extra Expense	$250,000	$500,000	$500,000
Blanket Earthquake	$1,000,000	$2,500,000	$1,000,000
EQ deductible	$50,000	$50,000	$50,000
Blanket Flood	$1,000,000	$2,500,000 *	$1,000,000
Flood deductible	$50,000	$50,000	$50,000
Water backup of sewers and drains	Property limits	$50,000	$100,000
Equipment Breakdown coverage	Included	Included	Included
Accounts Receivable	$100,000	$100,000	$500,000 Shared limit
Valuable Papers & Records	$100,000	$100,000	$500,000 Shared limit
Computer Equipment	$666,122	$666,122	$666,122
Building Laws Coverage	$100,000	$100,000	$500,000
Terrorism Coverage	Included	Included	Included
* Travelers Flood coverage only applies at the following locations - 400 & 442 Cedar Lake Rd and 332 Railroad Ave.			

*** Additional limits can be found under the Property endorsement**

Commercial General Liability Section	**Trident**	**Travelers**	**OneBeacon**
General Aggregate	$3,000,000	$2,000,000	$2,000,000
Products/Completed Operations Aggregate	$3,000,000	$2,000,000	$2,000,000
Body Injury and Property Damage each occurrence	$1,000,000	$1,000,000	$1,000,000
Personal & Advertising Injury each occurrence	$1,000,000	$1,000,000	$1,000,000
Damage to premises rented to you	$100,000	$500,000	$1,000,000
Failure to Supply - Water	Included	$1,000,000	$1,000,000
Sewer Backup Liability	Included	$1,000,000	included
Pollution Liability	Included	included	included
Sexual Abuse	Included	excluded	$1,000,000

2015-2016 Village of Round Lake
Coverage Comparison

Law Enforcement Liability	$1,000,000	$1,000,000	$1,000,000
Law Enforcement Liability Aggregate	$1,000,000	$1,000,000	$1,000,000
Law Enforcement Liability deductible	$2,500	$5,000	$5,000
Public Officials Liability (POL)	$1,000,000	$1,000,000	$1,000,000
POL Aggregate	$1,000,000	$1,000,000	$1,000,000
Public Officials Liability deductible	$2,500	$5,000	$5,000
Retroactive Date	12/31/2006	12/31/2006	12/31/2006
Defense costs outside the limit of liability	Yes	Yes	Yes
Employment Practices Liability (EPL)	$1,000,000	$1,000,000	$1,000,000
EPL Aggregate	$1,000,000	$1,000,000	$1,000,000
EPL deductible	$10,000	$5,000	$10,000
Retroactive date	12/31/2006	12/31/2006	12/31/2006
Defense costs outside the limit of liability	Yes	No	Yes
Employee Benefits Liability	$1million/$1million	$1million/$3million	$1million/$1million
Employee Benefits deductible	$1,000	$1,000	$1,000
Automobile Liability Section	**Trident**	**Travelers**	**OneBeacon**
44 Units were reported			
Limit of liability	$1,000,000	$1,000,000	$1,000,000
Physical Damage	$1,630,126	$1,630,126	$1,630,126
Hired/Nonowned Liability	$1,000,000	$1,000,000	$1,000,000
Uninsured/Underinsured Motorist (UM/UIM)	$100,000	$1,000,000	$1,000,000
Medical payments	$5,000	$5,000	$5,000
Comprehensive deductible	$1,000	$1,000	$1,000
Collision deductible	$1,000	$1,000	$1,000

2015-2016 Village of Round Lake
Coverage Comparison

Crime Section	**Trident**	**Travelers**	**OneBeacon**
Employee Dishonesty	$500,000	$500,000	$500,000
Theft, Disappearance and Destruction - Inside	$50,000	$50,000	$50,000
Theft, Disappearance and Destruction- Outside	$50,000	$50,000	$50,000
Forgery & Alteration	$500,000	$500,000	$500,000
Crime deductible	$2,500	$2,500/$1,000	$2,500

Inland Marine Section	**Trident**	**Travelers**	**OneBeacon**
Emergency Services Equipment	$433,660	Included in Misc. Schedule	Included in Misc. Equip limit
Street/Highway Equipment	$733,000	$598,792	$733,586
Miscellaneous Equipment (Scheduled)	$537,080	$3,434,448	$1,138,528
Unscheduled Equipment	$170,374-max $1K/item	$170,374-max $1K/item	$170,374-max $1K/item
Hired, Leased, Borrowed equipment	$100,000	$100,000	$100,000
Inland Marine Deductible	$500	$1,000	$500
Inland Marine Equipment valuation	Actual Cash Value	Actual Cash Value	Actual Cash Value

Excess Liability Section	**Trident**	**Travelers**	**OneBeacon**
Limit per occurrence/aggregate	$10,000,000	$10,000,000	$10,000,000
Excess Liability deductible	$0	$0	$0
General liability covered under excess policy	yes	yes	yes
Automobile liability covered under excess policy	yes	yes	yes
EPLI covered under excess policy	yes	yes	yes
EBL covered under excess policy	yes	yes	yes
POL covered under excess policy	yes	yes	yes
Law Enforcement under excess policy	yes	yes	yes
Failure to Supply	yes	no	yes
Abuse and Molestation	yes	no	no
Pollution	yes	no	no
Sewer Backup Liability	yes	no	no

2015-2016 Village of Round Lake
Coverage Comparison

Workers Compensation	**IPRF**	**Travelers**
Employers Liability limit	$3,000,000	Declined due to losses
Payroll Breakdown per class code		
5506 - Street Maintenance	$365,135	
7520 - Waterworks	$132,849	
7720 Policemen	$2,146,565	
8810 Clerical	$804,120	
9402 Street Cleaning	$0	
9410 Municipal Employees	$184,564	
7580 Sewage Disposal	$58,613	

Public Officials Bonds	**Liberty Surety First**
Village President - Daniel MacGillis	$50,000
Village Clerk - Patricia Blauvelt	$50,000
Village Administrator - Steven Shields	$50,000
Village Finance Officer - Shane Johnson	$500,000
Village Treasurer - Shane Johnson	$500,000
Deputy Clerk - Martha Koechig	$5,000
Fire & Policy Commissioner - Richard Crane	$50,000
Fire & Policy Commissioner - Art Weber	$50,000
Fire & Policy Commissioner - James Retis	$50,000

Cyber Liability (Optional Consideration)	**Beazley Insurance**
Information Security and Privacy Liability	$1,000,000
Regulatory Defense and Penalties	$250,000
Website Media Content Liability	$1,000,000
Policy Aggregate	$1,000,000
Crisis Management and Public relations	$100,000
Notification costs/aggregate	$50,000/$50,000
Legal & Forensic Expenses	$100,000
Deductible	$10,000/$5,000

* The Cyber Liability premium is subject to a completed Beazley Breach Response App.

2015-2016 Village of Round Lake
Coverage Comparison

Premium Breakdown

Package Policy (Property, GL , Crime, Inland Marine, Exc	**Trident**	**Travelers**	**OneBeacon**
	$111,932	**$101,095**	**$117,921**

*** OneBeacon, ICRMT, Travelers, Brit and Glatfelter were asked to provide a competitive quotation but declined because they could not compete with Trident's renewal pricing.**

Workers Compensation	**IPRF**	**IPRF**	**IPRF**
	$90,871	**$90,871**	**$90,871**
Public Officials Bonds	**Liberty Mutual Surety**	**Liberty Mutual Surety**	**Liberty Mutual Surety**
	$1,672	**$1,672**	**$1,672**
Total Estimated Annual Premium	**Trident/IPRF/Liberty**	**Travelers/IPRF/Liberty**	**OneBeacon/IPRF/Liberty**
	$204,475	**$193,638**	**$210,464**

Cyber Liability Estimated Premium **$7,500***

*Cyber Liability premium is not included in the total estimated annual premium.

Brit, ICRMT and American Alternative declined indicating they could not compete with Trident's pricing
We are still waiting on a quote from Scottsdale

VILLAGE OF ROUND LAKE

AGENDA ITEM SUMMARY

TITLE: PAVEMENT MANAGEMENT REPORT ACCEPTANCE **Agenda Item No. COTW**

Executive Summary

Staff recommends accepting the Pavement Management Report compiled by Baxter & Woodman, Inc. The attached report includes a current assessment of Village streets, an estimated cost to repair them and a recommended five year plan for roadway maintenance. Baxter & Woodman will provide additional exhibits, give a brief presentation of the report findings and be available for any questions at the meeting on November 16, 2015.

Recommended Action

Accept the Pavement Management Report conducted by Baxter & Woodman, Inc.

Committee: PW/F&CA and Engineering **Meeting Date(s):** 11/16/15

Lead Department: Public Works **Presenter:** Adam Wedoff, Director of Public Works

Item Budgeted: [ ] Yes [ ] No [X] N/A

If amount requested is over budget, a detailed explanation of what account(s) the overage will be charged to will be provided in the Executive Summary or attached detail.

Account(s)	Budget	Expenditure
Other Items	$0.00	
Item Requested	$0.00	$0.00
YTD Actual		$0.00
Amount Encumbered		$0.00
	$0.00	$0.00
Request is over/under budget:		
Under	-	
Over	-	

Village of Round Lake

Pavement Management Report Update




Prepared by:

BAXTER & WOODMAN
Consulting Engineers

www.baxterwoodman.com

October 26, 2015

Village of Round Lake
Pavement Management Report Update

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EXECUTIVE SUMMARY

The Village of Round Lake has authorized this pavement management report as an update to the report completed in 2007. The intent of this report is to assess the condition of the Village's streets and develop economical and workable street programs to maintain those streets over the next several years. In general, this report does not address streets maintained by the Illinois Department of Transportation, Lake County, Fremont Township, Avon Township, Grant Township, developers, or private corporations. Data was collected and analyzed using PASER pavement evaluations completed in August of 2015 of all the streets maintained by the Village of Round Lake.

The primary goal of a successful pavement management plan is to rehabilitate streets on a schedule that targets streets just before their condition rapidly declines and becomes far more expensive. This strategy is the most effective use of the Village's allocated budget regardless of its amount.

Pavement rehabilitation strategies and total repair costs have been developed for every street section maintained by the Village and entered into the pavement management database. The current cost to repair streets requiring maintenance within the fifty-two (52) miles of streets evaluated in this pavement management report is estimated to be approximately $21.2 million (2016 dollars), an increase from the previous total of $12.1 million at the time of the 2008 report. The Village has spent an average of $950,00 per year on street and infrastructure improvement programs over the past several years, however MFT Revenues have been steady at approximately $440,00. For the purposes of this report a budget of $440,000 was used to develop the 5-Year Pavement Improvement Plan.

The age of most of the streets for which historical data is available are between 8 to 12 years old. This illustrates that while the overall condition of the Village's streets appear to be in acceptable condition, the age of the pavements indicates there is a significant amount of maintenance work either needed now or coming in the next 3 – 7 years.

Considering the life cycle of a typical pavement is 15-20 years if regular maintenance is performed, our analysis determined that the Village will need to budget between $2.0 and $2.2 million per year on roadway maintenance in order to rehabilitate its streets on a 15-20 year cycle. This figure does not include roadways in failed condition needing reconstruction, which is approximately an additional $2.5 million. We recommend that the Village separate these reconstruction projects from their annual roadway maintenance budget to further stress the importance of preventing the deterioration of the Village's Street System to reach this level. While this sounds like an ambitious budget for the Village, these values highlight the point that the average condition of the Village streets are deteriorating each year, and reversing the trend will require a significant investment in the Village's street system.

We recommend that the Village make every effort to increase its annual budget for roadway maintenance while creating separate budgetary items for reconstruction projects as they arise. In an effort to accomplish this, the Village should consider supplementing MFT funds with additional corporate funds or other sources to prevent further accelerated deterioration of Village streets.

1. PURPOSE OF STUDY

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

To continue progress in maintaining and improving its streets, the Village has determined that careful planning is needed to enable the Village to continue maximizing the effectiveness of monies spent for annual street maintenance and rehabilitation projects. The Village of Round Lake commissioned Baxter & Woodman, Inc. to reassess 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 maintained by the Village and assign a Pavement Surface Evaluation and Rating (PASER) value.
- Estimating the costs of improving each street maintained by the Village based on the pavement improvement strategies recommended for each street section.
- Analyzing the effectiveness of the Village's current roadway improvements annual budget and recommending an annual budget to effectively maintain Village streets.
- Developing a workable 5-Year Pavement Improvement Plan for the Village by selecting the highest priority street sections whose total estimated costs match the Village's projected road budget.

2. APPROACH

Pavement Surface Evaluation and Rating

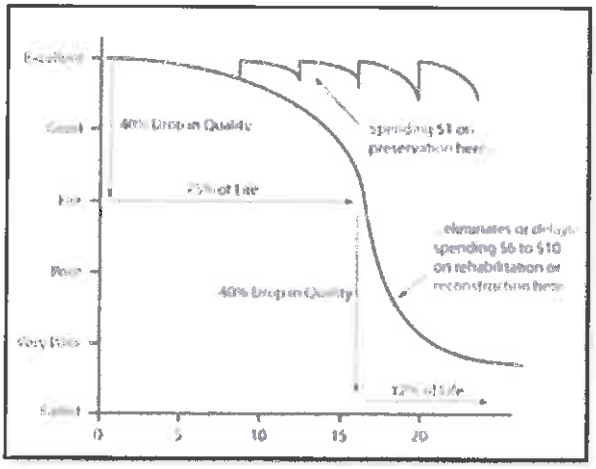
The Pavement Surface Evaluation and Rating (PASER) system is a numeral indicator from 1 to 10 that rates the surface condition of the pavement, based on the distresses observed on the surface of the pavement. A PASER of 10 denotes a distress free pavement, whereas 1 indicates a failed pavement. The PASER system was developed by the University of Wisconsin-Madison, is an approved pavement management process by the Illinois Department of Transportation (IDOT), and provides a rational basis for determining maintenance and repair needs and priorities. See Appendix 1 for detailed descriptions of the PASER rating system for Hot-Mix Asphalt (HMA).

Pavement Life Cycle

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

FIGURE 1

Pavement Life Cycle



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

Methodology

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

1. Utilize the existing street inventory database of all of the streets maintained by the Village from Village/County GIS data, updating as necessary, then transferring to Microsoft Excel.

2. Evaluate the streets in the Village's street network by visual inspection of random representative samples of each street section, identifying various distress types and assign coordinating PASER value (1 – 10). Verify street attributions such as width and type of curb & gutter or shoulder.

3. 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:
      10 - 9 Excellent - No maintenance required.
      8 - 7 Very Good – Minimal Maintenance - Crack Seal
      6 Good – Minimal Maintenance - Spot Patch, Crack Seal
      5 Fair – Edge Grind and Resurface w/ minimal patching & curb repair
      4 Poor – Mill and Resurface w/ minor patching & curb repair
      3 Very Poor – Full-depth asphalt replacement w/ moderate curb repair
      2 - 1 Failed – Full-depth asphalt replacement w/ complete curb replacement

      Streets without curb will have aggregate wedge shoulder repairs.

4. Analyze the effectiveness of the Village's current roadway improvements annual budget and recommend an annual budget to effectively maintain Village streets.

5. Review historic pavement construction information from records of the 2007-2015 street programs and developments to assist with determining the age of the streets to help prioritize streets most in need of repair.

6. Develop a 5-Year Pavement Improvement Plan by prioritizing street sections with the highest cost to benefit ratio (streets in Fair condition) whose total estimated cost matches the Village's budget.

7. 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.

Table 2 illustrates the difference in findings and recommendations from the 2008 and the current Pavement Management Reports. The increase in total cost can be attributed to deterioration, an increase in construction costs, and a priority in the interim on urbanization/reconstruction projects in order to leverage limited budget with outside funding opportunities.

5-Year Improvement Plan

Once the pavement condition and associated rehabilitation costs for each street was determined, a 5-Year Pavement Improvement Plan was developed for the Village using a budget of $440,000. This figure is drawn from the approximate MFT Revenues the Village receives each year.

The 5-year plan was created with the purpose of being a schedule for providing timely, effective rehabilitation to the streets within the network. We analyzed the five year program while considering the following factors:

1. The street is located in a residential area and improving the street would provide the most direct benefit to 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 5-year program.
4. Coordination with utility infrastructure work.
5. Grouping streets with other streets in the network scheduled for improvements in the same year (limiting the amount of "mobilization" needed by the Contractor).
6. The age of the street, with older streets having priority over newer streets or streets rehabilitated within the last 10-15 years.
7. The amount of traffic a street handles and its proximity to local access to other collector and arterial highways.

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

The 5-Year Improvement Plan was constructed with acknowledgement of the following projects already slated for construction:

3. EXISTING CONDITIONS

Pavement Inventory Database

A base map of the Round Lake street centerlines derived from datasets from the Village and from Lake County GIS-Technologies Department was used in Arc View (Geographic Information System software) to create the street network database. This base map of the street network, made up of individual street segments (divided as street blocks), was used to obtain the locations and lengths of all the streets in the Round Lake street network. With the street network broken down by block, rehabilitation strategies could be tailored to individual segments of each street instead of one "blanket" solution per roadway. Street widths and cul-de-sac areas were verified in the field while performing the pavement evaluations. This information was used to calculate square yard cost estimates for each street section, which typically provides a more accurate cost estimate than estimating costs by linear foot of roadway. Cross section information including curb and gutter types was obtained in the field while performing the pavement evaluations.

Records of the Village's past street programs and developments from 1998 to 2015 were reviewed to track where work has been completed within the Village. The "Year of Last Repair" was entered into the pavement inventory database for all street sections that have been resurfaced or constructed since 1998.

Pavement Evaluation

Pavement distresses quantities were observed 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 used to determine the PASER value.

Evaluation Results

Most of the Village's street network is in Fair to Poor condition as can be seen in Table 1 and Figure 2. As seen in Figure 3 and depicted in Exhibit 3, the age of most of the streets for which historical data is available are between 8 to 12 years old. These figures and table illustrate that while the overall condition of the Village's streets appear to be in acceptable condition, the age of the pavements indicates there is a significant amount of maintenance work either needed now or coming very soon.

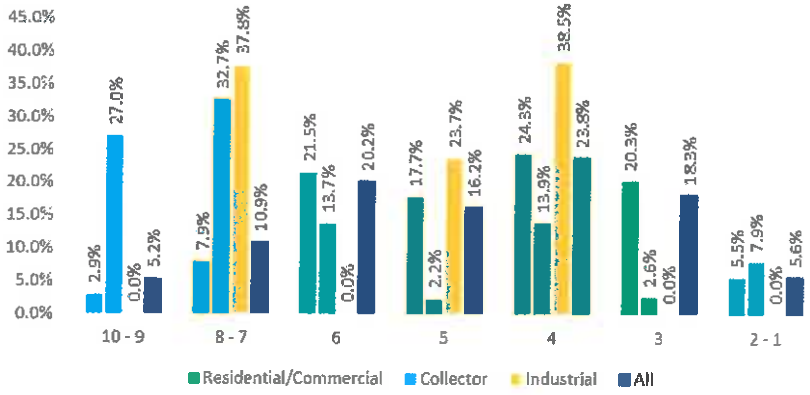
TABLE 1

Length of Village Streets Per Condition

Condition	PASER	Residential/ Commercial Miles	Collector Miles	Industrial Miles	Total Miles
Excellent	10 - 9	1.52	1.07	0.00	2.59
Very Good	8 - 7	3.84	1.35	0.32	5.50
Good	6	10.02	0.68	0.00	10.70
Fair	5	7.89	0.13	0.18	8.20
Poor	4	11.42	0.77	0.33	12.52
Very Poor	3	9.62	0.18	0.00	9.80
Failed	2 - 1	2.68	0.46	0.00	3.14
	Total Miles	47.11	4.63	0.83	52.56

FIGURE 2

Percent Area in PASER Ranges



Appendix 4 provides the entire street network database of all the streets maintained by the Village, sorted by condition. Appendix 5 provides the entire street network database sorted by street name in alphabetical order. These tables provide information such as pavement length, width, area, and total estimated cost (which includes construction and engineering costs) for repairs or maintenance in 2016.

FIGURE 3

Percent Area and Average PASER Rating at Age of Inspection

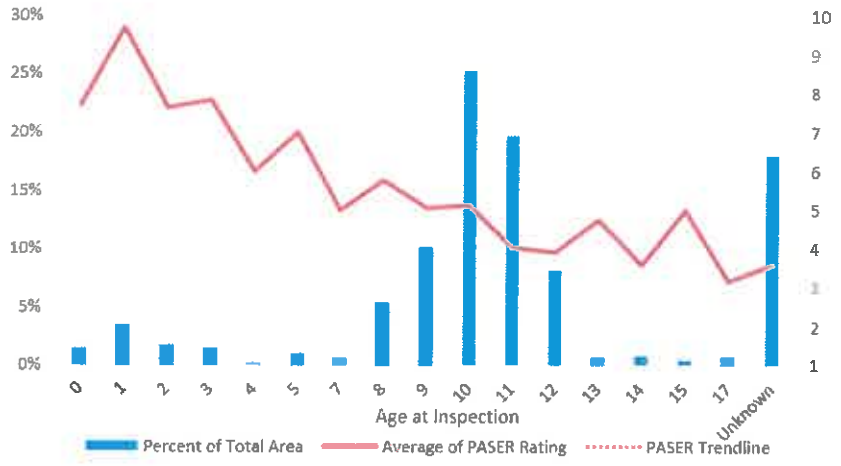


Exhibit 4, Pavement Surface Evaluation and Rating (PASER) Map, provides a graphical representation of the current street rating of the Village's street network database.

Metra Parking Lots

The parking lots maintained by the Village near the Metra commuter train station were evaluated and the results can be seen in Exhibit 5 and Appendix 6. It is understood that the repair and maintenance of these parking lots will be budgeted separate from Village street maintenance, as such the results are provided separate from the street network and Recommended 5-Year Improvement Plan.

2015: Forest Ave/MacGillis Dr Pulverization/Resurfacing
2016: MacGillis Dr Bridge Project & Nippersink Rd (Elementary school driveway to IL Route 134)

The Recommended 5-Year Improvement Plan is presented in map form in Exhibit 4, and summarized in detail in Appendix 7.

5. CONCLUSIONS/RECOMMENDATIONS

The results of this pavement management report should be very beneficial in assisting the planning of the annual street improvement projects for the Village of Round Lake. The use of Microsoft Excel with a Geographic Information System gives the Village the ability to easily access and update information as well as produce meaningful, spatial reports and maps. The combination of the mapping system with the pavement inventory database is a system with flexibility for expansion and refinement. The Village should continue to update the database periodically to monitor the progress of the Village's street programs.

The current cost to complete all roadway maintenance on all Village streets in 2016 totals $21.2 million, an increase from the previous total of $12.1 million at the time of the 2008 report. Our analysis determined that the Village will need to budget between $2.0 and $2.2 million per year on roadway maintenance in order to rehabilitate its streets every 15-20 years. This figure does not include roadways in failed condition needing reconstruction, which is approximately an additional $2.5 million.

Although the Village has indicated that the recommended budget is ambitious at this time, it illustrates the point that the Village streets are deteriorating each year and that trend will be difficult to reverse without significant investment in the Village's street program. If the Village is unable to increase its annual roadway maintenance budget to the necessary level, we recommend that the Village focus the entirety of its MFT revenues amount towards the maintenance projects for its streets system. It is important to stress that the implementation of this 5-Year Pavement Improvement Plan will slow the deterioration of the Village streets, regardless of the budget amount, as it is the most effective use of the budgeted dollars.

Additionally, we recommend that the Village separate any reconstruction projects from their annual roadway maintenance budget to further stress the importance of preventing the deterioration of the Village's Street System to reach this level. However, it is important to reiterate that the primary focus of the roadway budget should be on streets in need of resurfacing, and that no more than 25% of the average annual budget total should be spend on reconstruction projects.

We also recommend the Village implement a program for preventative maintenance such as crack sealing and patching focusing on streets in Good and Very Good condition (PASER 6-8) 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.

We recommend the Village allocate approximately $15,000 annually for crack sealing over the 5-Year Improvement Plan. In order to meet current needs, stay within budget, and provide a large enough program for reasonable unit costs, we recommend the Village consolidate its patching needs into a single $100,000 program in the 5-Year Improvement Plan. These costs have been included in the recommended average annual cost of the 5-Year Improvement Plan.

Given the limited annual budget as compared to annual needs, we strongly recommend the Village continue to seek federal funding for roadways that are already eligible for federal funding when the need for maintenance occurs. These include Long Lake Drive, Hart Road, Cedar Lake Road, and Nippersink Road. Moreover, the Village should investigate eligibility for federal funding for additional streets. These include Townline Road, and potentially others.

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

Rating system

Surface rating	Visible distress*	General condition/ treatment measures
10 Excellent	None.	New construction.
9 Excellent	None.	Recent overlay. Like new.
8 Very Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater). All cracks sealed or tight (open less than ¼").	Recent sealcoat or new cold mix. Little or no maintenance required.
7 Good	Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open ¼") due to reflection or paving joints. Transverse cracks (open ¼") spaced 10' or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6 Good	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open ¼"–½"). Transverse cracks (open ¼"–½"), some spaced less than 10'. First sign of block cracking. Sight to moderate flushing or polishing. Occasional patching in good condition.	Shows signs of aging. Sound structural condition. Could extend life with sealcoat.
5 Fair	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open ½" or more) show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2")
4 Fair	Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Longitudinal cracking in wheel path. Block cracking (over 50% of surface). Patching in fair condition. Slight rutting or distortions (½" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2" or more).
3 Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Severe block cracking. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (greater than ½" but less than 2" deep). Occasional potholes.	Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.
2 Very Poor	Alligator cracking (over 25% of surface). Severe rutting or distortions (2" or more deep). Extensive patching in poor condition. Potholes.	Severe deterioration. Needs reconstruction with extensive base repair. Pulverization of old pavement is effective.
1 Failed	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

** Individual pavements will not have all of the types of distress listed for any particular rating. They may have only one or two types.*

PASER Rating 10 – Excellent
Sunset Drive (Between Panther Drive to Long Lake Drive)

PASER Rating 9 – Excellent
Lincoln Avenue (Between Ravine Avenue and Park Avenue)

PASER Rating 8 – Very Good
Long Lake Drive (Between Southmoor Street and Alma Circle)

PASER Rating 7 – Very Good
Sienna Drive (Between Newbridge Lane and Asbury Drive)

PASER Rating 6 – Good
Seaton Drive (Between Greywall Drive and Butterfield Lane)

PASER Rating 5 – Fair
Arden (Between IL Route 60 and Norwell Lane)

PASER Rating 4 – Poor
Wicklow Lane (Between Springside Drive and Savannah Parkway)

PASER Rating 3 – Very Poor
Greenleaf Drive (Between Westminster Court and Winthrop Drive)

PASER Rating 2 – Failed
Forest Cove Drive (Between Cascade Circle and Forest Cove Drive)

PASER Rating 1 – Failed
N Rosedale Ct (Between Cedar Lake Road and Ridgewood Drive)

2016 Detailed Cost Summary by Rehabilitation Strategy

All of the below Engineering and Cost Estimation Values are based on a minimum street program of $400,000. These values are specifically provided for the purposes of this Pavement Management Report. More detailed engineering will have to be completed at the time of the street projects to determine the actual construction and engineering costs.

URBAN (CURBED) ROADWAYS

PASER	Repair Cost ($/SQ FT)	Des. Eng. ($/SQ FT)	Const. Eng. ($/SQ FT)	Total Cost ($/SQ FT)	Improvement Strategy Description
10 - 9	$0.00	$0.00	$0.00	$0.00	Excellent; No Maintenance Required
8 - 7	$0.05	$0.01	$0.01	$0.07	Very Good; Minimal Maintenance - Crack Seal
6	$0.12	$0.01	$0.02	$0.15	Good; Minor Maintenance - Spot Patch, Crack Seal, Microsurface
5	$2.10	$0.11	$0.21	$2.42	Fair; Edge Grind and Resurface, 1 3/4" Surface, 10% Curb Repair, 5% Patching
4	$4.00	$0.28	$0.40	$4.68	Poor; Mill and Resurface with Crack Control Fabric, 3/4" Leveling Binder, 1 3/4" Surface, 20% Curb Repair, 10% Patching
3	$5.00	$0.35	$0.60	$5.95	Very Poor; Full Depth Asphalt Pavement Removal and Replacement with 5% Base Repair, 2 1/2" Binder, 2" Surface, 30% Curb Repair
2 - 1	$6.80	$0.70	$1.00	$8.50	Failed; Full Depth Asphalt Pavement Removal and Replacement with 15% Base Repair, 2 1/2" Binder, 2" Surface, 100% Curb Repair
2 - 1	$17.70	$1.80	$2.70	$22.20	Failed; Collector/Industrial Pavement Reconstruction w/ Subgrade Repair, 12" Agg. Subbase, 7" Binder, 2" Surface, 100% Curb Repair

RURAL (NON-CURBED) ROADWAYS

PASER	Repair Cost ($/SQ FT)	Des. Eng. ($/SQ FT)	Const. Eng ($/SQ FT)	Total Cost ($/SQ FT)	Improvement Strategy Description
10 - 9	$0.00	$0.00	$0.00	$0.00	Excellent; No Maintenance Required
8 - 7	$0.05	$0.01	$0.01	$0.07	Very Good; Minimal Maintenance - Crack Control
6	$0.12	$0.01	$0.02	$0.15	Good; Minor Maintenance - Spot Patch, Crack Seal, Microsurface
5	$2.00	$0.10	$0.20	$2.30	Fair; Edge Grind/Overlay, 1 3/4" Surface, 5% Patching, Agg Wedge Shoulders
4	$3.50	$0.25	$0.35	$4.10	Poor; Mill and Resurface with Crack Control Fabric, 3/4" Leveling Binder, 1 3/4" Surface, 10% Patching, Agg Wedge Shoulders
3	$4.20	$0.30	$0.51	$5.01	Very Poor; Full Depth Asphalt Pavement Removal and Replacement with 5% Base Repair, 2 1/2" Binder, 2" Surface, Agg Wedge Shoulders
2 - 1	$4.50	$0.50	$0.70	$5.70	Failed; Full Depth Asphalt Pavement Removal and Replacement with 15% Base Repair, 2 1/2" Binder, 2" Surface, Agg Wedge Shoulders
2 - 1	$15.50	$1.60	$2.40	$19.50	Failed; Collector/Industrial Pavement Reconstruction w/ Subgrade Repair, 12" Agg. Subbase, 7" Binder, 2" Surface, , Agg Wedge Shoulders

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

Input Values used for Strategy Cost

Leveling Binder	$105.00	$/ton
Hot-Mix Asphalt Binder	$90.00	$/ton
Hot-Mix Asphalt Surface	$95.00	$/ton
Cold Milling	$5.00	$/sq yd
Full Depth HMA Surface Removal	$7.00	$/sq yd
Base Prep	$2.75	$/sq yd
Base Repair	$21.00	$/sq yd
Pavement Removal	$15.00	$/sq yd
Geotechnical Fabric	$2.75	$/sq yd
12" Aggregate Base Course	$19.00	$/sq yd
Earth Excavation	$36.00	$/cu yd
Subgrade Repair	$69.00	$/cu yd
New Curb and Gutter	$31.00	$/lin. ft
Traffic Control / Mobilization	5	%
Reflective Crack Control	$2.25	$/sq yd
Restoration (Driveways & Sodding)	$19.00	$/sq yd
Crack Routing and Filling	$1.35	$/foot
Pavement Patching	$66.00	$/sq yd
Aggregate Wedge Shoulder	$41.00	$/ton
Curb & Gutter Repair:	$37.00	$/lin. ft

Assumed Engineering Costs (% of Construction Cost)

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

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
									Excellent (10 - 9)	
Beryl Ln	Jade Ln	End	101	24.0	2,424	U	B6.12	2014	10	$ -
Hart Rd	Carol Lane	Sunset Drive	383	36.0	13,788	U	B6.12	2014	10	$ -
Hart Rd	Sunset Drive	Village Hall Entrance	732	36.0	26,352	U	B6.12	2014	10	$ -
Hart Rd	Village Hall Entrance	Cedar Lake Road	243	36.0	8,748	U	B6.12	2014	10	$ -
Jade Ln	Belvidere Rd (IL 120)	Beryl Ln	924	24.0	22,176	U	B6.12	2014	10	$ -
Jade Ln	Beryl Ln	End	2,390	24.0	57,360	U	B6.12	2014	10	$ -
Long Lake Dr	Sunset Drive	Magna Drive	551	33.0	18,183	U	B6.12	2015	10	$ -
Long Lake Dr	Lotus Drive	Nasa Circle	235	24.0	5,640	U	M4.12	2015	10	$ -
Long Lake Dr	Magna Drive	Valentin Drive	474	33.0	15,642	U	B6.12	2015	10	$ -
Long Lake Dr	Valentin Drive	Lotus Drive	424	28.5	12,084	U	B6.12	2015	10	$ -
Sunset Dr	Hart Road	Panther Drive	702	33.0	23,166	U	M3.12	2014	10	$ -
Sunset Dr	Panther Drive	Long Lake Drive	1,915	33.0	63,195	U	M6.12/B6.12	2014	10	$ -
Beacon Ln	Cedar Lake Rd	Cambria	228	24.0	5,472	U	M4.12	2012	9	$ -
Lincoln Ave	Laurel Avenue	Ravine Avenue	369	24.5	9,041	U	M3.12	2013	9	$ -
Lincoln Ave	Ravine Avenue	Park Avenue	258	24.5	6,321	U	M3.12	2013	9	$ -
Lincoln Ave	Park Avenue	End	244	24.5	5,978	U	M3.12	2013	9	$ -
Lincoln Ave	Nippersink Road	Laurel Avenue	656	36.0	23,616	U	M3.12	2013	9	$ -
Park Ave	Cedar Lake Road	Lincoln Avenue	1,226	25.0	30,650	U	M3.12	2012	9	$ -
Spanky Ct	Lakewood Terrace	End	336	20.0	6,720	R	none	2014	9	$ -
Spring Valley Way	Prairie Springs Drive	Spring Valley Court	288	24.0	6,912	U	M4.12	2003	9	$ -
									Very Good (8 - 7)	
Chardon Rd	West Village Limits	East Village Limits	2,731	21.0	57,351	R	2'-6' Agg	2010	8	$ 4,014.57
Lakewood Ter	Spanky Court	Washington Street	816	24.0	19,584	R	2' Agg	2014	8	$ 1,370.88
Long Lake Dr	Southmoor Street	Alma Circle	286	24.0	6,864	R	2' Agg	2013	8	$ 480.48
Nippersink Rd	School Drive	Elm. School Entrance	570	21.0	11,970	R	3' Agg	2012	8	$ 837.90
Valentin Dr	Magna Drive	End	200	33.0	6,600	U	B6.12	2004	8	$ 462.00
Amarias Dr	Bayport Lane	Denise Drive	430	24.0	10,320	U	M4.12	2005	7	$ 722.40
Amarias Dr	Edgewood Court	Wildmeadow Drive	233	24.0	5,592	U	M4.12	2004	7	$ 391.44
Amarias Dr	Wildmeadow Drive	Property Line	473	24.0	11,352	U	M4.12	2004	7	$ 794.64
Asbury Dr	Newbridge Lane	Sienna Drive	1,161	24.0	27,864	U	M4.12	2005	7	$ 1,950.48
Autumn Dr	Silver Leaf Lane	End	444	32.0	14,208	U	M4.12	2005	7	$ 994.56
Buckingham Dr	Curran Road	Chatham Lane	930	24.0	22,320	U	M4.12	2005	7	$ 1,562.40
Capri Dr	Avilon Avenue	Capri Court	240	20.5	4,920	R	3' Agg	2002	7	$ 344.40
Curran Rd	Chatham Lane	Buckingham Drive	323	24.0	7,752	U	M4.12	2005	7	$ 542.64
Dalton Dr	East Meadow Lane	W Dalton Drive	575	24.0	13,800	U	M4.12	2006	7	$ 966.00
Daybreak Ln	Newbridge Lane	W Daybreak Lane	346	24.0	8,304	U	M4.12	2007	7	$ 581.28
Daybreak Ln	Tremont Lane	Daybreak Lane	821	24.0	19,704	U	M4.12	2007	7	$ 1,379.28
Essington Dr	Essington Drive	Curran Road	923	24.0	22,152	U	M4.12	2005	7	$ 1,550.64
Galeton Dr	Amarias Drive	Fallbrook Drive	992	24.0	23,808	U	M4.12	2005	7	$ 1,666.56
Hamlin Ln	Amarias Drive	Fallbrook Drive	797	24.0	19,128	U	M4.12	2005	7	$ 1,338.96
Hamlin Ln	Amarias Drive	Hamlin Lane	680	24.0	16,320	U	M4.12	2005	7	$ 1,142.40
Hamlin Ln	Kortney Lane	Hamlin Lane	839	24.0	20,136	U	M4.12	2005	7	$ 1,409.52
Highplains Rd	Prairie Walk Lane	Meadow Mist Lane	467	24.0	11,208	U	M4.12	2004	7	$ 784.56
Lakewood Ter	Cedar Lake Road	Cedar Crest Court	1,024	24.0	24,576	R	2' Agg	2012	7	$ 1,720.32
Lakewood Ter	Cedar Crest Court	Spanky Court	376	24.0	9,024	R	2' Agg	2013	7	$ 631.68
Long Lake Dr	Alma Circle	Fairfield Road	321	28.0	8,988	R	2' Agg	2013	7	$ 629.16

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Long Lake Dr	Alma Circle	Alma Circle	646	24.0	15,552	R	2' Agg	2013	7	$ 1,088.64
Newbridge Ln	Wildspring Road	Sienna Drive	215	30.0	6,450	U	B6.12	2005	7	$ 451.50
Newbridge Ln	Asbury Drive	Daybreak Lane	359	24.0	8,616	U	M4.12	2007	7	$ 603.12
Nippersink Rd	Village Limits	Valley Lakes Boulevard	653	27.5	17,958	R	3' Agg	2012	7	$ 1,257.03
Nippersink Rd	School Drive	Village Limits	795	21.0	16,695	R	3' Agg	2012	7	$ 1,168.65
Nippersink Rd	Village Limits	Village Limits	431	21.0	9,051	R	3' Agg	2013	7	$ 633.57
Old Farm Rd	Wagonwood Dr/Ct	End	131	30.0	3,930	U	M3.12		7	$ 275.10
Park Rd	Park Road	Hillside Drive	776	19.0	14,744	R	2' Agg	2005	7	$ 1,032.08
Robert Ct	Arden Lane	End	571	24.0	13,704	U	M4.12	2006	7	$ 959.28
Sienna Dr	Newbridge Lane	Asbury Drive	614	24.0	14,736	U	M4.12	2005	7	$ 1,031.52
Silver Leaf Ln	Sunnybrook Road	Magnolia Lane	256	34.0	8,704	U	M4.12	2005	7	$ 609.28
Sunnybrook Rd	Wilson Road	Silver Leaf Lane	254	36.0	9,144	U	B6.12	2005	7	$ 640.08
Sunnybrook Rd	Silver Leaf Lane	Converse Lane	510	27.5	14,025	R	0-5' Agg		7	$ 981.75
Townline Rd	Wildspring Road	Prairie View Lane	1,753	36.0	63,108	U	B6.12	2005	7	$ 4,417.56
Townline Rd	Bacon Road	Cedar Lake Road	1,320	36.0	47,520	U	B6.12	2007	7	$ 3,326.40
Townline Rd	Cedar Lake Road	Prairie View Lane	774	36.0	27,864	U	B6.12	2007	7	$ 1,950.48
Tremont Ln	Butterfield Lane	Tremont Lane	325	24.0	7,800	U	M4.12	2007	7	$ 546.00
Tremont Ln	Tremont Lane	Daybreak Lane	633	24.0	15,192	U	M4.12	2007	7	$ 1,063.44
Valentin Dr	Long Lake Road	Magna Drive	1,466	33.0	48,378	U	B6.12	2004	7	$ 3,386.46
									Good (6)	
Alpine Dr	Pineview Drive	Cedar Crest Court	860	24.0	20,640	R	none	2008	6	$ 3,096.00
Amarias Dr	Abington Lane	Bayport Lane	326	24.0	7,824	U	M4.12	2005	6	$ 1,173.60
Amarias Dr	Galeton Drive	Hamlin Lane	300	24.0	7,200	U	M4.12	2005	6	$ 1,080.00
Amarias Dr	Prairie Walk Lane	Edgewood Court	429	24.0	10,296	U	M4.12	2004	6	$ 1,544.40
Amarias Dr	Hamlin Lane	Fallbrook Drive	328	24.0	7,872	U	M4.12	2005	6	$ 1,180.80
Amarias Dr	Cedar Lake Road	Fallbrook Drive	934	36.0	33,624	U	M4.12	2005	6	$ 5,043.60
Arden Ln	Olmsted Lane	Curve	1,129	24.0	27,096	U	M4.12	2006	6	$ 4,064.40
Arden Ln	Olmsted Lane	Raymond Drive	363	24.0	8,712	U	M4.12	2006	6	$ 1,306.80
Arden Ln	Robert Court	Curve	291	24.0	6,984	U	M4.12	2006	6	$ 1,047.60
Arden Ln	Norwell Lane	Olmsted Lane	515	24.0	12,360	U	M4.12	2006	6	$ 1,854.00
Arden Ln	Raymond Drive	End	319	24.0	7,656	U	M4.12	2006	6	$ 1,148.40
Arden Ln	Robert Court	Olmsted Lane	1,267	24.0	30,408	U	M4.12	2006	6	$ 4,561.20
Arlington Ct	Newbridge Lane	End	209	24.0	5,016	U	M4.12	2007	6	$ 752.40
Autumn Ct	Autumn Drive	End	290	24.0	6,960	U	M4.12	2005	6	$ 1,044.00
Autumn Dr	Silver Leaf Lane	Autumn Court	844	32.0	27,008	U	M4.12	2005	6	$ 4,051.20
Autumn Dr	Autumn Court	Spruce Drive	898	32.0	28,736	U	M4.12	2005	6	$ 4,310.40
Birch Dr	Silver Leaf Lane	Spruce Drive	1,114	24.0	26,736	U	M4.12	2005	6	$ 4,010.40
Bros Ln	Amarias Drive	Elizabeth Lane	946	24.0	22,704	U	M4.12	2005	6	$ 3,405.60
Bradford Ln	Wildspring Road	Curran Road	299	48.0	14,352	U	B6.12	2005	6	$ 2,152.80
Butterfield Ln	Tremont Lane	Seaton Drive	353	24.0	8,472	U	M4.12	2007	6	$ 1,270.80
Butterfield Ln	Daybreak Lane	Greywall Drive	183	24.0	4,392	U	M4.12	2007	6	$ 658.80
Butterfield Ln	Newbridge Lane	Tremont Lane	340	24.0	8,160	U	M4.12	2007	6	$ 1,224.00
Butterfield Ln	Greywall Drive	Butterfield Lane	387	24.0	9,288	U	M4.12	2007	6	$ 1,393.20
Caldwell Dr	Amarias Drive	Fairborn Lane	465	24.0	11,160	U	M4.12	2005	6	$ 1,674.00
Caldwell Dr	Fairborn Lane	Eagon Lane	854	24.0	20,496	U	M4.12	2005	6	$ 3,074.40
Cedar Crest Ct	Lakewood Terrace	Alpine Drive	296	24.0	7,104	R	2' Agg	2013	6	$ 1,065.60
Cedar Lake Rd	Jonathan Drive	Kristina Lane	460	24.0	11,040	U	M4.12	2005	6	$ 1,656.00

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Chatham Ln	Curran Road	Buckingham Drive	944	24.0	22,656	U	M4.12	2005	6	$ 3,398.40
Curran Rd	Bradford Lane	Chatham Lane	250	24.0	6,000	U	M4.12	2005	6	$ 900.00
Curran Rd	Belvidere Rd (IL 120)	Buckingham Drive	623	30.0	18,690	U	M4.12/B6.12	2005	6	$ 2,803.50
Dalton Dr	East Meadow Lane	End	497	24.0	11,928	U	M4.12	2006	6	$ 1,789.20
Dalton Dr	East Meadow Lane	Dalton Drive	264	24.0	6,336	U	M4.12	2006	6	$ 950.40
Denise Dr	Amarias Drive	Janice Lane	328	24.0	7,872	U	M4.12	2005	6	$ 1,180.80
Denise Dr	Wildmeadow Drive	Janice Lane	381	24.0	9,144	U	M4.12	2005	6	$ 1,371.60
Edgewood Ct	Amarias Drive	End	265	24.0	6,360	U	M4.12	2004	6	$ 954.00
Essington Dr	Amberley Drive	Essington Drive	265	24.0	6,360	U	M4.12	2005	6	$ 954.00
Fairborn Ln	Caldwell Drive	Fallbrook Drive	1,362	24.0	32,688	U	M4.12	2005	6	$ 4,903.20
Fallbrook Dr	Eagon Lane	Fairborn Lane	632	24.0	15,168	U	M4.12	2005	6	$ 2,275.20
Fallbrook Dr	Fairborn Lane	Galeton Drive	327	24.0	7,848	U	M4.12	2005	6	$ 1,177.20
Fallbrook Dr	Galeton Drive	Hamlin Lane	328	24.0	7,872	U	M4.12	2005	6	$ 1,180.80
Fallbrook Dr	Hamlin Lane	Amarias Drive	901	24.0	21,624	U	M4.12	2005	6	$ 3,243.60
Fallbrook Dr	Amarias Drive	Mark Lane	237	24.0	5,688	U	M4.12	2005	6	$ 853.20
Fallbrook Dr	Mark Lane	Hamlin Lane	909	24.0	21,816	U	M4.12	2005	6	$ 3,272.40
Fox Trl	Remington Lane	ComEd ROW	323	24.0	7,752	U	M4.12	2006	6	$ 1,162.80
Fox Trl	IL Route 134	Town Center Drive	350	42.0	14,700	U	B6.12	2005	6	$ 2,205.00
Fox Trl	Turtle Creek Lane	Remington Lane	826	28.0	23,128	U	B6.12/M4.12	2006	6	$ 3,469.20
Fox Trl	Coventry Glen Drive	Turtle Creek Lane	560	32.0	17,920	U	B6.12	2006	6	$ 2,688.00
Fox Trl	Town Center Drive	Coventry Glen Drive	127	32.0	4,064	U	B6.12	2006	6	$ 609.60
Fox Trl	Remington Lane	Remington Lane	321	24.0	7,704	U	M4.12	2006	6	$ 1,155.60
Greywall Dr	Townline Road	Seaton Drive	186	30.0	5,580	U	B6.12	2007	6	$ 837.00
Greywall Dr	Newbridge Lane	Seaton Drive	776	24.0	18,624	U	M4.12	2007	6	$ 2,793.60
Hampton Dr	Wildspring Road	Hampton Drive	594	24.0	14,256	U	B6.12/M4.12	2007	6	$ 2,138.40
Hampton Dr	Newbridge Lane	Hampton Drive	296	24.0	7,104	U	M4.12	2007	6	$ 1,065.60
Hart Rd	Harrison Avenue	Haywood Drive	457	26.0	11,882	U	B6.24		6	$ 1,782.30
Hart Rd	School Entrance	IL Route 134	1,327	29.0	38,483	U	B6.24		6	$ 5,772.45
Hart Rd	Haywood Drive	School Entrance	385	31.5	12,128	U	B6.24		6	$ 1,819.13
Highplains Rd	Meadow Mist Lane	Winding Trail Circle	459	24.0	11,016	U	M4.12	2004	6	$ 1,652.40
Highplains Rd	Prairie View Lane	Prairie Walk Lane	768	24.0	18,432	U	M4.12	2004	6	$ 2,764.80
Highplains Rd	Prairie View Lane	End	369	24.0	8,856	U	M4.12	2004	6	$ 1,328.40
Jonathan Dr	Cedar Lake Road	Kristina Lane	677	24.0	16,248	U	M4.12	2005	6	$ 2,437.20
Kortney Ln	Hamlin Lane	Old Bacon Road	256	24.0	6,144	U	M4.12	2005	6	$ 921.60
Kristina Ln	Cedar Lake Road	Jonathan Drive (East)	754	24.0	18,096	U	M4.12	2005	6	$ 2,714.40
Kristina Ln	Jonathan Drive (West)	Cedar Lake Road	607	24.0	14,568	U	M4.12	2005	6	$ 2,185.20
Lawn Ter	Pineview Drive	Cedar Crest Court	847	24.0	20,328	R	1" Agg	2010	6	$ 3,049.20
Litchfield Dr	Cascade Circle	Forest Cove Drive	458	24.0	10,992	U	M4.12	2004	6	$ 1,648.80
Litchfield Dr	South Waterford Drive	Cascade Circle	226	24.0	5,424	U	M4.12	2004	6	$ 813.60
Long Lake Dr	Nasa Circle	Southmoor Street	970	24.0	23,280	U	M4.12	2013	6	$ 3,492.00
Magnolia Ln	Silver Leaf Lane	Spruce Drive	1,601	24.0	38,424	U	M4.12	2005	6	$ 5,763.60
Maple Ln	Pineview Drive	Hilandale Drive	705	24.0	16,920	R	none	2011	6	$ 2,538.00
Mara Lynn Ct	Eagon Lane	End	305	24.0	7,320	U	M4.12	2006	6	$ 1,098.00
Mark Ln	Fallbrook Drive	Kortney Lane	272	24.0	6,528	U	M4.12	2005	6	$ 979.20
Meadow Mist Ln	Prairie View Lane	High Plaines Road	855	24.0	20,520	U	M4.12	2004	6	$ 3,078.00
Meadowview Dr	Valley Lakes Boulevard	North Savannah Parkway	209	24.0	5,016	U	M4.12	2003	6	$ 752.40
Newbridge Ln	Wildspring Road	Arlington Drive	210	30.0	6,300	U	B6.12	2007	6	$ 945.00

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Newbridge Ln	Roxbury Court	Asbury Lane	346	24.0	13,104	U	M4.12	2005	6	$ 1,965.60
Newbridge Ln	Arlington Drive	Hampton Drive	459	30.0	13,770	U	B6.12	2007	6	$ 2,065.50
Newbridge Ln	Sienna Drive	Roxbury Court	490	24.0	11,760	U	M4.12	2005	6	$ 1,764.00
Nippersink Rd	Fairfield Road	West Village Limits	438	21.0	9,198	R	3' Agg		6	$ 1,379.70
Norwell Ln	Raymond Drive	End	502	24.0	12,048	U	M4.12	2006	6	$ 1,807.20
Norwell Ln	Arden Lane	Raymond Drive	1,372	24.0	32,928	U	M4.12	2006	6	$ 4,939.20
Olmsted Ln	Arden Lane	Arden Lane	1,375	24.0	33,000	U	M4.12	2006	6	$ 4,950.00
Orchard St	Ravine Avenue	End	252	22.0	5,544	R	none	1998	6	$ 831.60
Pineview Dr	Alpine Drive	Lawn Terrace	196	24.0	4,704	R	2' Agg		6	$ 705.60
Prairie View Ln	Meadow Mist Lane	High Plaines Road	254	24.0	6,096	U	M4.12	2004	6	$ 914.40
Prairie Walk Ln	High Plaines Road	Winding Trail Circle	428	24.0	10,272	U	M4.12	2004	6	$ 1,540.80
Prairie Walk Ln	Winding Trail Circle	Winding Trail Circle	873	24.0	20,952	U	M4.12	2004	6	$ 3,142.80
Providence Ln	Vintage Lane	Parkside Drive	263	24.0	6,312	U	B6.12	2004	6	$ 946.80
Raymond Rd	Norwell Lane	Arden	619	43.0	26,617	U	M4.12	2006	6	$ 3,992.55
Raymond Rd	Route 60	Norwell Lane	416	24.0	9,984	U	M4.12	2006	6	$ 1,497.60
Savannah Pkwy	Catalina Drive	Greenleaf Drive	213	24.0	5,112	U	M4.12	2003	6	$ 766.80
Seaton Dr	Greywall Drive	Butterfield Lane	233	24.0	5,592	U	M4.12	2007	6	$ 838.80
Seaton Dr	Butterfield Lane	End	342	24.0	8,208	U	M4.12	2007	6	$ 1,231.20
Silver Leaf Ln	Birch Drive	Autumn Drive	367	24.0	8,808	U	M4.12	2005	6	$ 1,321.20
Silver Leaf Ln	Spruce Drive	Birch Drive	561	24.0	13,464	U	M4.12	2005	6	$ 2,019.60
Silver Leaf Ln	Magnolia Lane	Spruce Drive	574	24.0	13,776	U	M4.12	2005	6	$ 2,066.40
Spruce Dr	Autumn Drive	Birch Drive	300	24.0	7,200	U	M4.12	2005	6	$ 1,080.00
Spruce Dr	Silver Leaf Lane	Birch Drive	1,041	24.0	24,984	U	M4.12	2005	6	$ 3,747.60
Tess Ln	West Meadow Lane	Tess Lane	438	24.0	10,512	U	M4.12	2006	6	$ 1,576.80
Tess Ln	Bacon Road	Tess Lane	541	24.0	12,984	U	M4.12	2006	6	$ 1,947.60
Wildspring Rd	Townline Road	Hampton Drive	258	24.0	6,192	U	B6.12	2006	6	$ 928.80
Wildspring Rd	Bradford Lane	Providence Lane	909	24.0	21,816	U	B6.12	2004	6	$ 3,272.40
Wildspring Rd	Newbridge Lane	Hampton Drive	417	24.0	10,008	U	B6.12	2006	6	$ 1,501.20
Winding Trail Cir	Prairie Walk Lane	High Plaines Road	680	24.0	16,320	U	M4.12	2004	6	$ 2,448.00
									Fair (5)	
Abington Ln	Bayport Lane	Dalton Drive	950	24.0	22,800	U	M4.12	2005	5	$ 55,176.00
Abington Ln	Amarias Drive	Bayport Lane	376	24.0	9,024	U	M4.12	2005	5	$ 21,838.08
Abington Ln	Amarias Drive	Dalton Drive	718	24.0	17,232	U	M4.12	2005	5	$ 41,701.44
Alpine Dr	Cedar Crest Court	Hilandale Drive	552	24.0	13,248	R	none	2008	5	$ 30,470.40
Amarias Dr	Denise Drive	Elizabeth Lane	532	24.0	12,768	U	M4.12	2005	5	$ 30,898.56
Amarias Dr	Elizabeth Lane	Biros Lane	561	24.0	13,464	U	M4.12	2005	5	$ 32,582.88
Amarias Dr	Biros Lane	Caldwell Drive	331	24.0	7,944	U	M4.12	2005	5	$ 19,224.48
Amarias Dr	Caldwell Drive	Galeton Drive	796	24.0	19,104	U	M4.12	2005	5	$ 46,231.68
Amarias Dr	Townline Road	Prairie Walk Lane	529	24.0	12,696	U	M4.12	2004	5	$ 30,724.32
Arden Ln	IL Route 60	Norwell Lane	1,166	24.0	27,984	U	M4.12	2006	5	$ 67,721.28
Arlington Dr	Arlington Drive	Hampton Drive	500	24.0	12,000	U	M4.12	2007	5	$ 29,040.00
Arlington Dr	Newbridge Lane	Arlington Drive	598	24.0	14,352	U	M4.12	2007	5	$ 34,731.84
Avilon Ave	Goodnow Avenue	Cedar Lake Road	363	53.0	19,239	U	B6.12	2001	5	$ 46,558.38
Bacon Rd	South End	West Meadow Lane	408	21.0	8,568	R	3' Agg		5	$ 19,706.40
Bayport Ln	Amarias Drive	Abington Lane	1,302	24.0	31,248	U	M4.12	2005	5	$ 75,620.16
Beacon Ln	Cambria Drive	Huntington Drive	798	24.0	19,152	U	M4.12	2004	5	$ 46,347.84
Beechwood Dr	Midland Drive	Washington Street	713	24.0	17,112	U	M3.12	2005	5	$ 41,411.04

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Bernice Ct	Cedar Lake Road	Peate Road	134	23.0	3,082	R	2' Agg	2004	5	$ 7,088.60
Cambria Dr	Huntington Drive	Beacon Lane	602	24.0	14,448	U	M4.12	2004	5	$ 34,964.16
Catalpa Dr	Midland Drive	Washington Street	802	24.0	19,248	U	M3.12	2005	5	$ 46,580.16
Cedar Crest Ct	Alpine Drive	Lawn Terrace	293	24.0	7,032	R	1' Agg	2008	5	$ 16,173.60
Concord Dr	Wildspring Road	Rosehall Lane	240	32.0	7,680	U	B6.12	2004	5	$ 18,585.60
Concord Dr	Rosehall Lane	Parkside Drive	320	36.0	11,520	U	B6.12	2004	5	$ 27,878.40
Curran Rd	Essington Drive	Bradford Lane	190	24.0	4,560	U	M4.12	2005	5	$ 11,035.20
Curran Rd	Amberley Drive	Essington Drive	609	24.0	14,616	U	M4.12	2005	5	$ 35,370.72
Durham Ln	Durham Court	Berkshire Lane	354	24.0	8,496	U	M4.12	2004	5	$ 20,560.32
Eagon Ln	Caldwell Drive	Maralynn Court	376	24.0	9,024	U	M4.12	2006	5	$ 21,838.08
Eagon Ln	Maralynn Court	East Meadow Lane	428	24.0	10,272	U	M4.12	2006	5	$ 24,858.24
Elizabeth Ln	Biros Lane	Caldwell Drive	327	24.0	7,848	U	M4.12	2005	5	$ 18,992.16
Essington Dr	Amberley Drive	Essington Drive	125	24.0	3,000	U	M4.12	2005	5	$ 7,260.00
Fielding Ln	Savoy Drive	Savoy Drive	782	24.0	18,768	U	M4.12	2004	5	$ 45,418.56
Forest Ave	Cedar Lake Road	Lincoln Avenue	1,230	22.0	27,060	U	M4.12	2000	5	$ 65,485.20
Forest Ave	Lincoln Avenue	MacGillis Drive	1,255	22.0	27,610	U	M4.12	2015	5	$ 66,816.20
Hampton Ct	Hampton Drive	End	300	24.0	7,200	U	M4.12	2007	5	$ 17,424.00
Hampton Dr	Hampton Court	Newbridge Lane	326	24.0	7,824	U	M4.12	2007	5	$ 18,934.08
Hampton Dr	Arlington Drive	Hampton Court	372	24.0	8,928	U	M4.12	2007	5	$ 21,605.76
Harrison Ave	Hart Road	Ross Avenue (Village Limits)	425	23.0	9,775	R	3' Agg		5	$ 22,482.50
Hart Rd	Harrison Avenue	Village Limits	452	22.0	9,944	R	3' Agg		5	$ 22,871.20
Hillandale St	Cedar Crest Court	Maple Lane	296	24.0	7,104	R	none		5	$ 16,339.20
Hillandale St	Maple Lane	Pineview Drive	785	24.0	18,840	R	2' Agg		5	$ 43,332.00
Huntington Dr	Savoy Drive	Cambria Drive	406	24.0	9,744	U	M4.12	2004	5	$ 23,580.48
Huntington Dr	Beacon Lane	Savoy Drive	368	24.0	8,832	U	M4.12	2004	5	$ 21,373.44
Janice Ln	Amarias Drive	Denise Drive	980	24.0	23,520	U	M4.12	2005	5	$ 56,918.40
Jonathan Dr	Jonathan Drive	Kristina Lane	1,095	24.0	26,280	U	M4.12	2005	5	$ 63,597.60
Jonathan Dr	Cedar Lake Road	Jonathan Drive	392	24.0	9,408	U	M4.12	2005	5	$ 22,767.36
Kristina Ln	Jonathan Drive (East)	IL Route 60	694	24.0	16,656	U	M4.12	2005	5	$ 40,307.52
Lakeview Dr	Lakeview Drive	End	110	18.0	1,980	R	2' Agg	2005	5	$ 4,554.00
Lincoln Ave	End	Forest Ave	800	12.0	9,600	R	None		5	$ 22,080.00
Linden Dr	Midland Drive	Sycamore Drive	738	24.0	17,712	U	M3.12	2006	5	$ 42,863.04
Linden Dr	Sycamore Drive	Washington Street	152	24.0	3,648	U	M3.12	2006	5	$ 8,828.16
Litchfield Dr	Lakeside Court	Wilson Road	282	24.0	6,768	U	M4.12	2005	5	$ 16,378.56
Macgillis Dr	Whispering Oaks Lane	Treehouse Lane	348	25.0	8,700	U	M3.12	2000	5	$ 21,054.00
Macgillis Dr	Treehouse Lane	Forest Avenue	635	25.0	15,875	U	M3.12	2015	5	$ 38,417.50
Mark Ln	Fallbrook Drive	Fallbrook Drive	1,071	24.0	25,704	U	M4.12	2005	5	$ 62,203.68
Meadow Ln	Dalton Drive	Eagon Lane	636	24.0	15,264	U	M4.12	2006	5	$ 36,938.88
Meadow Ln	Tess Lane	Bacon Road	311	24.0	7,464	U	M4.12	2006	5	$ 18,062.88
Meadow Ln	Eagon Lane	Dalton Drive	244	24.0	5,856	U	M4.12	2006	5	$ 14,171.52
Meadowview Dr	Valley Lakes Boulevard	South Savannah Parkway	209	24.0	5,016	U	M4.12	2003	5	$ 12,138.72
Nippersink Rd	High Point Road	Village Limits	246	21.0	5,166	R	3' Agg		5	$ 11,881.80
Panther Dr	Sunset Drive	End	956	36.0	34,416	U	B6.12		5	$ 83,286.72
Pineview Dr	Lawn Terrace	Maple Lane	308	24.0	7,392	R	2' Agg		5	$ 17,001.60
Prairie Trl	Spring Lake Drive	Switchgrass Drive	813	33.0	26,829	U	B6.12	2003	5	$ 64,926.18
Prairie Trl	Sping Valley Way	Prairie Spings Drive	339	33.0	11,187	U	B6.12	2003	5	$ 27,072.54
Prairie Trl	Prairie Springs Drive	Keswick Court	328	33.0	10,824	U	B6.12	2003	5	$ 26,194.08

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Prairie Trl	Keswick Court	Spring Lake Drive	264	33.0	8,712	U	B6.12	2003	5	$ 21,033.04
Prairie Walk Ln	Amarias Drive	Winding Trail Circle	258	32.0	8,256	U	M4.12	2004	5	$ 19,979.52
Providence Ln	Wildspring Road	Rosehall Lane	230	36.0	8,280	U	B6.12	2004	5	$ 20,037.60
Providence Ln	Rosehall Lane	Vintage Lane	277	30.0	8,310	U	B6.12	2004	5	$ 20,110.20
Roxbury Ct	Newbridge Lane	End	177	24.0	4,248	U	M4.12	2005	5	$ 10,280.16
Savannah Pkwy	Meadowview Drive	Wicklow Lane	298	24.0	7,152	U	M4.12	2003	5	$ 17,307.84
Savannah Pkwy	River Oaks Drive	Meadowview Drive	314	24.0	7,536	U	M4.12	2003	5	$ 18,237.12
Savannah Pkwy	Berkley Drive	Catalina Drive	263	24.0	6,312	U	M4.12	2003	5	$ 15,275.04
Savannah Pkwy	Litchfield Drive	Berkley Drive	198	24.0	4,752	U	M4.12	2003	5	$ 11,499.84
Savoy Dr	Fielding Lane	Concord Drive	248	24.0	5,952	U	M4.12	2004	5	$ 14,403.84
Sedgewood Ct	Fox Trail	End	241	24.0	5,784	U	B6.12	2007	5	$ 13,997.28
Sienna Ct	Newbridge Lane	End	209	24.0	5,016	U	M4.12	2005	5	$ 12,138.72
Sycamore Dr	Midland Drive	Linden Drive	853	24.0	20,472	U	M3.12	2006	5	$ 49,542.24
Valley Lakes Blvd	Nippersink Road	Meadowview Drive	815	39.0	31,785	U	B6.12	2003	5	$ 76,919.70
Wild Meadow Rd	Denise Drive	End	279	24.0	6,696	U	M4.12	2005	5	$ 16,204.32
Wildspring Rd	**Boxwood Court**	Belvidere Rd (IL 120)	233	36.0	8,388	U	B6.12		5	$ 20,298.96
Wildspring Rd	Honey Court	Sweet Clover Road	253	33.0	8,349	U	M4.12		5	$ 20,204.58
Wildspring Rd	Weeping Willow Road	Honey Court	439	33.0	14,487	U	M4.12		5	$ 35,058.54
Wildspring Rd	Concord Drive	Bradford Lane	680	24.0	16,320	U	B6.12	2004	5	$ 39,494.40
Wildspring Rd	Belvidere Rd (IL 120)	Concord Drive	683	45.0	30,735	U	B6.12	2004	5	$ 74,378.70
Wildspring Rd	Providence Lane	Newbridge Lane	1,844	22.0	40,568	R	2' Agg	2006	5	$ 93,306.40
Winchester Dr	Winchester Drive	Montclair Drive	345	24.0	8,280	U	M4.12	2007	5	$ 20,037.60
Winding Trail Cir	High Plaines Road	Prairie Walk Lane	638	24.0	15,312	U	M4.12	2004	5	$ 37,055.04
									Poor (4)	
Aldridge Ln	Providence Lane	Aldridge Lane	565	24.0	13,560	U	M4.12	2004	4	$ 63,460.80
Aldridge Ln	Aldridge Lane	Amberley Drive	841	24.0	20,184	U	M4.12	2004	4	$ 94,461.12
Amberley Dr	Providence Lane	Aldridge Lane	902	24.0	21,648	U	M4.12	2004	4	$ 101,312.64
Amberley Ln	Providence Lane	Essington Drive	319	24.0	7,656	U	M4.12	2005	4	$ 35,830.08
Bacon Rd	Townline Road	West Meadow Lane	1,646	21.0	34,566	R	3' Agg		4	$ 141,720.60
Bacon Rd	Townline Road	West Meadow Lane	515	21.0	10,815	R	3' Agg		4	$ 44,341.50
Bernice Ct	Cedar Lake Road	Bernice Lane	210	20.0	4,200	R	2' Agg	2004	4	$ 17,220.00
Bernice Ct	Cedar Lake Road	Bernice Lane	204	18.0	3,672	R	2' Agg	2004	4	$ 15,055.20
Bernice Ct	Petite Road	End	186	21.0	3,906	R	2' Agg	2004	4	$ 16,014.60
Bernice Ct	N Bernice Court	S. Bernice Court	287	22.0	6,314	R	2' Agg	2004	4	$ 25,887.40
Bernice Ct	Cedar Lake Road	Petite Road	146	21.0	3,066	R	2' Agg	2004	4	$ 12,570.60
Blackthorn Ct	Wildspring Road	End	143	25.0	3,575	U	M4.12		4	$ 16,731.00
Blue Herron Ct	Rookery Circle	Lily Lane	313	24.0	7,512	U	M4.12	2003	4	$ 35,156.16
Boxwood Ct	Wildspring Road	End	336	24.0	8,064	U	M4.12		4	$ 37,739.52
Caldwell Dr	Elizabeth Lane	End	139	24.0	3,336	U	M4.12	2005	4	$ 15,612.48
Caldwell Dr	Amarias Drive	Elizabeth Lane	1,241	24.0	29,784	U	M4.12	2005	4	$ 139,389.12
Cambria Dr	Concord Drive	Huntington Drive	1,046	24.0	25,104	U	M4.12	2004	4	$ 117,486.72
Capri Dr	Nippersink Road	Avilon Avenue	632	20.5	12,956	R	2' Agg	2002	4	$ 53,119.60
Carlisle Ct	Prairie Trail	Bentley Lane	342	24.0	8,208	U	M4.12	2003	4	$ 38,413.44
Catalina Dr	High Ridge Drive	End	160	24.0	3,840	U	M4.12	2004	4	$ 17,971.20
Cedar Crest Ct	Lawn Terrace	Hilandale Drive	201	24.0	4,824	R	2' Agg	2008	4	$ 19,778.40
Cedar Lake Rd	IL Route 60	Jonathan Drive	231	55.0	12,705	U	M4.12	2005	4	$ 59,459.40
Cedar Lake Rd	Nippersink Road	Avilon Avenue	287	56.0	16,072	U	B6.12		4	$ 75,216.96

4. PROPOSED IMPROVEMENTS

Recommended Rehabilitation Strategies

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

We recommend the following pavement ratings with associated rehabilitation strategies:

- ***PASER 10 - 9: Excellent - No maintenance required*** ("Blue" color on Exhibit 4)

  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.

- ***PASER 8 - 7: Very Good – Minimal Maintenance - Crack Seal*** ("Dark Green" color in Exhibit 4)

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

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

- ***PASER 6: Good – Minimal Maintenance - Spot Patch, Crack Seal*** ("Bright Green" color in Exhibit 4)

  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.

- ***PASER 5: Fair – Edge Grind and Resurface*** ("Yellow" color in Exhibit 4)

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

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

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

- ***PASER 4: Poor – Mill and Resurface*** ("Orange" color in Exhibit 4)

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

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

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

- ***PASER 3: Very Poor – Full-depth asphalt replacement*** ("Pink" color on Exhibit 4)

  This strategy is used on streets where the majority of the asphalt pavement 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 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 completely new hot-mix asphalt binder and surface layers.

- ***PASER 2 - 1; Failed, Reconstruction or Full-depth asphalt pavement removal and replacement*** ("Red" color on Exhibit 4)

  Streets with a PASER of 2 or 1 are considered to be failed pavements and require more extensive repair work. Since the existing pavement composition is often unknown, pavement cores are useful to determine whether the streets require reconstruction or full-depth asphalt pavement removal and replacement (previous strategy). For example, a street with failed bituminous material may have a salvageable base course.

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

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

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

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

Rehabilitation Costs

The square foot unit cost for each of the different rehabilitation strategies accounted for estimated percentages of surface and base course patches, approximate length of curb and gutter removal and replacement, construction contingencies and approximate engineering costs. Appendix 3 shows a detailed calculation of the unit costs used to determine the square foot 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 2016 dollars, based on the current PASER value (as seen in Appendixes 4 and 5).

The Village has spent an average of $950,000 per year on street and infrastructure improvement programs over the past several years. However, most of the previous projects have included underground infrastructure and have been pulverization/reconstruction. Additionally, MFT Revenues have been steady at approximately $440,000. For the purposes of this document, all engineering and construction estimation values are based on a minimum of $440,000 in order to select streets to be included in future street programs and summarize 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.

The current cost to repair streets requiring major maintenance (maintenance that needs to be completed by a Contractor) within the fifty-two (52) miles of streets evaluated in this pavement management report is estimated to be approximately $21.2 million (2016 dollars).

TABLE 2

Comparison of 2008 and 2015 Reports

	2008	2015
Cost For All Repairs	$12.1M	$21.2M
Average Condition (1-10)	~7.1	4.9
Recommended Maintenance Budget	$800K - $900K	$2.0M - 2.2M

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Commercial Blvd	IL Route 134	Town Center Drive	325	42.0	13,650	U	B6.12	2005	4	$ 63,882.00
Dalton Dr	Abington Lane	East Meadow Lane	1,321	24.0	31,704	U	M4.12	2006	4	$ 148,374.72
Dawn Marie Dr	Nippersink Road	End of Curve	856	23.0	19,688	R	2' Agg	2006	4	$ 80,720.80
Dawn Marie Dr	End of Curve	Dawn Marie Drive	978	23.0	22,494	R	2' Agg	2006	4	$ 92,225.40
Dawn Marie Dr	Dawn Marie Drive	Begin 2nd Curve	782	23.0	17,986	R	2' Agg	2006	4	$ 73,742.60
Durham Ln	Meadowview Drive	Durham Court	402	24.0	9,648	U	M4.12	2004	4	$ 45,152.64
Elizabeth Ln	Amarias Drive	Biros Lane	676	24.0	16,224	U	M4.12	2005	4	$ 75,928.32
Fieldstone Ct	Litchfield Drive	End	176	24.0	4,224	U	M4.12	2005	4	$ 19,768.32
Goodnow Blvd	Avilon Avenue	IL Route 134	403	53.0	21,359	U	B6.12	2003	4	$ 99,960.12
Hackberry Ct	Weeping Willow Road	End	154	24.0	3,696	U	M4.12		4	$ 17,297.28
Hart Rd	IL Route 134	Carol Lane	393	36.0	14,148	R	2' Agg		4	$ 58,006.80
Havenwood Dr	Heron View Way	Prairie Trail	346	24.0	8,304	U	M4.12	2003	4	$ 38,862.72
Havenwood Dr	Switchgrass Drive	Heron View Way	761	24.0	18,264	U	M4.12	2003	4	$ 85,475.52
Heron View Way	Valley Lakes Boulevard	Larkspur Lane	176	24.0	4,224	U	M4.12	2004	4	$ 19,768.32
Heron View Way	Havenwood Drive	Valley Lakes Boulevard	218	24.0	5,232	U	M4.12	2004	4	$ 24,485.76
High Point Rd	Nippersink Road	Middle of Curve	775	22.0	17,050	R	2' Agg	2002	4	$ 69,905.00
High Point Rd	Middle of Curve	End	701	22.0	15,422	R	2' Agg	2002	4	$ 63,230.20
Hillandale St	Midland Drive	Cedar Crest Court	534	24.0	12,816	R	1' Agg		4	$ 52,545.60
Holly Ct	Wildspring Road	End	285	24.0	6,840	U	M4.12		4	$ 32,011.20
Honey Ct	Wildspring Road	End	155	24.0	3,720	U	M4.12		4	$ 17,409.60
Keswick Ct	Keswick Circle	Bentley Lane	302	24.0	7,248	U	M4.12	2005	4	$ 33,920.64
Lakeside Ct	Litchfield Drive	End	277	24.0	6,648	U	M4.12	2005	4	$ 31,112.64
Lily Ln	Blue Heron Court	Marigold Lane	291	24.0	6,984	U	M4.12	2003	4	$ 32,685.12
Litchfield Dr	Forest Cove Drive	Fieldstone Court	624	24.0	14,976	U	M4.12	2005	4	$ 70,087.68
Litchfield Dr	Springside Drive	South Waterford Drive	364	24.0	8,736	U	M4.12	2004	4	$ 40,884.48
Litchfield Dr	South Savannah Parkway	Springside Drive	326	24.0	7,824	U	M4.12	2004	4	$ 36,616.32
Litchfield Dr	Fieldstone Court	Lakeside Court	1,102	24.0	26,448	U	M4.12	2005	4	$ 123,776.64
Macgillis Dr	Squaw Creek	Whispering Oaks Lane	381	27.5	10,478	U	M3.12	2015	4	$ 49,034.70
Macgillis Dr	IL Route 134	Squaw Creek	530	25.0	13,250	U	M3.12		4	$ 62,010.00
Magna Dr	Long Lake Road	Valentin Drive	1,747	32.0	55,904	U	B6.12		4	$ 261,630.72
Marigold Ln	Valley Lakes Boulevard	Sparrow Circle	276	24.0	6,624	U	M4.12	2003	4	$ 31,000.32
Meadow Ln	Cedar Lake Road	Dalton Drive	253	24.0	6,072	U	M4.12	2006	4	$ 28,416.96
Meadow Ln	Cedar Lake Road	Tess Lane	266	24.0	6,384	U	M4.12	2006	4	$ 29,877.12
Meadowview Dr	North Savannah Parkway	North Waterford Drive	714	24.0	17,136	U	M4.12	2004	4	$ 80,196.48
Meadowview Dr	South Savannah Parkway	Berkshire Lane	250	24.0	6,000	U	M4.12	2004	4	$ 28,080.00
Meadowview Dr	Berkshire Lane	Durham Lane	336	24.0	8,064	U	M4.12	2004	4	$ 37,739.52
Midland Dr	Sycamore Drive	Linden Drive	337	21.0	7,077	R	1' Agg	2001	4	$ 29,015.70
Midland Dr	Catalpa Drive	Beechwood Drive	268	22.0	5,896	R	1' Agg	2001	4	$ 24,173.60
Montclair Dr	Winchester Drive	Waterbury Drive	682	24.0	16,368	U	M4.12	2004	4	$ 76,602.24
Nippersink Rd	Cedar Lake Road	Goodnow Avenue	331	25.0	8,275	R	2' Agg		4	$ 41,457.75
Nippersink Rd	Valley Lakes Boulevard	Valleyview Drive	1,965	27.0	53,055	R	3'-5' Agg		4	$ 217,525.50
Nippersink Rd	Valleyview Drive	Dawn Marie Drive	649	21.0	13,629	R	3' Agg		4	$ 55,878.90
Nippersink Rd	Dawn Marie Drive	High Point Road	708	21.0	14,868	R	3' Agg		4	$ 60,958.80
Old Farm Rd	Haywood Drive	End	140	28.0	3,920	U	M3.12		4	$ 18,345.60
Osage Ct	Wildsrping Road	End	243	24.0	5,832	U	M4.12		4	$ 27,293.76
Overlook Cir	Overlook Trail	Overlook Trail	983	24.0	23,592	U	M4.12	2005	4	$ 110,410.56
Overlook Tri	Bluff Court	Burr Oak Court	266	24.0	6,384	U	M4.12	2004	4	$ 29,877.12

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Overlook Trl	Prairie Mist Drive	Bluff Court	294	24.0	7,056	U	M4.12	2004	4	$ 33,022.08
Overlook Trl	Overlook Circle	Overlook Circle	560	24.0	13,440	U	M4.12	2005	4	$ 62,899.20
Park Rd	Cedar Lake Road	End	642	22.0	14,124	R	2' Agg	2003	4	$ 57,908.40
Park Rd	Hillside Drive	Washington Street	764	19.0	14,516	R	2' Agg	2005	4	$ 59,515.60
Parkside Dr	Providence Lane	Winchester Drive	164	24.0	3,936	U	M4.12	2004	4	$ 18,420.48
Parkside Dr	Winchester Drive	Waterbury Drive	604	24.0	14,496	U	M4.12	2004	4	$ 67,841.28
Petite Rd	N. Bernice Court	S. Bernice Court	305	22.0	6,710	R	2' Agg	2004	4	$ 27,511.00
Pineview Dr	Maple Lane	Hilandale Drive	491	24.0	11,784	R	none		4	$ 48,314.40
Pineview Dr	Hilandale Drive	End	227	24.0	5,448	R	none		4	$ 22,336.80
Prairie Ln	Wildspring Road	End	531	24.0	12,744	U	M4.12		4	$ 59,641.92
Prairie Mist Dr	Havenwood Drive	Overlook Trail	294	24.0	7,056	U	M4.12	2004	4	$ 33,022.08
Prairie Trl	Wilson Road	Spring Valley Way	278	55.0	15,290	U	B6.12	2003	4	$ 71,557.20
Prairie Trl	Switchgrass Drive	Havenwood Drive	308	33.0	10,164	U	B6.12	2003	4	$ 47,567.52
Prairie View Ln	Townline Road	Meadow Mist Lane	244	33.0	8,052	U	M4.12	2004	4	$ 37,683.36
Providence Ln	Wildspring Road	Aldridge Lane	209	36.0	7,524	U	M4.12	2004	4	$ 35,212.32
Providence Ln	Aldridge Lane	Amberley Drive	293	24.0	7,032	U	M4.12	2004	4	$ 32,909.76
Providence Ln	Amberley Drive	Providence Lane	657	24.0	15,768	U	M4.12	2004	4	$ 73,794.24
Providence Ln	Providence Lane	Amberley Drive	500	24.0	12,000	U	M4.12	2004	4	$ 56,160.00
Quail Hollow Ct	Weeping Willow Road	End	152	24.0	3,648	U	M4.12		4	$ 17,072.64
Ridgewood St	Bernice Court	Hillside Drive	131	22.0	2,882	R	2' Agg	2004	4	$ 11,816.20
River Oaks Dr	South Savannah Parkway	Windsor Drive	299	24.0	7,176	U	M4.12	2004	4	$ 33,583.68
River Oaks Dr	Durham Lane	Inverness Court	349	24.0	8,376	U	M4.12	2004	4	$ 39,199.68
Rookery Cir	Blue Heron Court	End	155	24.0	3,720	U	M4.12	2004	4	$ 17,409.60
Rosedale Ct	Cedar Lake Road	N. Rosedale Court	605	24.0	14,520	U	B6.12	2005	4	$ 67,953.60
Rosedale Ct	Cedar Lake Road	N. Rosendale Court	483	24.0	11,592	U	B6.12	2005	4	$ 54,250.56
Rosedale Ct	N. Rosedale Court	S. Rosedale Court	144	24.0	3,456	U	B6.12	2005	4	$ 16,174.08
Rosehall Ln	Concord Drive	Providence Lane	1,384	24.0	33,216	U	M4.12	2005	4	$ 155,450.88
Sagebrush Cir	Sweet Clover Road	End	173	24.0	4,152	U	M4.12		4	$ 19,431.36
Savannah Pkwy	Meadowview Drive	Savannah Court	388	24.0	9,312	U	M4.12	2004	4	$ 43,580.16
Savannah Pkwy	Greenleaf Drive	River Oaks Drive	545	24.0	13,080	U	M4.12	2003	4	$ 61,214.40
Savannah Pkwy	Wicklow Lane	Litchfield Drive	656	24.0	15,744	U	M4.12	2003	4	$ 73,681.92
Savoy Dr	Huntington Drive	Fielding Lane	543	24.0	13,032	U	M4.12	2004	4	$ 60,989.76
Savoy Dr	Fielding Lane	Fielding Lane	1,112	24.0	26,688	U	M4.12	2004	4	$ 124,899.84
Shagbark Ct	Weeping Willow Road	End	208	24.0	4,992	U	M4.12		4	$ 23,362.56
Sparrow Cir	Marigold Lane	End	146	24.0	3,504	U	M4.12	2003	4	$ 16,398.72
Springside Dr	High Ridge Drive	End	161	24.0	3,864	U	M4.12	2004	4	$ 18,083.52
Sweet Clover Rd	Weeping Willow Road	Clearview Circle	449	24.0	10,776	U	M4.12		4	$ 50,431.68
Sweet Clover Rd	Arrowhead Court	Sagebrush Court	304	24.0	7,296	U	M4.12		4	$ 34,145.28
Switchgrass Dr	Red Oak Drive	Prairie Trail	199	32.0	6,368	U	M4.12	2003	4	$ 29,802.24
Switchgrass Dr	Valley Lakes Boulevard	Havenwood Drive	234	24.0	5,616	U	M4.12	2003	4	$ 26,282.88
Thistle Ct	Wildsrping Road	End	208	24.0	4,992	U	M4.12		4	$ 23,362.56
Town Center Rd	Commercial Boulevard	Fox Trail	672	34.0	22,848	U	B6.12	2005	4	$ 106,928.64
Town Center Rd	Commercial Boulevard	Canopy Drive	231	24.0	5,544	U	B6.12	2005	4	$ 25,945.92
Town Center Rd	Canopy Drive	Fairfield Road	439	29.5	12,951	U	B6.12	2005	4	$ 60,608.34
Treehouse Ln	Whispering Oaks Lane	Treehouse Lane	373	23.0	8,579	U	M3.12		4	$ 40,149.72
Treehouse Ln	Treehouse Lane	MacGillis Drive	773	24.0	18,552	U	M3.12		4	$ 86,823.36
Valley Lakes Blvd	Heron View Way	Marsh Meadow Court	287	33.0	9,471	U	B6.12	2004	4	$ 44,324.28

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Valley Lakes Blvd	Marsh Meadow Court	Lily Lane	200	33.0	6,580	U	B6.12	2004	4	$ 40,154.40
Valley Lakes Blvd	Lily Lane	Marigold Lane	305	33.0	10,065	U	B6.12	2004	4	$ 47,104.20
Valley Lakes Blvd	Nippersink Road	Marigold Lane	404	39.0	15,756	U	B6.12	2004	4	$ 73,738.08
Waterbury Dr	Vintage Lane	Curve	278	24.0	6,672	U	M4.12	2004	4	$ 31,224.96
Waterbury Dr	Providence Lane	Curve	643	24.0	15,432	U	M4.12	2004	4	$ 72,221.76
Waterbury Dr	Parkside Drive	Vintage Lane	300	24.0	7,200	U	M4.12	2004	4	$ 33,696.00
Waterbury Dr	Montclair Drive	Winchester Drive	306	24.0	7,344	U	M4.12	2007	4	$ 34,369.92
Weeping Willow Rd	Wildspring Road	Tanglewood Court	259	24.0	6,216	U	M4.12		4	$ 29,090.88
Weeping Willow Rd	Quail Hollow Court	Wildrose Court	36	24.0	864	U	M4.12		4	$ 4,043.52
Weeping Willow Rd	Tanglewood Court	Quail Hollow Court	241	24.0	5,784	U	M4.12		4	$ 27,069.12
Weeping Willow Rd	Wildrose Court	Primrose Lane	337	24.0	8,088	U	M4.12		4	$ 37,851.84
Whispering Oaks Ln	MacGillis Drive	Treehouse Lane	748	23.0	17,204	U	M3.12		4	$ 80,514.72
Wicklow Ln	Springside Drive	North Savannah Parkway	298	24.0	7,152	U	M4.12	2004	4	$ 33,471.36
Wild Meadow Rd	Amarias Drive	Denise Drive	1,497	24.0	35,928	U	M4.12	2005	4	$ 168,143.04
Wildrose Ct	Weeping Willow Road	End	174	24.0	4,176	U	M4.12		4	$ 19,543.68
Wildspring Rd	Cedar Lake Road	Primrose Lane	1,013	33.0	33,429	U	M4.12		4	$ 156,447.72
Wildspring Rd	Primrose Lane	Osage Court	320	33.0	10,560	U	M4.12		4	$ 49,420.80
Wildspring Rd	Sweet Clover Road	Boxwood Court	271	33.0	8,943	U	M4.12		4	$ 41,853.24
Wildspring Rd	Prairie Lane	Basswood Court	45	33.0	1,485	U	M4.12		4	$ 6,949.80
Wildspring Rd	Basswood Court	Blackthorn Court	258	33.0	8,514	U	M4.12		4	$ 39,845.52
Wildspring Rd	Blackthorn Court	Applegate Court	145	33.0	4,785	U	M4.12		4	$ 22,393.80
Wildspring Rd	Applegate Court	Holly Court	153	33.0	5,049	U	M4.12		4	$ 23,629.32
Wildspring Rd	Holly Court	Weeping Willow Road	185	33.0	6,105	U	M4.12		4	$ 28,571.40
Winchester Dr	Montclair Drive	Parkside Drive	429	24.0	10,296	U	M4.12	2004	4	$ 48,185.28
Winchester Dr	Waterbury Drive	Winchester Drive	658	24.0	15,792	U	M4.12	2007	4	$ 73,906.56
Windsor Dr	River Oaks Drive	Inverness Court	1,192	24.0	28,608	U	M4.12	2004	4	$ 133,885.44
									Very Poor (3)	
Applegate Ct	Wildspring Road	End	130	24.0	3,120	U	M4.12		3	$ 18,564.00
Arrowhead Ct	Sweet Clover Road	End	355	24.0	8,520	U	M4.12		3	$ 50,694.00
Avilon Ave	Capri Drive	Avilon Court	581	30.0	17,430	U	M3.12		3	$ 103,708.50
Azalea Ct	Switchgrass Drive	End	154	24.0	3,696	U	M4.12	2003	3	$ 21,991.20
Barnwood Ct	Old Farm Road	End	176	24.0	4,224	U	M3.12		3	$ 25,132.80
Basswood Ct	Wildspring Road	End	98	24.0	2,352	U	M4.12		3	$ 13,994.40
Beacon Ln	Huntington Drive	End	157	24.0	3,768	U	M4.12	2004	3	$ 22,419.60
Bentley Ln	Keswick Court	Carlisle Court	489	24.0	11,736	U	M4.12	2003	3	$ 69,829.20
Berkley Dr	West Savannah Parkway	High Ridge Drive	621	24.0	14,904	U	M4.12	2004	3	$ 88,678.80
Berkshire Ln	Meadowview Drive	Durham Lane	575	24.0	13,800	U	M4.12	2004	3	$ 82,110.00
Bernice Ct	Bernice Lane	Ridgewood Drive	297	22.0	6,534	R	2' Agg	2004	3	$ 32,735.34
Black Wolf Rd	Red Deer Road	Fox Trail	737	24.0	17,688	U	M4.12	2006	3	$ 105,243.60
Bluff Ct	Overlook Trail	Bluff Court	190	24.0	4,560	U	M4.12	2004	3	$ 27,132.00
Broadsmore Ln	Winthrop Drive	End	354	24.0	8,496	U	M4.12	2005	3	$ 50,551.20
Broadsmore Ln	Greenleaf Drive	Winthrop Drive	823	24.0	19,752	U	M4.12	2005	3	$ 117,524.40
Cascade Cir	Litchfield Drive	Forest Cove Drive	469	24.0	11,256	U	M4.12	2004	3	$ 66,973.20
Cascade Cir	Forest Cove Drive	End	473	24.0	11,352	U	M4.12	2004	3	$ 67,544.40
Catalina Dr	West Savannah Parkway	High Ridge Drive	636	24.0	15,264	U	M4.12	2004	3	$ 90,820.80
Cedar Crest Ct	Cedar Lake Road	End	231	18.0	4,158	R	2' Agg		3	$ 20,831.58
Cedar Lake Rd	Avilon Avenue	IL Route 134	165	56.0	9,240	U	B6.12		3	$ 54,978.00

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Columbine Ct	Switchgrass Drive	End	398	24.0	9,552	U	M4.12	2003	3	$ 56,834.40
Cottonwood Ct	Wagonwood Drive	End	238	24.0	5,712	U	M3.12		3	$ 33,986.40
Dawn Marie Dr	Begin 2nd Curve	Dawn Marie Drive	1,025	23.0	23,575	R	2' Agg	2006	3	$ 118,110.75
Dogwood Cir	Sweet Clover Road	End	278	24.0	6,672	U	M4.12		3	$ 39,698.40
Dorothy Ln	Cedar Lake Road	S. Bernice Court	512	22.0	11,264	R	none	2004	3	$ 56,432.64
Durham Ct	Durham Lane	End	245	24.0	5,880	U	M4.12	2004	3	$ 34,986.00
Durham Ln	River Oaks Drive	Meadowview Drive	296	24.0	7,104	U	M4.12	2004	3	$ 42,268.80
Falcon Blvd	Fairfield Road	Red Deer Road	258	40.0	10,320	U	M4.12	2006	3	$ 61,404.00
Farmwood Ct	Old Farm Road	End	180	24.0	4,320	U	M3.12		3	$ 25,704.00
Finch Dr	Red Oak Drive	Switchgrass Drive	498	24.0	11,952	U	M4.12	2003	3	$ 71,114.40
Forest Cove Dr	Litchfield Drive	Forest Cove Drive	721	24.0	17,304	U	M4.12	2004	3	$ 102,958.80
Fox Trl	Blackwolf Road	Crane View Court	300	24.0	7,200	U	M4.12	2006	3	$ 42,840.00
Fox Trl	ComEd ROW	Blackwolf Road	312	24.0	7,488	U	M4.12	2006	3	$ 44,553.60
Fox Trl	Crane View Court	Red Deer Court	484	24.0	11,616	U	M4.12	2006	3	$ 69,115.20
Goodnow Blvd	Nippersink Road	Avilon Avenue	348	53.0	18,444	U	B6.12	2003	3	$ 109,741.80
Greenleaf Ct	Winthrop Drive	End	436	24.0	10,464	U	M4.12	2005	3	$ 62,260.80
Greenleaf Dr	Westminster Court	Winthrop Drive	309	24.0	7,416	U	M4.12	2005	3	$ 44,125.20
Greenleaf Dr	Broadsmore Lane	Westminster Court	538	24.0	12,912	U	M4.12	2005	3	$ 76,826.40
Greenleaf Dr	South Savannah Parkway	Broadsmore Lane	269	24.0	6,456	U	M4.12	2005	3	$ 38,413.20
Havenwood Ct	Switchgrass Drive	End	304	24.0	7,296	U	M4.12	2003	3	$ 43,411.20
Havenwood Dr	Prairie Trail	Prairie Mist Drive	196	24.0	4,704	U	M4.12	2003	3	$ 27,988.80
Havenwood Dr	Prairie Mist Drive	Finch Drive	1,304	24.0	31,296	U	M4.12	2003	3	$ 186,211.20
Haywood Cir	Haywood Drive	End	98	23.0	2,254	U	M3.12		3	$ 13,411.30
Haywood Dr	Wagonwood Drive	End	280	24.0	6,720	U	M3.12		3	$ 39,984.00
Haywood Dr	School Drive	End	95	28.0	2,660	U	M3.12		3	$ 15,827.00
Heron View Way	Prairie Mist Drive	Marsh Meadow Court	598	24.0	14,352	U	M4.12	2004	3	$ 85,394.40
Heron View Way	Larkspur Lane	Prairie Mist Drive	333	24.0	7,992	U	M4.12	2004	3	$ 47,552.40
High Ridge Dr	Catalina Drive	Berkley Drive	320	24.0	7,680	U	M4.12	2004	3	$ 45,696.00
High Ridge Dr	Berkley Drive	Springside Drive	299	24.0	7,176	U	M4.12	2004	3	$ 42,697.20
Inverness Ct	River Oaks Drive	End	477	24.0	11,448	U	M4.12	2004	3	$ 68,115.60
Inverness Ct	River Oaks Drive	Windsor Drive	315	24.0	7,560	U	M4.12	2004	3	$ 44,982.00
Keswick Ct	Prairie Trail	Keswick Circle	216	24.0	5,184	U	M4.12	2003	3	$ 30,844.80
Lakeview Dr	Washington Street	Lakeview Drive	651	18.0	11,718	R	2' Agg	2005	3	$ 58,707.18
Lakeview Dr	Lakeview Drive	End	769	19.0	14,611	R	2' Agg	2005	3	$ 73,201.11
Larkspur Ln	Prairie Mist Drive	Heron View Way	536	24.0	12,864	U	M4.12	2004	3	$ 76,540.80
Laurel Ave	Lincoln Avenue	Orchard Street	454	32.0	14,528	U	B6.12		3	$ 86,441.60
Lily Ln	Valley Lakes Boulevard	Marigold Lane	662	24.0	15,888	U	M4.12	2003	3	$ 94,533.60
Marigold Ln	Lily Lane	Sparrow Circle	790	24.0	18,960	U	M4.12	2003	3	$ 112,812.00
Midland Dr	Hilandale Drive	Sycamore Drive	294	20.0	5,880	R	2' Agg	2001	3	$ 29,458.80
Nippersink Rd	Goodnow Avenue	Cedar Lake Road	365	30.5	11,133	R	3' Agg		3	$ 55,773.83
Nippersink Rd	Cedar Lake Road	Lincoln Avenue	226	48.0	10,848	U	B6.12/None		3	$ 64,545.60
Nippersink Rd	Old Cedar Lake Road	Cedar Lake Road	333	21.0	6,993	R	2' Agg	1998	3	$ 35,034.93
Old Farm Rd	Fairfield Road	Farmwood Court	222	39.0	8,658	U	M3.12		3	$ 51,515.10
Old Farm Rd	Farmwood Court	Barnwood Court	326	30.0	9,780	U	M3.12		3	$ 58,191.00
Old Farm Rd	Barnwood Court	Wagonwood Dr/Ct	329	30.0	9,870	U	M3.12		3	$ 58,726.50
Orchard St	Ravine Avenue	Cranberry Court	312	32.0	9,984	U	B6.12	1998	3	$ 59,404.80
Orchard St	Laurel Avenue	Cranberry Court	65	32.0	2,080	U	B6.12	1998	3	$ 12,376.00

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Overlook Trl	Overlook Circle	Overlook Court	629	24.0	15,096	U	M4.12	2005	3	$ 89,621.20
Overlook Trl	Burr Oak Court	Overlook Circle	1,755	24.0	42,120	U	M4.12	2005	3	$ 250,614.00
Park Rd	Ridgewood Drive	Park Road	292	22.0	6,424	R	2' Agg		3	$ 32,184.24
Parkside Dr	Providence Lane	Concord Drive	934	24.0	22,416	U	M4.12	2005	3	$ 133,375.20
Prairie Mist Dr	Overlook Trail	Larkspur Lane	124	24.0	2,976	U	M4.12	2004	3	$ 17,707.20
Prairie Springs Dr	Prairie Trail	Spring Valley Way	614	33.0	20,262	U	M4.12	2003	3	$ 120,558.90
Primrose Ln	Wildspring Road	Weeping Willow Road	758	24.0	18,192	U	M4.12		3	$ 108,242.40
Ravine Ave	Lincoln Avenue	Orchard Street	457	24.0	10,968	U	B6.12		3	$ 65,259.60
Red Deer Rd	Fox Trail	Oriole Court	241	24.0	5,784	U	M4.12	2006	3	$ 34,414.80
Red Deer Rd	Falcon Boulevard	Blackwolf Road	174	24.0	4,176	U	M4.12	2006	3	$ 24,847.20
Red Deer Rd	Oriole Court	Falcon Boulevard	152	24.0	3,648	U	M4.12	2006	3	$ 21,705.60
Red Oak Dr	Finch Drive	Switchgrass Drive	870	24.0	20,880	U	M4.12	2003	3	$ 124,236.00
Remington Ln	Fox Trail	Fox Trail	1,946	24.0	46,704	U	M4.12	2007	3	$ 277,888.80
Ridgewood St	Hillside Drive	S. Rosedale Court	167	22.0	3,674	R	2' Agg	2004	3	$ 18,406.74
Ridgewood St	S. Rosedale Court	N. Rosedale Court	305	23.0	7,015	R	2' Agg	2004	3	$ 35,145.15
River Oaks Dr	Windsor Drive	Durham Lane	461	24.0	11,064	U	M4.12	2004	3	$ 65,830.80
Rookery Cir	Marsh Meadow Court	Blue Heron Court	223	24.0	5,352	U	M4.12	2004	3	$ 31,844.40
Rosedale Ct	Cedar Lake Road	Ridgewood Drive	509	27.0	13,743	U	B3.12		3	$ 81,770.85
Savannah Ct	North Savannah Parkway	End	371	24.0	8,904	U	M4.12	2004	3	$ 52,978.80
Savannah Pkwy	Savannah Court	North Waterford Drive	570	24.0	13,680	U	M4.12	2004	3	$ 81,396.00
School Ct	School Drive	End	456	21.0	9,576	U	M3.12		3	$ 56,977.20
School Dr	Nippersink Road	School Court	513	28.0	14,364	U	M3.12		3	$ 85,465.80
School Dr	School Court	Haywood Drive	284	28.0	7,952	U	M3.12		3	$ 47,314.40
Spring Valley Ct	Spring Valley Way	End	271	24.0	6,504	U	M4.12	2003	3	$ 38,698.80
Spring Valley Way	Prairie Trail	Prairie Springs Drive	1,023	24.0	24,552	U	M4.12	2003	3	$ 146,084.40
Springside Dr	Litchfield Drive	High Ridge Drive	657	24.0	15,768	U	M4.12	2004	3	$ 93,819.60
Springside Dr	Wicklow Lane	Litchfield Drive	770	24.0	18,480	U	M4.12	2004	3	$ 109,956.00
Sweet Clover Rd	Clearview Circle	Arrowhead Court	391	24.0	9,384	U	M4.12		3	$ 55,834.80
Sweet Clover Rd	Sagebrush Court	Wildspring Road	368	24.0	8,832	U	M4.12		3	$ 52,550.40
Sweet Clover Rd	Cedar Lake Road	Weeping Willow Road	215	24.0	5,160	U	M4.12		3	$ 30,702.00
Switchgrass Dr	Finch Drive	Red Oak Drive	269	24.0	6,456	U	M4.12	2003	3	$ 38,413.20
Switchgrass Dr	Prairie Trail	Azalea Court	229	32.0	7,328	U	M4.12	2003	3	$ 43,601.60
Switchgrass Dr	Azalea Court	Columbine Drive	304	24.0	7,296	U	M4.12	2003	3	$ 43,411.20
Switchgrass Dr	Havenwood Drive	Columbine Drive	714	24.0	17,136	U	M4.12	2003	3	$ 101,959.20
Tanglewood Ct	Weeping Willow Road	End	206	24.0	4,944	U	M4.12		3	$ 29,416.80
Vintage Ln	Providence Lane	Waterbury Drive	655	24.0	15,720	U	M4.12	2004	3	$ 93,534.00
Wagonwood Rd	Old Farm Road	End	179	24.0	4,296	U	M3.12		3	$ 25,561.20
Wagonwood Rd	Old Farm Road	Deerwood Court	357	30.0	10,710	U	M3.12		3	$ 63,724.50
Wagonwood Rd	Deerwood Court	Cottonwood Court	204	30.0	6,120	U	M3.12		3	$ 36,414.00
Wagonwood Rd	Cottonwood Court	Haywood Drive	381	30.0	11,430	U	M3.12		3	$ 68,008.50
Waterbury Dr	Parkside Drive	Montclair Drive	322	24.0	7,728	U	M4.12	2004	3	$ 45,981.60
Waterford Ct	South Waterford Drive	End	349	24.0	8,376	U	M4.12	2004	3	$ 49,837.20
Waterford Dr	Meadowview Drive	Wicklow Lane	338	24.0	8,112	U	M4.12	2004	3	$ 48,266.40
Waterford Dr	North Savannah Parkway	W Meadowview Drive	873	24.0	20,952	U	M4.12	2004	3	$ 124,664.40
Waterford Dr	Wicklow Lane	Waterford Court	361	24.0	8,664	U	M4.12	2004	3	$ 51,550.80
Weeping Willow Rd	Hackberry Court	Sweet Clover Road	385	24.0	9,240	U	M4.12		3	$ 54,978.00
Weeping Willow Rd	Primrose Lane	Hackberry Court	809	24.0	19,416	U	M4.12		3	$ 115,525.20

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Wicklow Ln	North Waterford Drive	Springside Drive	375	24.0	9,000	U	M4.12	2004	3	$ 53,550.00
Wildspring Rd	Osage Court	Thistle Court	341	33.0	11,253	U	M4.12		3	$ 66,955.35
Wildspring Rd	Thistle Court	Prairie Lane	347	33.0	11,451	U	M4.12		3	$ 68,133.45
Winthrop Dr	Greenleaf Drive	Broadsmore Lane	450	24.0	10,800	U	M4.12	2005	3	$ 64,260.00
									Failed (2 - 1)	
Avilon Ave	Avilon Court	Goodnow Avenue	792	26.5	20,988	R	2' Agg	2001	2	$ 119,631.60
Avilon Ct	Avilon Avenue	End	380	37.0	14,060	U	B6.12		2	$ 119,510.00
Bernice Ct	Petite Road	Dorothy Lane	321	22.0	7,062	R	2' Agg	2004	2	$ 40,253.40
Blue Heron Ct	Lily Lane	End	407	24.0	9,768	U	M4.12	2003	2	$ 83,028.00
Bluff Ct	Bluff Ct	Cul-de-sac	332	24.0	7,968	U	M4.12	2004	2	$ 67,728.00
Burr Oak Ct	Overlook Trail	End	312	24.0	7,488	U	M4.12	2004	2	$ 63,648.00
Capri Ct	Capri Drive	End	435	26.5	11,528	U	B6.12		2	$ 97,983.75
Clearview Cir	Sweet Clover Road	End	387	24.0	9,288	U	M4.12		2	$ 78,948.00
Cranberry Ct	Orchard Street	End	464	23.0	10,672	U	M3.12		2	$ 90,712.00
Deerwood Ct	Wagonwood Drive	End	255	24.0	6,120	U	M3.12		2	$ 52,020.00
Forest Cove Dr	Cascade Circle	Forest Cove Drive	379	24.0	9,096	U	M4.12	2004	2	$ 77,316.00
Haywood Dr	Old Farm Road	Hart Road	781	28.0	21,868	U	M3.12		2	$ 185,878.00
Haywood Dr	Haywood Cir	Old Farm Rd	40	28.0	1,120	U	M3.12		2	$ 9,520.00
Haywood Dr	School Drive	Old Farm Road	777	28.0	21,756	U	M3.12		2	$ 184,926.00
Long Lake Dr	Fairfield Road	Village Drive	820	22.0	18,040	R	2' Agg		2	$ 102,828.00
Marsh Meadow Ln	Valley Lakes Boulevard	Rookery Circle	762	24.0	18,288	U	M4.12	2004	2	$ 155,448.00
Midland Dr	Linden Drive	Catalpa Drive	270	20.0	5,400	R	1' Agg		2	$ 30,780.00
Midland Dr	Beechwood Drive	Greenwood Drive	281	20.0	5,620	R	1' Agg		2	$ 32,034.00
Nippersink Rd	Elm. School Entrance	Capri Drive	1,233	21.0	25,893	R	3' Agg		2	$ 129,723.93
Nippersink Rd	Capri Drive	Old Cedar Lake Road	676	21.0	14,196	R	3' Agg	1998	2	$ 71,121.96
Orchard St	IL Route 134	Laurel Avenue	466	32.0	14,912	U	B6.12	1998	2	$ 126,752.00
Overlook Ct	Overlook Trail	End	215	24.0	5,160	U	M4.12	2005	2	$ 43,860.00
Overlook Ct	Overlook Trail	Village Limits	168	24.0	4,032	U	M4.12	2005	2	$ 34,272.00
Park Rd	Cedar Lake Road	Ridgewood Drive	512	22.0	11,264	R	2' Agg		2	$ 64,204.80
Prairie Mist Dr	Prairie Mist Drive	Heron View Way	487	24.0	11,688	U	M4.12	2004	2	$ 99,348.00
Prairie Mist Dr	Larkspur Lane	Prairie Mist Drive	275	24.0	6,600	U	M4.12	2004	2	$ 56,100.00
Ridgewood Dr	N. Rosedale Court	End	152	22.0	3,344	R	2' Agg	2004	2	$ 19,060.80
Spring Lake Dr	Spring Valley Court	Prairie Trail	659	24.0	15,816	U	M4.12	2003	2	$ 134,436.00
Wagonwood Rd	Haywood Drive	End	495	30.0	14,850	U	M3.12		2	$ 126,225.00
Waterford Dr	Waterford Court	Litchfield Drive	544	24.0	13,056	U	M4.12	2004	2	$ 110,976.00
Westminister Ct	Greenleaf Drive	End	454	24.0	10,896	U	M4.12	2005	2	$ 92,616.00
Wicklow Ln	North Waterford Drive	End	185	24.0	4,440	U	M4.12	2004	2	$ 37,740.00
Cedar Lake Rd	Nippersink Road	Cedar Lake Road	308	20.0	6,160	R	2' Agg		1	$ 30,861.60
Hillside Dr	Ridgewood Drive	Park Road	297	21.0	6,237	R	2' Agg	2005	1	$ 35,550.90
Nippersink Rd	Lincoln Avenue	IL Route 134	197	43.0	8,471	U	M4.12		1	$ 50,402.45
Rosedale Ct	Cedar Lake Road	Ridgewood Drive	506	22.0	11,132	R	none		1	$ 63,452.40

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
A										
Abington Ln	Bayport Lane	Dalton Drive	950	24.0	22,800	U	M4.12	2005	5	$ 55,176.00
Abington Ln	Amarias Drive	Bayport Lane	376	24.0	9,024	U	M4.12	2005	5	$ 21,838.08
Abington Ln	Amarias Drive	Dalton Drive	718	24.0	17,232	U	M4.12	2005	5	$ 41,701.44
Aldridge Ln	Providence Lane	Aldridge Lane	565	24.0	13,560	U	M4.12	2004	4	$ 63,460.80
Aldridge Ln	Aldridge Lane	Amberley Drive	841	24.0	20,184	U	M4.12	2004	4	$ 94,461.12
Alpine Dr	Pineview Drive	Cedar Crest Court	860	24.0	20,640	R	none	2008	6	$ 3,096.00
Alpine Dr	Cedar Crest Court	Hilandale Drive	552	24.0	13,248	R	none	2008	5	$ 30,470.40
Amarias Dr	Bayport Lane	Denise Drive	430	24.0	10,320	U	M4.12	2005	7	$ 722.40
Amarias Dr	Abington Lane	Bayport Lane	326	24.0	7,824	U	M4.12	2005	6	$ 1,173.60
Amarias Dr	Denise Drive	Elizabeth Lane	532	24.0	12,768	U	M4.12	2005	5	$ 30,898.56
Amarias Dr	Elizabeth Lane	Biros Lane	561	24.0	13,464	U	M4.12	2005	5	$ 32,582.88
Amarias Dr	Biros Lane	Caldwell Drive	331	24.0	7,944	U	M4.12	2005	5	$ 19,224.48
Amarias Dr	Caldwell Drive	Galeton Drive	796	24.0	19,104	U	M4.12	2005	5	$ 46,231.68
Amarias Dr	Galeton Drive	Hamlin Lane	300	24.0	7,200	U	M4.12	2005	6	$ 1,080.00
Amarias Dr	Edgewood Court	Wildmeadow Drive	233	24.0	5,592	U	M4.12	2004	7	$ 391.44
Amarias Dr	Prairie Walk Lane	Edgewood Court	429	24.0	10,296	U	M4.12	2004	6	$ 1,544.40
Amarias Dr	Wildmeadow Drive	Property Line	473	24.0	11,352	U	M4.12	2004	7	$ 794.64
Amarias Dr	Townline Road	Prairie Walk Lane	529	24.0	12,696	U	M4.12	2004	5	$ 30,724.32
Amarias Dr	Hamlin Lane	Fallbrook Drive	328	24.0	7,872	U	M4.12	2005	6	$ 1,180.80
Amarias Dr	Cedar Lake Road	Fallbrook Drive	934	36.0	33,624	U	M4.12	2005	6	$ 5,043.60
Amberley Dr	Providence Lane	Aldridge Lane	902	24.0	21,648	U	M4.12	2004	4	$ 101,312.64
Amberley Ln	Providence Lane	Essington Drive	319	24.0	7,656	U	M4.12	2005	4	$ 35,830.08
Applegate Ct	Wildspring Road	End	130	24.0	3,120	U	M4.12		3	$ 18,564.00
Arden Ln	Olmsted Lane	Curve	1,129	24.0	27,096	U	M4.12	2006	6	$ 4,064.40
Arden Ln	Olmsted Lane	Raymond Drive	363	24.0	8,712	U	M4.12	2006	6	$ 1,306.80
Arden Ln	Robert Court	Curve	291	24.0	6,984	U	M4.12	2006	6	$ 1,047.60
Arden Ln	Norwell Lane	Olmsted Lane	515	24.0	12,360	U	M4.12	2006	6	$ 1,854.00
Arden Ln	Raymond Drive	End	319	24.0	7,656	U	M4.12	2006	6	$ 1,148.40
Arden Ln	IL Route 60	Norwell Lane	1,166	24.0	27,984	U	M4.12	2006	5	$ 67,721.28
Arden Ln	Robert Court	Olmsted Lane	1,267	24.0	30,408	U	M4.12	2006	6	$ 4,561.20
Arlington Ct	Newbridge Lane	End	209	24.0	5,016	U	M4.12	2007	6	$ 752.40
Arlington Dr	Arlington Drive	Hampton Drive	500	24.0	12,000	U	M4.12	2007	5	$ 29,040.00
Arlington Dr	Newbridge Lane	Arlington Drive	598	24.0	14,352	U	M4.12	2007	5	$ 34,731.84
Arrowhead Ct	Sweet Clover Road	End	355	24.0	8,520	U	M4.12		3	$ 50,694.00
Asbury Dr	Newbridge Lane	Sienna Drive	1,161	24.0	27,864	U	M4.12	2005	7	$ 1,950.48
Autumn Ct	Autumn Drive	End	290	24.0	6,960	U	M4.12	2005	6	$ 1,044.00
Autumn Dr	Silver Leaf Lane	Autumn Court	844	32.0	27,008	U	M4.12	2005	6	$ 4,051.20
Autumn Dr	Autumn Court	Spruce Drive	898	32.0	28,736	U	M4.12	2005	6	$ 4,310.40
Autumn Dr	Silver Leaf Lane	End	444	32.0	14,208	U	M4.12	2005	7	$ 994.56
Avilon Ave	Capri Drive	Avilon Court	581	30.0	17,430	U	M3.12		3	$ 103,708.50
Avilon Ave	Avilon Court	Goodnow Avenue	792	26.5	20,988	R	2' Agg	2001	2	$ 119,631.60
Avilon Ave	Goodnow Avenue	Cedar Lake Road	363	53.0	19,239	U	B6.12	2001	5	$ 46,558.38
Avilon Ct	Avilon Avenue	End	380	37.0	14,060	U	B6.12		2	$ 119,510.00
Azalea Ct	Switchgrass Drive	End	154	24.0	3,696	U	M4.12	2003	3	$ 21,991.20
B										
Bacon Rd	South End	West Meadow Lane	408	21.0	8,568	R	3' Agg		5	$ 19,706.40

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Bacon Rd	Townline Road	West Meadow Lane	1,646	21.0	34,566	R	3' Agg		4	$ 141,720.60
Bacon Rd	Townline Road	West Meadow Lane	515	21.0	10,815	R	3' Agg		4	$ 44,341.50
Barnwood Ct	Old Farm Road	End	176	24.0	4,224	U	M3.12		3	$ 25,132.80
Basswood Ct	Wildspring Road	End	98	24.0	2,352	U	M4.12		3	$ 13,994.40
Bayport Ln	Amarias Drive	Abington Lane	1,302	24.0	31,248	U	M4.12	2005	5	$ 75,620.16
Beacon Ln	Cambria Drive	Huntington Drive	798	24.0	19,152	U	M4.12	2004	5	$ 46,347.84
Beacon Ln	Huntington Drive	End	157	24.0	3,768	U	M4.12	2004	3	$ 22,419.60
Beacon Ln	Cedar Lake Rd	Cambria	228	24.0	5,472	U	M4.12	2012	9	$ -
Beechwood Dr	Midland Drive	Washington Street	713	24.0	17,112	U	M3.12	2005	5	$ 41,411.04
Bentley Ln	Keswick Court	Carlisle Court	489	24.0	11,736	U	M4.12	2003	3	$ 69,829.20
Berkley Dr	West Savannah Parkway	High Ridge Drive	621	24.0	14,904	U	M4.12	2004	3	$ 88,678.80
Berkshire Ln	Meadowview Drive	Durham Lane	575	24.0	13,800	U	M4.12	2004	3	$ 82,110.00
Bernice Ct	Cedar Lake Road	Bernice Lane	210	20.0	4,200	R	2' Agg	2004	4	$ 17,220.00
Bernice Ct	Cedar Lake Road	Bernice Lane	204	18.0	3,672	R	2' Agg	2004	4	$ 15,055.20
Bernice Ct	Bernice Lane	Ridgewood Drive	297	22.0	6,534	R	2' Agg	2004	3	$ 32,735.34
Bernice Ct	Petite Road	End	186	21.0	3,906	R	2' Agg	2004	4	$ 16,014.60
Bernice Ct	N. Bernice Court	S. Bernice Court	287	22.0	6,314	R	2' Agg	2004	4	$ 25,887.40
Bernice Ct	Cedar Lake Road	Petite Road	146	21.0	3,066	R	2' Agg	2004	4	$ 12,570.60
Bernice Ct	Cedar Lake Road	Petite Road	134	23.0	3,082	R	2' Agg	2004	5	$ 7,088.60
Bernice Ct	Petite Road	Dorothy Lane	321	22.0	7,062	R	2' Agg	2004	2	$ 40,253.40
Beryl Ln	Jade Ln	End	101	24.0	2,424	U	B6.12	2014	10	$ -
Birch Dr	Silver Leaf Lane	Spruce Drive	1,114	24.0	26,736	U	M4.12	2005	6	$ 4,010.40
Biros Ln	Amarias Drive	Elizabeth Lane	946	24.0	22,704	U	M4.12	2005	6	$ 3,405.60
Black Wolf Rd	Red Deer Road	Fox Trail	737	24.0	17,688	U	M4.12	2006	3	$ 105,243.60
Blackthorn Ct	Wildspring Road	End	143	25.0	3,575	U	M4.12		4	$ 16,731.00
Blue Heron Ct	Lily Lane	End	407	24.0	9,768	U	M4.12	2003	2	$ 83,028.00
Blue Herron Ct	Rookery Circle	Lily Lane	313	24.0	7,512	U	M4.12	2003	4	$ 35,156.16
Bluff Ct	Overlook Trail	Bluff Court	190	24.0	4,560	U	M4.12	2004	3	$ 27,132.00
Bluff Ct	Bluff Ct	Cul-de-sac	332	24.0	7,968	U	M4.12	2004	2	$ 67,728.00
Boxwood Ct	Wildspring Road	End	336	24.0	8,064	U	M4.12		4	$ 37,739.52
Bradford Ln	Wildspring Road	Curran Road	299	48.0	14,352	U	B6.12	2005	6	$ 2,152.80
Broadsmore Ln	Winthrop Drive	End	354	24.0	8,496	U	M4.12	2005	3	$ 50,551.20
Broadsmore Ln	Greenleaf Drive	Winthrop Drive	823	24.0	19,752	U	M4.12	2005	3	$ 117,524.40
Buckingham Dr	Curran Road	Chatham Lane	930	24.0	22,320	U	M4.12	2005	7	$ 1,562.40
Burr Oak Ct	Overlook Trail	End	312	24.0	7,488	U	M4.12	2004	2	$ 63,648.00
Butterfield Ln	Tremont Lane	Seaton Drive	353	24.0	8,472	U	M4.12	2007	6	$ 1,270.80
Butterfield Ln	Daybreak Lane	Greywall Drive	183	24.0	4,392	U	M4.12	2007	6	$ 658.80
Butterfield Ln	Newbridge Lane	Tremont Lane	340	24.0	8,160	U	M4.12	2007	6	$ 1,224.00
Butterfield Ln	Greywall Drive	Butterfield Lane	387	24.0	9,288	U	M4.12	2007	6	$ 1,393.20
C										
Caldwell Dr	Amarias Drive	Fairborn Lane	465	24.0	11,160	U	M4.12	2005	6	$ 1,674.00
Caldwell Dr	Fairborn Lane	Eagon Lane	854	24.0	20,496	U	M4.12	2005	6	$ 3,074.40
Caldwell Dr	Elizabeth Lane	End	139	24.0	3,336	U	M4.12	2005	4	$ 15,612.48
Caldwell Dr	Amarias Drive	Elizabeth Lane	1,241	24.0	29,784	U	M4.12	2005	4	$ 139,389.12
Cambria Dr	Huntington Drive	Beacon Lane	602	24.0	14,448	U	M4.12	2004	5	$ 34,964.16
Cambria Dr	Concord Drive	Huntington Drive	1,046	24.0	25,104	U	M4.12	2004	4	$ 117,486.72
Capri Ct	Capri Drive	End	435	26.5	11,528	U	B6.12		2	$ 97,983.75

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Capri Dr	Nippersink Road	Avilon Avenue	832	20.5	12,956	R	2' Agg	2002	4	$ 53,119.60
Capri Dr	Avilon Avenue	Capri Court	240	20.5	4,920	R	3' Agg	2002	7	$ 344.40
Carlisle Ct	Prairie Trail	Bentley Lane	342	24.0	8,208	U	M4.12	2003	4	$ 38,413.44
Cascade Cir	Litchfield Drive	Forest Cove Drive	469	24.0	11,256	U	M4.12	2004	3	$ 66,973.20
Cascade Cir	Forest Cove Drive	End	473	24.0	11,352	U	M4.12	2004	3	$ 67,544.40
Catalina Dr	West Savannah Parkway	High Ridge Drive	636	24.0	15,264	U	M4.12	2004	3	$ 90,820.80
Catalina Dr	High Ridge Drive	End	160	24.0	3,840	U	M4.12	2004	4	$ 17,971.20
Catalpa Dr	Midland Drive	Washington Street	802	24.0	19,248	U	M3.12	2005	5	$ 46,580.16
Cedar Crest Ct	Alpine Drive	Lawn Terrace	293	24.0	7,032	R	1' Agg	2008	5	$ 16,173.60
Cedar Crest Ct	Lawn Terrace	Hilandale Drive	201	24.0	4,824	R	2' Agg	2008	4	$ 19,778.40
Cedar Crest Ct	Lakewood Terrace	Alpine Drive	296	24.0	7,104	R	2' Agg	2013	6	$ 1,065.60
Cedar Crest Ct	Cedar Lake Road	End	231	18.0	4,158	R	2' Agg		3	$ 20,831.58
Cedar Lake Rd	Nippersink Road	Cedar Lake Road	308	20.0	6,160	R	2' Agg		1	$ 30,861.60
Cedar Lake Rd	IL Route 60	Jonathan Drive	231	55.0	12,705	U	M4.12	2005	4	$ 59,459.40
Cedar Lake Rd	Jonathan Drive	Kristina Lane	460	24.0	11,040	U	M4.12	2005	6	$ 1,656.00
Cedar Lake Rd	Avilon Avenue	IL Route 134	165	56.0	9,240	U	B6.12		3	$ 54,978.00
Cedar Lake Rd	Nippersink Road	Avilon Avenue	287	56.0	16,072	U	B6.12		4	$ 75,216.96
Chardon Rd	West Village Limits	East Village Limits	2,731	21.0	57,351	R	2'-6' Agg	2010	8	$ 4,014.57
Chatham Ln	Curran Road	Buckingham Drive	944	24.0	22,656	U	M4.12	2005	6	$ 3,398.40
Clearview Cir	Sweet Clover Road	End	387	24.0	9,288	U	M4.12		2	$ 78,948.00
Columbine Ct	Switchgrass Drive	End	398	24.0	9,552	U	M4.12	2003	3	$ 56,834.40
Commercial Blvd	IL Route 134	Town Center Drive	325	42.0	13,650	U	B6.12	2005	4	$ 63,882.00
Concord Dr	Wildspring Road	Rosehall Lane	240	32.0	7,680	U	B6.12	2004	5	$ 18,585.60
Concord Dr	Rosehall Lane	Parkside Drive	320	36.0	11,520	U	B6.12	2004	5	$ 27,878.40
Cottonwood Ct	Wagonwood Drive	End	238	24.0	5,712	U	M3.12		3	$ 33,986.40
Cranberry Ct	Orchard Street	End	464	23.0	10,672	U	M3.12		2	$ 90,712.00
Curran Rd	Bradford Lane	Chatham Lane	250	24.0	6,000	U	M4.12	2005	6	$ 900.00
Curran Rd	Chatham Lane	Buckingham Drive	323	24.0	7,752	U	M4.12	2005	7	$ 542.64
Curran Rd	Essington Drive	Bradford Lane	190	24.0	4,560	U	M4.12	2005	5	$ 11,035.20
Curran Rd	Belvidere Rd (IL 120)	Buckingham Drive	623	30.0	18,690	U	M4.12/B6.12	2005	6	$ 2,803.50
Curran Rd	Amberley Drive	Essington Drive	609	24.0	14,616	U	M4.12	2005	5	$ 35,370.72
D										
Dalton Dr	East Meadow Lane	End	497	24.0	11,928	U	M4.12	2006	6	$ 1,789.20
Dalton Dr	East Meadow Lane	W Dalton Drive	575	24.0	13,800	U	M4.12	2006	7	$ 966.00
Dalton Dr	Abington Lane	East Meadow Lane	1,321	24.0	31,704	U	M4.12	2006	4	$ 148,374.72
Dalton Dr	East Meadow Lane	Dalton Drive	264	24.0	6,336	U	M4.12	2006	6	$ 950.40
Dawn Marie Dr	Nippersink Road	End of Curve	856	23.0	19,688	R	2' Agg	2006	4	$ 80,720.80
Dawn Marie Dr	End of Curve	Dawn Marie Drive	978	23.0	22,494	R	2' Agg	2006	4	$ 92,225.40
Dawn Marie Dr	Begin 2nd Curve	Dawn Marie Drive	1,025	23.0	23,575	R	2' Agg	2006	3	$ 118,110.75
Dawn Marie Dr	Dawn Marie Drive	Begin 2nd Curve	782	23.0	17,986	R	2' Agg	2006	4	$ 73,742.60
Daybreak Ln	Newbridge Lane	W Daybreak Lane	346	24.0	8,304	U	M4.12	2007	7	$ 581.28
Daybreak Ln	Tremont Lane	Daybreak Lane	821	24.0	19,704	U	M4.12	2007	7	$ 1,379.28
Deerwood Ct	Wagonwood Drive	End	255	24.0	6,120	U	M3.12		2	$ 52,020.00
Denise Dr	Amarias Drive	Janice Lane	328	24.0	7,872	U	M4.12	2005	6	$ 1,180.80
Denise Dr	Wildmeadow Drive	Janice Lane	381	24.0	9,144	U	M4.12	2005	6	$ 1,371.60
Dogwood Cir	Sweet Clover Road	End	278	24.0	6,672	U	M4.12		3	$ 39,698.40
Dorothy Ln	Cedar Lake Road	S. Bernice Court	512	22.0	11,264	R	none	2004	3	$ 56,432.64

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Durham Ct	Durham Lane	End	245	24.0	5,880	U	M4.12	2004	3	$ 34,986.00
Durham Ln	River Oaks Drive	Meadowview Drive	296	24.0	7,104	U	M4.12	2004	3	$ 42,268.80
Durham Ln	Meadowview Drive	Durham Court	402	24.0	9,648	U	M4.12	2004	4	$ 45,152.64
Durham Ln	Durham Court	Berkshire Lane	354	24.0	8,496	U	M4.12	2004	5	$ 20,560.32
E										
Eagon Ln	Caldwell Drive	Maralynn Court	376	24.0	9,024	U	M4.12	2006	5	$ 21,838.08
Eagon Ln	Maralynn Court	East Meadow Lane	428	24.0	10,272	U	M4.12	2006	5	$ 24,858.24
Edgewood Ct	Amarias Drive	End	265	24.0	6,360	U	M4.12	2004	6	$ 954.00
Elizabeth Ln	Biros Lane	Caldwell Drive	327	24.0	7,848	U	M4.12	2005	5	$ 18,992.16
Elizabeth Ln	Amarias Drive	Biros Lane	676	24.0	16,224	U	M4.12	2005	4	$ 75,928.32
Essington Dr	Essington Drive	Curran Road	923	24.0	22,152	U	M4.12	2005	7	$ 1,550.64
Essington Dr	Amberley Drive	Essington Drive	265	24.0	6,360	U	M4.12	2005	6	$ 954.00
Essington Dr	Amberley Drive	Essington Drive	125	24.0	3,000	U	M4.12	2005	5	$ 7,260.00
F										
Fairborn Ln	Caldwell Drive	Fallbrook Drive	1,362	24.0	32,688	U	M4.12	2005	6	$ 4,903.20
Falcon Blvd	Fairfield Road	Red Deer Road	258	40.0	10,320	U	M4.12	2006	3	$ 61,404.00
Fallbrook Dr	Eagon Lane	Fairborn Lane	632	24.0	15,168	U	M4.12	2005	6	$ 2,275.20
Fallbrook Dr	Fairborn Lane	Galeton Drive	327	24.0	7,848	U	M4.12	2005	6	$ 1,177.20
Fallbrook Dr	Galeton Drive	Hamlin Lane	328	24.0	7,872	U	M4.12	2005	6	$ 1,180.80
Fallbrook Dr	Hamlin Lane	Amarias Drive	901	24.0	21,624	U	M4.12	2005	6	$ 3,243.60
Fallbrook Dr	Amarias Drive	Mark Lane	237	24.0	5,688	U	M4.12	2005	6	$ 853.20
Fallbrook Dr	Mark Lane	Hamlin Lane	909	24.0	21,816	U	M4.12	2005	6	$ 3,272.40
Farmwood Ct	Old Farm Road	End	180	24.0	4,320	U	M3.12		3	$ 25,704.00
Fielding Ln	Savoy Drive	Savoy Drive	782	24.0	18,768	U	M4.12	2004	5	$ 45,418.56
Fieldstone Ct	Litchfield Drive	End	176	24.0	4,224	U	M4.12	2005	4	$ 19,768.32
Finch Dr	Red Oak Drive	Switchgrass Drive	498	24.0	11,952	U	M4.12	2003	3	$ 71,114.40
Forest Ave	Cedar Lake Road	Lincoln Avenue	1,230	22.0	27,060	U	M4.12	2000	5	$ 65,485.20
Forest Ave	Lincoln Avenue	MacGillis Drive	1,255	22.0	27,610	U	M4.12	2015	5	$ 66,816.20
Forest Cove Dr	Litchfield Drive	Forest Cove Drive	721	24.0	17,304	U	M4.12	2004	3	$ 102,958.80
Forest Cove Dr	Cascade Circle	Forest Cove Drive	379	24.0	9,096	U	M4.12	2004	2	$ 77,316.00
Fox Trl	Blackwolf Road	Crane View Court	300	24.0	7,200	U	M4.12	2006	3	$ 42,840.00
Fox Trl	Remington Lane	ComEd ROW	323	24.0	7,752	U	M4.12	2006	6	$ 1,162.80
Fox Trl	ComEd ROW	Blackwolf Road	312	24.0	7,488	U	M4.12	2006	3	$ 44,553.60
Fox Trl	Crane View Court	Red Deer Court	484	24.0	11,616	U	M4.12	2006	3	$ 69,115.20
Fox Trl	IL Route 134	Town Center Drive	350	42.0	14,700	U	B6.12	2005	6	$ 2,205.00
Fox Trl	Turtle Creek Lane	Remington Lane	826	28.0	23,128	U	B6.12/M4.12	2006	6	$ 3,469.20
Fox Trl	Coventry Glen Drive	Turtle Creek Lane	560	32.0	17,920	U	B6.12	2006	6	$ 2,688.00
Fox Trl	Town Center Drive	Coventry Glen Drive	127	32.0	4,064	U	B6.12	2006	6	$ 609.60
Fox Trl	Remington Lane	Remington Lane	321	24.0	7,704	U	M4.12	2006	6	$ 1,155.60
G										
Galeton Dr	Amarias Drive	Fallbrook Drive	992	24.0	23,808	U	M4.12	2005	7	$ 1,666.56
Goodnow Blvd	Nippersink Road	Avilon Avenue	348	53.0	18,444	U	B6.12	2003	3	$ 109,741.80
Goodnow Blvd	Avilon Avenue	IL Route 134	403	53.0	21,359	U	B6.12	2003	4	$ 99,960.12
Greenleaf Ct	Winthrop Drive	End	436	24.0	10,464	U	M4.12	2005	3	$ 62,260.80
Greenleaf Dr	Westminster Court	Winthrop Drive	309	24.0	7,416	U	M4.12	2005	3	$ 44,125.20
Greenleaf Dr	Broadsmore Lane	Westminster Court	538	24.0	12,912	U	M4.12	2005	3	$ 76,826.40
Greenleaf Dr	South Savannah Parkway	Broadsmore Lane	269	24.0	6,456	U	M4.12	2005	3	$ 38,413.20

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Greywall Dr	Townline Road	Seaton Drive	186	30.0	5,580	U	B6.12	2007	6	$ 837.00
Greywall Dr	Newbridge Lane	Seaton Drive	776	24.0	18,624	U	M4.12	2007	6	$ 2,793.60
H										
Hackberry Ct	Weeping Willow Road	End	154	24.0	3,696	U	M4.12		4	$ 17,297.28
Hamlin Ln	Amarias Drive	Fallbrook Drive	797	24.0	19,128	U	M4.12	2005	7	$ 1,338.96
Hamlin Ln	Amarias Drive	Hamlin Lane	680	24.0	16,320	U	M4.12	2005	7	$ 1,142.40
Hamlin Ln	Kortney Lane	Hamlin Lane	839	24.0	20,136	U	M4.12	2005	7	$ 1,409.52
Hampton Ct	Hampton Drive	End	300	24.0	7,200	U	M4.12	2007	5	$ 17,424.00
Hampton Dr	Hampton Court	Newbridge Lane	326	24.0	7,824	U	M4.12	2007	5	$ 18,934.08
Hampton Dr	Arlington Drive	Hampton Court	372	24.0	8,928	U	M4.12	2007	5	$ 21,605.76
Hampton Dr	Wildspring Road	Hampton Drive	594	24.0	14,256	U	B6.12/M4.12	2007	6	$ 2,138.40
Hampton Dr	Newbridge Lane	Hampton Drive	296	24.0	7,104	U	M4.12	2007	6	$ 1,065.60
Harrison Ave	Hart Road	Ross Avenue (Village Limits)	425	23.0	9,775	R	3' Agg		5	$ 22,482.50
Hart Rd	Harrison Avenue	Haywood Drive	457	26.0	11,882	U	B6.24		6	$ 1,782.30
Hart Rd	School Entrance	IL Route 134	1,327	29.0	38,483	U	B6.24		6	$ 5,772.45
Hart Rd	IL Route 134	Carol Lane	393	36.0	14,148	R	2' Agg		4	$ 58,006.80
Hart Rd	Carol Lane	Sunset Drive	383	36.0	13,788	U	B6.12	2014	10	$ -
Hart Rd	Sunset Drive	Village Hall Entrance	732	36.0	26,352	U	B6.12	2014	10	$ -
Hart Rd	Village Hall Entrance	Cedar Lake Road	243	36.0	8,748	U	B6.12	2014	10	$ -
Hart Rd	Haywood Drive	School Entrance	385	31.5	12,128	U	B6.24		6	$ 1,819.13
Hart Rd	Harrison Avenue	Village Limits	452	22.0	9,944	R	3' Agg		5	$ 22,871.20
Havenwood Ct	Switchgrass Drive	End	304	24.0	7,296	U	M4.12	2003	3	$ 43,411.20
Havenwood Dr	Prairie Trail	Prairie Mist Drive	196	24.0	4,704	U	M4.12	2003	3	$ 27,988.80
Havenwood Dr	Prairie Mist Drive	Finch Drive	1,304	24.0	31,296	U	M4.12	2003	3	$ 186,211.20
Havenwood Dr	Heron View Way	Prairie Trail	346	24.0	8,304	U	M4.12	2003	4	$ 38,862.72
Havenwood Dr	Switchgrass Drive	Heron View Way	761	24.0	18,264	U	M4.12	2003	4	$ 85,475.52
Haywood Cir	Haywood Drive	End	98	23.0	2,254	U	M3.12		3	$ 13,411.30
Haywood Dr	Wagonwood Drive	End	280	24.0	6,720	U	M3.12		3	$ 39,984.00
Haywood Dr	Old Farm Road	Hart Road	781	28.0	21,868	U	M3.12		2	$ 185,878.00
Haywood Dr	Haywood Cir	Old Farm Rd	40	28.0	1,120	U	M3.12		2	$ 9,520.00
Haywood Dr	School Drive	Old Farm Road	777	28.0	21,756	U	M3.12		2	$ 184,926.00
Haywood Dr	School Drive	End	95	28.0	2,660	U	M3.12		3	$ 15,827.00
Heron View Way	Prairie Mist Drive	Marsh Meadow Court	598	24.0	14,352	U	M4.12	2004	3	$ 85,394.40
Heron View Way	Valley Lakes Boulevard	Larkspur Lane	176	24.0	4,224	U	M4.12	2004	4	$ 19,768.32
Heron View Way	Larkspur Lane	Prairie Mist Drive	333	24.0	7,992	U	M4.12	2004	3	$ 47,552.40
Heron View Way	Havenwood Drive	Valley Lakes Boulevard	218	24.0	5,232	U	M4.12	2004	4	$ 24,485.76
High Point Rd	Nippersink Road	Middle of Curve	775	22.0	17,050	R	2' Agg	2002	4	$ 69,905.00
High Point Rd	Middle of Curve	End	701	22.0	15,422	R	2' Agg	2002	4	$ 63,230.20
High Ridge Dr	Catalina Drive	Berkley Drive	320	24.0	7,680	U	M4.12	2004	3	$ 45,696.00
High Ridge Dr	Berkley Drive	Springside Drive	299	24.0	7,176	U	M4.12	2004	3	$ 42,697.20
Highplains Rd	Prairie Walk Lane	Meadow Mist Lane	467	24.0	11,208	U	M4.12	2004	7	$ 784.56
Highplains Rd	Meadow Mist Lane	Winding Trail Circle	459	24.0	11,016	U	M4.12	2004	6	$ 1,652.40
Highplains Rd	Prairie View Lane	Prairie Walk Lane	768	24.0	18,432	U	M4.12	2004	6	$ 2,764.80
Highplains Rd	Prairie View Lane	End	369	24.0	8,856	U	M4.12	2004	6	$ 1,328.40
Hillandale St	Midland Drive	Cedar Crest Court	534	24.0	12,816	R	1' Agg		4	$ 52,545.60
Hillandale St	Cedar Crest Court	Maple Lane	296	24.0	7,104	R	none		5	$ 16,339.20
Hillandale St	Maple Lane	Pineview Drive	785	24.0	18,840	R	2' Agg		5	$ 43,332.00

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Hillside Dr	Ridgewood Drive	Park Road	297	21.0	6,237	R	2' Agg	2005	1	$ 35,550.90
Holly Ct	Wildspring Road	End	285	24.0	6,840	U	M4.12		4	$ 32,011.20
Honey Ct	Wildspring Road	End	155	24.0	3,720	U	M4.12		4	$ 17,409.60
Huntington Dr	Savoy Drive	Cambria Drive	406	24.0	9,744	U	M4.12	2004	5	$ 23,580.48
Huntington Dr	Beacon Lane	Savoy Drive	368	24.0	8,832	U	M4.12	2004	5	$ 21,373.44
I										
Inverness Ct	River Oaks Drive	End	477	24.0	11,448	U	M4.12	2004	3	$ 68,115.60
Inverness Ct	River Oaks Drive	Windsor Drive	315	24.0	7,560	U	M4.12	2004	3	$ 44,982.00
J										
Jade Ln	Belvidere Rd (IL 120)	Beryl Ln	924	24.0	22,176	U	B6.12	2014	10	$ -
Jade Ln	Beryl Ln	End	2,390	24.0	57,360	U	B6.12	2014	10	$ -
Janice Ln	Amarias Drive	Denise Drive	980	24.0	23,520	U	M4.12	2005	5	$ 56,918.40
Jonathan Dr	Cedar Lake Road	Kristina Lane	677	24.0	16,248	U	M4.12	2005	6	$ 2,437.20
Jonathan Dr	Jonathan Drive	Kristina Lane	1,095	24.0	26,280	U	M4.12	2005	5	$ 63,597.60
Jonathan Dr	Cedar Lake Road	Jonathan Drive	392	24.0	9,408	U	M4.12	2005	5	$ 22,767.36
K										
Keswick Ct	Prairie Trail	Keswick Circle	216	24.0	5,184	U	M4.12	2003	3	$ 30,844.80
Keswick Ct	Keswick Circle	Bentley Lane	302	24.0	7,248	U	M4.12	2003	4	$ 33,920.64
Kortney Ln	Hamlin Lane	Old Bacon Road	256	24.0	6,144	U	M4.12	2005	6	$ 921.60
Kristina Ln	Cedar Lake Road	Jonathan Drive (East)	754	24.0	18,096	U	M4.12	2005	6	$ 2,714.40
Kristina Ln	Jonathan Drive (East)	IL Route 60	694	24.0	16,656	U	M4.12	2005	5	$ 40,307.52
Kristina Ln	Jonathan Drive (West)	Cedar Lake Road	607	24.0	14,568	U	M4.12	2005	6	$ 2,185.20
L										
Lakeside Ct	Litchfield Drive	End	277	24.0	6,648	U	M4.12	2005	4	$ 31,112.64
Lakeview Dr	Washington Street	Lakeview Drive	651	18.0	11,718	R	2' Agg	2005	3	$ 58,707.18
Lakeview Dr	Lakeview Drive	End	110	18.0	1,980	R	2' Agg	2005	5	$ 4,554.00
Lakeview Dr	Lakeview Drive	End	769	19.0	14,611	R	2' Agg	2005	3	$ 73,201.11
Lakewood Ter	Cedar Lake Road	Cedar Crest Court	1,024	24.0	24,576	R	2' Agg	2012	7	$ 1,720.32
Lakewood Ter	Cedar Crest Court	Spanky Court	376	24.0	9,024	R	2' Agg	2013	7	$ 631.68
Lakewood Ter	Spanky Court	Washington Street	816	24.0	19,584	R	2' Agg	2014	8	$ 1,370.88
Larkspur Ln	Prairie Mist Drive	Heron View Way	536	24.0	12,864	U	M4.12	2004	3	$ 76,540.80
Laurel Ave	Lincoln Avenue	Orchard Street	454	32.0	14,528	U	B6.12		3	$ 86,441.60
Lawn Ter	Pineview Drive	Cedar Crest Court	847	24.0	20,328	R	1' Agg	2010	6	$ 3,049.20
Lily Ln	Blue Heron Court	Marigold Lane	291	24.0	6,984	U	M4.12	2003	4	$ 32,685.12
Lily Ln	Valley Lakes Boulevard	Marigold Lane	662	24.0	15,888	U	M4.12	2003	3	$ 94,533.60
Lincoln Ave	Laurel Avenue	Ravine Avenue	369	24.5	9,041	U	M3.12	2013	9	$ -
Lincoln Ave	Ravine Avenue	Park Avenue	258	24.5	6,321	U	M3.12	2013	9	$ -
Lincoln Ave	Park Avenue	End	244	24.5	5,978	U	M3.12	2013	9	$ -
Lincoln Ave	Nippersink Road	Laurel Avenue	656	36.0	23,616	U	M3.12	2013	9	$ -
Lincoln Ave	End	Forest Ave	800	12.0	9,600	R	None		5	$ 22,080.00
Linden Dr	Midland Drive	Sycamore Drive	738	24.0	17,712	U	M3.12	2006	5	$ 42,863.04
Linden Dr	Sycamore Drive	Washington Street	152	24.0	3,648	U	M3.12	2006	5	$ 8,828.16
Litchfield Dr	Cascade Circle	Forest Cove Drive	458	24.0	10,992	U	M4.12	2004	6	$ 1,648.80
Litchfield Dr	Forest Cove Drive	Fieldstone Court	624	24.0	14,976	U	M4.12	2005	4	$ 70,087.68
Litchfield Dr	South Waterford Drive	Cascade Circle	226	24.0	5,424	U	M4.12	2004	6	$ 813.60
Litchfield Dr	Springside Drive	South Waterford Drive	364	24.0	8,736	U	M4.12	2004	4	$ 40,884.48
Litchfield Dr	South Savannah Parkway	Springside Drive	326	24.0	7,824	U	M4.12	2004	4	$ 36,616.32

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Litchfield Dr	Fieldstone Court	Lakeside Court	1,102	24.0	26,448	U	M4.12	2005	4	$ 123,776.64
Litchfield Dr	Lakeside Court	Wilson Road	282	24.0	6,768	U	M4.12	2005	5	$ 16,378.56
Long Lake Dr	Fairfield Road	Village Drive	820	22.0	18,040	R	2' Agg		2	$ 102,828.00
Long Lake Dr	Alma Circle	Fairfield Road	321	28.0	8,988	R	2' Agg	2013	7	$ 629.16
Long Lake Dr	Nasa Circle	Southmoor Street	970	24.0	23,280	U	M4.12	2013	6	$ 3,492.00
Long Lake Dr	Sunset Drive	Magna Drive	551	33.0	18,183	U	B6.12	2015	10	$ -
Long Lake Dr	Alma Circle	Alma Circle	648	24.0	15,552	R	2' Agg	2013	7	$ 1,088.64
Long Lake Dr	Southmoor Street	Alma Circle	286	24.0	6,864	R	2' Agg	2013	8	$ 480.48
Long Lake Dr	Lotus Drive	Nasa Circle	235	24.0	5,640	U	M4.12	2015	10	$ -
Long Lake Dr	Magna Drive	Valentin Drive	474	33.0	15,642	U	B6.12	2015	10	$ -
Long Lake Dr	Valentin Drive	Lotus Drive	424	28.5	12,084	U	B6.12	2015	10	$ -
M										
Macgillis Dr	Whispering Oaks Lane	Treehouse Lane	348	25.0	8,700	U	M3.12	2000	5	$ 21,054.00
Macgillis Dr	Squaw Creek	Whispering Oaks Lane	381	27.5	10,478	U	M3.12	2015	4	$ 49,034.70
Macgillis Dr	IL Route 134	Squaw Creek	530	25.0	13,250	U	M3.12		4	$ 62,010.00
Macgillis Dr	Treehouse Lane	Forest Avenue	635	25.0	15,875	U	M3.12	2015	5	$ 38,417.50
Magna Dr	Long Lake Road	Valentin Drive	1,747	32.0	55,904	U	B6.12		4	$ 261,630.72
Magnolia Ln	Silver Leaf Lane	Spruce Drive	1,601	24.0	38,424	U	M4.12	2005	6	$ 5,763.60
Maple Ln	Pineview Drive	Hilandale Drive	705	24.0	16,920	R	none	2011	6	$ 2,538.00
Mara Lynn Ct	Eagon Lane	End	305	24.0	7,320	U	M4.12	2006	6	$ 1,098.00
Marigold Ln	Valley Lakes Boulevard	Sparrow Circle	276	24.0	6,624	U	M4.12	2003	4	$ 31,000.32
Marigold Ln	Lily Lane	Sparrow Circle	790	24.0	18,960	U	M4.12	2003	3	$ 112,812.00
Mark Ln	Fallbrook Drive	Kortney Lane	272	24.0	6,528	U	M4.12	2005	6	$ 979.20
Mark Ln	Fallbrook Drive	Fallbrook Drive	1,071	24.0	25,704	U	M4.12	2005	5	$ 62,203.68
Marsh Meadow Ln	Valley Lakes Boulevard	Rookery Circle	762	24.0	18,288	U	M4.12	2004	2	$ 155,448.00
Meadow Ln	Cedar Lake Road	Dalton Drive	253	24.0	6,072	U	M4.12	2006	4	$ 28,416.96
Meadow Ln	Dalton Drive	Eagon Lane	636	24.0	15,264	U	M4.12	2006	5	$ 36,938.88
Meadow Ln	Cedar Lake Road	Tess Lane	266	24.0	6,384	U	M4.12	2006	4	$ 29,877.12
Meadow Ln	Tess Lane	Bacon Road	311	24.0	7,464	U	M4.12	2006	5	$ 18,062.88
Meadow Ln	Eagon Lane	Dalton Drive	244	24.0	5,856	U	M4.12	2006	5	$ 14,171.52
Meadow Mist Ln	Prairie View Lane	High Plaines Road	855	24.0	20,520	U	M4.12	2004	6	$ 3,078.00
Meadowview Dr	Valley Lakes Boulevard	North Savannah Parkway	209	24.0	5,016	U	M4.12	2003	6	$ 752.40
Meadowview Dr	North Savannah Parkway	North Waterford Drive	714	24.0	17,136	U	M4.12	2004	4	$ 80,196.48
Meadowview Dr	South Savannah Parkway	Berkshire Lane	250	24.0	6,000	U	M4.12	2004	4	$ 28,080.00
Meadowview Dr	Valley Lakes Boulevard	South Savannah Parkway	209	24.0	5,016	U	M4.12	2003	5	$ 12,138.72
Meadowview Dr	Berkshire Lane	Durham Lane	336	24.0	8,064	U	M4.12	2004	4	$ 37,739.52
Midland Dr	Hilandale Drive	Sycamore Drive	294	20.0	5,880	R	2' Agg	2001	3	$ 29,458.80
Midland Dr	Sycamore Drive	Linden Drive	337	21.0	7,077	R	1' Agg	2001	4	$ 29,015.70
Midland Dr	Linden Drive	Catalpa Drive	270	20.0	5,400	R	1' Agg		2	$ 30,780.00
Midland Dr	Catalpa Drive	Beechwood Drive	268	22.0	5,896	R	1' Agg	2001	4	$ 24,173.60
Midland Dr	Beechwood Drive	Greenwood Drive	281	20.0	5,620	R	1' Agg		2	$ 32,034.00
Montclair Dr	Winchester Drive	Waterbury Drive	682	24.0	16,368	U	M4.12	2004	4	$ 76,602.24
N										
Newbridge Ln	Wildspring Road	Arlington Drive	210	30.0	6,300	U	B6.12	2007	6	$ 945.00
Newbridge Ln	Wildspring Road	Sienna Drive	215	30.0	6,450	U	B6.12	2005	7	$ 451.50
Newbridge Ln	Roxbury Court	Asbury Lane	546	24.0	13,104	U	M4.12	2005	6	$ 1,965.60
Newbridge Ln	Arlington Drive	Hampton Drive	459	30.0	13,770	U	B6.12	2007	6	$ 2,065.50

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Newbridge Ln	Sienna Drive	Roxbury Court	490	24.0	11,760	U	M4.12	2005	6	$ 1,764.00
Newbridge Ln	Asbury Drive	Daybreak Lane	359	24.0	8,616	U	M4.12	2007	7	$ 603.12
Nippersink Rd	Elm. School Entrance	Capri Drive	1,233	21.0	25,893	R	3' Agg		2	$ 129,723.93
Nippersink Rd	School Drive	Elm. School Entrance	570	21.0	11,970	R	3' Agg	2012	8	$ 837.90
Nippersink Rd	Capri Drive	Old Cedar Lake Road	676	21.0	14,196	R	3' Agg	1998	2	$ 71,121.96
Nippersink Rd	Goodnow Avenue	Cedar Lake Road	365	30.5	11,133	R	3' Agg		3	$ 55,773.83
Nippersink Rd	Cedar Lake Road	Lincoln Avenue	226	48.0	10,848	U	B6.12/None		3	$ 64,545.60
Nippersink Rd	Lincoln Avenue	IL Route 134	197	43.0	8,471	U	M4.12		1	$ 50,402.45
Nippersink Rd	Old Cedar Lake Road	Cedar Lake Road	333	21.0	6,993	R	2' Agg	1998	3	$ 35,034.93
Nippersink Rd	Cedar Lake Road	Goodnow Avenue	331	25.0	8,275	R	2' Agg		4	$ 41,457.75
Nippersink Rd	Valley Lakes Boulevard	Valleyview Drive	1,965	27.0	53,055	R	3'-5' Agg		4	$ 217,525.50
Nippersink Rd	Valleyview Drive	Dawn Marie Drive	649	21.0	13,629	R	3' Agg		4	$ 55,878.90
Nippersink Rd	High Point Road	Village Limits	246	21.0	5,166	R	3' Agg		5	$ 11,881.80
Nippersink Rd	Village Limits	Valley Lakes Boulevard	653	27.5	17,958	R	3' Agg	2012	7	$ 1,257.03
Nippersink Rd	Fairfield Road	West Village Limits	438	21.0	9,198	R	3' Agg		6	$ 1,379.70
Nippersink Rd	Dawn Marie Drive	High Point Road	708	21.0	14,868	R	3' Agg		4	$ 60,958.80
Nippersink Rd	School Drive	Village Limits	795	21.0	16,695	R	3' Agg	2012	7	$ 1,168.65
Nippersink Rd	Village Limits	Village Limits	431	21.0	9,051	R	3' Agg	2013	7	$ 633.57
Norwell Ln	Raymond Drive	End	502	24.0	12,048	U	M4.12	2006	6	$ 1,807.20
Norwell Ln	Arden Lane	Raymond Drive	1,372	24.0	32,928	U	M4.12	2006	6	$ 4,939.20
O										
Old Farm Rd	Fairfield Road	Farmwood Court	222	39.0	8,658	U	M3.12		3	$ 51,515.10
Old Farm Rd	Farmwood Court	Barnwood Court	326	30.0	9,780	U	M3.12		3	$ 58,191.00
Old Farm Rd	Barnwood Court	Wagonwood Dr/Ct	329	30.0	9,870	U	M3.12		3	$ 58,726.50
Old Farm Rd	Haywood Drive	End	140	28.0	3,920	U	M3.12		4	$ 18,345.60
Old Farm Rd	Wagonwood Dr/Ct	End	131	30.0	3,930	U	M3.12		7	$ 275.10
Olmsted Ln	Arden Lane	Arden Lane	1,375	24.0	33,000	U	M4.12	2006	6	$ 4,950.00
Orchard St	Ravine Avenue	Cranberry Court	312	32.0	9,984	U	B6.12	1998	3	$ 59,404.80
Orchard St	Ravine Avenue	End	252	22.0	5,544	R	none	1998	6	$ 831.60
Orchard St	IL Route 134	Laurel Avenue	466	32.0	14,912	U	B6.12	1998	2	$ 126,752.00
Orchard St	Laurel Avenue	Cranberry Court	65	32.0	2,080	U	B6.12	1998	3	$ 12,376.00
Osage Ct	Wildsrping Road	End	243	24.0	5,832	U	M4.12		4	$ 27,293.76
Overlook Cir	Overlook Trail	Overlook Trail	983	24.0	23,592	U	M4.12	2005	4	$ 110,410.56
Overlook Ct	Overlook Trail	End	215	24.0	5,160	U	M4.12	2005	2	$ 43,860.00
Overlook Ct	Overlook Trail	Village Limits	168	24.0	4,032	U	M4.12	2005	2	$ 34,272.00
Overlook Trl	Bluff Court	Burr Oak Court	266	24.0	6,384	U	M4.12	2004	4	$ 29,877.12
Overlook Trl	Prairie Mist Drive	Bluff Court	294	24.0	7,056	U	M4.12	2004	4	$ 33,022.08
Overlook Trl	Overlook Circle	Overlook Court	629	24.0	15,096	U	M4.12	2005	3	$ 89,821.20
Overlook Trl	Overlook Circle	Overlook Circle	560	24.0	13,440	U	M4.12	2005	4	$ 62,899.20
Overlook Trl	Burr Oak Court	Overlook Circle	1,755	24.0	42,120	U	M4.12	2005	3	$ 250,614.00
P										
Panther Dr	Sunset Drive	End	956	36.0	34,416	U	B6.12		5	$ 83,286.72
Park Ave	Cedar Lake Road	Lincoln Avenue	1,226	25.0	30,650	U	M3.12	2012	9	$ -
Park Rd	Cedar Lake Road	End	642	22.0	14,124	R	2' Agg	2003	4	$ 57,908.40
Park Rd	Cedar Lake Road	Ridgewood Drive	512	22.0	11,264	R	2' Agg		2	$ 64,204.80
Park Rd	Ridgewood Drive	Park Road	292	22.0	6,424	R	2' Agg		3	$ 32,184.24
Park Rd	Park Road	Hillside Drive	776	19.0	14,744	R	2' Agg	2005	7	$ 1,032.08

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Park Rd	Hillside Drive	Washington Street	764	19.0	14,516	R	2' Agg	2005	4	$ 59,515.60
Parkside Dr	Providence Lane	Winchester Drive	164	24.0	3,936	U	M4.12	2004	4	$ 18,420.48
Parkside Dr	Providence Lane	Concord Drive	934	24.0	22,416	U	M4.12	2005	3	$ 133,375.20
Parkside Dr	Winchester Drive	Waterbury Drive	604	24.0	14,496	U	M4.12	2004	4	$ 67,841.28
Petite Rd	N. Bernice Court	S. Bernice Court	305	22.0	6,710	R	2' Agg	2004	4	$ 27,511.00
Pineview Dr	Maple Lane	Hilandale Drive	491	24.0	11,784	R	none		4	$ 48,314.40
Pineview Dr	Lawn Terrace	Maple Lane	308	24.0	7,392	R	2' Agg		5	$ 17,001.60
Pineview Dr	Hilandale Drive	End	227	24.0	5,448	R	none		4	$ 22,336.80
Pineview Dr	Alpine Drive	Lawn Terrace	196	24.0	4,704	R	2' Agg		6	$ 705.60
Prairie Ln	Wildspring Road	End	531	24.0	12,744	U	M4.12		4	$ 59,641.92
Prairie Mist Dr	Prairie Mist Drive	Heron View Way	487	24.0	11,688	U	M4.12	2004	2	$ 99,348.00
Prairie Mist Dr	Larkspur Lane	Prairie Mist Drive	275	24.0	6,600	U	M4.12	2004	2	$ 56,100.00
Prairie Mist Dr	Overlook Trail	Larkspur Lane	124	24.0	2,976	U	M4.12	2004	3	$ 17,707.20
Prairie Mist Dr	Havenwood Drive	Overlook Trail	294	24.0	7,056	U	M4.12	2004	4	$ 33,022.08
Prairie Springs Dr	Prairie Trail	Spring Valley Way	614	33.0	20,262	U	M4.12	2003	3	$ 120,558.90
Prairie Trl	Wilson Road	Spring Valley Way	278	55.0	15,290	U	B6.12	2003	4	$ 71,557.20
Prairie Trl	Spring Lake Drive	Switchgrass Drive	813	33.0	26,829	U	B6.12	2003	5	$ 64,926.18
Prairie Trl	Switchgrass Drive	Havenwood Drive	308	33.0	10,164	U	B6.12	2003	4	$ 47,567.52
Prairie Trl	Sping Valley Way	Prairie Spings Drive	339	33.0	11,187	U	B6.12	2003	5	$ 27,072.54
Prairie Trl	Prairie Springs Drive	Keswick Court	328	33.0	10,824	U	B6.12	2003	5	$ 26,194.08
Prairie Trl	Keswick Court	Spring Lake Drive	264	33.0	8,712	U	B6.12	2003	5	$ 21,083.04
Prairie View Ln	Meadow Mist Lane	High Plaines Road	254	24.0	6,096	U	M4.12	2004	6	$ 914.40
Prairie View Ln	Townline Road	Meadow Mist Lane	244	33.0	8,052	U	M4.12	2004	4	$ 37,683.36
Prairie Walk Ln	High Plaines Road	Winding Trail Circle	428	24.0	10,272	U	M4.12	2004	6	$ 1,540.80
Prairie Walk Ln	Winding Trail Circle	Winding Trail Circle	873	24.0	20,952	U	M4.12	2004	6	$ 3,142.80
Prairie Walk Ln	Amarias Drive	Winding Trail Circle	258	32.0	8,256	U	M4.12	2004	5	$ 19,979.52
Primrose Ln	Wildspring Road	Weeping Willow Road	758	24.0	18,192	U	M4.12		3	$ 108,242.40
Providence Ln	Wildspring Road	Aldridge Lane	209	36.0	7,524	U	M4.12	2004	4	$ 35,212.32
Providence Ln	Wildspring Road	Rosehall Lane	230	36.0	8,280	U	B6.12	2004	5	$ 20,037.60
Providence Ln	Aldridge Lane	Amberley Drive	293	24.0	7,032	U	M4.12	2004	4	$ 32,909.76
Providence Ln	Amberley Drive	Providence Lane	657	24.0	15,768	U	M4.12	2004	4	$ 73,794.24
Providence Ln	Rosehall Lane	Vintage Lane	277	30.0	8,310	U	B6.12	2004	5	$ 20,110.20
Providence Ln	Vintage Lane	Parkside Drive	263	24.0	6,312	U	B6.12	2004	6	$ 946.80
Providence Ln	Providence Lane	Amberley Drive	500	24.0	12,000	U	M4.12	2004	4	$ 56,160.00
Q										
Quail Hollow Ct	Weeping Willow Road	End	152	24.0	3,648	U	M4.12		4	$ 17,072.64
R										
Ravine Ave	Lincoln Avenue	Orchard Street	457	24.0	10,968	U	B6.12		3	$ 65,259.60
Raymond Rd	Norwell Lane	Arden	619	43.0	26,617	U	M4.12	2006	6	$ 3,992.55
Raymond Rd	Route 60	Norwell Lane	416	24.0	9,984	U	M4.12	2006	6	$ 1,497.60
Red Deer Rd	Fox Trail	Oriole Court	241	24.0	5,784	U	M4.12	2006	3	$ 34,414.80
Red Deer Rd	Falcon Boulevard	Blackwolf Road	174	24.0	4,176	U	M4.12	2006	3	$ 24,847.20
Red Deer Rd	Oriole Court	Falcon Boulevard	152	24.0	3,648	U	M4.12	2006	3	$ 21,705.60
Red Oak Dr	Finch Drive	Switchgrass Drive	870	24.0	20,880	U	M4.12	2003	3	$ 124,236.00
Remington Ln	Fox Trail	Fox Trail	1,946	24.0	46,704	U	M4.12	2007	3	$ 277,888.80
Ridgewood Dr	N. Rosedale Court	End	152	22.0	3,344	R	2' Agg	2004	2	$ 19,060.80
Ridgewood St	Bernice Court	Hillside Drive	131	22.0	2,882	R	2' Agg	2004	4	$ 11,816.20

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Ridgewood St	Hillside Drive	S. Rosedale Court	187	22.0	3,674	R	2' Agg	2004	3	$ 18,406.74
Ridgewood St	S. Rosedale Court	N. Rosedale Court	305	23.0	7,015	R	2' Agg	2004	3	$ 35,145.15
River Oaks Dr	South Savannah Parkway	Windsor Drive	299	24.0	7,176	U	M4.12	2004	4	$ 33,583.68
River Oaks Dr	Durham Lane	Inverness Court	349	24.0	8,376	U	M4.12	2004	4	$ 39,199.68
River Oaks Dr	Windsor Drive	Durham Lane	461	24.0	11,064	U	M4.12	2004	3	$ 65,830.80
Robert Ct	Arden Lane	End	571	24.0	13,704	U	M4.12	2006	7	$ 959.28
Rookery Cir	Marsh Meadow Court	Blue Heron Court	223	24.0	5,352	U	M4.12	2004	3	$ 31,844.40
Rookery Cir	Blue Heron Court	End	155	24.0	3,720	U	M4.12	2004	4	$ 17,409.60
Rosedale Ct	Cedar Lake Road	Ridgewood Drive	509	27.0	13,743	U	B3.12		3	$ 81,770.85
Rosedale Ct	Cedar Lake Road	Ridgewood Drive	506	22.0	11,132	R	none		1	$ 63,452.40
Rosedale Ct	Cedar Lake Road	N. Rosedale Court	605	24.0	14,520	U	B6.12	2005	4	$ 67,953.60
Rosedale Ct	Cedar Lake Road	N. Rosendale Court	483	24.0	11,592	U	B6.12	2005	4	$ 54,250.56
Rosedale Ct	N. Rosedale Court	S. Rosedale Court	144	24.0	3,456	U	B6.12	2005	4	$ 16,174.08
Rosehall Ln	Concord Drive	Providence Lane	1,384	24.0	33,216	U	M4.12	2005	4	$ 155,450.88
Roxbury Ct	Newbridge Lane	End	177	24.0	4,248	U	M4.12	2005	5	$ 10,280.16
S										
Sagebrush Cir	Sweet Clover Road	End	173	24.0	4,152	U	M4.12		4	$ 19,431.36
Savannah Ct	North Savannah Parkway	End	371	24.0	8,904	U	M4.12	2004	3	$ 52,978.80
Savannah Pkwy	Meadowview Drive	Wicklow Lane	298	24.0	7,152	U	M4.12	2003	5	$ 17,307.84
Savannah Pkwy	River Oaks Drive	Meadowview Drive	314	24.0	7,536	U	M4.12	2003	5	$ 18,237.12
Savannah Pkwy	Meadowview Drive	Savannah Court	388	24.0	9,312	U	M4.12	2004	4	$ 43,580.16
Savannah Pkwy	Savannah Court	North Waterford Drive	570	24.0	13,680	U	M4.12	2004	3	$ 81,396.00
Savannah Pkwy	Berkley Drive	Catalina Drive	263	24.0	6,312	U	M4.12	2003	5	$ 15,275.04
Savannah Pkwy	Litchfield Drive	Berkley Drive	198	24.0	4,752	U	M4.12	2003	5	$ 11,499.84
Savannah Pkwy	Greenleaf Drive	River Oaks Drive	545	24.0	13,080	U	M4.12	2003	4	$ 61,214.40
Savannah Pkwy	Catalina Drive	Greenleaf Drive	213	24.0	5,112	U	M4.12	2003	6	$ 766.80
Savannah Pkwy	Wicklow Lane	Litchfield Drive	656	24.0	15,744	U	M4.12	2003	4	$ 73,681.92
Savoy Dr	Huntington Drive	Fielding Lane	543	24.0	13,032	U	M4.12	2004	4	$ 60,989.76
Savoy Dr	Fielding Lane	Concord Drive	248	24.0	5,952	U	M4.12	2004	5	$ 14,403.84
Savoy Dr	Fielding Lane	Fielding Lane	1,112	24.0	26,688	U	M4.12	2004	4	$ 124,899.84
School Ct	School Drive	End	456	21.0	9,576	U	M3.12		3	$ 56,977.20
School Dr	Nippersink Road	School Court	513	28.0	14,364	U	M3.12		3	$ 85,465.80
School Dr	School Court	Haywood Drive	284	28.0	7,952	U	M3.12		3	$ 47,314.40
Seaton Dr	Greywall Drive	Butterfield Lane	233	24.0	5,592	U	M4.12	2007	6	$ 838.80
Seaton Dr	Butterfield Lane	End	342	24.0	8,208	U	M4.12	2007	6	$ 1,231.20
Sedgewood Ct	Fox Trail	End	241	24.0	5,784	U	B6.12	2007	5	$ 13,997.28
Shagbark Ct	Weeping Willow Road	End	208	24.0	4,992	U	M4.12		4	$ 23,362.56
Sienna Ct	Newbridge Lane	End	209	24.0	5,016	U	M4.12	2005	5	$ 12,138.72
Sienna Dr	Newbridge Lane	Asbury Drive	614	24.0	14,736	U	M4.12	2005	7	$ 1,031.52
Silver Leaf Ln	Birch Drive	Autumn Drive	367	24.0	8,808	U	M4.12	2005	6	$ 1,321.20
Silver Leaf Ln	Spruce Drive	Birch Drive	561	24.0	13,464	U	M4.12	2005	6	$ 2,019.60
Silver Leaf Ln	Magnolia Lane	Spruce Drive	574	24.0	13,776	U	M4.12	2005	6	$ 2,066.40
Silver Leaf Ln	Sunnybrook Road	Magnolia Lane	256	34.0	8,704	U	M4.12	2005	7	$ 609.28
Spanky Ct	Lakewood Terrace	End	336	20.0	6,720	R	none	2014	9	$ -
Sparrow Cir	Marigold Lane	End	146	24.0	3,504	U	M4.12	2003	4	$ 16,398.72
Spring Lake Dr	Spring Valley Court	Prairie Trail	659	24.0	15,816	U	M4.12	2003	2	$ 134,436.00
Spring Valley Ct	Spring Valley Way	End	271	24.0	6,504	U	M4.12	2003	3	$ 38,698.80

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Spring Valley Way	Prairie Springs Drive	Spring Valley Court	288	24.0	6,912	U	M4.12	2003	9	$ -
Spring Valley Way	Prairie Trail	Prairie Springs Drive	1,023	24.0	24,552	U	M4.12	2003	3	$ 146,084.40
Springside Dr	Litchfield Drive	High Ridge Drive	657	24.0	15,768	U	M4.12	2004	3	$ 93,819.60
Springside Dr	High Ridge Drive	End	161	24.0	3,864	U	M4.12	2004	4	$ 18,083.52
Springside Dr	Wicklow Lane	Litchfield Drive	770	24.0	18,480	U	M4.12	2004	3	$ 109,956.00
Spruce Dr	Autumn Drive	Birch Drive	300	24.0	7,200	U	M4.12	2005	6	$ 1,080.00
Spruce Dr	Silver Leaf Lane	Birch Drive	1,041	24.0	24,984	U	M4.12	2005	6	$ 3,747.60
Sunnybrook Rd	Wilson Road	Silver Leaf Lane	254	36.0	9,144	U	B6.12	2005	7	$ 640.08
Sunnybrook Rd	Silver Leaf Lane	Converse Lane	510	27.5	14,025	R	0-5' Agg		7	$ 981.75
Sunset Dr	Hart Road	Panther Drive	702	33.0	23,166	U	M3.12	2014	10	$ -
Sunset Dr	Panther Drive	Long Lake Drive	1,915	33.0	63,195	U	M6.12/B6.12	2014	10	$ -
Sweet Clover Rd	Weeping Willow Road	Clearview Circle	449	24.0	10,776	U	M4.12		4	$ 50,431.68
Sweet Clover Rd	Clearview Circle	Arrowhead Court	391	24.0	9,384	U	M4.12		3	$ 55,834.80
Sweet Clover Rd	Arrowhead Court	Sagebrush Court	304	24.0	7,296	U	M4.12		4	$ 34,145.28
Sweet Clover Rd	Sagebrush Court	Wildspring Road	368	24.0	8,832	U	M4.12		3	$ 52,550.40
Sweet Clover Rd	Cedar Lake Road	Weeping Willow Road	215	24.0	5,160	U	M4.12		3	$ 30,702.00
Switchgrass Dr	Red Oak Drive	Prairie Trail	199	32.0	6,368	U	M4.12	2003	4	$ 29,802.24
Switchgrass Dr	Finch Drive	Red Oak Drive	269	24.0	6,456	U	M4.12	2003	3	$ 38,413.20
Switchgrass Dr	Prairie Trail	Azalea Court	229	32.0	7,328	U	M4.12	2003	3	$ 43,601.60
Switchgrass Dr	Azalea Court	Columbine Drive	304	24.0	7,296	U	M4.12	2003	3	$ 43,411.20
Switchgrass Dr	Havenwood Drive	Columbine Drive	714	24.0	17,136	U	M4.12	2003	3	$ 101,959.20
Switchgrass Dr	Valley Lakes Boulevard	Havenwood Drive	234	24.0	5,616	U	M4.12	2003	4	$ 26,282.88
Sycamore Dr	Midland Drive	Linden Drive	853	24.0	20,472	U	M3.12	2006	5	$ 49,542.24
T										
Tanglewood Ct	Weeping Willow Road	End	206	24.0	4,944	U	M4.12		3	$ 29,416.80
Tess Ln	West Meadow Lane	Tess Lane	438	24.0	10,512	U	M4.12	2006	6	$ 1,576.80
Tess Ln	Bacon Road	Tess Lane	541	24.0	12,984	U	M4.12	2006	6	$ 1,947.60
Thistle Ct	Wildsrping Road	End	208	24.0	4,992	U	M4.12		4	$ 23,362.56
Town Center Rd	Commercial Boulevard	Fox Trail	672	34.0	22,848	U	B6.12	2005	4	$ 106,928.64
Town Center Rd	Commercial Boulevard	Canopy Drive	231	24.0	5,544	U	B6.12	2005	4	$ 25,945.92
Town Center Rd	Canopy Drive	Fairfield Road	439	29.5	12,951	U	B6.12	2005	4	$ 60,608.34
Townline Rd	Wildspring Road	Prairie View Lane	1,753	36.0	63,108	U	B6.12	2005	7	$ 4,417.56
Townline Rd	Bacon Road	Cedar Lake Road	1,320	36.0	47,520	U	B6.12	2007	7	$ 3,326.40
Townline Rd	Cedar Lake Road	Prairie View Lane	774	36.0	27,864	U	B6.12	2007	7	$ 1,950.48
Treehouse Ln	Whispering Oaks Lane	Treehouse Lane	373	23.0	8,579	U	M3.12		4	$ 40,149.72
Treehouse Ln	Treehouse Lane	MacGillis Drive	773	24.0	18,552	U	M3.12		4	$ 86,823.36
Tremont Ln	Butterfield Lane	Tremont Lane	325	24.0	7,800	U	M4.12	2007	7	$ 546.00
Tremont Ln	Tremont Lane	Daybreak Lane	633	24.0	15,192	U	M4.12	2007	7	$ 1,063.44
V										
Valentin Dr	Magna Drive	End	200	33.0	6,600	U	B6.12	2004	8	$ 462.00
Valentin Dr	Long Lake Road	Magna Drive	1,466	33.0	48,378	U	B6.12	2004	7	$ 3,386.46
Valley Lakes Blvd	Heron View Way	Marsh Meadow Court	287	33.0	9,471	U	B6.12	2004	4	$ 44,324.28
Valley Lakes Blvd	Marsh Meadow Court	Lily Lane	260	33.0	8,580	U	B6.12	2004	4	$ 40,154.40
Valley Lakes Blvd	Lily Lane	Marigold Lane	305	33.0	10,065	U	B6.12	2004	4	$ 47,104.20
Valley Lakes Blvd	Nippersink Road	Marigold Lane	404	39.0	15,756	U	B6.12	2004	4	$ 73,738.08
Valley Lakes Blvd	Nippersink Road	Meadowview Drive	815	39.0	31,785	U	B6.12	2003	5	$ 76,919.70
Vintage Ln	Providence Lane	Waterbury Drive	655	24.0	15,720	U	M4.12	2004	3	$ 93,534.00

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
W										
Wagonwood Rd	Old Farm Road	End	179	24.0	4,296	U	M3.12		3	$ 25,561.20
Wagonwood Rd	Old Farm Road	Deerwood Court	357	30.0	10,710	U	M3.12		3	$ 63,724.50
Wagonwood Rd	Deerwood Court	Cottonwood Court	204	30.0	6,120	U	M3.12		3	$ 36,414.00
Wagonwood Rd	Cottonwood Court	Haywood Drive	381	30.0	11,430	U	M3.12		3	$ 68,008.50
Wagonwood Rd	Haywood Drive	End	495	30.0	14,850	U	M3.12		2	$ 126,225.00
Waterbury Dr	Vintage Lane	Curve	278	24.0	6,672	U	M4.12	2004	4	$ 31,224.96
Waterbury Dr	Providence Lane	Curve	643	24.0	15,432	U	M4.12	2004	4	$ 72,221.76
Waterbury Dr	Parkside Drive	Vintage Lane	300	24.0	7,200	U	M4.12	2004	4	$ 33,696.00
Waterbury Dr	Montclair Drive	Winchester Drive	306	24.0	7,344	U	M4.12	2007	4	$ 34,369.92
Waterbury Dr	Parkside Drive	Montclair Drive	322	24.0	7,728	U	M4.12	2004	3	$ 45,981.60
Waterford Ct	South Waterford Drive	End	349	24.0	8,376	U	M4.12	2004	3	$ 49,837.20
Waterford Dr	Meadowview Drive	Wicklow Lane	338	24.0	8,112	U	M4.12	2004	3	$ 48,266.40
Waterford Dr	Waterford Court	Litchfield Drive	544	24.0	13,056	U	M4.12	2004	2	$ 110,976.00
Waterford Dr	North Savannah Parkway	W Meadowview Drive	873	24.0	20,952	U	M4.12	2004	3	$ 124,664.40
Waterford Dr	Wicklow Lane	Waterford Court	361	24.0	8,664	U	M4.12	2004	3	$ 51,550.80
Weeping Willow Rd	Hackberry Court	Sweet Clover Road	385	24.0	9,240	U	M4.12		3	$ 54,978.00
Weeping Willow Rd	Primrose Lane	Hackberry Court	809	24.0	19,416	U	M4.12		3	$ 115,525.20
Weeping Willow Rd	Wildspring Road	Tanglewood Court	259	24.0	6,216	U	M4.12		4	$ 29,090.88
Weeping Willow Rd	Quail Hollow Court	Wildrose Court	36	24.0	864	U	M4.12		4	$ 4,043.52
Weeping Willow Rd	Tanglewood Court	Quail Hollow Court	241	24.0	5,784	U	M4.12		4	$ 27,069.12
Weeping Willow Rd	Wildrose Court	Primrose Lane	337	24.0	8,088	U	M4.12		4	$ 37,851.84
Westminister Ct	Greenleaf Drive	End	454	24.0	10,896	U	M4.12	2005	2	$ 92,616.00
Whispering Oaks Ln	MacGillis Drive	Treehouse Lane	748	23.0	17,204	U	M3.12		4	$ 80,514.72
Wicklow Ln	Springside Drive	North Savannah Parkway	298	24.0	7,152	U	M4.12	2004	4	$ 33,471.36
Wicklow Ln	North Waterford Drive	Springside Drive	375	24.0	9,000	U	M4.12	2004	3	$ 53,550.00
Wicklow Ln	North Waterford Drive	End	185	24.0	4,440	U	M4.12	2004	2	$ 37,740.00
Wild Meadow Rd	Denise Drive	End	279	24.0	6,696	U	M4.12	2005	5	$ 16,204.32
Wild Meadow Rd	Amarias Drive	Denise Drive	1,497	24.0	35,928	U	M4.12	2005	4	$ 168,143.04
Wildrose Ct	Weeping Willow Road	End	174	24.0	4,176	U	M4.12		4	$ 19,543.68
Wildspring Rd	Cedar Lake Road	Primrose Lane	1,013	33.0	33,429	U	M4.12		4	$ 156,447.72
Wildspring Rd	Osage Court	Thistle Court	341	33.0	11,253	U	M4.12		3	$ 66,955.35
Wildspring Rd	Primrose Lane	Osage Court	320	33.0	10,560	U	M4.12		4	$ 49,420.80
Wildspring Rd	Boxwood Court	Belvidere Rd (IL 120)	233	36.0	8,388	U	B6.12		5	$ 20,298.96
Wildspring Rd	Sweet Clover Road	Boxwood Court	271	33.0	8,943	U	M4.12		4	$ 41,853.24
Wildspring Rd	Honey Court	Sweet Clover Road	253	33.0	8,349	U	M4.12		5	$ 20,204.58
Wildspring Rd	Weeping Willow Road	Honey Court	439	33.0	14,487	U	M4.12		5	$ 35,058.54
Wildspring Rd	Thistle Court	Prairie Lane	347	33.0	11,451	U	M4.12		3	$ 68,133.45
Wildspring Rd	Prairie Lane	Basswood Court	45	33.0	1,485	U	M4.12		4	$ 6,949.80
Wildspring Rd	Basswood Court	Blackthorn Court	258	33.0	8,514	U	M4.12		4	$ 39,845.52
Wildspring Rd	Blackthorn Court	Applegate Court	145	33.0	4,785	U	M4.12		4	$ 22,393.80
Wildspring Rd	Applegate Court	Holly Court	153	33.0	5,049	U	M4.12		4	$ 23,629.32
Wildspring Rd	Holly Court	Weeping Willow Road	185	33.0	6,105	U	M4.12		4	$ 28,571.40
Wildspring Rd	Townline Road	Hampton Drive	258	24.0	6,192	U	B6.12	2006	6	$ 928.80
Wildspring Rd	Concord Drive	Bradford Lane	680	24.0	16,320	U	B6.12	2004	5	$ 39,494.40
Wildspring Rd	Bradford Lane	Providence Lane	909	24.0	21,816	U	B6.12	2004	6	$ 3,272.40
Wildspring Rd	Belvidere Rd (IL 120)	Concord Drive	683	45.0	30,735	U	B6.12	2004	5	$ 74,378.70

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	Year of Last Repair	PASER	2016 Cost
Wildspring Rd	Newbridge Lane	Hampton Drive	417	24.0	10,008	U	M4.12	2006	6	$ 1,501.20
Wildspring Rd	Providence Lane	Newbridge Lane	1,844	22.0	40,568	R	2' Agg	2006	5	$ 93,306.40
Winchester Dr	Montclair Drive	Parkside Drive	429	24.0	10,296	U	M4.12	2004	4	$ 48,185.28
Winchester Dr	Winchester Drive	Montclair Drive	345	24.0	8,280	U	M4.12	2007	5	$ 20,037.60
Winchester Dr	Waterbury Drive	Winchester Drive	658	24.0	15,792	U	M4.12	2007	4	$ 73,906.56
Winding Trail Cir	Prairie Walk Lane	High Plaines Road	680	24.0	16,320	U	M4.12	2004	6	$ 2,448.00
Winding Trail Cir	High Plaines Road	Prairie Walk Lane	638	24.0	15,312	U	M4.12	2004	5	$ 37,055.04
Windsor Dr	River Oaks Drive	Inverness Court	1,192	24.0	28,608	U	M4.12	2004	4	$ 133,885.44
Winthrop Dr	Greenleaf Drive	Broadsmore Lane	450	24.0	10,800	U	M4.12	2005	3	$ 64,260.00

Lot ID	Location	Area (SF)	EvalDate	PASER	2016 Cost
GA	NW Corner of Goodnow Blvd and W Avilon Ave	18,467	8/31/2015	4	$ 86,425.56
E134	NE corner of IL Route 134 and Cedar Lake Rd, south of tracks	16,783	8/31/2015	3	$ 99,858.85
28N	NE corner of IL Route 134 and Cedar Lake Rd, north of tracks	45,209	8/31/2015	6	$ 6,781.35
W134	NW corner of IL Route 134 and Cedar Lake Rd, south of tracks	44,883	8/31/2015	9	$ -
28E	NE corner of IL Route 134 and Cedar Lake Rd, north of tracks	31,273	8/31/2015	2	$ 265,820.50
28W	NE corner of IL Route 134 and Cedar Lake Rd, north of tracks	16,391	8/31/2015	6	$ 2,458.65

Street	From	To	Length (FT)	Width (FT)	Area (SQ FT)	Rural/ Urban	C&G/Shldr Type	PASER	2016	2017	2018	2019	2020
Beacon Ln	Cambria Drive	Huntington Drive	798	24	19,152	U	M4.12	5	$ -	$ 46,387.14	$ -	$ -	$ -
Beacon Ln	Huntington Drive	End	157	24	3,768	U	M4.12	3	$ -	$ 23,406.06	$ -	$ -	$ -
Cambria Dr	Huntington Drive	Beacon Lane	602	24	14,448	U	M4.12	5	$ -	$ 36,502.58	$ -	$ -	$ -
Cambria Dr	Concord Drive	Huntington Drive	1,046	24	25,104	U	M4.12	4	$ -	$ 122,656.14	$ -	$ -	$ -
Concord Dr	Wildspring Road	Rosehall Lane	240	32	7,680	U	B6.12	5	$ -	$ 19,403.37	$ -	$ -	$ -
Concord Dr	Rosehall Lane	Parkside Drive	320	36	11,520	U	B6.12	5	$ -	$ 29,105.05	$ -	$ -	$ -
Fielding Ln	Savoy Drive	Savoy Drive	782	24	18,768	U	M4.12	5	$ -	$ 47,416.98	$ -	$ -	$ -
Huntington Dr	Savoy Drive	Cambria Drive	406	24	9,744	U	M4.12	5	$ -	$ 24,618.02	$ -	$ -	$ -
Huntington Dr	Beacon Lane	Savoy Drive	368	24	8,832	U	M4.12	5	$ -	$ 22,313.87	$ -	$ -	$ -
Savoy Dr	Huntington Drive	Fielding Lane	543	24	13,032	U	M4.12	4	$ -	$ 63,673.31	$ -	$ -	$ -
Savoy Dr	Fielding Lane	Concord Drive	248	24	5,952	U	M4.12	5	$ -	$ 15,037.61	$ -	$ -	$ -
Savoy Dr	Fielding Lane	Fielding Lane	1,112	24	26,688	U	M4.12	4	$ -	$ 130,395.43	$ -	$ -	$ -
Aldridge Ln	Providence Lane	Aldridge Lane	565	24	13,560	U	M4.12	4	$ -	$ -	$ 69,168.21	$ -	$ -
Aldridge Ln	Aldridge Lane	Amberley Drive	841	24	20,184	U	M4.12	4	$ -	$ -	$ 102,956.58	$ -	$ -
Amberley Dr	Providence Lane	Aldridge Lane	902	24	21,648	U	M4.12	4	$ -	$ -	$ 110,424.29	$ -	$ -
Amberley Ln	Providence Lane	Essington Drive	319	24	7,656	U	M4.12	4	$ -	$ -	$ 39,052.49	$ -	$ -
Providence Ln	Wildspring Road	Aldridge Lane	209	36	7,524	U	M4.12	4	$ -	$ -	$ 38,379.18	$ -	$ -
Providence Ln	Aldridge Lane	Amberley Drive	293	24	7,032	U	M4.12	4	$ -	$ -	$ 35,869.53	$ -	$ -
Providence Ln	Amberley Drive	Providence Lane	657	24	15,768	U	M4.12	4	$ -	$ -	$ 80,431.00	$ -	$ -
Providence Ln	Providence Lane	Amberley Drive	500	24	12,000	U	M4.12	4	$ -	$ -	$ 61,210.81	$ -	$ -
Wildspring Rd	Cedar Lake Road	Primrose Lane	1,013	33	33,429	U	M4.12	4	$ -	$ -	$ -	$ 178,020.79	$ -
Wildspring Rd	Osage Court	Thistle Court	341	33	11,253	U	M4.12	3	$ -	$ -	$ -	$ 76,188.04	$ -
Wildspring Rd	Primrose Lane	Osage Court	320	33	10,560	U	M4.12	4	$ -	$ -	$ -	$ 56,235.59	$ -
Wildspring Rd	Boxwood Court	Belvidere Rd (IL 120)	233	36	8,388	U	B6.12	5	$ -	$ -	$ -	$ 23,098.05	$ -
Wildspring Rd	Sweet Clover Road	Boxwood Court	271	33	8,943	U	M4.12	4	$ -	$ -	$ -	$ 47,624.52	$ -
Wildspring Rd	Honey Court	Sweet Clover Road	253	33	8,349	U	M4.12	5	$ -	$ -	$ -	$ 22,990.65	$ -
Wildspring Rd	Weeping Willow Road	Honey Court	439	33	14,487	U	M4.12	5	$ -	$ -	$ -	$ 39,892.87	$ -
Wildspring Rd	Thistle Court	Prairie Lane	347	33	11,451	U	M4.12	3	$ -	$ -	$ -	$ 77,528.59	$ -
Wildspring Rd	Prairie Lane	Basswood Court	45	33	1,485	U	M4.12	4	$ -	$ -	$ -	$ 7,908.13	$ -
Wildspring Rd	Basswood Court	Blackthorn Court	258	33	8,514	U	M4.12	4	$ -	$ -	$ -	$ 45,339.95	$ -
Wildspring Rd	Blackthorn Court	Applegate Court	145	33	4,785	U	M4.12	4	$ -	$ -	$ -	$ 25,481.75	$ -
Wildspring Rd	Applegate Court	Holly Court	153	33	5,049	U	M4.12	4	$ -	$ -	$ -	$ 26,887.64	$ -
Wildspring Rd	Holly Court	Weeping Willow Road	185	33	6,105	U	M4.12	4	$ -	$ -	$ -	$ 32,511.20	$ -
Wildspring Rd	Townline Road	Hampton Drive	258	24	6,192	U	B6.12	6	$ -	$ -	$ -	$ 1,056.88	$ -
Wildspring Rd	Concord Drive	Bradford Lane	680	24	16,320	U	B6.12	5	$ -	$ -	$ -	$ 44,940.41	$ -
Wildspring Rd	Bradford Lane	Providence Lane	909	24	21,816	U	B6.12	6	$ -	$ -	$ -	$ 3,723.64	$ -
Wildspring Rd	Belvidere Rd (IL 120)	Concord Drive	683	45	30,735	U	B6.12	5	$ -	$ -	$ -	$ 84,635.02	$ -
Wildspring Rd	Newbridge Lane	Hampton Drive	417	24	10,008	U	B6.12	6	$ -	$ -	$ -	$ 1,706.21	$ -
Wildspring Rd	Providence Lane	Newbridge Lane	1,844	22	40,568	R	2" Agg	5	$ -	$ -	$ -	$ 106,172.72	$ -

ROADWAY SUBTOTAL	$ -	$ 582,915.56	$ 537,492.09	$ 901,944.64	$ -
CRACK SEALING	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00
PATCHING	$ -	$ -	$ -	$ -	$ 100,000.00
ANNUAL TOTAL	**$ 15,000.00**	**$ 597,915.56**	**$ 552,492.09**	**$ 916,944.64**	**$ 115,000.00**

5-YEAR PLAN TOTAL $ 2,197,352.29

AVERAGE ANNUAL COST $ 439,470.46

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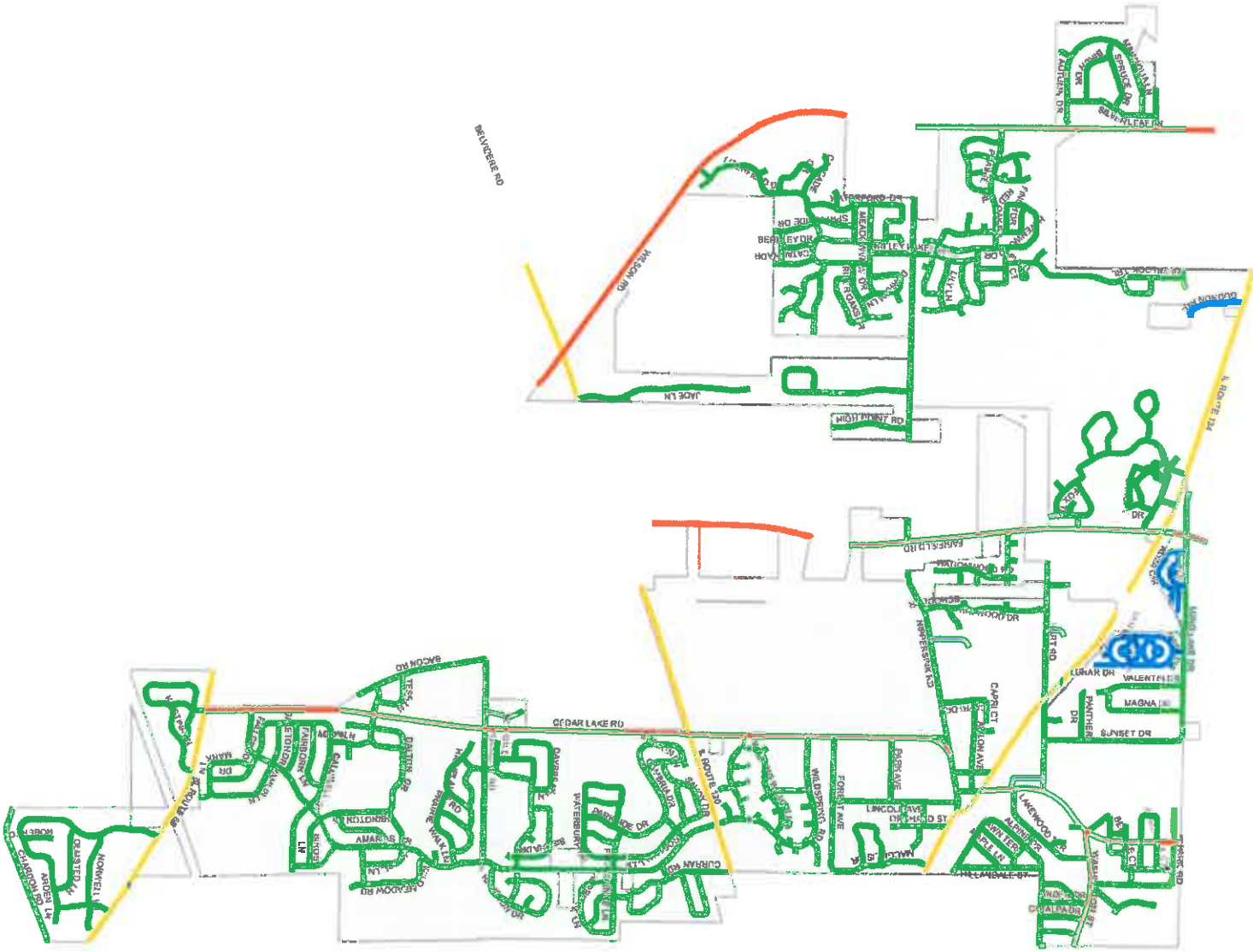
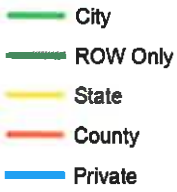


Source: Base data from Lake County GIS, Revised 2019

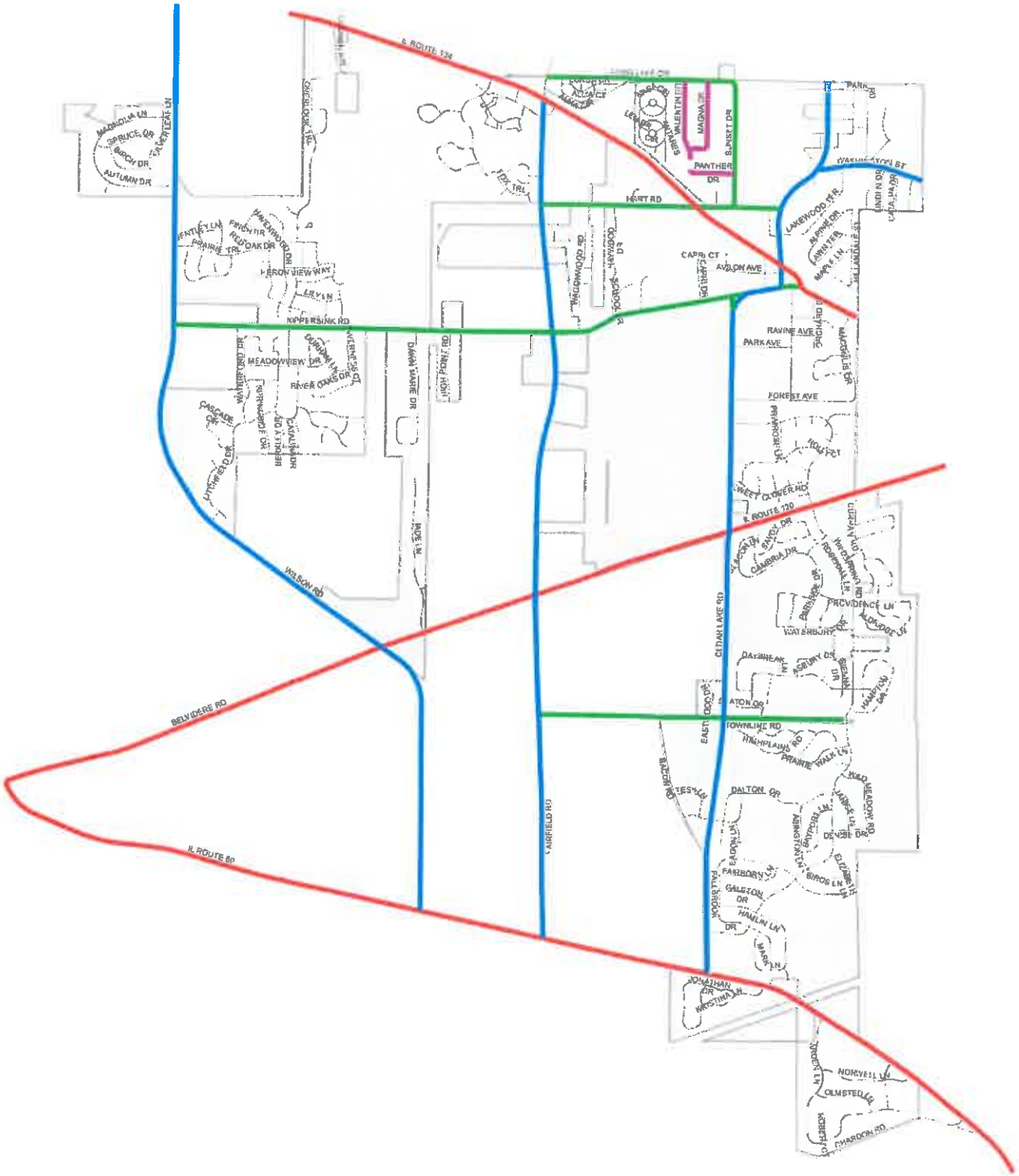
Pavement Management Report

Exhibit 1 - Jurisdiction



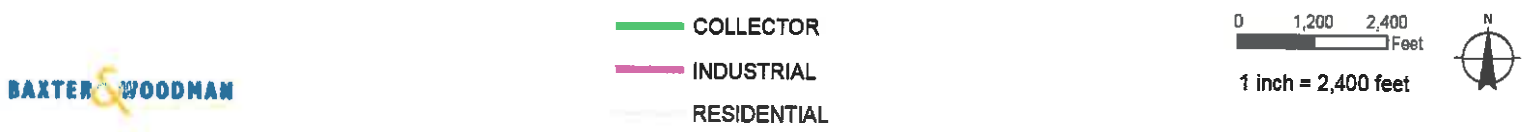
1 inch = 2,400 feet

BAXTER & WOODMAN



Pavement Management Report

Exhibit 2 - Road Class Map



BAXTER & WOODMAN

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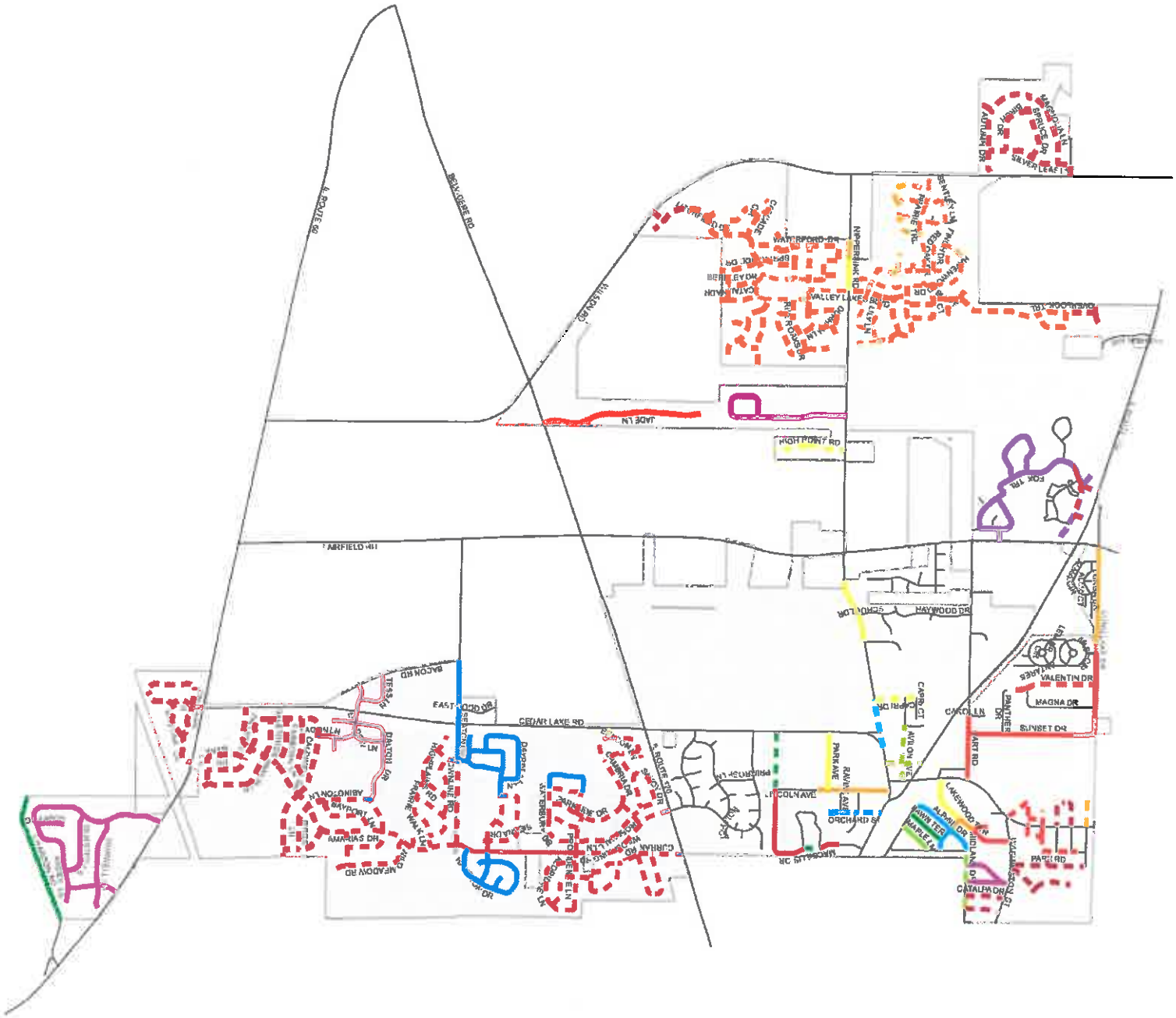
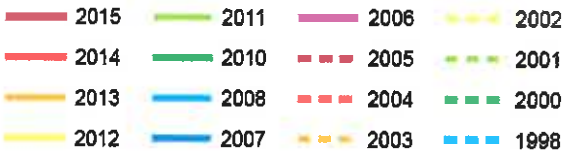
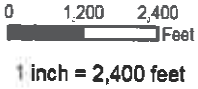


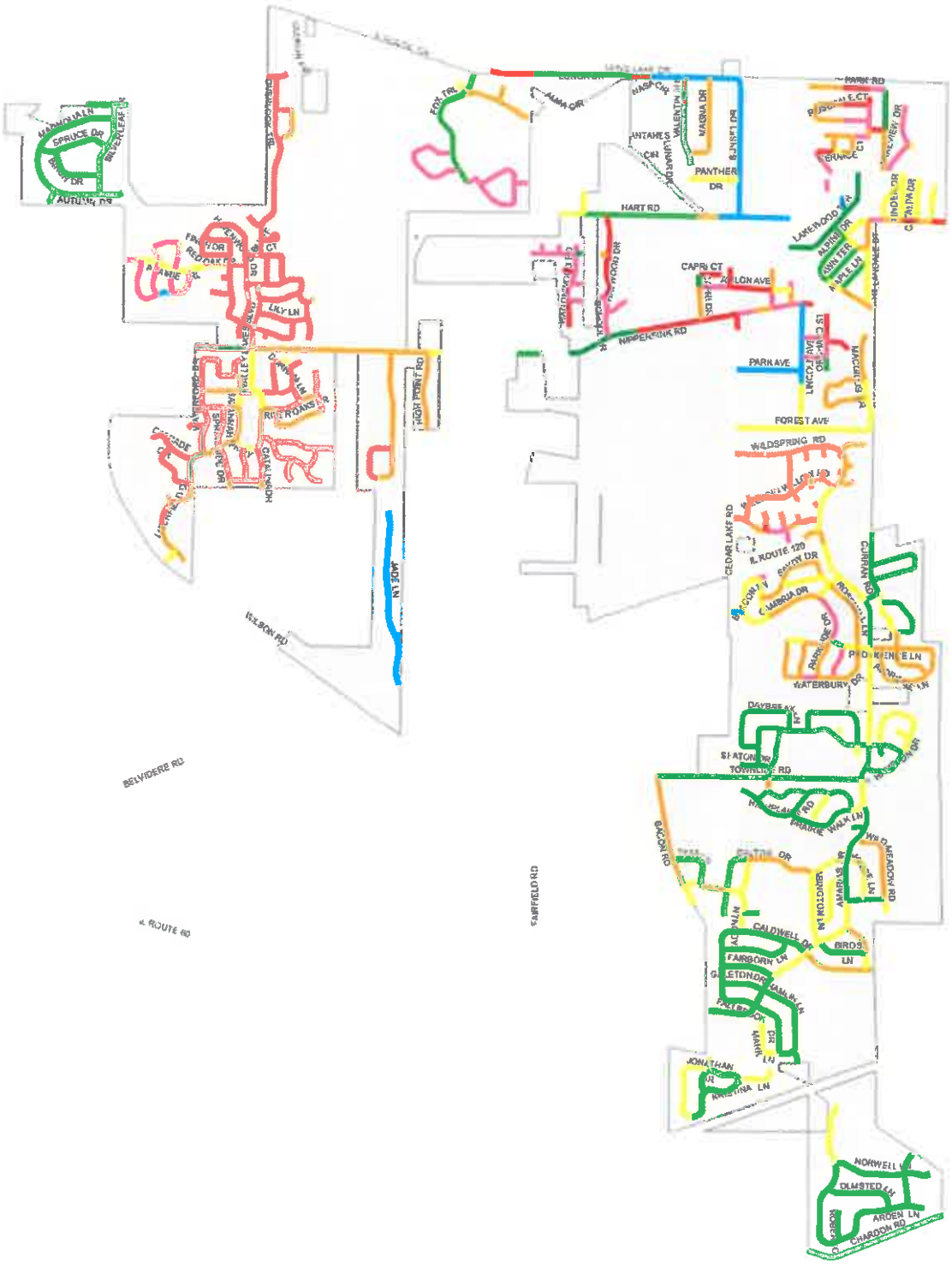
Pavement Management Report

Exhibit 3 - Year of Last Repair





BAXTER & WOODMAN

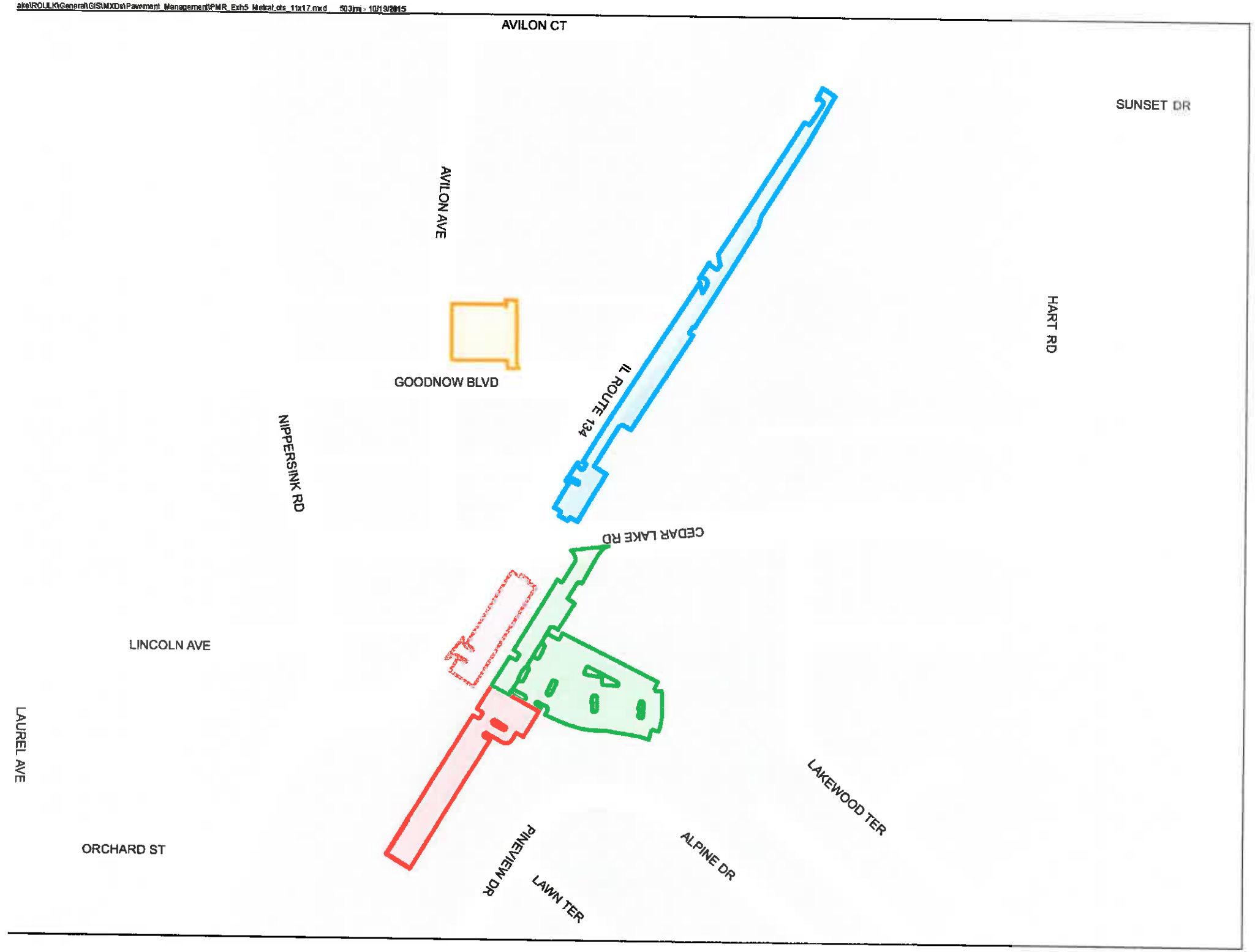


Pavement Management Report

Exhibit 4 - Pavement Surface Evaluation and Rating (PASER) Map

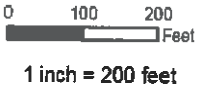
1 inch = 2,400 feet

BAXTER & WOODMAN



Pavement Management Report

Exhibit 5 - Metra Lots PASER Map



1 inch = 200 feet

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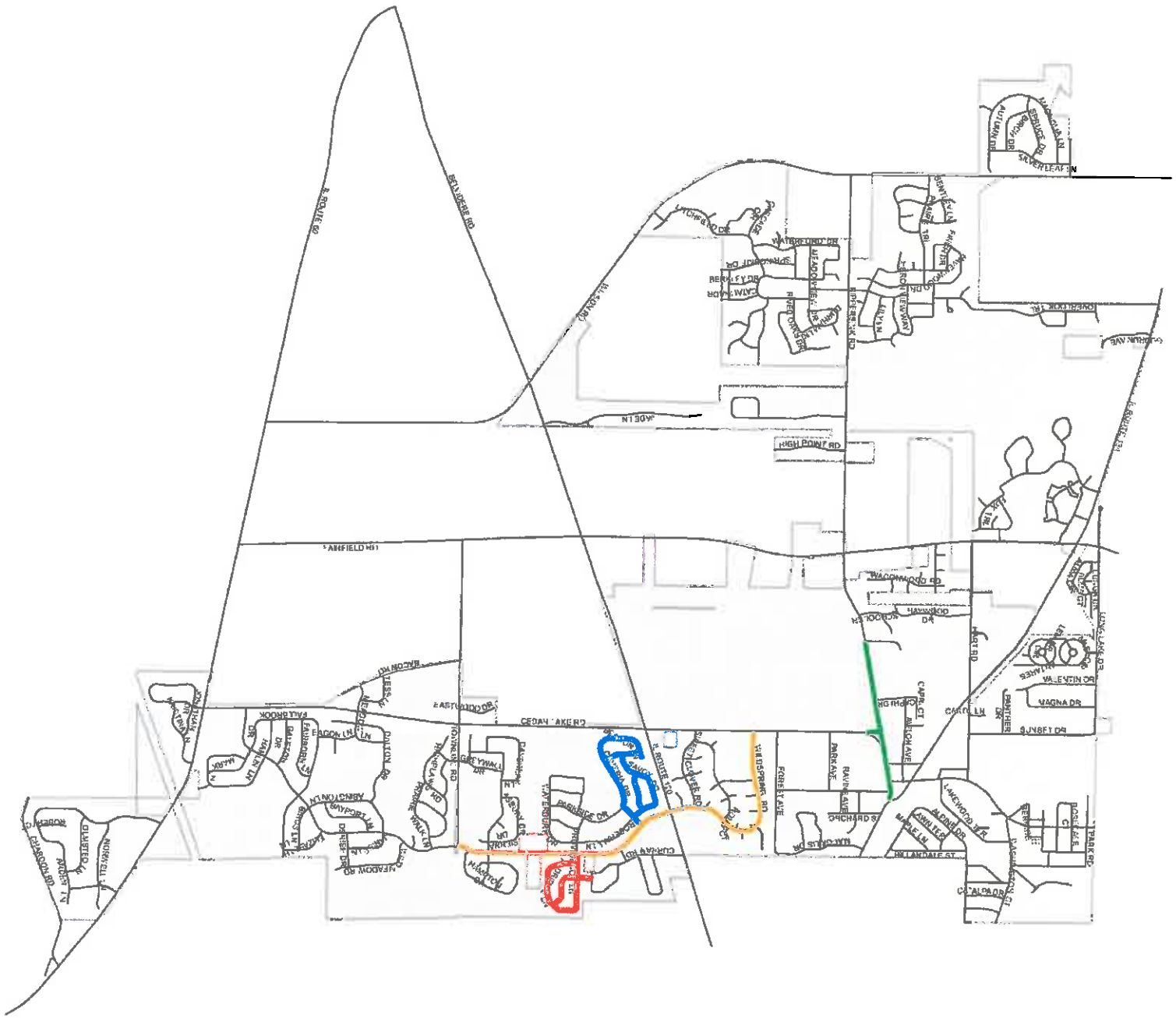

Source: Base GIS from Lake County GIS (Received 2015)

Pavement Management Report

Exhibit 6 - Recommended 5-Year Pavement Improvement Plan Map

2016
2017
2018
2019
2020 - Village-Wide Patching

All Plan Years Have Village-Wide Crack Sealing

0 1,200 2,400 Feet

1 inch = 2,400 feet

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BAXTER & WOODMAN

VILLAGE OF ROUND LAKE

AGENDA ITEM SUMMARY

TITLE: IL ROUTE 53/120 CORRIDOR LAND USE STRATEGY **Agenda Item No. COTW**

Executive Summary:

In 2012, the Blue Ribbon Advisory Council (BRAC) recommended creation of a roadway as a 21st century urban parkway. The modern boulevard would have a smaller footprint to minimize potential negative impacts while protecting the natural environment and preserving the character of Lake County. As recommended by the BRAC, tandem committees were formed. The Finance Committee was established to examine the financial feasibility of the roadway, and the Land Use Committee was formed to develop a land use strategy for a corridor 2 miles from the roadway center line.

As stated in the BRAC report, the land use strategy should "balance economic development, open space, and community character goals across municipalities to encourage development of vibrant communities in central Lake County." Nine meetings were held with stakeholders along with open houses regarding the Route 53/120 land use strategy.

Attached is a Illinois Route 53/120 corridor land use strategy executive summary and a motion to finalize and accept the Illinois Route 53/120 corridor land use strategy. On Thursday, November 12, 2015 the committee voted on the motion, which was passed by the majority of the members.

Recommended Action:

Update the Village Board on the Illinois Route 53/120 Corridor Land Use Strategy

Committee: - **Meeting Date:** 10/5 & 11/16/15

Lead Department: Administration **Presenter:** Steven J. Shields, Village Administrator

Item Budgeted: [-] Yes [-] No [x] N/A

If amount requested is over budget, a detailed explanation of what account(s) the overage will be charged to will be provided in the Executive Summary or attached detail.

Account(s)	Budget	Expenditure
Item Requested		
Y-T-D Actual		
Amount Encumbered		
Total:	**$0.00**	**$0.00**
Request is over/under budget:		
Under	-	
Over	-	

ILLINOIS ROUTE 53/120
CORRIDOR LAND USE STRATEGY






EXECUTIVE SUMMARY

October 28, 2015

Prepared for:
Chicago Metropolitan Agency for Planning, Illinois Tollway, and Lake County

FOR LAND USE COMMITTEE REVIEW ONLY

A RARE OPPORTUNITY FOR LAKE COUNTY

Lake County has the greatest number of unique and threatened ecological resources in the state of Illinois, including streams, wetlands, lakes, native prairie remnants, oak woodlands, and many acres of restored landscapes. These habitats support the largest number of state and federal threatened, endangered, and special concern species of any Illinois county. These species and resources are critical to the natural and ecological health and character of the county, but they are also and at risk due to direct and indirect impacts of development. Likewise, Lake County is home to many residents, businesses, and others who not only value these natural assets, but the character of their communities and the surrounding landscapes, which are similarly susceptible to direct, indirect, and unintended consequences of development.

It is with these assets in mind that Lake County's community leaders have elected to take advantage of the rare opportunity before them: to adequately and appropriately plan for a future corridor that preserves the values and assets so important to Lake County residents, particularly with respect to natural resources and the high quality of life, while accommodating the economic development needs and aspirations of communities and landowners. It is rare for so many community leaders to have the foresight and commitment to their communities to convene for a period of two years to develop a collective vision and a strategy for achieving that vision. It is rare for individual communities to consider the impacts of decisions on neighboring communities, much less communities many miles away. The land use strategy is intended to turn these rarities into the commonplace, to encourage better decision making through cooperation and collaboration with neighbors and stakeholders, and to collectively move in the direction of the best possible outcomes for central Lake County.

The Land Use Strategy represents thousands of hours of effort – research, data collection, mapping, analysis, meetings, and discussions -- that occurred not only over the past two-years, but also during the work that preceded this initiative such as the Blue Ribbon Advisory Committee (BRAC.). The BRAC established a foundation of consensus and guidelines by which subsequent efforts should proceed. This Land Use Strategy represents the next step in the evolution of how multi-jurisdictional land use and transportation planning should occur: through coordination and communication about priorities, issues, and concerns; through a thoroughly researched and informed discussion about existing and anticipated future conditions; and through the dedication and commitment to leave a lasting legacy of our collective decisions for ourselves and our children. Through the production of this Land Use Strategy, the leaders of central Lake County have taken another step towards a better future.

Land use decisions are the responsibility of the elected authorities of the communities in and around the Corridor. The mayors, presidents, managers, administrators, and other community leaders who have been involved in the development of this Land Use Strategy should continue to work with their partners and peers to implement the sound, proactive, and implementable guidance presented in this document. However, such an ambitious and visionary effort cannot be achieved through the efforts of the communities themselves; successful attainment of the vision will take a coordinated effort from government agencies, community organizations, and local champions. Future planning should embody transparency, accountability, open discussion, and public, inclusive decision-making.

In order to achieve the most balanced, context-sensitive, and asset-oriented corridor, all of the stakeholders involved in advancing priorities in the Corridor should use the data, information, and guidance contained in this strategy as a solid foundation for making best-informed decisions.

The time to take advantage of this rare opportunity is now.

A COMMITTED AND VISIONARY LAND USE COMMITTEE

The IL Route 53/120 Land Use Committee members have come together since early 2014 to discuss and develop sound, proactive, and implementable guidance for planning and future development in the IL Route 53/120 Corridor. The detailed information presented in the Corridor Land Use Strategy represents a consensus-based approach developed over an 18-month process to achieve balanced development in central Lake County, protecting the assets and values that are so important to the residents, community leaders, business interests, and others, while optimizing economic development opportunities that accompany major investments in infrastructure.

This strategy represents a framework for municipalities and others to work together and coordinate efforts to create a balance of development, open space preservation, livability, and economic development, maximizing benefits while minimizing impacts to Corridor resources and quality of life. The guidelines and recommendations presented are based on common goals and sound planning principles, and if followed, represent a visionary and thoughtful approach to creating the best possible outcomes for the Corridor.

Land use decisions are within the authority of local governments, and it is up to the elected boards of these local authorities to ensure the long-term impacts and outcomes of decisions made today are in the long-term interest of their communities, the Corridor, and Lake County.

IL ROUTE 53/120 LAND USE COMMITTEE

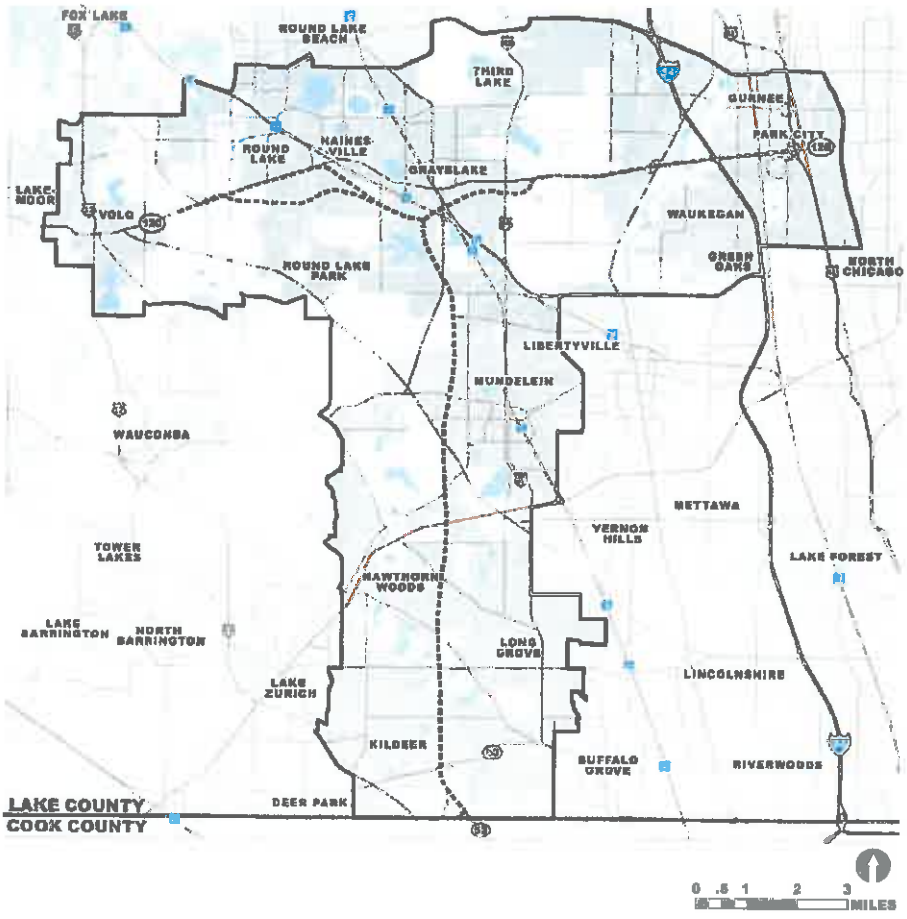
- Aaron Lawlor, Chairman, Lake County; Committee Co-Chair
- George Ranney, Co-Chair, BRAC; Committee Co-Chair
- Jeffrey Braiman, President, Village of Buffalo Grove
- Michael Ellis, Village Manager, Village of Grayslake
- Stephen Park, Trustee, Village of Gurnee
- Linda Soto, Mayor, Village of Hainesville
- Joseph Mancino, Mayor, Village of Hawthorn Woods
- Mike Talbett, Chief Village Officer, Village of Kildeer
- Tom Poynton, President, Village of Lake Zurich
- Todd Weinhofen, President, and Matt Daborwski, Director of Community & Economic Development, Village of Lakemoor
- Terry Weppler, Mayor, and Heather Rowe, Economic Development Coordinator, Village of Libertyville
- Angie Underwood, President, Village of Long Grove
- Steve Lentz, Mayor, Village of Mundelein
- Dan MacGillis, Mayor, Village of Round Lake
- Linda Lucassen, Mayor, Village of Round Lake Park
- Roger Byrne, President, and David Brown, Public Works Director / Village Engineer, Village of Vernon Hills
- Burnell Russell, former President, and Stephen Henley, President, Village of Volo
- Frank Bart, Mayor, Village of Wauconda
- Wayne Motley, Mayor, City of Waukegan
- Pat Carey, Board Member, Lake County Board
- Brad Leibov, President & CEO, Liberty Prairie Foundation
- Michael Stevens, President & CEO, Lake County Partners
- Mike Sands, Senior Associate, Liberty Prairie Foundation
- Lenore Beyer-Clow, Policy Director, Openlands

THE IL ROUTE 53/120 CORRIDOR

The IL Route 53/120 Corridor is an area roughly defined by a two-mile buffer on each side of a generalized right-of-way alignment. This study area includes 76,000 acres in the heart of central Lake County, touches 20 municipalities and numerous forest preserves, and is crossed by roads, bike paths, streams, watersheds, wildlife migration routes, and other interconnected elements that cross jurisdictional boundaries.

A significant portion of the Corridor has developed over the years, and additional growth (65,000 residents have been forecasted to populate the area by 2040) will continue to burden local roadways with congestion. Municipal land use plans propose a significant amount of new, low-density residential development, as well as approximately 3 to 7 times more non-residential development (office, retail, and industrial) than market analysis suggests is probable in the same timeframe.

Map of Study Area



CORRIDOR HISTORICAL CONTEXT

The potential for a new central Lake County transportation facility has been examined since the 1960s. In 2009, Lake County residents approved a non-binding referendum in favor of extending Illinois Route 53 north to Illinois Route 120. In 2010, CMAP's GO TO 2040 regional comprehensive plan included the project on its list of fiscally constrained projects, citing performance measures that show the roadway as "ranking highest among all projects in its effect on region-wide congestion." In 2012, the Blue Ribbon Advisory Council (BRAC) recommended creation of a 21st Century urban highway, a modern boulevard that would have a smaller footprint to minimize potential negative impacts while protecting the natural environment and preserving the character of Lake County. The BRAC also recommended the creation of a corridor plan and implementation strategy that integrates and balances land use, multi-modal transportation, market feasible development, and open space and natural resources.

As recommended by the BRAC, tandem committees were formed: the Finance Committee examined the financial feasibility of the facility, and the Land Use Committee developed the Corridor Land Use Strategy that, in the words of the BRAC Report, "balance[s] economic development, open space, and community character goals across municipalities to encourage development of vibrant communities in central Lake County."

This Corridor Land Use Strategy represents a major implementation step of the BRAC, and helps inform and advance planning and development in the Corridor regardless of whether or not the 53/120 facility is built. The goal is to minimize negative impacts that land use change can cause, while maximizing the benefits from a significant investment in transportation infrastructure.

The BRAC report provides guiding principles that would enhance mobility and accessibility and relieve congestion, but also result in a "safe, integrated, multi-modal corridor that preserves the environment and the character of nearby communities, and enhances their economic vitality." Above all, communities should respect and preserve the land through environmental enhancements and sustainable practices that minimize long-term, irreversible impacts to the unique environment, habitat and wildlife of the county from fragmentation and disturbance.

This key recommendation to respect and preserve land is further supported through the protection of sensitive lands and the addition of new lands comprised of high-quality parcels to help reconnect fragmented ecological systems. Protection and enhancement of water resources through appropriate stormwater and stream corridor management strategies are also highlighted.

BRAC RECOMMENDATIONS

The Blue Ribbon Advisory Council provided the following specific guidance for development of the land use strategy:

- Utilize a market-driven approach to assess the feasibility of future land use change, including analysis of employment trends, potential commercial and industrial development, and the housing mix that is likely to occur if the proposed Route 53/120 is built.
- Balance economic development, open space, and community character goals across municipalities to encourage development of vibrant communities in central Lake County.
- Formulate a multi-jurisdictional economic development strategy to ensure the best possible economic future for central Lake County. Address planning for development desired by targeted industries as well as business attraction strategies.
- Provide strategies for communities to encourage mixed use, pedestrian-friendly, and/or transit-supportive land uses where feasible in order to reduce congestion, air pollution, vehicle miles traveled, and greenhouse gas emissions.
- Design the land use and transportation system to facilitate walking and biking, transit, increase local connectivity, and manage the increased local road traffic that will likely follow completion of the road and associated new development.
- Develop an integrated open space system that not only includes the protection and restoration of conservation lands, but also meet residents' and workers' needs for recreation and open space in the Corridor.

STRUCTURE OF THE LAND USE STRATEGY

The Land Use Strategy is organized to provide planning and development guidance at several scales.

1: Corridor-Wide Framework

The Corridor-wide framework addresses broad networks, strategies, and recommendations, including:

- Open space and natural resource network components, potential direct and indirect impacts, and recommendations for protection and enhancement.
- Transportation networks, including roadways, transit, and trails.
- The market assessment of development potential for several market types, as well as strategies for optimizing development opportunities.
- Identification of locations where land use change is anticipated, which forms the foundation for suggesting appropriate future development typologies and locations.

2: Planning Zone Framework

The second section of the report highlights a balanced, market-based land use approach for four geographic subzones. Each planning zone presents information to inform land use decisions while maintaining municipal authority and flexibility to respond to market dynamics and specific opportunities within their boundaries.

3: Typologies & Best Practices

The final section presents implementation guidance, best practices, policies, and standards that represent sound planning and development approaches for municipalities, the county, landowners, and developers. The guidance is designed to encourage local jurisdictions to capitalize on development opportunities while growing in a way that preserves and enhances community character, quality of life, and environmental resources.

The structure of this document provides planning, strategies and guidance at several levels of detail

CORRIDOR-WIDE FRAMEWORK

The 53/120 Corridor is comprised of a variety of interconnected networks, including open space and natural resources, transportation, and land uses. These networks should be planned in an integrated fashion that incorporates realistic, market-forecasted development potential within a system of protected natural resources and open space.

Open Space & Natural Resources

Corridor open spaces and natural resources form an interdependent ecological system that, when properly planned, preserved, and managed, supports ecosystem structure and function, hundreds of plant and animal species, valuable and irreplaceable ecosystem services, and a high quality of life for residents and visitors. Resources are categorized into Core Landscapes and Opportunity Landscapes.

Core Landscapes are high value resources that contribute immeasurably to natural habitat, recreation, quality of life, and the region's long-term economic vitality, and therefore should be prioritized for preservation and enhancement. These include:

- Protected Landscapes
- Woodlands
- Wetlands
- Stream, Lake, and Wetland Buffers
- Prairies and Grasslands
- Floodplains

Core Landscapes are generally protected through existing federal, state, county and local regulations. However, municipalities can strengthen and clarify ordinances to provide better protection, particularly for locally and globally rare landscape types such as prairies, grasslands, and oak woodlands.

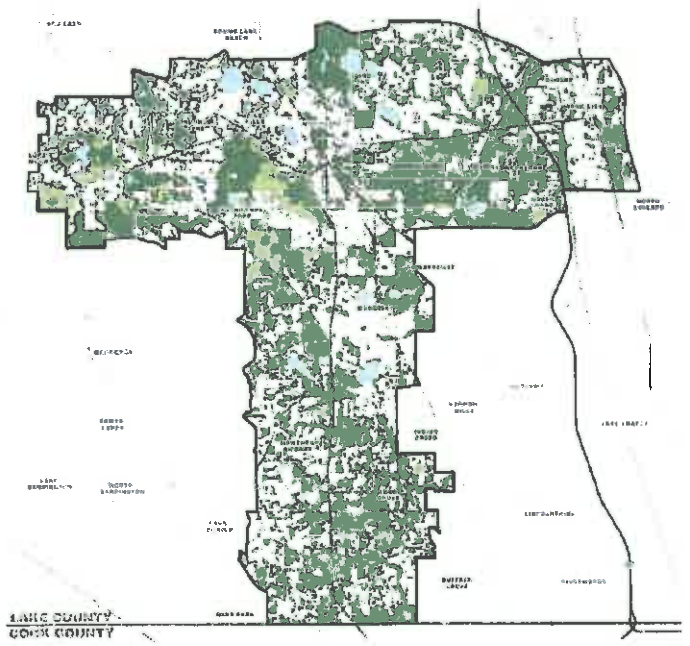
Indirect Impacts

Existing protections are primarily oriented to address direct impacts. Municipalities and agencies are encouraged to take additional measures to protect these landscapes from indirect impacts as well. Consider establishing wide, natural buffers, avoid fragmentation of networks, create natural resource management plans, and manage potential impacts, such as impervious surface and light pollution, on adjacent sites.

Opportunity Landscapes identify resources and sites with the potential to complement Core Landscapes and help achieve Corridor open space and natural resource goals. These are suggested locations for preservation, restoration, expansion, and enhancement by municipalities, local conservation organizations, and other Corridor stakeholders. Additionally, the Environmental Restoration and Stewardship Fund (ERSF) proposed by the Finance Committee could also be used to target key projects and opportunities. Opportunity Landscapes include areas for:

- Wetland Mitigation
- Restoration
- Connectivity and Trails
- Large Open Spaces
- Backyard Conservation
- Working Landscapes
- Community & Neighborhood Parks
- Unprotected Green Spaces

Core and Opportunity Networks



See page 18 for the full exhibit

Transportation & Land Use Nexus

The development of Lake County over the past few decades, as with many other places in the Chicago region, has resulted in pleasant residential neighborhoods that are separated from where people work, socialize, and recreate. The distances between these destinations are often difficult if not impossible to traverse by means other than driving. When considered together, the volume and pattern of growth that prioritize driving over other means of getting around have jointly contributed to traffic congestion, impacting quality of life through time and financial costs.

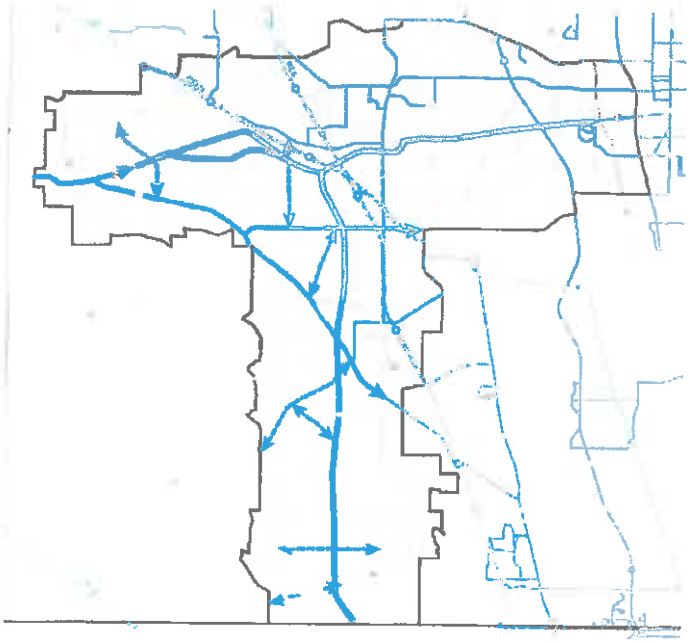
Continued growth in Lake County will benefit individuals, businesses, and local governments. Likewise, continued investment and innovation in transportation systems are critical to address automobile congestion and provide mobility options. Future development in the corridor is anticipated to bring approximately 65,000 new residents, and 40,000 additional jobs in offices, industry, and retail by 2040. This increase in activity will bring a corresponding increase in travel and mobility needs.

While the proposed improvements of Illinois Route 53 and 120 will provide additional road capacity to central Lake County, complementary land use planning is needed to ensure that current and future traffic and mobility challenges are appropriately managed in the future. Doing so requires an emphasis on development patterns that help reduce the need to travel long distances, and on investment in all modes of transportation, including public transit and non-motorized mobility that can help relieve the pressure on the Corridor roadway network.

The Land Use Strategy identifies road, public transit, and non-motorized mobility improvements that can help mitigate congestion. When coordinated with complementary land use and development decisions, transportation investments can improve the transportation network and enhance mobility choices, which can help support quality of life and economic prosperity in Lake County.

- Support road investments with complementary measures such as improved transit services and sensible development patterns that make the most efficient and effective use of investments in new roads.
- Consider bus transit service for major transportation corridors such as IL 53/120, Peterson Road, and IL 60.
- "Just-in-time" and on-demand mobility services like vanpools or car-share services could help provide mobility options in areas that cannot support fixed route transit service.
- Enhance park and ride opportunities for Metra stations to connect "reverse commute" customers and employees to retail, office, and industrial destinations.
- Leverage roadway reconstruction and other investments to expand non-motorized trails for recreational uses and utilitarian travel as an alternative to motorized vehicles.
- Fill gaps in the bikeway network to provide better connections to local and regional trail systems, and strengthen east-west

Recommended Transit Network



See page 45 for the full exhibit

Market Forecast & Land Use

Continued development and population growth in the Corridor is anticipated regardless of whether the IL 53/120 facility is built. However, the 53/120 facility would fundamentally improve the competitive position of the Corridor for office and industrial development, which provide jobs and economic opportunities that retail and residential uses do not. It would catalyze economic development and attract corporate offices, modern business parks, and retail development to areas within the Corridor that were previously out of the development pattern for such uses.

The incremental boost in development potential will be generated by decreased travel times, enhanced access to Interstate 94 and Lake-Cook Road, new highway interchanges with high visibility to passing traffic, and improved connectivity to employment centers near Schaumburg, O'Hare International Airport, and downtown Chicago.

Understanding the expected real estate potential through 2040 and key considerations for achieving that potential will help communities effectively plan for the future. Future market potential through 2040 was projected for major land uses based on forecasted growth in population, employment, and industrial output as well as existing growth and development patterns:

Office: 4 to 5 million square feet of new office space including up to three new corporate office centers (totaling 3 to 3.5 million square feet), complemented by 1.5 to 2 million square feet of professional and medical office distributed throughout Corridor communities.

Industrial: 11 to 12 million square of new industrial space, including up to three new industrial clusters, each with 2-6 million square feet of new space.

Residential: Approximately 25,500 new residential units to house 65,000 new residents. More than half of these new units are likely to be single-family, with the remainder as multi-family or attached single-family units.

Retail: 4.3 to 5.4 million square feet of new retail space including 2.3 to 2.9 million square feet in two new regional retail clusters and one new lifestyle/hybrid center; an additional 2 to 2.5 million square feet of retail development is anticipated to be distributed across Corridor communities.

Balanced Land Use Framework

Comparing these market forecasts to local land use plans reveals that local communities are planning for far more non-residential development than the market is likely to support, and far less land for residential uses. The balanced land use framework identifies a mix of land uses within the Corridor that would achieve market potential while providing housing for residential growth and achieving a robust open space and natural resource preservation strategy. Three primary and somewhat competing goals were considered in developing land use scenarios:

1. Maximize preserved open space and natural resources
2. Maximize commercial development and municipal tax revenues
3. Maintain community character through residential density and design

The land use scenario analysis reveals that only two of these three goals can be achieved with the available land in the Corridor, unless a modest increase in residential density can be attained. This approach could, when combined with other recommendations, help meet open space, commercial development, municipal revenue, and community character goals.

PLANNING ZONE FRAMEWORK

A variety of development patterns and characters exist across the Corridor. As a result of this diversity in communities, land use goals cannot be uniformly applied across the entire Corridor, but should instead be calibrated to smaller planning zones that have similar characteristics. This use of planning zones allows for neighboring communities to work together to achieve common goals and outcomes for each zone.

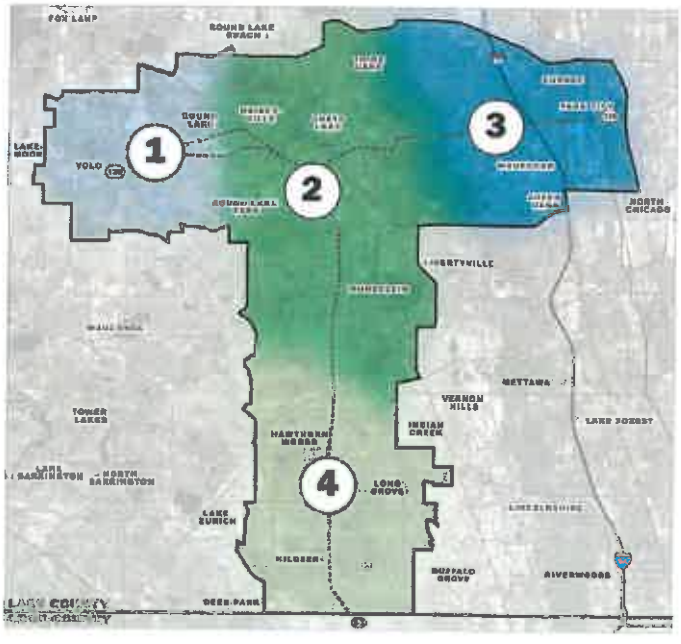
Zones were defined by several factors. First, zones were focused around major gravity centers for office, retail and industrial uses as identified through the market analysis. Second, zones included groups of communities in an effort to promote cooperation and avoid assigning development potential to individual communities. Third, municipalities were included in single planning zones, where possible. The boundaries of planning zones are not intended to be rigid, but permeable, allowing development potential to move according to market forces.

The four planning zones have unique characteristics:

- The northwest zone has significant opportunities for new retail, industrial, and residential growth, and consequently a significant potential for loss of farmland and open space. It is critical in this zone to preserve and connect key unprotected open space and natural resources.
- The north central zone also has significant undeveloped land, large areas of development, and the majority of the Corridor's commuter train stations. Development potential for a corporate office and major retail cluster near the potential interchange with Peterson Road should be thoughtfully planned with open space preservation and connectivity. Opportunities to make strong connections to adjacent open space hubs, including Liberty Prairie Reserve, Rollins Savannah, and Ray Lake Forest Preserve should not be wasted.
- The northeast zone has the most existing development and fewer opportunities for significant land use change. The I-94 Corridor has attracted higher intensity commercial and industrial development and may present opportunities for infill or complementary development. The Des Plaines River corridor forms a strong foundation to continue to preserve, mitigate, connect, and restore natural resources.
- The southern zone of the Corridor is characterized by large lot, low density residential development. Large areas of natural resources are comingled with residential areas, creating opportunities for private landowner stewardship activities. Opportunities for new and redevelopment exist on isolated sites. While the existing density limits opportunities for transit services, there are opportunities to improve connections in the non-motorized transportation network.

For each of these zones, the Land Use Strategy highlights existing character and opportunities, market estimates for different land uses, a suggested balanced land use blend, and annotated maps suggesting appropriate strategies and typologies for key sites. The typologies identified for these key sites present options, starting with typologies that the market and land use assessment suggests are most appropriate for the site, and proceeding through second- and third-best options. This approach introduces typically underrepresented but important typologies, such as a diversity of residential types, for consideration.

Corridor Land Use Zones



TYPOLOGIES & BEST PRACTICES

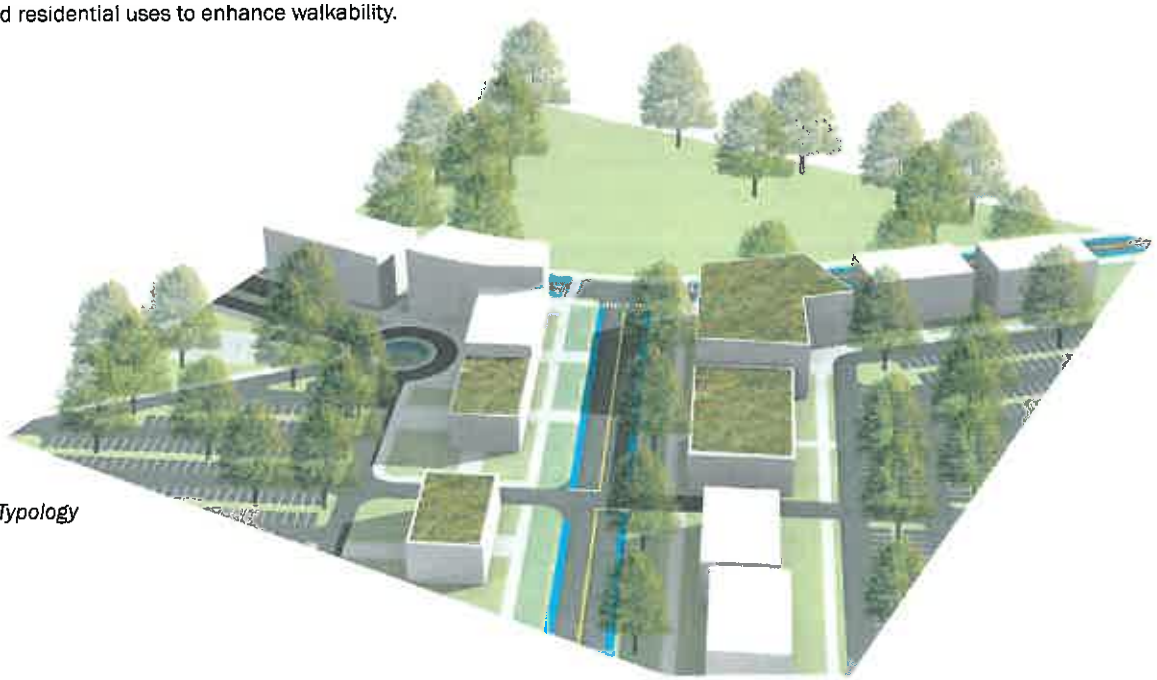
The Corridor Land Use Strategy presents a suite of development typologies and best practices that municipalities should consider for new and redevelopment opportunities.

Development Typologies

The development typologies include basic information about land use and intensity, as well as thoughtful guidance on development standards and design, transportation elements, and environmental stewardship.

The typologies include:

- **Conservation Design:** allocates allowable development to smaller, more clustered lots in order to maximize natural features and community open space.
- **Rural Living:** larger lot single-family residential development that should also preserve natural features and open spaces.
- **Lower-Intensity Walkable Neighborhood:** residential areas designed using traditional neighborhood standards such as an interconnected street network, common community open spaces, smaller residential lots, and a mix of single family and attached residential units such as townhomes.
- **Higher-Intensity Walkable Neighborhood:** residential areas that follow traditional neighborhood design standards including an interconnected street network, common community open spaces, smaller residential lots, and a mix of single-family, attached, and multi-family residential units.
- **Neighborhood Commercial:** smaller building footprints than other commercial development typologies. These are typically located at key transportation nodes and present strong opportunities to co-locate commercial and residential uses to enhance walkability.
- **Corridor Commercial:** larger building footprints than Neighborhood Commercial, located in larger clusters, where buildings are more likely to have a single tenant.
- **Major Retail Center:** larger collections of retail uses from 125,000 to 600,000 square feet with large retail anchor tenants and regional customer attraction.
- **Corporate Office Center:** larger collections of office uses, up to 1.5 million square feet, that often have mid-rise office buildings and large surface parking lots or parking decks.
- **Industrial Park:** larger manufacturing and office buildings, potentially 50,000 to 500,000 square feet on a single floor. Truck traffic and loading are a consideration for this typology.
- **Village Center:** mixed-usecenters typically associated with central business districts, commuter rail stations, or concentrations of community amenities that can support vertical mixing of residential and commercial uses.



Corporate Office Center Typology

See page 109 for the full exhibit

Best Practices

Best practices are provided to guide municipalities, agencies, landowners, and developers in creating better development that achieves multiple goals. They begin with guiding principles that can be applied corridor-wide, and are followed by more specific best practices for natural resources, transportation, and land use.

Guiding Principles

- Encourage responsible development
- Locate land uses and development typologies to maximize healthy economic development
- Coordinate and communicate with agencies and neighboring municipalities to achieve better, more efficient outcomes
- Maintain local character and promote community
- Pursue a multimodal transportation approach for the corridor
- Value undeveloped landscapes as productive and beneficial

Open Space & Natural Resources

- Manage and restore natural resources
- Establish and improve connections between open space and natural resource hubs
- Utilize green stormwater infrastructure practices to manage stormwater on site
- Implement environmentally-friendly landscape management practices
- Leverage funds and partnerships to maximize protection of resources

Transportation

- Humanize the scale of streets to support all users
- Provide separation between travel modes according to roadway context and characteristics
- Manage vehicle speeds at conflict points
- Let local streets govern the design of interchanges
- Give priority to transit at congestion hot spots

Land Use

- Assess and modernize zoning and development regulations
- Encourage appropriate infill development
- Consider mixed use development on appropriate sites
- Promote green buildings
- Encourage transit supportive development
- Implement travel demand management programs at employment centers

CALL-TO-ACTION

This Land Use Strategy presents information and guidance developed over several months of intense work and effort by municipalities, Lake County, and other stakeholders. Its guidance is relevant and valuable for planning and development for new growth regardless of whether the Route 53/120 facility is constructed. The guidance is informed by conversations with stakeholders and the analysis of data and market dynamics. It is intended to support individual community goals as well as result in optimal outcomes for the corridor, Lake County, and the region because it takes a broad, multi-jurisdictional view and considers influences and impacts beyond the borders of any single community. As such, it should be viewed as a framework for better coordination and cooperation between municipalities in advancing the goals of the residents and other stakeholders of Lake County.

Corridor municipalities and other stakeholders are encouraged to support this Corridor Land Use Strategy and commit to using the information, data, best practices, and recommendations to make thoughtful and informed planning, investment, and development decisions. The goal is to achieve better preservation and development outcomes, a higher quality of life, and other benefits that can be reached through cooperative planning:

- Fewer land use conflicts among municipalities
- Streamlined coordination, investment efficiencies, and cost savings for utility, infrastructure, open space, and natural resource investments
- A stronger foundation for establishing other cooperative planning tools such as boundary agreements, revenue sharing, and shared public services
- Coordinated economic development strategies to enhance Lake County's competitiveness in the region and the Midwest

Maintaining a high quality of life in Lake County requires a commitment to the assets that make the county so special and unique. Continued coordination is necessary to help communities advance preservation and development in the Corridor in a manner that is consistent with Corridor goals, while simultaneously working closely with government agencies, community organizations, and local champions. To facilitate a cooperative approach, future planning should embody transparency, accountability, open discussion, and inclusive decision making.

NEXT STEPS

Municipalities are encouraged to adopt the Corridor Land Use Strategy as a guidance document, either as an addendum to their municipal comprehensive plan, or as a separate planning guide. Corridor municipalities are also encouraged to work towards developing and entering into an intergovernmental agreement (IGA) or other similar agreement to assist with achieving Corridor goals. It is through such commitment that we can continue to work together to achieve multiple goals and preserve the valuable natural and community assets of central Lake County.

CMAP recommends the Land Use Committee consider the following Motion to Finalize and Accept the Illinois Route 53/120 Corridor Land Use Strategy

The Route 53/120 Land Use Committee:

1. Recognizes the importance of a balanced land use strategy for the Route 53/120 Corridor to achieve mobility, land use, economic development, community character, and environmental goals in Lake County;
2. Supports incorporating proactive planning concepts and ideas that will help minimize adverse impacts that can result from uncoordinated land use and transportation infrastructure investment;
3. Recognizes the unique opportunity we have to foster better coordination and cooperation by Corridor municipalities and other stakeholders to achieve the goals of Lake County, municipalities, residents, and others and to achieve better development outcomes;
4. Agrees to continue to work together to promote good planning and development practices in the future to achieve optimal outcomes for land use, open space and natural resources, community character, and economic development;
5. Agrees that the Route 53/120 Land Use Strategy provides good, forward-thinking planning guidance to local authorities charged with making land use and development decisions;
6. Agrees to accept the Route 53/120 Land Use Strategy report as drafted (with edits)and to submit the report for each municipality's consideration;
7. Acknowledges that this motion does not bind municipalities to adopt the Land Use Strategy, enter into an IGA, nor support the Route 53/120 facility itself, which is up to individual communities and the public;
8. Agrees to work within respective jurisdictions and constituencies to consider adopting the Land Use Strategy as an addendum to municipal comprehensive plan or as a separate planning guide document; and to consider entering into a cooperative agreement with other Corridor municipalities in order to ensure better coordination and cooperation on planning and development issues by November 1, 2016;
9. Recommends the Tollway continue to work with the Land Use Committee or its successor to cooperatively work toward achieving our shared vision; and
10. Recommends the Tollway further examine the proposed project to better understand its effects on the natural and physical environment and the relationship of people with that environment.

Attachments to Motion

- Corridor Land Use Strategy Report and Executive Summary (with edits)

VILLAGE OF ROUND LAKE

AGENDA ITEM SUMMARY

TITLE: MANAGEMENT'S OVERALL VISION EVALUATION **Agenda Item No.** COTW

Executive Summary:

Although staff is hopeful annexations will occur in the next few years to increase the property tax base and economic development will generate additional sales tax dollars up to the expected level for a Village our size, planning must occur now to address the financial issues in the future.

The initiatives in this memorandum will impact Village residents, Village staff, and community partners. However, in the end, implementation of this evaluation will result in an improved quality of life in and for the Village.

Recommended Action:

For Discussion Purposes and Future Action by the Village Board and the Management Team

Committee: - **Meeting Date:** 11/16/15

Lead Department: Administration **Presenter:** Steven J. Shields, Village Administrator

Item Budgeted: [-] **Yes** [-] **No** [x] **N/A**

If amount requested is over budget, a detailed explanation of what account(s) the overage will be charged to will be provided in the Executive Summary or attached detail.

Account(s)	Budget	Expenditure
Item Requested		
Y-T-D Actual		
Amount Encumbered		
Total:	**$0.00**	**$0.00**
Request is over/under budget:		
Under	-	
Over	-	

Village of Round Lake

442 N. Cedar Lake Road Round Lake, IL 60073
847-546-5400 fax 847-546-5405
www.eroundlake.com

November 12, 2015

To: Mayor and Board of Trustees

From: The Management Team

Subject: Management's Overall Vision Evaluation (MOVE)

Purpose of the Evaluation:

MOVE has been created to give substantive and comprehensive information about the state of our municipality. It will demonstrate strengths and weaknesses in administration, departments, elected officials, personnel, and the community. It will prioritize immediate concerns such as our financial forecast along with departmental goals. This will demonstrate where we are today and provide a vision for the future and how to get there.

Although staff is hopeful annexations will occur in the next few years to increase the property tax base and economic development will generate additional sales tax dollars up to the expected level for a Village our size, planning must occur now to address the serious financial distress the Village is projected to have.

With such planning a necessity, management has titled this memorandum Management's Overall Vision Evaluation, or the acronym MOVE. Management felt MOVE was symbolic as we need to move now into action.

Financial Information

The forecast shows operating revenues greater then operating expenses through fiscal year end 2019, however, contributions from the General Fund are needed to support replacement items (vehicles, technology, and building), street maintenance, and debt payments that reduce cash each year by $1.2 to $1.3 million between fiscal year end 2016 and 2021. The estimated cash from the 2016 General Fund Financial Forecast is as follows:

	Budget	Forecast				
Description	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
Unreserved Cash	1,395,095	365,864	(856,924)	(2,274,988)	(3,938,997)	(5,509,284)
Reserve for Operating (30%)	2,087,033	2,166,215	2,249,580	2,331,128	2,408,598	2,488,082
Reserve for Street Replacement	325,000	325,000	325,000	325,000	325,000	325,000
Reserve for Replacement Funds	372,983	381,255	389,704	393,610	397,711	342,381
Reserve for Debt Service	525,000	550,000	575,000	600,000	600,000	500,000
Restricted Escrow/Seizure Cash	145,000	130,000	115,000	100,000	85,000	70,000
	4,850,111	**3,918,334**	**2,797,361**	**1,474,750**	**(122,689)**	**(1,783,821)**

As shown by the financial forecast, the Village will not be meeting the 30% reserve for operating expenses by fiscal year end 2018 and by fiscal year end 2020 cash is NEGATIVE.

In the past, a reduction of expenses was the driving force behind the operating budget being balanced. However, with budgets at minimum levels this option will not work now or in the future. The Village has realized past savings through the following:

- Bond refinancing/refunding, approximately seven refundings in the past nine years
- Staff attrition: 62 full-time (FYE 2008) down to 47 full-time currently
  - Level of services are stagnant
- Expense reductions:
  - Significant expenses eliminated in all department budgets
  - Salaries were frozen or no step increases given
  - Capital deferred – vehicles, equipment, and building repairs

The financial forecasts in fiscal year end 2011 and 2012 had indications of cash falling short of the expected reserve balances. However, with the reduction in expenses and the economy rebounding, major revenues increased (income, sales, and use tax), resulting in adequate cash reserves in the financial forecast for fiscal year end 2013 and 2014. Starting with the fiscal year end 2015 budget, the financial forecast had cash reserves not meeting expected reserves. A number of items contributed to the significant decrease of reserves, including:

- Property tax revenues decreased significantly. A large reduction, approximately 1% of overall cash available in all funds, in the General Fund extension effective tax levy year 2011 (received in fiscal year end 2013) was approved by the Village Board. The following table shows the amounts not captured since that time:

Levy Year	Maximum Extension Amount	Actual Extension Amount	Amount Not Captured
2011	$3,677,729	$3,448,272	($229,456)
2012	$3,788,061	$3,422,388	($365,672)
2013	$3,852,458	$3,486,069	($366,388)
2014	$3,910,244	$3,553,463	($356,782)
			($1,318,299)

- A $1.1 million one-time transfer to the Motor Fuel Tax and Capital Projects Funds to fund street maintenance and reconstruction in fiscal year end 2014
- The continued annual funding of $325,000 for street replacement starting in fiscal year end 2015
- An increase of the debt service transfer from $350,000 annually to over $500,000 annually

Management believes a positon of "status quo" or "government as usual" will not curtail the deficit looming in the future. If all departments reduced overall expenses in the General Fund by a total of $500,000, the village would still have operating reserves under the 30% policy by fiscal year end 2019 of only 26.73%.

	Budget	Forecast				
Description	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
Unreserved Cash	2,066,509	1,475,412	707,544	0	0	0
Reserve for Operating (30%)	1,957,081	2,031,305	2,109,450	1,947,577	845,157	(144,104)
Reserve for Street Replacement	325,000	325,000	325,000	325,000	325,000	325,000
Reserve for Replacement Funds	372,983	381,255	389,704	393,610	397,711	342,381
Reserve for Debt Service	525,000	550,000	575,000	600,000	600,000	500,000
Restricted Escrow/Seizure Cash	145,000	130,000	115,000	100,000	85,000	70,000
Cash Available	**5,391,573**	**4,892,971**	**4,221,699**	**3,366,188**	**2,252,869**	**1,093,277**
Reserve for Operating %	**30.00%**	**30.00%**	**30.00%**	**26.73%**	**11.23%**	**(1.85%)**

However, the purpose of this memorandum is not to focus solely on the financial implications facing the Village in the near future, but to provide the Village Board an evaluation by management of the current status of the Village, along with guidance that will position us strategically in the future.

Positioning the Village

Over the last nine years there has been turnover in all key positions: two (2) Administrators, (2) Chiefs of Police, three (3) Director of Public Works, one (1) Director of Community Development, two (2) Office Manager's (Full-time working Village Clerk's), one (1) Human Resources Coordinator, and one (1) Building Commissioner. In addition, in that same time frame staff has experienced little consistency at the Village official level with three (3) Mayors, three (3) Village Clerks, and turnover from at least six (6) trustee positions.

In the past development has supported operations, but now permit activity is nonexistent. In fact the last annexation and Planned Unit Development was approved in October 2005 and the only major retailer in the Village was approved by the Village Board in March 2004, both over ten years ago.

A new culture was created when Mayor MacGillis was elected in 2013. The Village Board became cohesive, a business friendly environment started, and forming or mending past relationships was a priority. We also started to assemble a new management team, started the Comprehensive Plan update, strategically discussed Route 53/120 corridor impacts on the Village, and are working with the County to gain a centerline for Cedar Lake Road through the downtown for future development.

Management Team and Evaluation

The first step in implementing the new culture was assembling a team of professionals with both public and private sector experience with the necessary education and leadership skills required to run a local government in today's ever changing environment. In only 16 months, the current Village Administrator was promoted from Finance Director, a position that was held for the last eight (8) years. A new Finance Director was hired, which lead to the additional title and responsibilities as Assistant Village Administrator/Director of Finance. An Accounting Manager position was created in the Finance Department and a new Director of Public Works took the helm in April 2015. The Chief of Police has been with the Village since April 2010.

The management team in place has the talent to MOVE the Village in the direction of the vision in this document. This cohesive team will be the critical component for a successful implementation process. We are a service industry and our employees are the most valued resources. Customer service is the biggest asset our employees can have. To truly succeed we must have the right people, with the right competencies, in the right positions. Our goal is to create an environment where employees want to stay. As a result, we should work hard to reward talent, identify employee motivators, and set expectations high for the management team and throughout the Village.

For the first time in the last decade the management team met in the same room for open and candid discussions. Topics discussed included operations of each department, the Village as a whole, and how a local government should operate based on previous experiences. The team was charged with the following:

- List of item/projects not getting done
- Ideas for future endeavors/department vision
- Wish list of projects, assignments, or other items if we had the financial capabilities
- Any other items regarding working together for savings, collaboration within the Village or with other municipalities, and other such subject matter

Based on the comments made by the management team, a current conditions list by department was formulated. The theme of the list is to show the Village Board the current organization of each department and make evident the service levels and responsibilities that need to be addressed. The current conditions list, by department, is included on Exhibit A, attached after this memo.

MOVE Implementation

There has been much discussion regarding costs and the reduction of reserves. However, to effectively implement MOVE money must be invested now in key expenditures/uses. For example, new positions will need to be created and costs for consultants and/or studies will have to be started to determine the optimum benefits to the village. Based on management's vision, from a Village-wide perspective, we found the following to be key initiatives to address NOW in order to set the Village up for success in the long term:

- Implement a Village organizational restructuring
    - Departments restructured based on talent, skill set, and customer service needs
        - Cross train staff members to meet the service needs of the community in a more effective manner
        - Explore part-time versus full-time positions
    - Hire a full-time Human Resources Professional
        - Support our most valued assets, our employees, in order to effectively serve our residents
        - Knowledge of complex rules and regulations in this area
    - Consider moving all staff and operations to the Public Works/Police facility
        - Centralized customer service
        - Gain staff efficiencies
        - Long-term cost reduction
- Implement a new pay-for-performance compensation policy
    - Complete and implement a compensation study
        - To remove instability
        - To acknowledge those employees that exceed expectations
        - Based on public and private sector salary data
    - Implement performance standards and goals to be reviewed on an annual basis
- Implement a downtown TIF area to spur development
    - Contract with consultants to study the feasibility of a TIF
        - Prepare a redevelopment report
    - Work with Metra to move the train station
        - To relieve traffic congestion and improve pedestrian safety
    - Work with the County for the Cedar Lake Road centerline
        - To plan development around the centerline
    - Investigate grants to support the downtown endeavors
- Maximize economic development
    - New Village Website rollout
        - Powerful communication tool
    - Focus on annexations and building a business base
        - To diversify and strengthen the Village's tax base.
    - Actively market Village owned sites and other locations that must be developed
        - Should staff and operations move, Village Hall/land available for prime downtown development

Management and Village Board Strategic Planning

The intent of the management meetings was to start the discussions of understanding our current situation. Although not specifically asked, much of management's discussions centered around questions such as the following:

- What is our Village culture like?
- What are our strengths and weaknesses?
- How does and has the economy impacted the Village?
- What are the core services we offer?

- How do our customers and demographics impact our services?
- What opportunities do we have and how best to capitalize with our resources?

As part of the overall evaluation, management understood our current situation, discussed what needs to be implemented now, and on where management wants their departments to be in the future, and in general, the Village. The intent of the discussions was to allow the management team to generate ideas that would benefit the Village, save the Village money, or move the Village into position to be a leader in the industry.

Management also identified an extensive list that must be prioritized via a partnership between the management team, Village Board, and our residents, defined by a strategic plan. Many communities have already implemented and continue to refine such plans and usually rely on hiring professionals in this field to help moderate and drive discussions of this importance.

Realizing the need of establishing a sound base for future financial and non-financial decision-making, management embarked on this exercise to create a formalized internal evaluation. As stated previously, a strategic vision is essential because it helps determine where an organization wants to go, how it will get there, and how it will measure progress towards that goal.

A strategic plan also defines organizational values, establishes a mission, and set goals to achieve. Then the next step would be to prepare objectives on how to attain such standards. These objectives will need to be measured, targets established, along with a process to review, evaluate, and refine. Again, this will need to be a collaborative transparent effort with both the management team and the Village Board.

Management will carry out the course, but the Village Board needs to be involved in defining the direction and making decisions on allocating its resources to pursue this vision, including its capital and people. Rather than making ad-hoc decisions on an issue-by-issue basis, a strategic plan assists and guides the Village in determining its future as a community and government and provides a road map to its future.

MOVE to Strategic Planning

- Management has made an assessment of the Village's current situation
- Management has identified an assortment of options to improve all facets of Village operations
- Define and refine, based on additional Village Board discussions:
    - A strategic planning initiative that integrates operational, financial, and long-term goals
    - Create a mission statement for the Village of Round Lake. At the most essential level, a mission statement defines why an organization exists, or its purpose
    - Establishment of values, which are what the Village actions and decisions are guided by – such items include customer focused, leadership, progressive, respect, integrity, and team orientated
    - Generate a vision statement that will help to illustrate the physical and social characteristics most important in the Village's landscape

- Institute goals - to truly become actionable, a vision statement needs to be turned into actionable goals
- Setup strategies - a way to obtain the goal
- Formulate action plans - the detailed steps to accomplish the goals

The Comprehensive Plan, which will be presented to the Village Board in the near future, will serve as a foundation for the objectives and planning approaches of a strategic plan.

Possible Barriers to Success

There may be several obstacles to overcome when implementing this new vision, as follows:

- All departments need to re-think government not as usual and focus on a customer service core business model
- Staff re-organization: there is much inefficiency inherited from past practices that needs to be remedied, staff will be fearful and stressed
- Many hours will need to be spent educating all those involved supporting the new culture for the Village
- Available capital resources

Concluding Remarks

This vision will challenge us to achieve:

- A stable financial condition by using our resources to balance our needs
- Foster an attractive and vital economic climate for people to shop and dine where they live
- A plan to maintain the Village's sound infrastructure, which will inspire community confidence
- Create a sense of community by adding value, ownership and well-being, adding to civic pride
- A government that has a clear vision, with a preeminent leadership, offering outstanding customer service

Now is the time to run the Village like a business, following an entrepreneurial approach - no longer can we govern as usual. Knowing the challenges that are facing us, changes are necessary that will require difficult, but positive actions, with possible staff changes, attitude changes, and in general, running the Village in a non-traditional government approach.

The initiatives in this memorandum will impact Village residents, Village staff, and community partners. However, in the end, implementation of this evaluation will result in an improved quality of life in and for the Village.

Management believes that we must show employees that the Village is not going to settle for *Government As Usual*. We need to hold people accountable, pay competitive salaries, watch undisciplined spending, stop favoritism, and have the management team handle all of the day-to-day operations and decisions. The vision change in this document will result in unparalleled success.

We are confident we will achieve success, guided by the Mayor and Village Board, and implemented by this management team. Clear and defined collaboration is a required component to move the Village of Round Lake forward.

Village of Round Lake, Steeped in History, Surrounded with Opportunity.

Sincerely,
The Management Team

Steven J. Shields
Village Administrator

Shane D. Johnson
Assistant Village Administrator/
Director of Finance

Michael J.L. Gillette
Chief of Police

Adam B. Wedoff
Director of Public Works

Current Conditions - Exhibit A
Department Areas

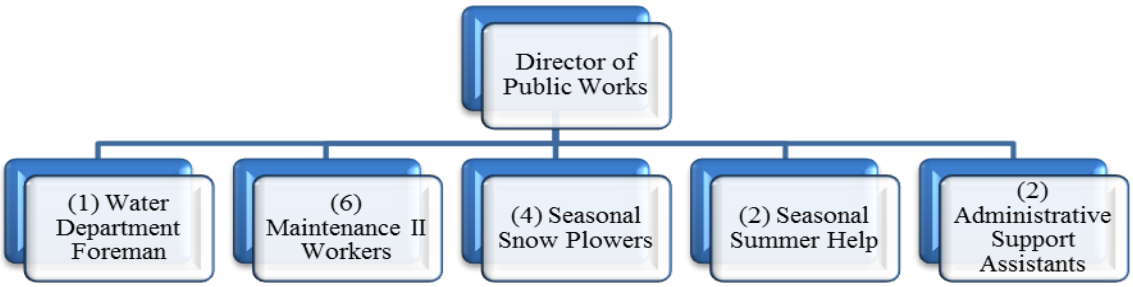
Public Works

The Public Works Department provides a broad base of services to the community in a prompt, courteous, safe, efficient, and cost-effective manner. The Public Works Department strives to plan, design, build, maintain, and operate public infrastructure in a sustainable manner that enhances the community and provides the Village with a quality foundation for generations to come. The primary responsibilities of the Public Works Department include:

- Water delivery and maintenance of the water system
- Sanitary sewer conveyance and maintenance of the sanitary sewer system
- Storm water conveyance and maintenance of the storm water system
- Maintenance of streets, storm drains, and street lighting
- Maintenance of Village grounds and facilities
- Maintenance of trees located within the public rights-of-way
- Engineering and contract administration of public improvements
- Review of design and construction of public development
- Environmental compliance and oversight
- Snow and ice mitigation operations

Number of Positions: Full-time: 10 Part-time: 0 Seasonal: 6

Current organizational Chart:



General Fund Budget and Five-Year Financial Forecast

	Budget	Forecast				
Category	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
Payroll Expenses	$349,500	$360,051	$375,121	$390,685	$407,061	$423,422
Taxes, Pensions & Insurance	$122,000	$129,395	$139,439	$150,831	$161,596	$173,223
Personnel Related	$7,651	$7,766	$7,882	$8,000	$8,120	$8,242
Professional Services	$20,000	$20,300	$20,605	$20,914	$21,227	$21,546
Commodities	$152,125	$148,196	$148,319	$148,444	$148,571	$148,699
Contractual Services	$33,050	$33,536	$34,029	$34,530	$35,038	$35,554
Building & Grounds	$71,326	$72,396	$73,482	$74,584	$75,703	$76,838
Capital Outlay	$42,267	$1,776	$1,803	$1,830	$1,857	$1,885
Utilities	$94,600	$94,707	$94,815	$94,924	$95,036	$95,149
Vehicles & Equipment	$73,030	$74,385	$75,768	$77,177	$78,615	$80,081
Infrastructure Improvements	$0	$20,000	$0	$0	$0	$0
Technology	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000
Infrastructure Maintenance	$30,000	$30,300	$30,605	$30,914	$31,227	$31,546
Subtotal	**$998,549**	**$995,808**	**$1,004,867**	**$1,035,833**	**$1,067,052**	**$1,099,186**
Water & Sewer Fund**	**$5,490,513**	**$5,249,052**	**$6,463,447**	**$4,299,480**	**$4,180,248**	**$4,278,935**
Total	**$6,489,062**	**$6,244,860**	**$7,468,314**	**$5,335,313**	**$5,247,300**	**$5,378,121**

** - The Water and Sewer Fund is also included as it contains Public Works responsibilities.

Public Works: Service levels that need to be addressed:

Dead tree removal
Jetting sanitary sewers
Jetting storm sewers
Exercise water valves
Replace broken water valves
Maintain shoulder gravel
Cleaning storm inlets & catch basins
Tree trimming
Televising sanitary sewers
FOG inspections
Inspect/repair lift station pumps
Maintain ditches
Update utility atlases
Employee training

Public Works: Responsibilities that need to be addressed:

Clean lift stations
Fire hydrant flushing and repair
Sign post replacements
Maintenance of buildings
Maintenance Village property
Roadway striping
Sidewalk replacements/trip hazard removal
Fix broken B-Boxes
Pavement patching
Street sign replacements and upgrades
Street light conversions to LED fixtures
Garbage pick-up throughout the Village
Vehicle and equipment maintenance

Building Department

The Building Department strives to ensure public safety, health, and welfare of all Village residents and the business community. The primary responsibilities of the Building Department include:

- Enforcement of all building and zoning codes
- Issuance of building permits, conducting inspections, plan reviews
- Monitoring all phases of construction and development within the Village

Number of Positions: Full-time: 3 Part-time: 0 Seasonal: 0

Current organizational Chart:

General Fund Budget and Five-Year Financial Forecast

	Budget	Forecast				
Category	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
Payroll Expenses	$176,500	$182,500	$188,000	$193,500	$199,500	$205,500
Taxes, Pensions, & Insurance	$64,570	$69,210	$73,734	$78,614	$83,924	$89,914
Personnel Related	$2,245	$2,279	$2,313	$2,348	$2,383	$2,419
Professional Services	$19,800	$20,086	$20,376	$20,670	$20,969	$21,272
Commodities	$1,400	$1,421	$1,442	$1,464	$1,486	$1,508
Contractual Services	$250	$250	$250	$250	$250	$250
Utilities	$1,800	$1,827	$1,854	$1,882	$1,910	$1,939
Vehicles & Equipment	$6,300	$6,440	$6,582	$6,728	$6,878	$7,030
Technology	$1,778	$1,800	$1,800	$1,800	$1,800	$1,800
Total	**$274,643**	**$285,812**	**$296,351**	**$307,256**	**$319,099**	**$331,632**

Building Department: Service levels that need to be addressed:

- Village and building codes changes
- Permit fee changes
- Policy changes

Building Department: Responsibilities that need to be addressed:

- Proactive code enforcement vs reactive

Administration

The Village Administrator serves as the Chief Administrative Officer of the Village and is responsible to the Village President and the Board of Trustees for the management and operation of all departments of the Village. The primary responsibilities of the Administration Department include:

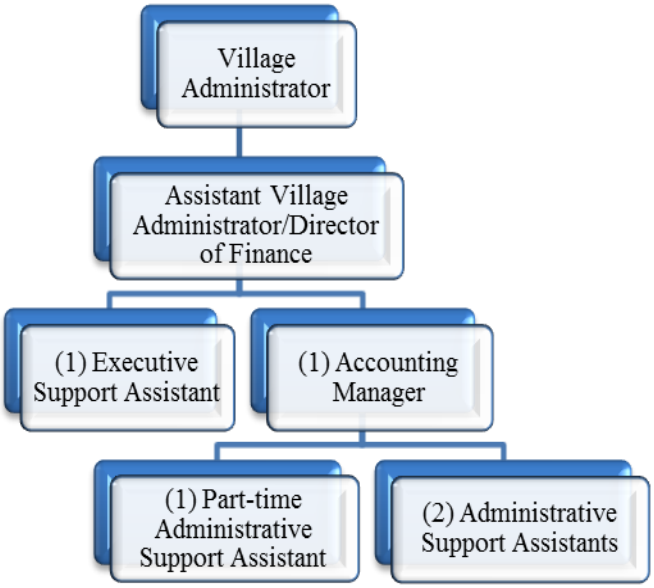
- Implementing and monitoring Village Board directives and programs
- Preparing the annual budget on behalf of all departments
- Compiling the agendas for the Committee of the Whole and the Board of Trustee meetings
- Economic Development
- Human Resources
- Information Technology
- Business and liquor licensing
- Freedom of Information requests

Included under Administration is finance operations comprised of financial management, accounting, and customer service. Responsibilities include:

- Village's annual audit, budget, and tax levy
- Cash management and investing of Village funds
- Capital planning
- Debt administration
- Tax administration
- Payroll
- Accounts payable
- Utility billing
- Risk Management
- Benefits Administration

Number of Positions: Full-time: 6 Part-time: 1 Seasonal: 0

Current organizational Chart:



General Fund Budget and Five-Year Financial Forecast

	Budget	Forecast				
Category	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
Payroll Expenses	$349,285	$364,871	$379,456	$392,547	$405,762	$419,585
Taxes, Pensions & Insurance	$95,925	$102,480	$109,364	$116,409	$123,944	$132,101
Personnel Related	$27,100	$27,501	$27,907	$28,320	$28,738	$29,163
Professional Services	$187,272	$159,369	$161,506	$163,685	$165,906	$168,170
Commodities	$19,200	$18,876	$19,046	$19,219	$19,395	$19,574
Contractual Services	$1,165,171	$1,200,520	$1,239,474	$1,280,735	$1,324,503	$1,370,996
Miscellaneous	$36,295	$33,974	$34,296	$34,623	$34,955	$35,292
Building & Grounds	$25,159	$23,036	$23,382	$23,733	$24,089	$24,450
Capital Outlay	$6,485	$6,582	$6,681	$6,781	$6,883	$6,986
Utilities	$14,000	$14,203	$14,408	$14,617	$14,828	$15,043
Technology	$102,551	$60,250	$60,250	$60,250	$60,250	$60,250
Total	**$2,028,443**	**$2,011,662**	**$2,075,771**	**$2,140,919**	**$2,209,253**	**$2,281,610**

Administration: Service levels that need to be addressed:

Banking RFP
Business license renewal process changes
Contracts data base
Demolition/reconstruction of certain property
Economic development incentive package
Entertainment licenses/process
Fixed asset inventory, including infrastructure
Home occupancies process & procedures
MSI rollout - other departments
Recaptures: amounts paid & outstanding
Review and document internal controls
Standard forms/forms review
W-9 vendor project
Water/sewer rate survey
TIF: downtown study & redevelopment plan
Water/sewer code revisions
Outsource police pension financial activity
Purchasing policy review & PO's
Rental licenses/crime free housing policies
Banners - reestablish program
Comparable community survey
Collection agencies
Fee analysis
Escrow account review
Financial software (new)
Garbage fee analysis
Motor fuel tax audit (IDOT)
Park & Park land donation process
Resolution & Ordinance database
Unclaimed property process
Utility billing audit - Lake County
Subdivision acceptance database
Village code review
Water billing outsourcing - RFP
Police Pension state audit comments
Prepare a CAFR
Revamp budget sheets/budget process

Human Resources Items

- Affordable Care Act impact/issues
- Employee policy manual updates
- Risk management pools & other options
- Reestablish safety committee
- Staff evaluation process/new forms
- Cross training programs
- Payroll: emergency contacts update
- Payroll: W-4 update
- Paid time-off plans (PTO)/research
- Risk management inventory issues
- Compensation study/survey
- Job description updates/changes
- Safety manual
- Merit plans
- Training classes/database
- Wellness programs/health assessments
- Newsletter
- ROTHS/deferred comp plan research
- FMLA training

Administration: Responsibilities that need to be addressed:

In general, Administration needs to focus on executive level operations, such as capital planning, budget and other Village-wide initiates. It is extremely difficult to focus on "bigger picture" items when there are several key areas (Finance, Information Technology, Human Resources, Zoning, Economic Development, Marketing) concentrated all in one Department.

Police Department

The Police Department strives to protect and care for the well-being of our community while providing excellence in police service. The Police Department is committed to the values of integrity, fairness, competency and professionalism through positive and meaningful police-citizen interactions and partnerships; these interactions and partnerships preserve the peace and safety of the Village of Round Lake, making the Village a very desirable place to live, work, and visit.

The primary responsibilities of the Police Department include:

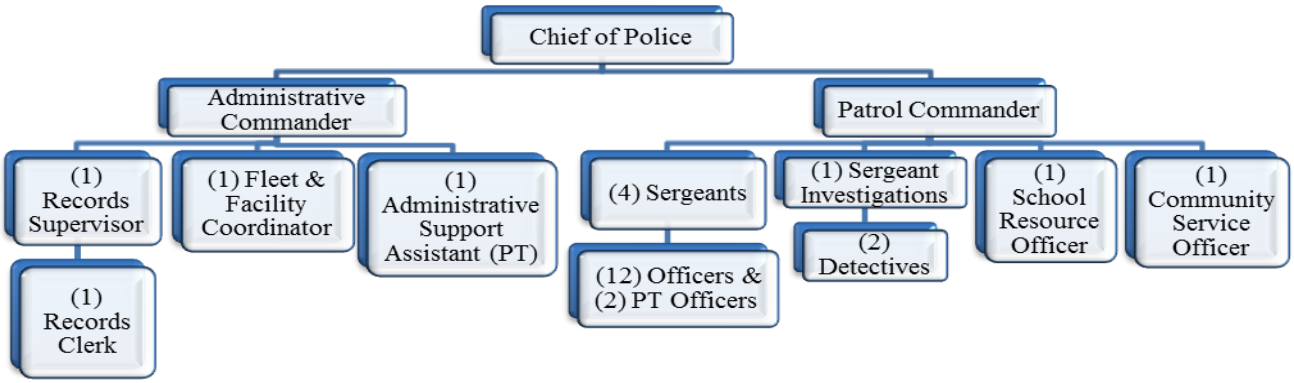
- Protecting and serving the residents of the Village of Round Lake
- Planning and budgeting of the department
- Improving the Department's response to domestic violence
- Facilitating and coordinating Law Enforcement services to the community
- Planning police coverage
- Addressing legal and legislative matters
- Administering labor agreements
- Providing a liaison to the news media

Under the direction of the Chief of Police, the Police Department functions through two Divisions, Administration and Operations. Each Division is commanded by a Department Commander.

The Administration Division includes the records department, procurement, and professional standards, while the Operations Division of the Police Department includes the patrol and investigative operations.

Number of Positions: Full-time: 28 Part-time: 3 Seasonal: 0

Current organizational Chart:



Note: The 12 officer positions above does not include one vacant officer position.

General Fund Budget and Five-Year Financial Forecast

	Budget	Forecast				
Category	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
Payroll Expenses	$2,323,683	$2,427,693	$2,537,248	$2,647,223	$2,758,098	$2,858,825
Taxes, Pensions & Insurance	$484,400	$517,773	$557,535	$599,825	$645,478	$694,473
Personnel Related	$106,130	$102,616	$104,028	$105,461	$106,915	$108,391
Professional Services	$61,000	$61,765	$62,541	$63,330	$64,130	$64,941
Commodities	$32,246	$32,730	$33,221	$33,719	$34,225	$34,738
Contractual Services	$306,822	$306,361	$310,956	$323,121	$320,468	$325,275
Miscellaneous Expenses	$18,995	$12,536	$12,602	$12,670	$12,738	$12,808
Building & Grounds	$21,403	$21,724	$22,050	$22,381	$22,716	$23,057
Capital Outlay	$14,637	$9,782	$9,928	$10,077	$10,228	$10,382
Utilities	$10,160	$10,305	$10,452	$10,601	$10,753	$10,907
Vehicles & Equipment	$127,500	$130,288	$133,139	$136,055	$139,038	$142,090
Technology	$66,252	$49,924	$50,027	$50,131	$50,237	$30,345
Total	**$3,573,228**	**$3,683,495**	**$3,843,727**	**$4,014,593**	**$4,175,023**	**$4,316,231**

The function of the Police Department today is largely reactive. We answer the calls that we are summoned to through 911 calls and we have very limited ability to address other needs and requests. Knowing the expectations of the Village and the Village Board we can begin to set personnel staffing levels that are consistent with that goal. At our current staffing levels we meet our reactionary expectations, but fall far short in our:

- Ability to train personnel effectively and efficiently for growth, such as

Officer Safety	Active Shooter
On Scene Evidence Processing	Beat Integrity
Policy discussions	EMA, FEMA and NIMS

- We are primarily a reactive, rather than a proactive police department
    - Being reactive as we are, restricts the ability to devote adequate slots of time, manpower and resources that can be redirected to explore areas of the village to;
        - Gauge if an area is appropriate for the use that the area is currently designed for
        - Difficulties faced at the schools concerning proper traffic flows that need engineering work, commitments by the school district and the Village to solve the problem and avoid future design errors whenever possible by learning from age old mistakes gone ignored
            - Downtown bar problems
            - Reoccurring traffic complaints

Our efforts could lead to the available data to conclude what areas of the Village truly needs attention and perhaps future enforcement, engineering, and environmental work to improve situations within in the Village that just cannot be addressed today. Other items also include:

- Manage alarm billing properly
- Manage parking citation collection adequately
- Truck Enforcement

<u>Crime Prevention Opportunities including:</u>

Youth Programs	All types of Citizen Police Academies
Bike Patrol	Community Policing
Neighborhood Watch	Evidence Custodian
Training Coordinator	Gang Enforcement
Drug Enforcement	Back ground Investigations
Department Meetings	Grant Exploration
Minor Community Events	Permanent Patrol Beats
Update equipment regularly	Crime Prevention activities
Village Ordinance Violation Enforcement	Traffic Safety
Building and Home inspections	K-9 Unit

Address building & grounds needs regularly
Regular & expedient Village Ordinance reviews/updates
Adjustments to job descriptions, evaluations, department policy and village personnel manual updates (HR position)