

PROJECT OVERVIEW

Introduction

As part of their planning efforts, the Roscoe Village Board has requested that a multi-year street study and maintenance plan be completed for all streets currently maintained by and under the jurisdictional authority of the Village of Roscoe. The following report and supporting documents present the basis of the study and the resulting proposed five-year street maintenance program for said streets. The supporting documents include maps which depict the current condition of the Village Roadway network, set forth priorities for proposed maintenance to said streets, and identify the areas within the Village limits currently not served by public water and sewer utilities and the impact this has on the proposed street maintenance program. These documents are also supported by data summarized in tabular format, including projected costs for various maintenance solutions, pavement condition rating summaries for road segments, street functional classification, and existing utilities. It is anticipated that this study and maintenance recommendations will function as a vital planning component to assist with the Village's upcoming five-year Capital Improvement Program initiative.

Objectives

In order to most effectively establish a maintenance plan for the Village of Roscoe, street inspections were performed to determine the current conditions, and a supplemental report summarizing the findings of the inspection and providing recommendations for maintenance procedures and priorities were developed. The street inspections were performed to determine the pavement conditions for all the street segments currently maintained by the Village. The various roadway segments were rated based on a variety of pavement defects that are further explained with greater detail in Appendix A. The segments were then prioritized for roadway maintenance based on the ratings given and additional data gathered. Supporting documents, including maps and summary tables, were created to most effectively present the results of the study and prioritization process.

Approach

As is the case with most studies, there are limitations to the analysis and/or the data, which require assumptions to be made. The potential limitations identified at the beginning of the study include the following:

- » No industry standard for a Pavement Condition Rating system.
- » Non-uniform roadway segments.
- » Potential variation in condition rating and scoring by participants.
- » Roadway improvement funds are limited to the Village's local funds. The Village's Motor Fuel Tax (MFT) Allotment is not used for residential streets.

There are many pavement condition rating systems used throughout the state of Illinois and the country. Locally, the Illinois Department of Transportation has developed their own pavement condition rating system. The basis of all the rating systems is consistently based on the pavement failure types, ride-ability, functional class of the roadway, and average daily trips (ADTs). Upon further research and investigation, it was determined that access to these programs is limited, and their applicability did not meet the needs of this study. The pavement condition rating system utilized on this project has been used by Fehr Graham to complete similar studies throughout the region and was also used for the

Village's 2014 Street Study, thus providing consistency and comparability with the previously completed study. The pavement condition rating system is based on the frequency and severity of the different pavement defects.

The pavement conditions were not completely uniform throughout any roadway segment. The pavement conditions for various roadway segments were typically scored and compiled based on overall condition of the segment with emphasis given to the worst sections of each segment. Based on Fehr Graham's prior experience, it is not appropriate to compile a multi-year street program that addresses segments of one block or less of the Village roadway network. This is based on the inefficiencies realized during construction for multiple mobilizations by the contractor to address small segments throughout the community. Therefore, the roadway segments were appropriately scored considering the pavement conditions so that maintenance to the roadways would occur in a timely fashion.

The subjectivity in the pavement condition ratings is typically a concern facing the data collection portion for this type of project. To establish a more controlled pavement rating approach for the entire project, Fehr Graham's standard of practice is to limit the inspection and rating effort to one trained technician. Although the street ratings reflected herein may be debated, as the severity of the condition is based on the independent views of the inspector. Our approach ensures that all ratings throughout the Village are consistent and relative to each other.

As shown in the map provided as Exhibit C, there are several areas within the Village that are not yet provided with public water and sewer service. In preparing for street maintenance, unserved utility areas always require additional planning, consideration, and funding. Extending water and sanitary sewer service through developed neighborhoods is challenging and often raises considerable costs for street maintenance. Besides the cost for the utility work alone, street maintenance repairs made prior to utility work will likely be significantly impacted. Additional challenges include extending sanitary sewer lines to the unserved area, obtaining concurrence from residents in that area to connect to the proposed extension, and participating in the cost of construction, as well as assessing the extent and possible conflicts with existing private utilities. The maintenance plan does not account for presence of utilities and is solely based on pavement conditions; however, it is recommended that the Village align road maintenance schedules with North Park Public Water District (NPPWD) and Four Rivers Sanitation Authority (FRSA) when they are installing new or replacing utilities to reduce costs and prevent replacement of new pavement. The plan described below does not take these utility improvements into account, as that information is not available at this time.

All roads within the Village's jurisdiction were examined and given a PCR; however, only roads classified as residential are discussed and included in the maintenance plan, as non-residential roads use separate funding. The functional classification field in the shapefile received from WinGIS was used to filter out collector minor arterial roads. Non-residential roads in Roscoe include Main Street, Love Road, Willowbrook Road, Chestnut Street, and McDonald Road.

STREET INSPECTION PROCESS

Explanation of the Pavement Condition Rating Approach

As discussed above, the Pavement Condition Rating (PCR) approach from the Village's 2014 Street Study was used. This approach is similar to other street studies previously performed by Fehr Graham. Pavement deteriorations in each segment were graded using a scale of one to three with three

indicating severe pavement deterioration based on the inspector's opinion of severity as well as the frequency and density of the defect in the roadway segment. Definitions for the various types of pavement deteriorations considered are presented in Appendix A. A ride-ability rating was also established at the time of inspection in order to consider the impacts to the motoring public. The riding condition rating ranged from zero to four, with four being the most uncomfortable riding experience. A maximum possible score of 100 reflects a pavement segment in excellent condition.

Inspection Procedure

The first step in the inspection procedure was to fully understand how the pavement deterioration types, and PCR worked in conjunction. The deterioration types were examined and previously completed PCR forms were studied. The inspector then drove a variety of the streets within the Village to get an idea of the vast differences in pavement deterioration that currently exists within the sample set.

Street segments were then individually inspected and rated. The streets were rated in continuity so that the opinion of the inspector remained as controlled as possible. The results of said inspection were documented in the field on rating forms. An example of one such form is provided in Appendix E. Upon completion, quality control of the field investigation was performed by an independent inspector to verify that the data obtained was reasonable and consistent. After reviewing the results of the two inspections, it was determined that the results were reasonably accurate. The quality control inspector did not have an opinion that resulted in a PCR that significantly varied from the original inspection. This final check concluded the inspection procedure.

Inspection Results

Appendix D shows the PCR and other data for each inspected roadway segment. A map displaying the distribution of the PCRs throughout the community is provided as Exhibit A. The map shows that approximately 12.3% miles have a PCR of 64 or less and, thereby, are identified as primary candidates needing immediate attention. Streets with the lowest PCRs typically require a major resurfacing operation or reconstruction.

The table below indicates the condition classification and maintenance activity required based on PCR. Severely deteriorated roadways require more extensive maintenance activities. The maintenance activities are described in Appendix B.

Condition Classification	Score Range	Maintenance Type
Poor	< 65	Full Reconstruction
Fair	65 – 79	Mill & Overlay
Good	80 – 89	Microsurfacing
Great	90 - 100	Crack Sealing

MULTI-YEAR MAINTENANCE PLAN

Introduction

Over 60 lane miles within the Village of Roscoe were inspected for the purpose of developing a multi-year maintenance plan. The overall goal of the multi-year maintenance plan was to rate the existing streets by condition and prioritize the needed repairs based on the determined conditions so that the Village can most effectively allocate available funds to maintain their roadway network. Based on our findings, similar to most communities, the Village of Roscoe has a number of streets that require immediate maintenance (PCR scoring below 65) and others that are in fair to great condition (PCR scoring 65 or greater) and are not candidates for expensive maintenance operations at this time. However, care should be taken to identify possible lower-cost maintenance operations that would be appropriate to extend the useful life of those roadway segments that are in fair condition, thereby extending the timeframe of the more costly operations, such as complete reconstruction, that can be necessitated when the pavement begins to fail. Studies show that operations such as crack sealing are cost effective measures that can extend the life of a pavement segment and mitigate more rapid failure. This approach can result in an increase in overall pavement performance and save maintenance dollars in the long term. Exhibit B shows the priority streets maintained each year of the plan.

Pavement Condition Ratings (PCR)

The streets with a PCR equal to or less than 64 were identified as needing immediate maintenance, with even more emphasis given to those with the lowest PCRs. The five year plan emphasizes maintenance for streets in dire need of resurfacing or reconstruction to address a low PCR while also giving consideration to the inexpensive maintenance operations to segments that are in fair condition with the intent to extend the useful life. Traffic volumes and presence of utilities were not considered in the maintenance plan.

Funding

It is estimated the Village will have an annual budget of \$500,000 for residential roadways based on historical funding levels. Non-residential roads are separately funded and therefore excluded from the Five-Year Maintenance Plan. The table below shows the impact increasing the annual funding to either \$1,000,000, or \$1,500,000.

Annual Budget	Length of Road Rehabilitated (mi)	Overall PCR for Residential Streets at End of 5 Years
\$ 500,000	7.88	83.3
\$ 1,000,000	15.72	87.8
\$ 1,500,000	23.69	91.8

Note: The 2025 PCR is 84.0. PCRs are projected to decrease by 1.2 points every year.

As shown above, the historical \$500,000 annual budget does not raise the overall PCR but can reduce the annual overall PCR decrease by one tenth of the original value, keeping the Village's PCR almost static, but still decreasing. Additional funding would be required to improve the average roadway condition.

Because the maintenance plan prioritizes roads with the lowest PCRs, the plans based on the budgets in the above table only include reconstruction and mill and overlay. Microsurfacing and crack sealing cost only a fraction of the other maintenance activities; however, these methods are only effective for roadways with a PCR of 80 or greater. A proactive approach to road maintenance with significant additional funding that keeps PCRs at 80 or greater would keep future costs down.

Yearly Maintenance Plan

Based on the above, prioritization was limited to a five year window. The Five-Year Plan provides the Village an overall idea of which street segments should be maintained based on pavement condition and establishes a symmetric timeline with the Village's upcoming five-year Capital Improvement Program. As such, the roadway maintenance plan should be used in conjunction with the capital improvement program planning and help guide the Village with infrastructure funding decisions. The plan is not to be used definitively as it can be easily adjusted in future circumstances. Cost estimates were generated in conjunction with different maintenance methods in order to determine the number of streets which could be maintained each year. A description of the different maintenance methods considered for this study is provided in Appendix B. The estimates included within the plan were developed based on the roadway conditions and should not be taken as in-depth estimates. The price for each maintenance activity is based on recent local construction bids. The maintenance cost summary table and cost breakdown table can be found in Appendix C. Using the cost estimates for each roadway maintenance type in conjunction with determined priority streets, Fehr Graham established which road segments could be maintained during each year of the plan. The Five Year Roadway Maintenance Plan map depicting the following paragraph is provided as Exhibit B.

It is not feasible for the Village to reconstruct all roads requiring it in year one as complete road reconstruction costs approximately twice the cost of mill and overlay. If the worst streets were all reconstructed first, roads that only require mill and overlay in 2025 would need to be fully reconstructed by the time the worst roads were fixed, as PCRs decrease by 1.2 points every year (based on experience and observation). Thus, reconstructing roads in order of worst PCR causes the Village's overall PCR to decrease when using a \$500,000 annual budget, albeit at a slower rate than if no road maintenance was performed. Therefore, it was determined that the most judicious and equitable usage of the Village's existing funds would result in the maintenance plan only including one road reconstruction per year with the remainder of the funds being allocated to mill and overlay projects. Seven roads and 1.43 miles require complete reconstruction based on their 2025 PCRs. Of these seven roads, Cinnabar Drive and Geneva Drive have the highest PCRs and therefore would not be replaced as part of the Five Year Roadway Maintenance Plan. If additional infrastructure funding is available, we recommend prioritizing these roads.

As previously stated, the maintenance plan based on the Village's \$500,000 annual budget prevents the overall PCR from greatly decreasing but does not improve it as the condition of the unmaintained roads continue to deteriorate. The proposed maintenance plan described below is designed to maximize the overall PCR for the Village's residential roads with the expected funding available.

Year 1

The roadway segments shown as blue in Exhibit B represent year one maintenance. The reconstruction of Frankies Lane and the mill and overlay of the remaining Year One street segments are expected to total about \$480,000. At the end of Year Five, the overall PCR for residential roads is projected to be 83.1.

Year 2

The roadway segments shown as cyan in Exhibit B represent Year Two maintenance. The reconstruction of Race Street and the mill and overlay of the remaining Year Two street segments are expected to total about \$500,000. At the end of Year Two, the overall PCR for residential roads is projected to be 83.2.

Year 3

The roadway segments shown as green in Exhibit B represent Year Three maintenance. The reconstruction of Wind Flower Lane and the mill and overlay of the remaining Year Three street segments are expected to total about \$505,000. At the end of Year Three, the overall PCR for residential roads is projected to be 83.2.

Year 4

The roadway segments shown as yellow in Exhibit B represent Year Four maintenance. The reconstruction of Greystone and the mill and overlay of the remaining Year Four street segments are expected to total about \$525,000. At the end of Year Four, the overall PCR for residential roads is projected to be 83.2.

Year 5

The roadway segments shown as red in Exhibit B represent Year Five maintenance. The reconstruction of Oxbow Dr and the mill and overlay of the remaining Year Five street segments are expected to total about \$505,000. At the end of Year Five, the overall PCR for residential roads is projected to be 83.3.

CONCLUSIONS

The Five Year Roadway Maintenance Plan that was presented as part of this report was determined to be the most beneficial for the Village of Roscoe to address the maintenance needs of the roadway network within the available budget. The plan includes maintenance to residential roadways only. The Village of Roscoe will need substantial additional funds to improve the condition of their roadways as an annual budget of \$500,000 cannot improve the overall PCR as it only provides maintenance for a select few priority streets. Tangible improvement to the Village's overall road condition is only feasible with additional funding.

Appendix A

Pavement Deterioration Types

The following sections each contain a description and a photograph of the different pavement deterioration criterion used to score the pavement condition rating of the streets in Roscoe. Each section provides a description of the deterioration and the causes for its appearance.

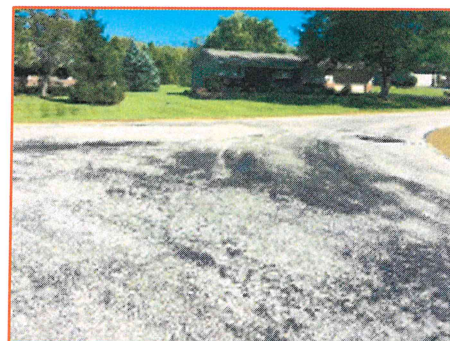
Raveling/Loss of Cover Aggregate

A smooth asphalt surface becomes rough if the surface materials, such as asphalt binder and fine aggregate, are removed over time. This phenomenon, referred to as raveling, typically results from poor mix design, poor production practices, or poor construction practices. A pavement surface which has experienced raveling will show varying degrees of coarse aggregate at the surface. The severity of raveling is dependent on the amount of binder and fine aggregate lost.



Flushing/Streaking

Flushing of bituminous pavement occurs when an excess amount of asphalt binder has reached the surface. The binder may reach the surface and become malleable and sticky because of an excess amount of asphalt binder used in the original mix design, rising temperatures, a loss of surface aggregate for chip and seal roadways, or insufficient air voids in the asphalt binder mix. Pavement which has experienced flushing is quite dangerous as the friction loss on the surface results in a surface that is more prone to hydroplaning.



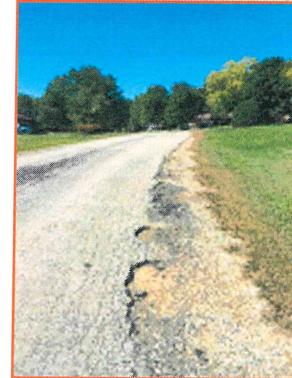
Potholes

Potholes are one of the most easily distinguishable forms of pavement failure. Potholes typically occur in areas susceptible to freeze thaw cycles as the cycle typically pushes out roadway materials leaving a hole in place. Potholes are a highly problematic pavement distress because of the significant damage they can cause to vehicles and the damage they will cause to the structure of the roadway.



Pavement Edge Break

The edge of a pavement may begin to break away from the contiguous plane because the aggregate base course along the edge of the pavement is unable to drain the water away from shoulders. This is a common occurrence for streets and roads with ditches or roadway swales. Frost action is typically a primary cause for pavement edge breaking as well. Moisture creates an unstable aggregate base which in turn leads to failure of the surface material.



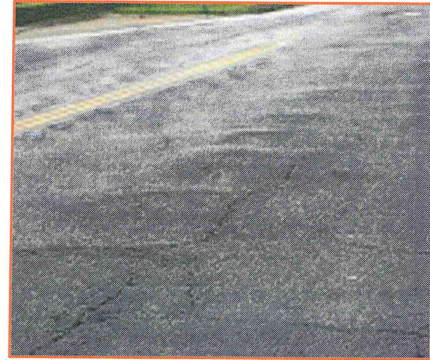
Manholes & Catch Basins

Manholes are covered openings that allow for persons to enter a cavity. A catch basin is a drainage structure that is designed to remove excess storm water from a roadway. These two structures create a surface defect when constructed in a roadway as the pavement surface will be cut and joints are created. The pavement joints around the structure are more susceptible to cracking and breaking.



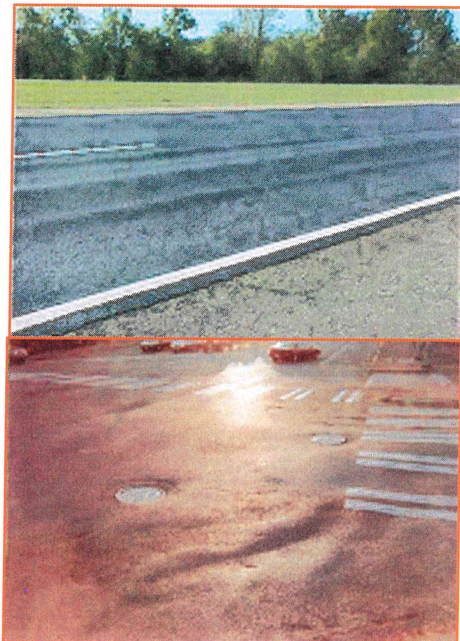
Rippling & Shoving

Rippling and shoving are permanent pavement distresses that look similar to waves along the surface of the roadway. These distresses typically occur due to insufficient stability in the asphalt mix design as compared to the traffic loading. An asphalt mix designed for higher traffic counts will prevent a pavement from rippling or shoving.



Wheel Track Rutting

Wheel track rutting is a very common hot-mix asphalt pavement deterioration type mostly due to excessive loading. This deterioration type occurs when either the hot-mix pavement surface course fails or when the aggregate base fails. When the pavement surface course fails due to mix/design issues, the pavement surface shows wheel depressions. In contrast, the pavement and aggregate base will “sink” into the subbase if the subbase fails. Wheel track rutting can easily be seen after a significant rainfall event as water will hold within the depression.



Distortion

This is any deviation of the pavement surface from its original shape. Generally, these distortions result from settlement, slope failure, volume changes due to moisture and frost heave of the base, and residual effects of frost heave accumulating after each winter. The resulting deformations may take the form of a bump, dip, or rippling/shoving.

Utility Trenches

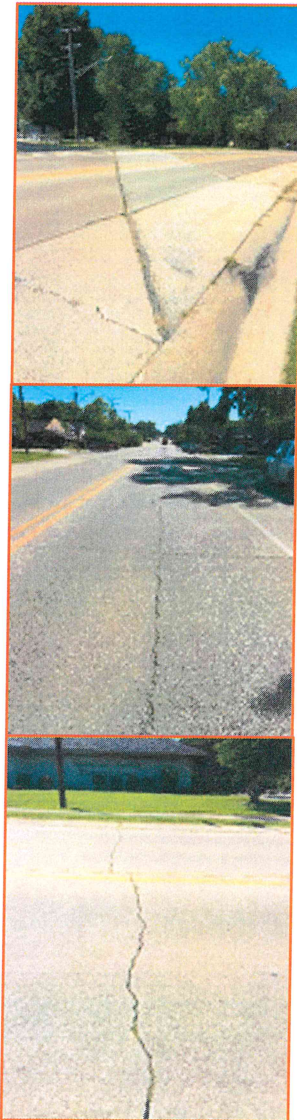
Pavement will commonly be removed and replaced when underground utility lines need to be run beneath an established roadway. These pavement patches are prone to cracking, settlement, or other distortions that may require maintenance.

Longitudinal Cracks

Longitudinal pavement cracks are found running parallel to the centerline of the roadway. This pavement distress is usually caused by the location of a pavement joint. Pavement joints that are constructed in the wheel path of vehicles are prone to premature failure because of the constant loads placed on the joint. The pavement will eventually become severely cracked if no maintenance is performed.

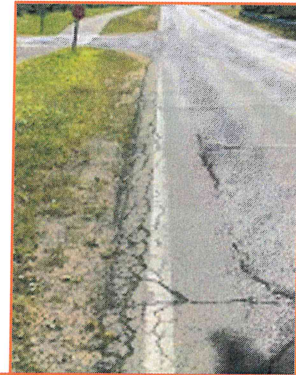
Transverse Cracks

Transverse pavement cracks are found running perpendicular to the centerline of the roadway. This pavement distress is usually formed as a result of declining temperatures. The bituminous surface course may contract too much when temperatures fall. These cracks need to be maintained properly so that moisture does not seep into the base structure.



Pavement Edge Cracking

Pavement edge cracking is a pavement distortion caused by a higher moisture content under the bituminous pavement at the location of the cracking and under the curb and gutter. Pavement edge cracks originating from the surface indicate pavement upheaval due to the freezing and thawing of the base beneath the roadway.



Map Cracking

Map cracking is the cracking pattern in which large, rectangular sections of a bituminous pavement have cracked. This cracking pattern occurs because of the shrinkage and expansion of bituminous pavement due to daily temperature cycles. The asphalt binder is unable to expand and contract with temperature cycles because of poor asphalt binder from the mix or old age.



Alligator Cracking

Alligator cracking is a more severe form of cracking for bituminous pavements as the pavement has developed an interconnected system of cracks. This interconnected system resembles the pattern of an alligator skin. The cracking pattern almost always shows the longer cracks in the system being longitudinal. The shorter cracks which connect the longer cracks together and create the interconnected system are typically transverse. Small sections of the pavement may become detached from the overall pavement surface in more extensive alligator cracking. Alligator cracking usually signifies that the underlying base material has failed.



Broken or Missing/Poor Cross Fill

Insufficient cross fill was also accounted for along the pavement shoulder and back of curb. The lack of fill along the shoulders of the road can create problems such as pavement edge breaks, the inability of the shoulder to drain water, and high drop-offs for vehicles. Typically, the cross fill was never established during construction or storm water has washed it away.

Breakup/Potholes/Drainage

Pavement edge breaks and potholes along the roadway gutter and ditch can arise when the roadway is unable to drain storm water. Over time, the excess moisture along the sides of the road will create a weakened base and lead to other failure types.

Appendix B

Pavement Maintenance Methods

Typical Street Maintenance Procedures

Typical pavement maintenance procedures are described in the following paragraphs. Each paragraph describes how the maintenance action is performed. An estimated life expectancy is also provided for each procedure. It should be noted that maintenance life span estimates are variables dependent on a number of factors including traffic loading, initial design and construction, environmental factors, drainage, and previous maintenance.

Crack Sealing

Crack sealing is the process where cracks in the street are filled with a hot asphaltic mixture to prevent water from seeping in. This operation is probably one of the most important maintenance operations for flexible pavements as the pavement ages. Crack filling can easily extend the life of an asphalt pavement five to ten years before an asphalt overlay is required. Crack filling and sealing should be considered when pavement cracks become greater than 1/4" or 3/8". The crack filling and sealing process includes routing of the cracks, blowing the cracks clean, and filling the cracks with a hot pliable asphaltic mixture. Crack filling or sealing has low initial costs and saves money long-term making it a highly preferred maintenance technique. It is recommended that the Village partner with a neighboring municipality to reduce costs by economics of scale.

Microsurfacing

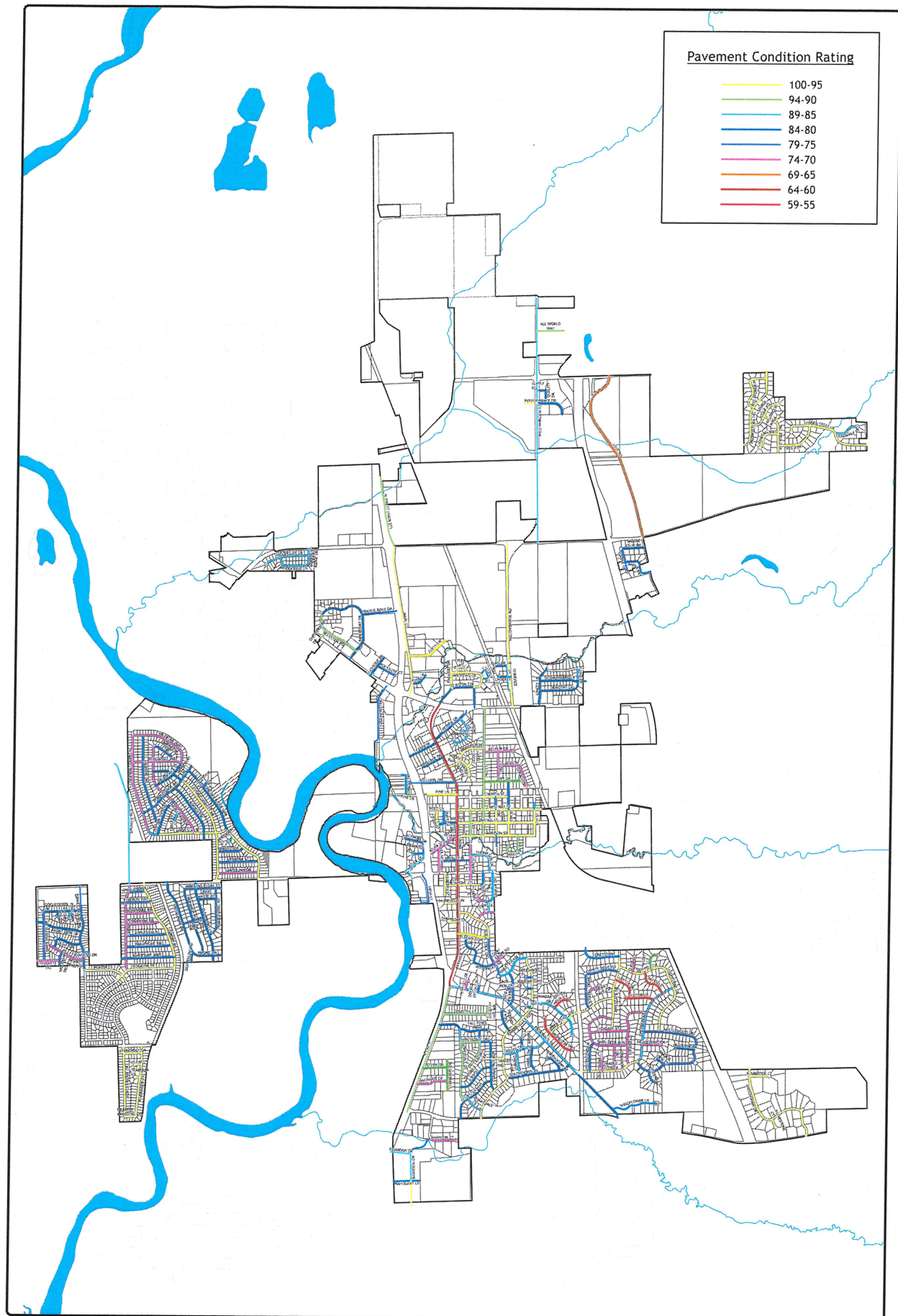
This pavement maintenance method consists of a mixture of polymer modified asphalt emulsion, crushed dense graded aggregate, mineral filler, additives, and water. Microsurfacing can be applied in multiple applications. This method can be used to fill wheel ruts up to 1-1/2" in depth in one pass and produces high surface friction. Microsurfacing is suitable for use on interstate highways as well as residential streets, and works well on streets that have a hot mix overlay that has dried and cracked. The life expectancy of this material will vary depending on the underlying pavement conditions and traffic use, but will typically last seven to ten years.

Mill & Overlay

Milling is the process by which a roadway is profiled to remove old, worn out driving surfaces. The milling or profiling machine can remove existing pavement materials up to and beyond 6" in depth, but this operation is typically used to remove 2"-3" of old pavement. The application of leveling binder is important to remove or minimize the irregularities of an existing paved street surface. A new HMA surface course is then applied to the roadway. This maintenance practice is most common on streets in newer subdivisions in which structural strength and a more uniform and smooth surface are desired. Mill and overlay construction can be expected to have a lifespan of seven to ten years depending on different factors.

Reconstruction

Reconstruction is the most expensive form of roadway maintenance. Reconstruction typically involves the removal of existing roadway materials and placement of new aggregate subbase and base courses, HMA binder course, and surface course. Curb and gutter and sidewalk improvements may also be included with reconstruction. New HMA roadways have a lifespan of about 15 to 30 years depending on pavement design, traffic loads and amounts, and other criteria.

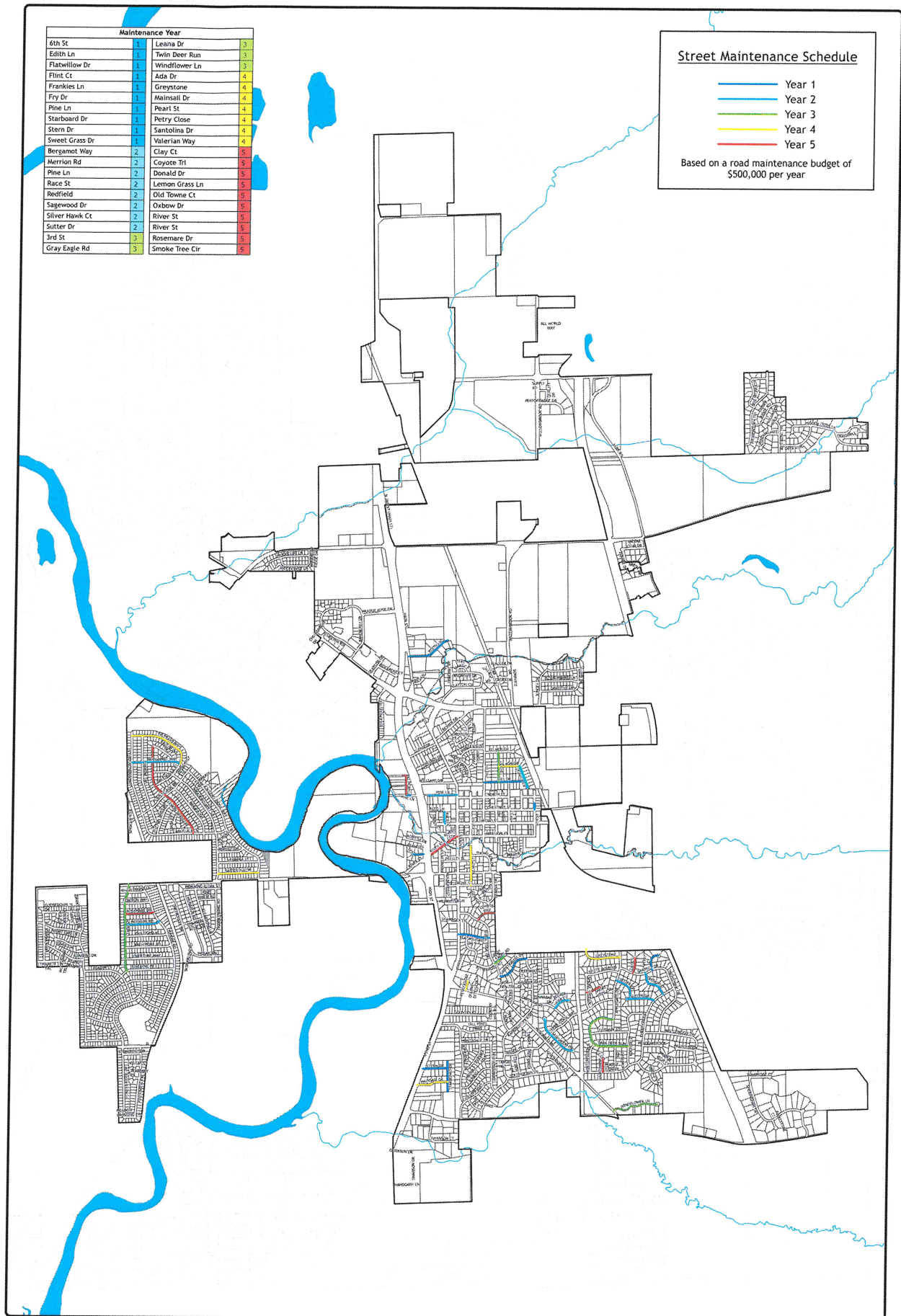


Maintenance Year		
6th St	1	3
Edith Ln	1	3
Flatwillow Dr	1	3
Flint Ct	1	4
Frankies Ln	1	4
Fry Dr	1	4
Pine Ln	1	4
Starboard Dr	1	4
Stern Dr	1	4
Sweet Grass Dr	1	4
Bergamot Way	2	5
Merrion Rd	2	5
Pine Ln	2	5
Race St	2	5
Redfield	2	5
Sagewood Dr	2	5
Silver Hawk Ct	2	5
Sutter Dr	2	5
3rd St	3	5
Gray Eagle Rd	3	5
Leona Dr	3	5
Twin Deer Run	3	5
Windflower Ln	3	5
Ada Dr	4	5
Greystone	4	5
Mainsail Dr	4	5
Pearl St	4	5
Petry Close	4	5
Santolina Dr	4	5
Valerian Way	4	5
Clay Ct	5	5
Coyote Trl	5	5
Donald Dr	5	5
Lemon Grass Ln	5	5
Old Towne Ct	5	5
Oxbow Dr	5	5
River St	5	5
River St	5	5
Rosemare Dr	5	5
Smoke Tree Cir	5	5

Street Maintenance Schedule

- Year 1
- Year 2
- Year 3
- Year 4
- Year 5

Based on a road maintenance budget of \$500,000 per year

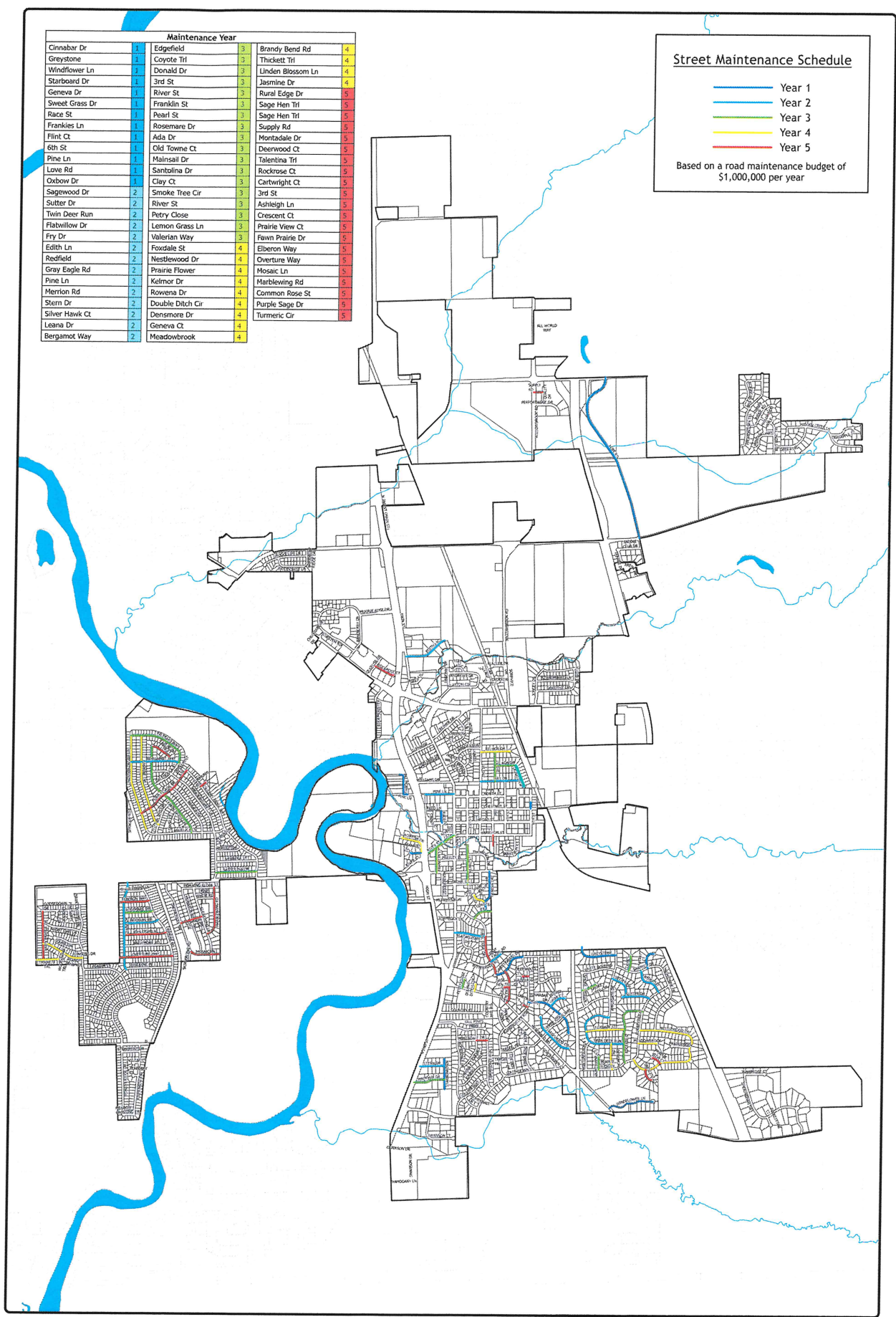


Maintenance Year			
Cinnabar Dr	1	Edgefield	3
Greystone	1	Coyote Trl	2
Windflower Ln	1	Donald Dr	3
Starboard Dr	1	3rd St	3
Geneva Dr	1	River St	3
Sweet Grass Dr	1	Franklin St	3
Race St	1	Pearl St	3
Frankies Ln	1	Rosemary Dr	3
Flint Ct	1	Ada Dr	3
6th St	1	Old Towne Ct	3
Pine Ln	1	Mainsail Dr	3
Love Rd	1	Santolina Dr	3
Oxbow Dr	1	Clay Ct	3
Sagewood Dr	2	Smoke Tree Cir	3
Sutter Dr	2	River St	3
Twin Deer Run	2	Petry Close	3
Flatwillow Dr	2	Lemon Grass Ln	3
Fry Dr	2	Valerian Way	3
Edith Ln	2	Foxdale St	4
Redfield	2	Nestlewood Dr	4
Gray Eagle Rd	2	Prairie Flower	4
Pine Ln	2	Kilmor Dr	4
Herron Rd	2	Rowena Dr	4
Stern Dr	2	Double Ditch Cir	4
Silver Hawk Ct	2	Densmore Dr	4
Leana Dr	2	Geneva Ct	4
Bergamot Way	2	Meadowbrook	4
		Brandy Bend Rd	4
		Thickett Trl	4
		Linden Blossom Ln	4
		Jasmine Dr	4
		Rural Edge Dr	4
		Sage Hen Trl	4
		Supply Rd	4
		Montdale Dr	5
		Deerwood Ct	5
		Talentina Trl	5
		Rockrose Ct	5
		Cartwright Ct	5
		3rd St	5
		Ashleigh Ln	5
		Crescent Ct	5
		Prairie View Ct	5
		Fawn Prairie Dr	5
		Elberon Way	5
		Overture Way	5
		Mosaic Ln	5
		Marblewing Rd	5
		Common Rose St	5
		Purple Sage Dr	5
		Turner Cir	5

Street Maintenance Schedule

- Year 1
- Year 2
- Year 3
- Year 4
- Year 5

Based on a road maintenance budget of \$1,000,000 per year



Maintenance Year			
6th St	1	Smoke Tree Cir	2
Cinnabar Dr	1	Twin Deer Run	2
Edith Ln	1	Valerian Way	2
Flatwillow Dr	1	3rd St	3
Flint Ct	1	Ashleigh Ln	3
Frankies Ln	1	Brandy Bend Rd	3
Fry Dr	1	Coyote Trl	3
Geneva Dr	1	Crescent Ct	3
Greystone	1	Deerwood Ct	3
Oxbow Dr	1	Densmore Dr	3
Pine Ln	1	Double Ditch Cir	3
Pine Ln	1	Elberon Way	3
Race St	1	Foxdale St	3
Redfield	1	Franklin St	3
Starboard Dr	1	Geneva Ct	3
Stern Dr	1	Jasmine Dr	3
Sutter Dr	1	Kelmor Dr	3
Sweet Grass Dr	1	Linden Blossom Ln	3
Windflower Ln	1	Meadowbrook	3
3rd St	2	Montadale Dr	3
Ada Dr	2	Nestlewood Dr	3
Bergamot Way	2	Prairie Flower	3
Clay Ct	2	Prairie View Ct	3
Donald Dr	2	Purple Sage Dr	3
Edgefield	2	Rockrose Ct	3
Gray Eagle Rd	2	Rowena Dr	3
Leona Dr	2	Rural Edge Dr	3
Lemon Grass Ln	2	Thicket Trl	3
Mainsail Dr	2	Turmeric Cir	3
Merion Rd	2	3rd St	4
Old Towne Ct	2	Baltimore Rd	4
Pearl St	2	Cartwright Ct	4
Petry Close	2	Charlmont Ln	4
River St	2	Common Rose St	4
River St	2	Edgemere Ter	4
Rosemare Dr	2	Equine Dr	4
Sagewood Dr	2	Fawn Prairie Dr	4
Santolina Dr	2	Hawks Pointe Trl	4
Silver Hawk Ct	2	High St	4
		Karakul Ter	4
		Marblewing Rd	4
		Merlot Dr	4
		Morning Cloak St	4
		Mosaic Ln	4
		Overture Way	4
		Presley Pl	4
		Reimer Dr	4
		Sage Hen Trl	4
		Sage Hen Trl	4
		Supply Rd	4
		Talendina Trl	4
		Verbena St	4
		White Dove Rd	4
		Winterfield Ln	4
		4th St	5
		Applemint Ln	5
		Banberry Dr	5
		Borage Trl	5
		Broad St	5
		Calenoula St	5
		Chicory Ridge Way	5
		Dorothy Ln	5
		Flagler Dr	5
		Goosedown Dr	5
		Leicester Way	5
		Monarch Rd	5
		Night Owl Ln	5
		Performance Dr	5
		Pine White Rd	5
		Prairiebrook	5
		Quill Dr	5
		Saddle Club Dr	5
		Skipperting Rd	5
		Smoke Tree Ln	5
		Wainwright Ct	5
		Williams Dr	5
		Woodchuck Trl	5

Street Maintenance Schedule

- Year 1
- Year 2
- Year 3
- Year 4
- Year 5

Based on a road maintenance budget of \$1,500,000 per year

