CONTRACT

FOR

Street Sufficiency Study

FOR

THE CITY OF WOOD DALE
COUNTY OF DUPAGE
STATE OF ILLINOIS

CITY OF
WOOD DALE
PUBLIC WORKS

PREPARED BY:

CITY OF WOOD DALE
DEPARTMENT OF PUBLIC WORKS
404 N. Wood Dale Road
Wood Dale, Illinois 60191
(630) 766-4900

Street Sufficiency Study 2019

CONTRACT

THIS AGREEMENT is entered into between the CITY OF WOOD DALE, (the "CITY") and Baxter & Woodman, Inc. (the "ENGINEER") on the date this AGREEMENT is fully executed.

WITNESSETH that the CITY and the ENGINEER in consideration of the mutual covenants hereinafter set forth, agree as follows:

ARTICLE 1: *WORK* The ENGINEER shall perform all work and shall provide and/or furnish all labor, materials, equipment, tools machinery, utility and transportation, services, and all other incidentals necessary to complete in a professional standard all work required for the Street Sufficiency Study hereinafter called the PROJECT, in accordance with the proposal submitted by the ENGINEER to the CITY and the CITY's Request for Proposal dated May 24, 2019 attached hereto and incorporated herein by reference as Exhibits 1 and 2.

ARTICLE 2: *ENGINEER COMPLIANCE* The ENGINEER shall comply with all applicable laws, regulations and rules promulgated by any Federal, State, County, Municipal and/or other governmental unit or regulatory body now in effect or which may be in effect during the performance of the work. Included within the scope of the laws, regulations and rules referred to in this paragraph but in no way to operate as a limitation, are all forms of traffic regulations, public utility and Intrastate and Interstate Commerce Commission regulations, Workmen's Compensation Laws, Prevailing Wage Laws, the Social Security Act of the Federal Government and any of its titles, FEPC or FEOC statutory provisions and rules and regulations.

ARTICLE 3: *CONTRACT PRICE* The CITY will pay the ENGINEER for performance of all work under this contract in an amount not to exceed $29,810.

ARTICLE 4: *CONTRACT TIME* This contract work shall be completed on or before September 30, 2019. Performance shall commence upon Notice to Proceed issued by the CITY.

ARTICLE 5: *CONTRACT CHANGES* Any alteration in the time, scope, or price of the PROJECT shall be effected only by approval by the City Council for the CITY.

ARTICLE 6: *PAYMENTS* The City shall make to the ENGINEER progress payments upon monthly detailed invoices and upon payment approval of the City Council.

ARTICLE 7: *INSURANCE* The ENGINEER shall satisfy all insurance requirements as set forth in Appendix I to the CITY's Request for Proposal dated May 24, 2019 attached hereto and incorporated herein by reference as Exhibit 2.

ARTICLE 8: *CONTRACT DOCUMENTS* The Contract Documents which comprise the Contract between the CITY and the ENGINEER, and which are as fully a part of this Contract as if herein set out verbatim are as follows:

8.1 This Agreement.
8.2 The proposal submitted by the ENGINEER to the CITY attached hereto as Exhibit 1.
8.3 The CITY's Request for Proposal dated May 24, 2019 attached hereto as Exhibit 2.
8.4 Written modifications of this Agreement upon formal approval by the City Council for the CITY.

ARTICLE 9: *INDEMNITY HOLD HARMLESS PROVISION* To the fullest extent permitted by law, the ENGINEER hereby agrees to defend, indemnify and hold harmless the CITY, its officials, agents and employees, against all injuries, deaths, loss, damages, claims, patent claims, suits, liabilities, judgments, cost and expenses, which may in any way accrue against the CITY, its officials, agents and employees, arising out of the negligent performance of this work by the ENGINEER, its employees, or sub-contractors, or which may in any way result therefore, except that arising out of the sole legal cause of the CITY, its agents or employees, the CITY shall, at its own expense, appear, defend and pay all charges of attorneys and all costs and other expenses arising therefore or incurred in connection therewith, and, if any judgment shall be rendered against the City, its officials, agents and employees, in any such action, the CITY shall, at its own expense, satisfy and discharge the same.

ENGINEER expressly understands and agrees that any insurance policies required by this contract, or otherwise provided by the CONTRACTOR, shall in no way limit the responsibility to indemnify, keep and save harmless and defend the CITY, its officials, agents and employees as herein provided.

ARTICLE 10: *CONTRACTOR'S REPRESENTATIONS* In order to induce the CITY to enter into this Agreement, the ENGINEER makes the following representations:

10.1 ENGINEER has examined and carefully studied the Contract Documents and other related data identified in the Bid Invitation Package including "technical data."
10.2 ENGINEER has visited the site and become familiar with and is satisfied as to the general, local and site conditions that may affect cost, progress, performance or furnishing of the PROJECT.

10.3 ENGINEER is familiar with and is satisfied as to all federal, state and local law and regulations that may affect cost, progress, performance or furnishing of the PROJECT.

10.4 ENGINEER is aware of the general nature of work to be performed by ENGINEER at the site that relates to the PROJECT as indicated in the Contract Documents.

10.5 ENGINEER has given the CITY written notice of all conflicts, errors, ambiguities or discrepancies that ENGINEER has discovered in the Contract Documents and ENGINEER represents that the Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the PROJECT.

10.6 ENGINEER warrants and represents that it is not in arrears to the CITY upon debt or contract, and that it is not a defaulter as surety, contractor, or otherwise, to any person, firm or entity.

10.7 ENGINEER warrants and represents that ENGINEER is financially solvent, that CONTRACTOR has the financial resources necessary to perform and complete the PROJECT in accordance with the Contract Documents, that ENGINEER is sufficiently experienced and competent to complete the PROJECT and that the facts stated in its Proposal and the information given by ENGINEER are true and correct in all respects.

10.8 ENGINEER warrants and represents that ENGINEER shall hereafter have no claim for payment or additional compensation based upon conditions at the work site or sites, or omissions, ambiguities or conflicts in the Contract Documents and CONTRACTOR shall only be entitled to an extension of time as provided in the Contract Documents.

ARTICLE 11: *CLAIMS* Any ENGINEER claims concerning contract time, price, scope and payments shall be submitted in writing to the CITY within 30 calendar days of the occurrence giving rise to such claim. The CITY may submit a response to such claim within 10 days of receipt. The failure of ENGINEER to submit a claim as provided herein shall constitute a waiver of the enforcement of such claim.

ARTICLE 12: *MISCELLANEOUS*

12.1 Neither the CITY nor the ENGINEER shall, without prior written consent of the other party assign or subcontract, in whole or in part, his interest under any of the Contract Documents and specifically, the ENGINEER shall not assign any money due or to become due without consent of the CITY.

12.2 The CITY and the ENGINEER each binds himself, his partners, successors, assigns and legal representatives to the other party hereto in respect to all covenants, agreements and obligations contained in the Contract Documents.

12.3 Any disputes arising under this Agreement shall be resolved under Illinois law and any such disputes shall be resolved in the 18th Judicial Circuit Court, DuPage County, Wheaton, Illinois.

12.4 Any and all materials created by ENGINEER for and on behalf of the CITY shall be CITY property and shall be provided to the CITY upon the CITY's request.

12.5 The ENGINEER shall have full control of the ways and means of performing the work referred to above and that the ENGINEER or his/its employees, representative or subcontractors are in no sense employees of the CITY and that the ENGINEER and any party employed by the ENGINEER bears the relationship of an independent contractor with the CITY.

12.6 This Agreement may be executed in counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

CITY OF WOOD DALE

By: Annunziato Pulice 07/18/2019
Mayor Date

ATTEST: Shirley J Siebert by K Buggy, Deputy Clerk
City Clerk

BAXTER & WOODMAN, INC.

By: Matthew D. Washkowiak
Date

Print Name: Matthew D. Washkowiak

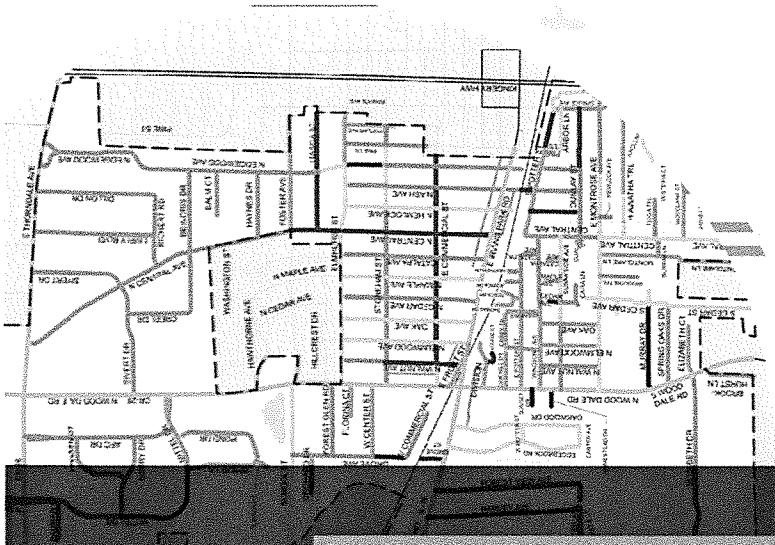
Title: Vice President

Address: 8678 Ridgefield Road, Crystal Lake, IL 60012

Phone: 815-444-3236

Email: mwashkowiak@baxterwoodman.com

EXHIBIT 1



BAXTER & WOODMAN
Consulting Engineers

Professional Services for Street Sufficiency Study 2019 - SERVICES

City of Wood Dale

Proposal submitted: June 13, 2019

BAXTER & WOODMAN
Consulting Engineers
8678 Ridgefield Road, Crystal Lake, Illinois 60012 • 815.459.1260 • baxterwoodman.com

June 13, 2019

Ms. Kate Buggy
Management Analyst
City of Wood Dale, Administration
404 N. Wood Dale Road
Wood Dale, Illinois 60191

Subject: ***City of Wood Dale - Professional Services for Street Sufficiency Study 2019***

Dear Ms. Buggy:

The City of Wood Dale needs a qualified engineering firm to complete a street sufficiency study of the City's street and alley pavements, which will assist in developing a long term maintenance and paving program. Baxter & Woodman has prepared over 25 pavement management reports throughout the Chicagoland region. We are also familiar with the City's infrastructure, having completed several studies including the City's 2010 Street Sufficiency Study, Citywide Drainage Study, Water Main Break History Report, and Citywide GIS System. Our approach for the City's Street Sufficiency Study focuses on:

- **Experienced Team** - Project Manager Jason Fluhr is proficient in residential roadway management and has presented at five separate APWA events in the past two years on the topic of "Street Improvements Management." Jason is supported by Project Engineer Ryan Wallace, who has worked with Jason on over 10 pavement management reports and street sufficiency studies.

- **Detailed and User Friendly Report** - The City will receive a detailed report with graphical content to effectively convey the study results. The report will accurately reflect costs associated with street improvements, including sidewalk ramp upgrades, curb repairs, and other often overlooked costs.

- **Seamless GIS Integration** - Considering Baxter & Woodman helped develop, create, and currently hosts the City's GIS, we will seamlessly integrate the pavement information from the street sufficiency study into your GIS so staff can view photos of the pavements and easily identify costs associated with each pavement section.

If you have any questions or would like additional information regarding our Proposal, please contact Project Manager Jason Fluhr at 815-444-3222, *jfluhr@baxterwoodman.com*. We look forward to assisting the City with your 2019 Street Sufficiency Study!

Sincerely,
BAXTER & WOODMAN, INC.
CONSULTING ENGINEERS

Denis Hogan

Denis Hogan, PE
Client Liaison

DTH:jmm

CONTENTS

The strength of Baxter & Woodman is our people and our purpose. Building community value with every project we do is the force that drives us, and our fundamental core values are the principles we live by . . .

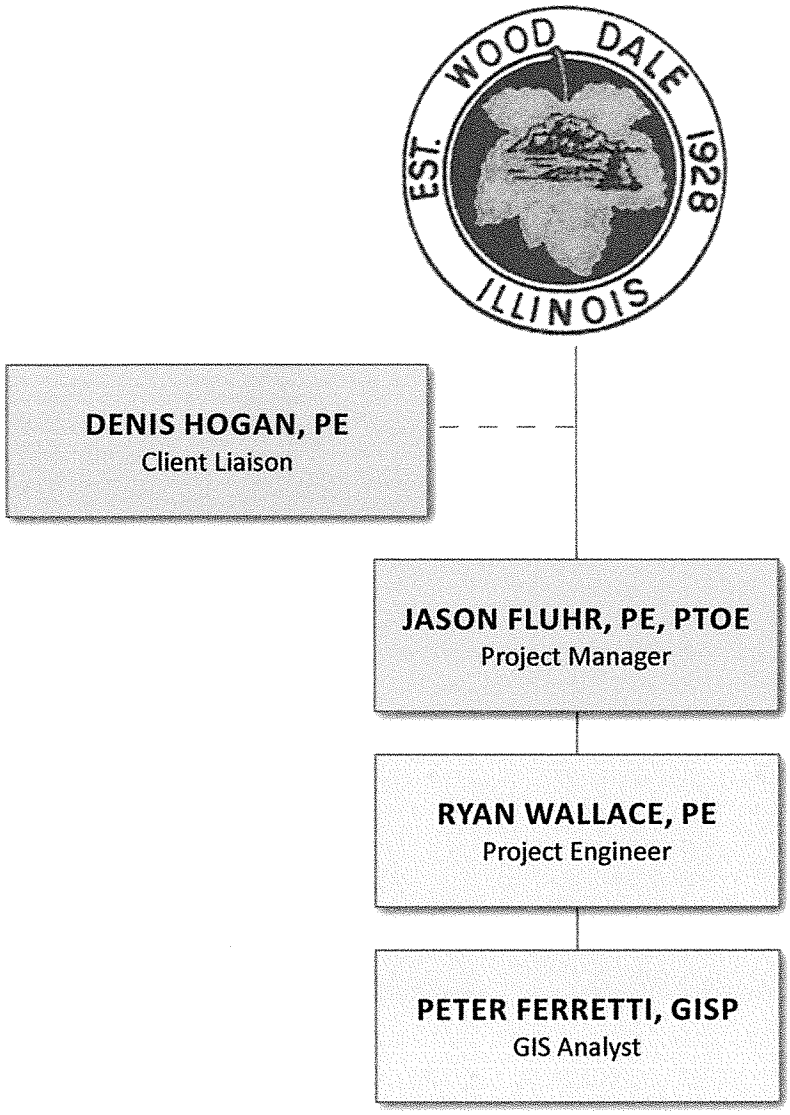
FORMS OF PROPOSAL

Exhibit A - Base Proposal is submitted in a separate submittal titled "Professional Services for Street Sufficiency Study 2019 - Fees."

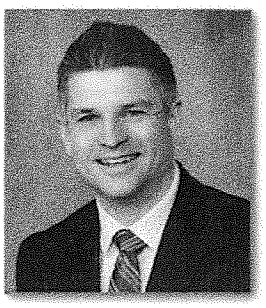
NARRATIVE RESPONSE

FAMILIAR PROJECT TEAM

The success of this project depends on our ability to collaborate with your staff and address your project goals. An organizational chart of the key project team and a summary of their relevant qualifications have been included for your review. Detailed resumes will be provided upon request.



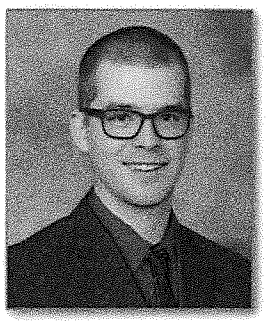
Jason Fluhr, PE, PTOE - Project Manager



Jason will serve as Project Manager for the City's Street Sufficiency Study 2019. He will oversee the efforts of the project team and coordinate the delivery of our services to meet the City's needs. Jason has managed similar studies for local communities including Gilberts, Bensenville, South Barrington, West Dundee, Fox River Grove, Island Lake, Round Lake, and Winthrop Harbor.

- **Wood Dale Experience:**
  - ◊ Project Manager for the 2010 Street Sufficiency Study
  - ◊ Project Manager for Pedestrian Access TCP Improvements
  - ◊ Project Manager for Royal Oaks Subdivision Roadway Reconstruction
  - ◊ Project Manager for Mill Road STP Resurfacing & CDBG Water Main Replacement
  - ◊ Project Manager for the City's Roadway Maintenance Projects from 2011-2012

Jonathan Miller, EIT - Project Engineer



Ryan has 11 years of experience providing transportation engineering services for various projects. His experience includes preparing pavement management reports, pedestrian safety studies, and designing municipal street improvement projects. Ryan is proficient in the use of MicroPAVER, a pavement management database and analysis software package developed by the U.S. Army Corps of Engineers, and endorsed by the American Public Works Association.

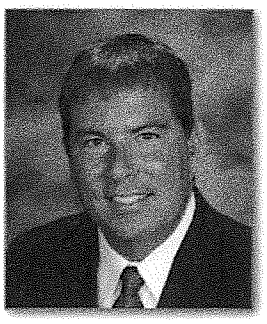
- **Wood Dale Experience:**
  - ◊ Project Engineer for the City's 2015 Pavement Management Report
  - ◊ Project Engineer for the City's 2011 Alley Repair Program

Peter Ferretti, GISP - GIS Analyst

Peter is a certified Geographic Information System Professional (GISP), with more than 16 years of experience in geospatial technologies. His areas of expertise include asset management systems, custom web-databases, data analysis and visualization, and 3D modeling.

- **Wood Dale Experience:**
  - ◊ GIS Developer for the City's Asset Management System

Denis Hogan, PE - Client Liaison



Denis has 29 years of experience developing Master Plans, preparing traffic studies, intersection design studies, horizontal alignment studies, contract plans, specifications, and cost estimating. As Client Liaison, Denis will confirm our team has the resources to complete your project on time and within budget!

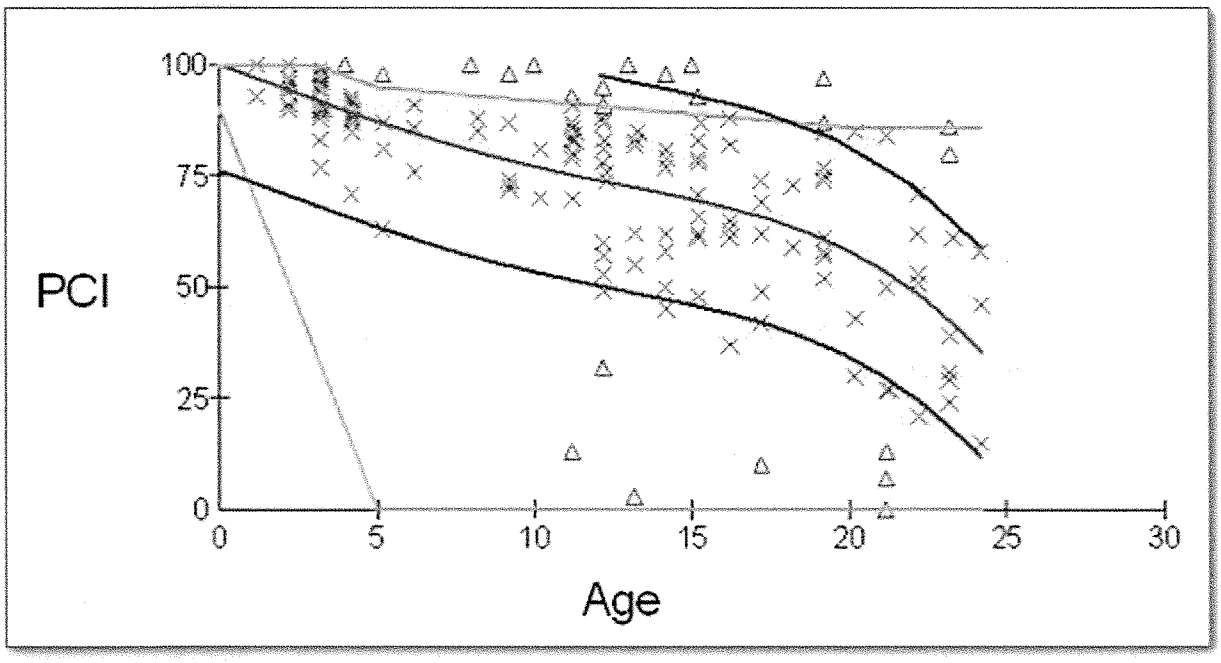
- **Wood Dale Experience:**
  - ◊ Project Manager for IL 19 at Wood Dale Intersection Reconstruction Project

WORK OVERVIEW

The City of Wood Dale is committed to maintaining its streets to meet the needs of its residents in the most cost effective way through thoughtful planning and analysis. The City regularly budgets to update its street sufficiency study every five years. In 2010 and again in 2015, the City made a significant investment in Street Sufficiency Studies, and we will use that data to further improve the accuracy and reduce the cost of this study.

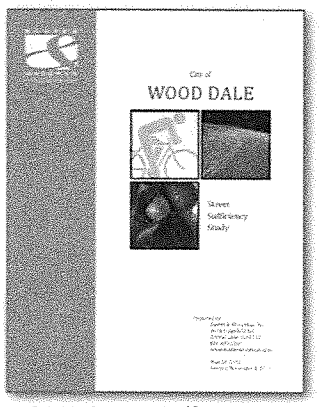
The purpose of the street sufficiency study is to evaluate the condition of the City's approximately 47 miles of roads in order to prepare a report which details the City's pavement maintenance needs, provides a 5-year maintenance plan to assist the City with planning efforts for their pavements, and updates this data in the City's GIS street management database. The improvement plan will consider the timing of other infrastructure improvements for the City so that the pavements can be improved in a cost effective manner.

The City's average street rating from the 2010 study was 77. The 2015 study utilized a different rating system, however states all streets with a rating of 59 or lower are included in the 5-year pavement improvement plan. This study will build on this historical data to improve the accuracy of the predictive deterioration rates and the effectiveness of the City's future maintenance plans.

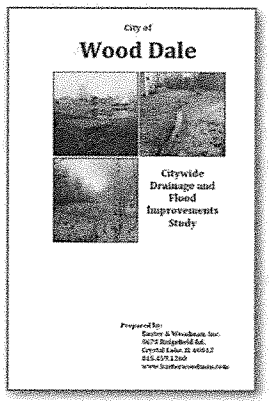


Historical Condition Ratings vs. Pavement Age Data will help accurately predict pavement deterioration rates and plan accordingly.

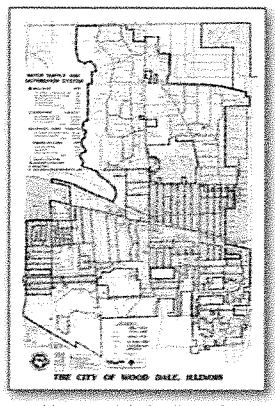
Baxter & Woodman is best qualified to update the City's Street Sufficiency Study to produce the most meaningful information, and in the most cost effective manner. Because we have retained the data from the 2010 Study, we have reviewed the 2015 Study by Hancock Engineering, and we have ***completed over 25 similar reports*** for communities in the Chicagoland area. In addition, we have completed and overseen several of the City's infrastructure studies, which will help guide the schedule of street improvements over the next 5 years, and avoid newly resurfaced streets being impacted by other infrastructure improvements. These studies include:



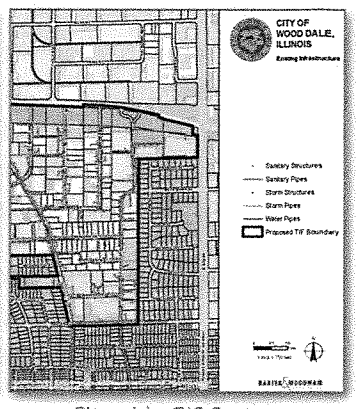
2010 Street Sufficiency Study



Citywide Drainage Study



Water Main Break History Report

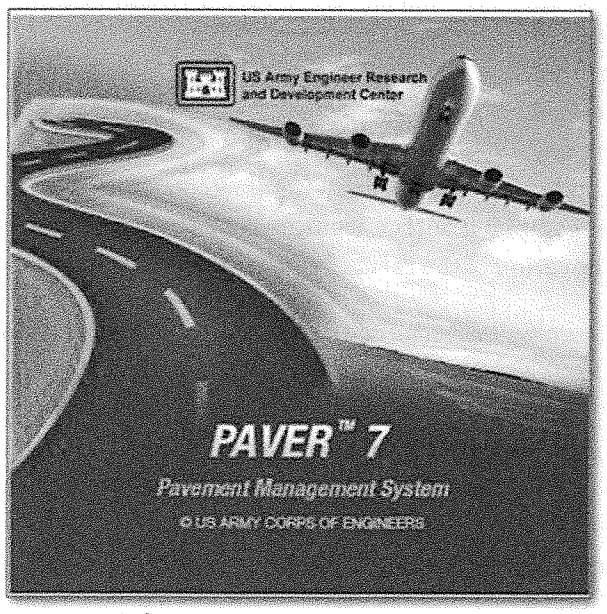


Citywide GIS System

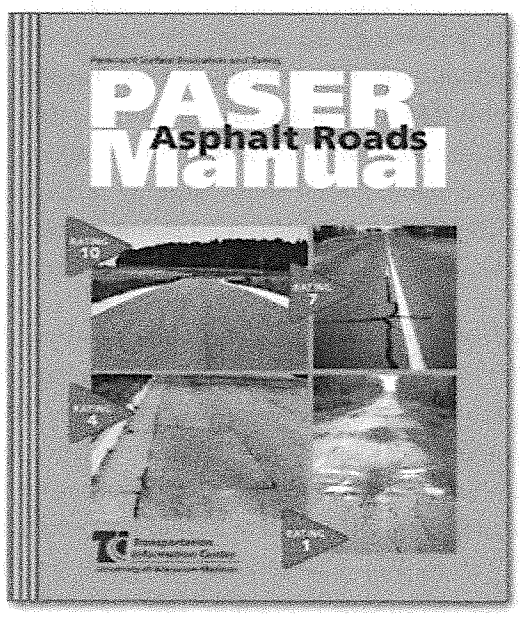
WORK PLAN

1. Data Collection

There are many ways of collecting pavement rating data, and many different types of ratings systems, all with pros and cons. For the 2010 Street Sufficiency Study, we utilized actual field measurements of pavement distresses combined with PAVER software, developed by the Army Corps of Engineers, to determine an ASTM standard Pavement Condition Index (PCI) rating system.



PAVER Software utilities 1-100 PCI Rating System



Pavement Surface Evaluation and Rating (PASER) Rating System utilizes 1-10 Rating System

For the 2019 study we will evaluate the pavements using an automated camera system to provide a more cost effective and data driven method of rating the pavements. Our automated system utilizes a camera mounted on a vehicle that captures georeferenced images of pavements. The images are then evaluated by an engineer after the data collection is complete. This method allows the engineer completing the pavement rating to easily retrieve photos and data for several street segments at the same time to ensure consistency. This data is added to the City's GIS system along with rating and cost information after the evaluation and cost estimating is complete.

Image from our Automated Camera Evaluation System.

2. Translate Results into Meaningful Information

The real value Baxter & Woodman brings to Street Sufficiency Studies is translating evaluation results into ***appropriate rehabilitation strategies, accurate cost estimates, and optimum rehabilitation scheduling*** to maximize the cost effectiveness of limited budgets. Many companies can provide the City with a list of pavement ratings and associated rehabilitation costs, but few in the Chicagoland area can match Baxter & Woodman's municipal engineering experience and expertise. We have completed annual street improvement programs for over 50 communities in the Chicagoland area. This experience gives us the knowledge to assign appropriate rehabilitation methods to the various street ratings, with cost estimates that take into account often overlooked project items such as ADA ramp replacement, parkway restoration, construction staging, engineering, and other contingency items. Reports that utilize uncommon or ineffective rehabilitation strategies combined with inaccurate cost estimates offer no value to the City, regardless of the accuracy or innovation of the rating system or collection method.

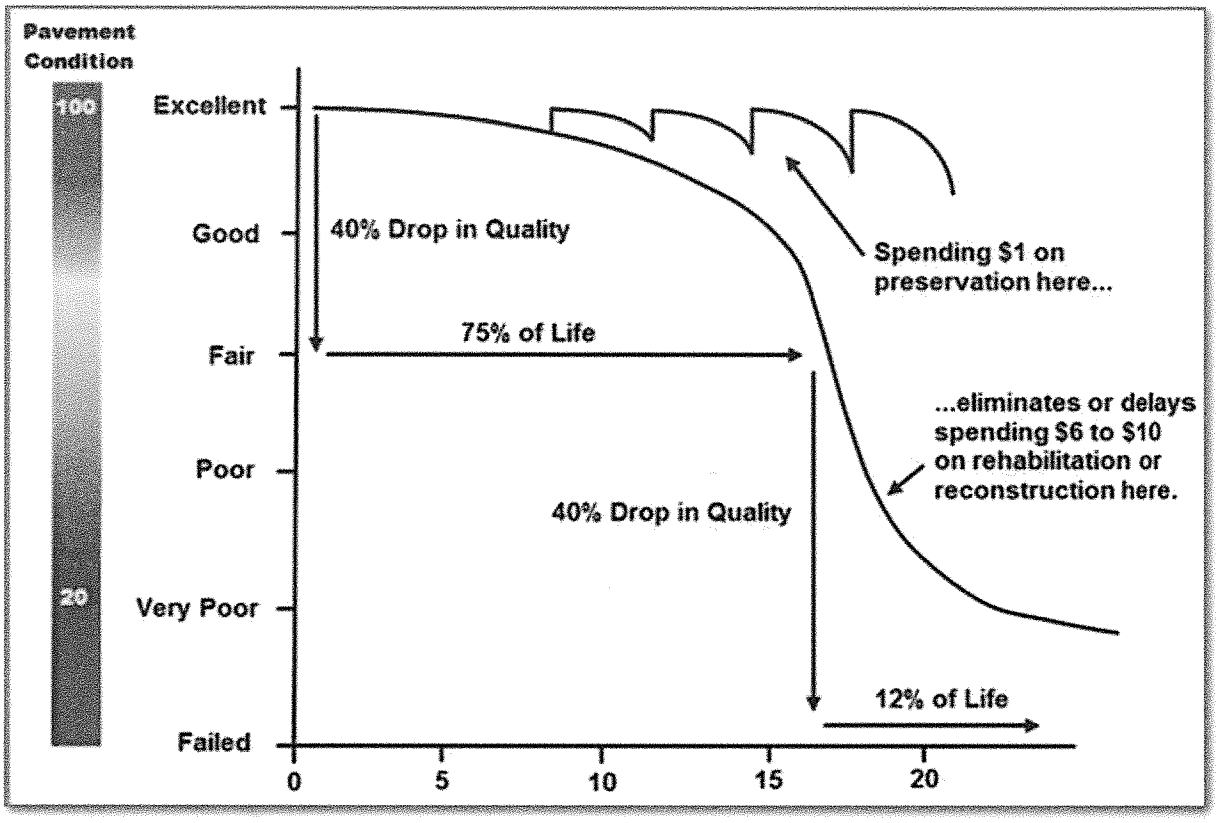
Pavement Management Stategies and Costs by PCI

PCI Rating		Description	Planning Cost / Sq Ft
85-100	Excellent	Crack Seal	$0.05
75-84	Very Good	Spot Patch/Crack Seal	$0.37
65-74	Good	Minor Mill (surface course) / Resurface	$3.33
50-64	Fair	Variable Depth Minor Mill, Level and Resurface	$4.78
35-49	Poor	Major Mill and Resurface	$6.22
20-34	Very Poor	Full Depth Asphalt Replacement with Major Repairs	$10.40
< 20	Failed	Reconstruction	$25.10

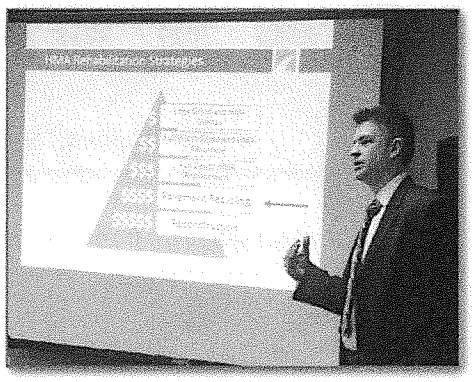
Cost estimates will include proven rehabilitation methods and include all project related components including engineering and contingency costs.

After the evaluation is complete, Baxter & Woodman will determine the appropriate rehabilitation methods, accurate costs, and the most appropriate streets to be included in the 5-year improvement plan. The Pavement Life Cycle Image shows a typical pavement life cycle and illustrates the importance of preventative maintenance for pavements in "good" and "fair" condition. As the figure indicates, rehabilitation costs increase exponentially as their rating decreases to "poor" or "failed" condition. Our report will include recommendations for smarter hot-mix asphalt pavements, like "Murphy Mix" and innovative preventive maintenance techniques, like rejuvenators to extend the time pavements remain in "fair" or better condition.

Pavement Life Cycle



Project Manager Jason Fluhr is considered an expert by his peers in residential roadway management, and has been invited to present at five separate APWA events in the past two years on the topic of "Street Improvements Management." Jason is eager to begin the City's Street Sufficiency Study, and to discuss smarter pavement rehabilitation methods with the City.



Project Manager Jason Fluhr presenting at APWA Chicago City Branch Seminar presenting on Pavement Management Strategies.

Jeff Van Landuyt, Director of Public Works for the City of Woodstock recently complimented Jason's attendees at a Council Meeting saying...

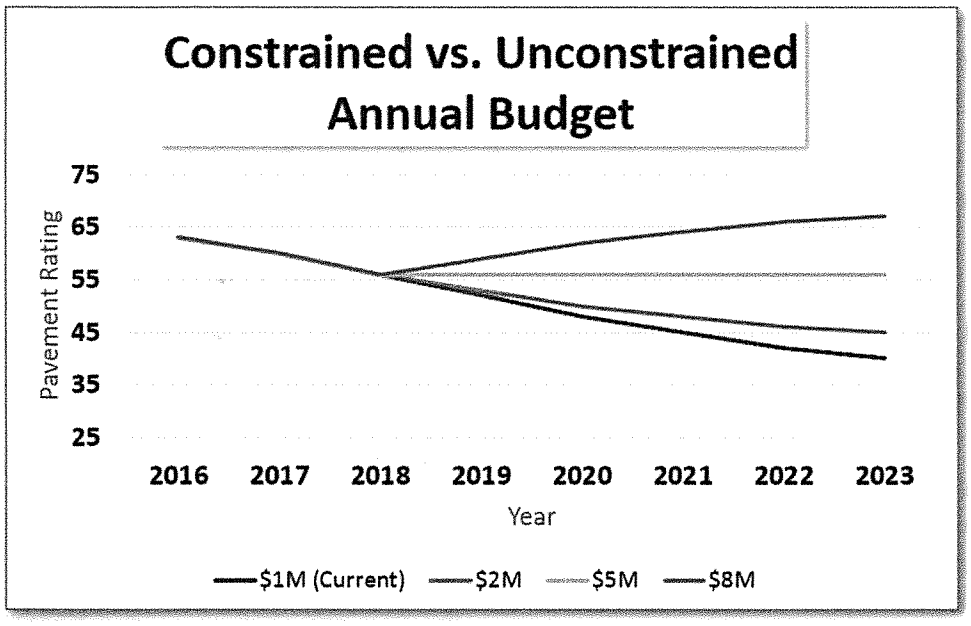
"Thank you for attending tonight's City Council Meeting to discuss the Pavement Management Report... you did a great job! It was very beneficial for me to have you there. You answered each question posed by the City Council with confidence & professionalism and I learned a great deal from you as well."

3. Make the Information Useful and User Friendly

After the analysis is complete, we will put the information into a report that is easy to read and includes:

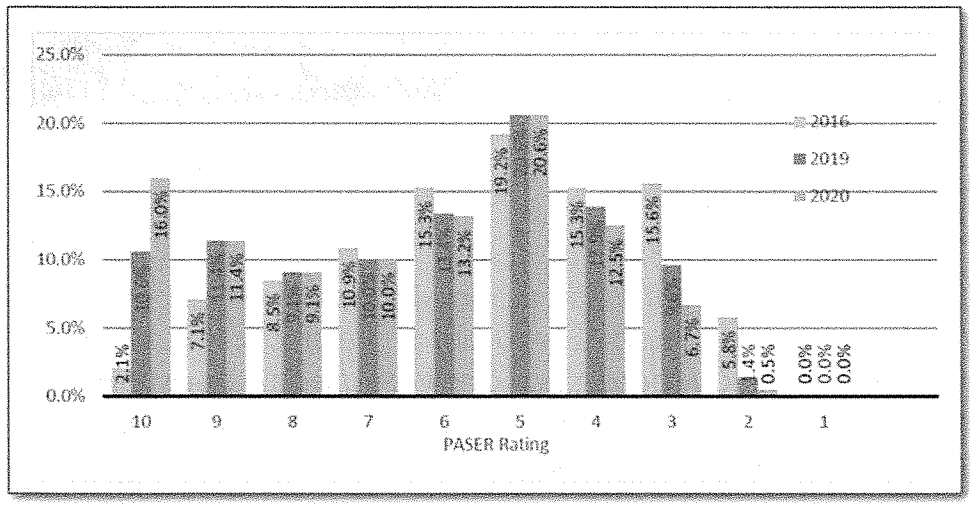
- Results and analysis of the study
- Costs of each pavement section
- Future needs assessment with stress test to measure the effectiveness of the City's annual street budget
- Breakdowns of the condition of the City's pavement system
- 5-year plan for improvements based on our evaluation and the City's annual budget
- Color coded maps showing results and recommendations

"Stress Test"



Completing a "stress test" on the City's constrained budget vs. an unconstrained budget demonstrates the effectiveness of the City's budget.

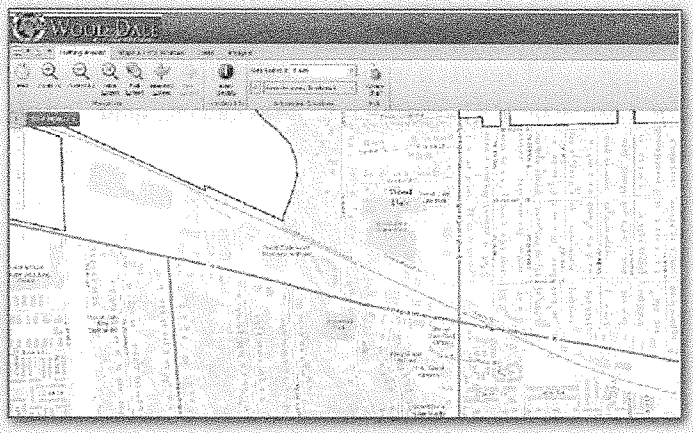
Percent of Total Miles by PASER Rating (City Owned/Maintained Roadways)



Percent Area by Rating by Year Analyzed is another tool to measure the effectiveness of the current budget and past rehabilitation techniques.

ADDED VALUE

The City has invested thousands of dollars in a Geographic Information System (GIS) that gives the City a powerful tool to track its infrastructure. Since Baxter & Woodman hosts this GIS site, the information from this report will be easily added to that system so staff can view photos of all the pavements, and view costs associated with each pavement section.



City of Wood Dale's GIS System

4. Exceed the City's Expectations

Over the past several years, Baxter & Woodman has learned precisely what level of professional service is expected from the City on these issues and will apply these lessons learned to this project. We have consistently met the schedule and budget and look forward to continuing that trend on this project.

With all the demands placed on a limited staff, the City needs a trusted, competent consultant who will value staff's time and by acting as an extension of the City staff by completing this work with little guidance – while communicating key decisions with staff and representing them well at the Council presentation. Baxter & Woodman is the best suited to provide this service because of our previous involvement as the City Engineer and by providing continuity of staff from past successful projects.

IMPLEMENTATION SCHEDULE

We monitor our projects' progress on a weekly basis to verify that our timing projections are accurate and that we are performing per your schedule. We believe that frequent and effective communication between you and our staff is the critical element in successful schedule management. Below we have outlined the proposed schedule of the services, including significant milestones for the City's Street Sufficiency Study:

MILESTONE	DATE
Notice to Proceed	July 9, 2019
Kick-off Meeting with City Staff	July 15, 2019
Complete Field Evaluation	July 24, 2019
Complete Analysis	August 9, 2019
Progress Meeting to Discuss Results	August 14, 2019
Complete Draft Report	September 5, 2019
Present Report to Council	September 12, 2019
Final Report Complete	September 19, 2019

TERMS & CONDITIONS

The following provision that applies to this contract has previously been approved by the City of Wood Dale and Baxter & Woodman.

INDEMNITY/HOLD HARMLESS PROVISION

To the fullest extent permitted by law, the Contractor hereby agrees to indemnify and hold harmless the City of Wood Dale, its officials and employees, against all injuries, deaths, loss, damages, claims, patent claims, suits, liabilities, judgements, costs and expenses, which many in anywise accrue against the City of Wood Dale, its officials, and employees, arising in whole or in part or in consequences of the negligent performance of this work by the Contractor, its employees, or subcontractors, or which may in anywise result therefore, expect that arising out of the sole legal cause of the City of Wood Dale, its officers or employees, the Contractor shall, at its own expense, pay all charges of attorneys and all costs and other expenses arising therefore or incurred in connections therewith, and if any judgement shall be rendered against the City of Wood Dale, its officials, and employees, in any such action, the Contractor shall, at its own expense, satisfy the discharge the same.

Contractor expressly understands and agrees that any performance bond or insurance policy required by this contract, or otherwise provided by the Contractor, shall in no way limit the responsibility to indemnify, keep and save harmless the City of Wood Dale, its officials, and employees as herein provided.

ADDITIONAL INFORMATION & COMMENTS

CITY OF WOOD DALE

2010 STREET SUFFICIENCY STUDY

The City asked Baxter & Woodman to prepare a 5-year Street Sufficiency Study for annual street repair and preservation. Data was collected from pavement evaluations of all the streets and alleys maintained by the City and was entered into a database. Pavement condition was rated, and rehabilitation strategies and total repair costs were developed for the 47 miles of streets and alleys maintained by the City. The 5-year Transportation Improvement Plan prioritizes the extent and type of maintenance required over the next five years for City streets and provides guidance for the expenditure of capital funds for pavement rehabilitation.

VILLAGE OF ROUND LAKE

2014 PAVEMENT MANAGEMENT REPORT UPDATE

Baxter & Woodman completed a field evaluation of Round Lake's 53 miles of street using the PASER rating system to evaluate the pavement condition on Village streets, developing pavement improvement strategies and estimated costs for each strategy using ArcView GIS, developing a 5-year maintenance program by selecting the highest priority street sections whose total estimated cost matches the Village's determined maintenance budget, and updating the previously prepared report.

Information was entered into the Village's GIS for each street section including street lengths, widths, repair costs, and linked photographs. We presented the report findings to the Village Board and discussed ways to use the report to stretch the Village's limited street improvement budget.

CITY OF WOODSTOCK

2015 PAVEMENT MANAGEMENT REPORT

The City asked Baxter & Woodman to complete a Pavement Management Report and prepare a 5-year MFT transportation maintenance plan for annual street repair and preservation. PCI ratings were determined was being collected from pavement evaluations of all the streets and alleys maintained by the City and entered into "PAVER" software. Pavement condition was rated, and rehabilitation strategies and total repair costs were developed for the streets and alleys maintained by the City. The report was presented to the City Council where a long discussion took place regarding how to increase the average PCI ratings of the City streets.

VILLAGE OF LA GRANGE
2011 CAPITAL IMPROVEMENT PLAN & 2016 UPDATE

The Village asked Baxter & Woodman to prepare a 5-year Capital Improvement Plan for annual street repair, preservation, and infrastructure improvements. Data collected from pavement evaluations of all the streets and alleys maintained by the Village was entered into a database. Pavement condition was rated, and rehabilitation strategies and total repair costs were developed for 52 miles of streets and alleys maintained by the Village.

The 5-year Capital Improvement Plan was created using the pavement inventory database and improvement strategies for each pavement section in the Village, as well as the infrastructure evaluation. The Plan prioritized the extent and type of construction required over the next five years for Village streets and water mains. Emphasis was placed on staging the water main and sewer repairs in conjunction with recommended pavement improvements. The Plan provides guidance for the expenditure of Motor Fuel Tax funds for pavement rehabilitation.

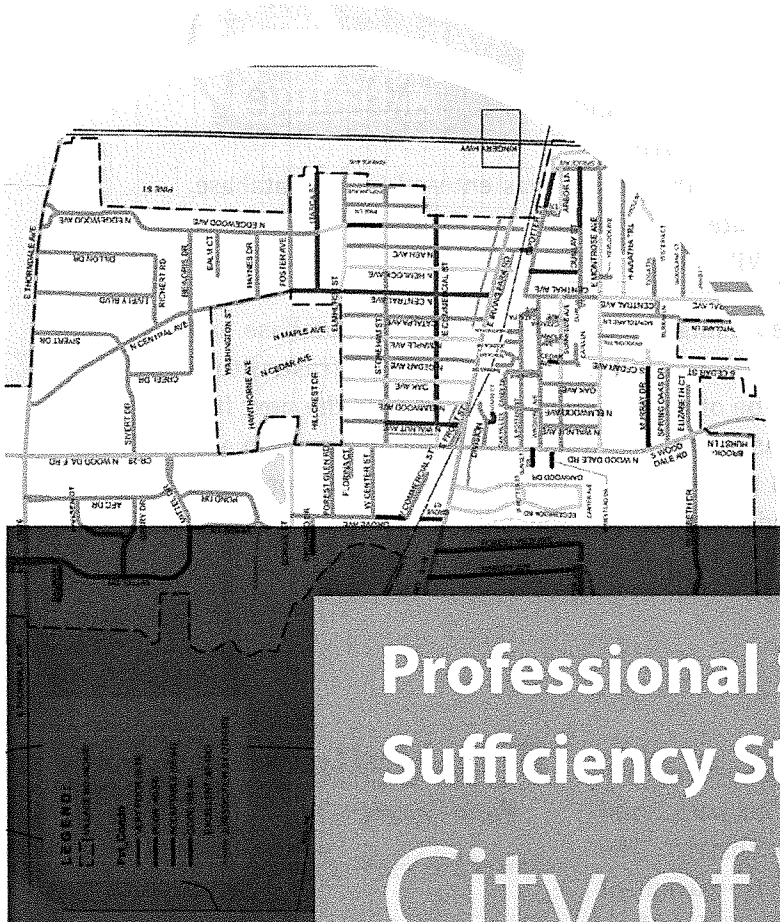
Baxter & Woodman completed an update of the Capital Improvement Plan in 2016.

FOX VALLEY PARK DISTRICT
PAVEMENT MANAGEMENT REPORT

Baxter & Woodman prepared a pavement management report to evaluate the condition of roads, parking lots, walking paths, and other types of pavement maintained by the Park District. The report included a 5-year maintenance plan for these pavement which will assist the District with planning efforts for their pavements. The improvement plan considers the timing of other building and infrastructure improvements within the District's property so that the pavements can be improved in a cost effective manner.

VILLAGE OF PRAIRIE GROVE, IL
PAVEMENT MANAGEMENT REPORT

Baxter & Woodman prepared a pavement management report that evaluated 23 centerlines miles of the Village's roads. Our team used an automated camera system to collect georeferenced photos of all street segments, then rated then using the Pavement Surface Evaluation and Rating (PASER) system. Rehabilitation strategies for each street, based on PASER 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.



BAXTER & WOODMAN
Consulting Engineers

Professional Services for Street Sufficiency Study 2019 - FEES

City of Wood Dale

Proposal submitted: June 13, 2019

EXHIBIT A - COST PROPOSAL

City of Wood Dale, Illinois
Professional Services for Street Sufficiency Study 2019

EXHIBIT A
BASE PROPOSAL
Professional Services for Street Sufficiency Stdy

Preliminary Information Gathering:	$ 12,340 Dollars
Study and Report Phase:	$ 15,310 Dollars
Allowance for Authorized Services:	$ 1,040 Dollars
Presentation to City Council: (Assume 1 meeting at 3 hours)	$ 1,120 Dollars
Total Base Proposal:	$ 29,810 Dollars

EXHIBIT 2

CITY OF WOOD DALE

REQUEST FOR PROPOSALS (RFP)

To Provide:
PROFESSIONAL SERVICES FOR STREET SUFFICIENCY STUDY 2019

For The:
CITY OF WOOD DALE, ILLINOIS

May 24, 2019

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INVITATION TO SUBMIT PROPOSAL

Professional Services for Street Sufficiency Study 2019

NOTICE IS HEREBY GIVEN that Request for Proposals (RFP's) are invited by the City of Wood Dale, Illinois for **Professional Services for Street Sufficiency Study 2019.**

The City of Wood Dale is seeking to engage the services of a qualified Engineering Firm (CONTRACTOR or CONSULTANT) with experience and interest to present their qualifications and capabilities to provide Engineering Services for the City of Wood Dale, Illinois.

Proposal forms will be sent via email by invitation only.

Proposals are due and will be accepted until 12:00 P.M. on June 13, 2019, with the following provisions:

1. Submit three (3) Complete Copies of RFP
2. RFP is to be split into two Sealed Envelopes: one including services proposal without proposed fees and a second with only proposed fees:
    a. One marked with the RFP Title *("Professional Services for Street Sufficiency Study 2019- Services")* with Proposal Due Date and Time; and
    b. One marked with the RFP Title *("Professional Services for Street Sufficiency Study 2019 - Fees")* with Proposal Due Date and Time.
3. PLEASE ALSO SUBMIT AN ELECTRONIC COPY OF EACH PROPOSAL
4. FAXED PROPOSALS WILL NOT BE ACCEPTED

Proposal shall be submitted to:

City of Wood Dale, Administration
404 N. Wood Dale Rd
Wood Dale, IL 60191
Attn: Kate Buggy, Management Analyst
kbuggy@wooddale.com

Any Proposal submitted unsealed or unsigned, received via fax transmissions or received subsequent to the aforementioned date and time, may be disqualified and returned to the submitter.

The City of Wood Dale reserves the right to reject any and all proposals or parts thereof, to waive any irregularities or informalities in proposal procedures and to award the contract in a manner best serving the interests of the City.

Proposals will not be opened in a public forum.

REQUEST FOR PROPOSALS

Professional Services for Street Sufficiency Study 2019

Services Summary
The City of Wood Dale is seeking proposals and project management plans from interested companies for **PROFESSIONAL SERVICES FOR STREET SUFFICIENCY STUDY 2019.**

Project Summary
Each year, the City of Wood Dale seeks Engineering and Construction oversight services for the various projects as part of its Capital Improvement Plan (CIP). The CIP has been authorized by the City Council. The City is seeking Engineering Services to complete one such project, which is detailed in General Requirements of this RFP.

The successful firm will act as consulting engineers in the design, construction and oversight of the project. It will provide project leadership in all areas such as, but not limited to, fact gathering, preliminary design, final design completion phase, pre-construction services, bidding and proposal processes, construction and post construction phases, as well as grant management.

The consulting engineers will provide strong project leadership and direction in value engineering, budgeting oversight, expediting project completion time, avoiding owner delay situations, conducting meetings, tracking construction, and keeping detailed records of the entire process.

A. GENERAL PROCESSING AND SELECTION PROCEDURES

Unless otherwise directed by the City, the following general procedures are used in the selection of vendors to provide professional services:

1. The City prepares a project description, criteria for selection and requirements for the specific contract. A proposal package is e-mailed to interested offerors and notice of the intent to contract for services is established.

2. The City receives written proposals. The proposals should include a resume of the firm, references from past and present clients, similar experience.

3. The City reviews and evaluates proposals based on established selection criteria and a comparison of all proposals. If necessary, the City may request a meeting with one or more offerors to clarify and/or expand on the proposal in accordance with the requirements of the proposal, the City may negotiate terms, conditions, and fees with one or more offerors.

4. The City selects the proposal which, based on the ability to meet the criteria, appears to be the most advantageous selection for the City.

5. The following table outlines the anticipated timeline for RFP proposal submission and selection:

Activity	Target Dates	Location
RFP Issued	5/23/2019	VIA Email
Submission of Proposals	6/13/2019	City of Wood Dale
RFP Awarded	7/18/2019	City of Wood Dale
Professional Services Start	7/19/2019	City of Wood Dale

B. REQUEST FOR PROPOSALS

Definition:
Request for Proposals (RFP) is a method of procurement permitting discussions with responsible offerors and revisions to proposals prior to award of a contract. Proposals will be opened and evaluated in private. Award will be based on the criteria set forth herein.

Familiarity with Conditions:
Offerors are advised to become familiar with all conditions, instructions, and specifications governing this proposal. Once the award has been made, failure to have read all the conditions, instructions and specifications of this Request for Proposal, and any subsequent contract, shall not be cause to alter the original contract or request additional compensation.

Discussion of Proposals:
All offerors are advised that in the event of receipt of an adequate number of proposals, which in the opinion of the City require no clarification and/or supplementary information, such proposals may be evaluated without discussion. Hence, proposals should be initially submitted on the most complete and favorable terms which offerors are capable of offering to the City.

The City may conduct discussions with any offeror who submits an acceptable or potentially acceptable proposal. Offerors shall be accorded fair and equal treatment with respect to any opportunity for discussion and revision of proposals. During the course of such discussions, the City shall not disclose any information derived from one proposal to any other offeror. The City reserves the right to request the offeror to provide additional information during this process.

During discussions, the offeror shall be prepared to cover the following topics:

1. The specific services to be provided;
2. Qualifications of the offeror, including work on similar projects, experience of personnel, etc.;
3. The working relationship to be established between the City and the offeror, including, but not limited to what each party should expect from the other.

Negotiations:
The City of Wood Dale reserves the right to negotiate specifications, terms and conditions which may be necessary or appropriate to the accomplishment of the purpose of this RFP. The City may require the RFP and the offeror's entire proposal be made an integral part of the resulting contract. This implies that all responses, supplemental information, and other submissions provided by the offeror during discussions or negotiations will be held by the City of Wood Dale as contractually binding on the successful offeror.

Notice of Unacceptable Proposal:
When the City determines an offeror's proposal to be unacceptable, such offeror shall not be afforded an additional opportunity to supplement its proposal.

Confidentiality:
The City shall examine the proposals to determine the validity of any written requests for nondisclosure of trade secrets and other proprietary data identified. After award of the contract, all responses, documents, and materials submitted by the offeror pertaining to this RFP will be considered public information and will be made available for inspection, unless otherwise determined by the City. All data, documentation and innovations developed as a result of these contractual services shall become the property of the City. Based upon the public nature of these RFP's, an offeror must inform the City, in writing, of the exact materials in the offer, which cannot be made a part of the public record in accordance with the Illinois Freedom of Information Act (5 ILCS 140/1 *et seq*; hereinafter, the "Act").

Once a contract is awarded, the Contractor shall maintain full compliance with all provisions of the Act, including, but not limited to, providing any requested records subject to the Act within the deadlines provided by the Act. Failure by the Contractor to maintain compliance with any provisions shall result in the assessment of any and all penalties, damages, and/or costs incurred by the City to the Contractor that shall be paid immediately by the Contractor upon demand of the same by the City.

C. TERMS AND CONDITIONS

Authority:
This Request for Proposals is issued pursuant to applicable provisions of the City of Wood Dale. Responses to this RFP shall be opened in private, by City officials, to avoid disclosure of contents that may contain confidential or proprietary information to competing Respondents.

Errors in Proposals:
Offerors are cautioned to verify their proposals prior to submission. Negligence on the part of the offeror in preparing the proposal confers no right for withdrawal or modification of the proposal.

Reserved Rights:
The City reserves the right, at its sole discretion, to use without limitation any and all information, concepts, and data submitted in response to this RFP, or derived by further investigation thereof. The City further reserves the right at any time and for any reason to cancel this solicitation, to reject any or all proposals, to supplement, add to, delete from, or otherwise change this RFP if conditions dictate. The City may seek clarifications from a Respondent at any time and failure to respond promptly may be cause for rejection. The City also reserves the right to interview only those firms it determines shall provide the most advantageous services to the City, and to negotiate with one or more Respondents acceptable to the City.

Incurred Costs:
The City of Wood Dale will not be liable in any way for any costs incurred by respondents in replying to this RFP.

Award:
Award shall be made by the City of Wood Dale to the responsible offeror whose proposal is determined to be the most advantageous to the City, taking into consideration the evaluation criteria set forth herein. The City of Wood Dale reserves the right to accept the Proposal as a whole, or any component thereof, if it appears to be in the best interests of the City.

Evaluation Considerations:
Selection criteria refer to the qualifications that the City requires in order to award a contract for services, or qualifications that the City intends on using to evaluate respondents in order to select the most qualified respondent for the project. At a minimum, respondents must provide all requested information in this request for proposal.

Evaluation Criteria is shown below. The City of Wood Dale shall consider the following when judging the ability of offerors to meet the requirements of this Proposal:

1. Compliance with Request for Proposals
   This refers to the adherence to all conditions and requirements of the Request for Proposals.

2. Quality of Response
   Clearly demonstrates an understanding of the work to be performed, project staff experience and ability to successfully work with other project team members.

3. Completeness
   Completeness and reasonableness of the offeror's proposal for accomplishing the tasks.

4. Capability
   Level of capability demonstrated by the offeror's proposed resources for meeting the requirements of this proposal; a demonstrated ability to complete projects on schedule and within budget.

5. Competence
   Level of competence in managing sensitive construction projects including existing facility remodeling.

6. Services to be Provided
   Exact type and nature of offeror's proposed services and how it will accomplish the objectives of the project, as well as the ability to rapidly respond to the City's needs, as defined in the Evaluation Criteria set forth.

7. Qualifications of the Company
   This refers to the offeror's capability in all respects to fully perform the contract requirements, including the tenacity, perseverance, experience, integrity and reliability, which will assure good faith performance, as well as satisfactory reference verification. This criterion includes:

   a. The experience of the firm and its record on engagements of a similar nature, including the ability to serve in a similar capacity for other units of government or organizations; and,

b. Personnel to be assigned to the project, their education, capabilities, qualifications and experience with similar projects. Amount of proposed contract fees (please note that price is only one factor for consideration of award).

Taxes:
The City is exempt from paying Illinois Use Tax, Illinois Retailer's Occupation Tax, Federal Excise Tax, and Municipal Retailer's Occupation Tax.

Hold Harmless Clause:
To the fullest extent permitted by law, the Contractor shall defend, indemnify and hold harmless the City, its officials, agents, architects, contractors, consultants, and employees against all injuries, deaths, loss, damages, claims, patent claims, suits, liabilities, judgments, costs and expenses, which may in any way accrue against the City, its officials, agents and employees, arising in whole or in part or in consequence of the performance of the work by the Contractor, its employees, or subcontractors, or which may in any way result therefore, except that arising out of sole legal cause of the City, its agents or employees. The Contractor shall also be required, at its own expense arising therefore or incurred in connection therewith, and, if any judgment shall be rendered against the City, its officials, agents and employees, in any such action, the Contractor will, at its own expense, satisfy and discharge the same.

Contractor shall acknowledge that it expressly understands and agrees that any performance bond or insurance policies required by contract, or otherwise provided by the Contractor, shall in no way limit the Contractor's responsibility to indemnify, keep and save harmless and defend the City, its officials, agents and employees as provided by contract.

Contractor shall also agree to be solely liable for any fines or civil penalties that are imposed by any governmental or quasi-governmental agency or body that may arise, or be alleged to have arisen, out of or in connection with Contractor's, or its subcontractors' or suppliers', performance of, or failure to perform, the work or any part thereof.

Contractor shall be permitted to contest any such fines or penalties in administrative or court proceedings; however, Contractor shall pay such fines or civil penalties prior to such protest if payment is required prior to making such protest. Contractor shall be held solely responsible for all costs, including attorney's fees and administrative expenses, of protesting any such fines or civil penalties.

Insurance Requirements:
Contractor shall maintain, for the duration of this contract and any extensions thereof, insurance as noted in Appendix I – Insurance Requirements.

Meetings:
Engineer will be required to meet with various City staff and outside officials as needed throughout the project. A set schedule shall be defined by the respondent.

Equal Employment Opportunity:
Engineer shall comply with the Illinois Human Rights Act, 775 ILCS 5/1-101 et seq., as amended, and any rules and regulations promulgated in accordance therewith, including, but not limited to, the Equal Employment Opportunity Clause, Illinois Administrative Code, Title 44, Part 750 (Appendix A), which is incorporated herein by reference. Furthermore, the Consulting

Engineer shall comply with the Public Works Employment Discrimination Act, 775 ILCS 10/0.01 et seq., as amended.

Responsibility & Default:
The awarded offeror shall be required to assume responsibility for all items listed in this Request for Proposals. The successful offeror shall be considered the sole point of contact for purposes of this contract.

Time is of the essence and shall be considered in awarding this contract. If delivery of acceptable items or rendering of services is not completed by the time promised, the City reserves the right, without liability, in addition to its other rights and remedies, to terminate the contract by written notice effective when received by the Consulting Engineer, as to stated items not yet shipped or services not yet rendered and to purchase substitute items or services elsewhere in such as manner as the City Wood Dale may deem appropriate, and charge the Consulting Engineer with any or all losses incurred. The City shall be entitled to recover its attorney's fees and expenses in any successful action by the City to enforce this contract.

Payments:
The Consulting Engineer shall furnish the City with itemized invoices as required for the project.

All payments to be made in accordance with applicable provisions of the Local Government Prompt Payment Act.

Consulting Engineer Responsibilities:
The selected Consulting Engineer will be required to assume responsibility for all services offered in this proposal. The City will consider the selected Consulting Engineer to be the sole point of contact with regard to contractual matters, including payment of any and all charges resulting from the contract. Sub-contracts will be permitted only upon specific, written permission of the City of Wood Dale.

Interpretation or Correction of Request for Proposals:
Offerors shall promptly notify the City of any ambiguity, inconsistency or error, which they may discover upon examination of the Request for Proposals. Requests for interpretation of specifications may be made in writing, and directed to the City. All such requests must be delivered in a timely fashion.

Interpretations, corrections and changes to the Request for Proposals will be made by addendum. Interpretations, corrections or changes made in any other manner will not be binding.

Governing Law:
Any contract resulting from this RFP shall be governed by and construed according to the laws of the State of Illinois.

Compliance with Laws:
The Consulting Engineer shall at all times observe and comply with all laws, ordinances and regulations of the federal, state, local and City governments, which may in any manner affect the contract.

Termination for Lack of Funding:
The City reserves the right to terminate the whole or any part of this contract, upon written notice to the Consulting Engineer, in the event that sufficient funds to complete the contract are not appropriated by the City of Wood Dale; provided that in the event of such termination, the Consulting Engineer shall be paid promptly for all services rendered by the Consulting Engineer through the effective date of termination.

Addenda:
Addenda are written instruments issued by the City prior to the date of receipt of proposals, which modify or interpret the RFP by addition, deletions, clarifications or corrections. Prior to the receipt of proposals, addenda shall be distributed to all who are known to have received a complete RFP.

After receipt of proposals, addenda shall be distributed only to applicants who submitted proposals, and those offerors shall be permitted to submit new or amended proposals as detailed within the addenda.

Each offeror shall ascertain, prior to submitting a proposal, that all addenda issued have been received and, by submission of a proposal, such act shall be taken to mean that such offeror has received all addenda and that the offeror is familiar with the terms thereof and understands fully the contents of the addenda. Offerors shall acknowledge receipt and understanding of the addenda in the area provided herein on the *Form of Proposal* page.

Regulatory Compliance:
Seller represents and warrants that the goods and services furnished hereunder (including all labels, packages and container for said goods) comply with all applicable standards, rules, and regulations as applicable including the Occupational Safety and Health Act as amended with respect to design, construction, manufacture or use for their intended purpose of said goods or services. Consulting Engineer shall ensure all designs and operation will adhere to all applicable City of Wood Dale, IDOT, USEPA, IEPA and Clean Water Act guidelines and regulatory requirements.

Guarantees and Warranties:
All guarantees and warranties required shall be furnished by the Consulting Engineer and shall be delivered to the City of Wood Dale before final voucher on the contract is issued.

Changes in Scope
Unless otherwise agreed by the City in the original contract for professional services, any change in scope of services that increases the agreed contract price for professional or the aggregate of services and / or for costs to be expended by the professional in an amount in excess of $10,000 must be approved by the City of Wood Dale's City Council. Any change in the scope of services that increases the agreed contract price for professional services and/or for costs to be expended by the professional in the amount of $10,000 or less or the aggregate of, may be approved by City of Wood Dale staff. **Please make note of this. This will apply during the construction oversight as well.**

Invoicing Requirements
Unless otherwise agreed to by the City in the original contract for professional services, all invoices for professional services rendered must be itemized by the name of the individual doing the work, the date of the work, the time expended by the individual broken down into hour, with

a description of the work. In addition, all costs must be itemized with a description of the purpose for which the cost was incurred. Unless otherwise agreed by the City in the original contract for professional services, fee and cost invoices must be provided to the City of Wood Dale on a monthly basis.

D. PROPOSAL FORMS AND CONTENT

Submission of Proposals:
To be considered, proposals should be mailed or emailed to the address below or delivered to the Administration window, 404 N. Wood Dale Rd, 2nd floor, on or before the date and time specified in the Request for Proposals. Each respondent shall submit the number of proposals as enumerated on the cover page herein, one of which shall be the original.

Proposals should be submitted in two parts: one including only the proposed services and a second with only proposed fees, in a sealed envelope and via email, addressed as follows:

City of Wood Dale, Administration
404 N. Wood Dale Rd
Wood Dale, IL 60191
Attn: Kate Buggy, Management Analyst
kbuggy@wooddale.com

FOR SERVICES: "PROFESSIONAL SERVICES FOR STREET SUFFICIENCY STUDY 2019– SERVICES"

FOR COSTS: "PROFESSIONAL SERVICES FOR STREET SUFFICIENCY STUDY 2019 – FEES"

Late proposals may be rejected and returned to sender.

Form of Proposal:
The proposal forms included within this RFP shall be completed in full and signed by an officer, partner or principal with authority to execute contracts. Items to be submitted:

1. Forms of Proposal: See Attached Proposal Form ("Exhibit A – Base Proposal"). Attached form must be completed.

2. Narrative Response: The Narrative Response shall include:

   Work Overview: State your understanding of the proposed project.

   Work Plan: Describe in narrative and/or outline form your detailed work plan which indicates your firm's methodology for execution of this contract including a summary of the methodology to be used to perform the work specified, and a synopsis and review of other areas or considerations not addressed in the Statement of Work herein, which the offeror believes to be essential to the effective execution of the project.

   Cost and Price Analysis: Contract shall be for services on a lump sum basis and as prescribed by the attached proposal pricing sheet in "Exhibit A." An agreement or contract resulting from the acceptance of a proposal shall be on forms approved by the

City's legal counsel and shall contain, at a minimum, the applicable provisions of this request for proposal and the proposal itself. The City reserves the right to reject any agreement or contract which does not conform to the request for proposal, the proposal of the firm concerned, or the City's requirements for agreements and contracts.

Terms and Conditions: List any terms and conditions, which may apply to this contract that are not included in this RFP.

Implementation Schedule: Provide a complete schedule for implementation of the services, including all significant milestones.

Additional Information and Comments: Include any other information which may be requested in the "Statement of Work" herein, or which you believe to be pertinent to the City's requirements.

GENERAL REQUIREMENTS

Professional Services for Street Sufficiency Study 2019

1. INTENT

The City of Wood Dale (the City) desires to enter into an agreement with a single engineering firm for the development of a Street Sufficiency Study as an outline for roadway improvements as specified in the Scope of Services.

2. SCOPE OF SERVICES

Scope of Services

Background

Yearly, the City of Wood Dale, through the Capital Improvements Plan, selects streets throughout town that are in need of resurfacing based on the results of a Streets Sufficiency Study. A previous Streets Sufficiency Study was conducted in 2015. The City has budgeted within the CIP for an additional study to be performed this fiscal year.

A. Pavement Evaluation
Perform visual inspection of street and alley pavements under City jurisdiction and outline pavement type, length and width of street sections, type of existing curb and gutter, an estimated length of curb and gutter replacement, an estimated area of base patching required, and the condition of the pavement surface. Include additional information as deemed necessary. Streets under Illinois Department of Transportation (IDOT) or DuPage County Division of Transportation (DuDOT) shall be excluded since the City is not responsible for maintenance on these roadways.

B. Report
Assign a numerical rating to each section of street or alley and assemble findings into a single report. Provide professional services necessary to prioritize and provide a work program for the preservation and rehabilitation of a major street network. This work will include collecting data to determine ride comfort / quality, visual surface distress, traffic loading, and structural adequacy of each pavement section. The work will also include network analysis which will include an analysis to determine pavement performance, a proposed rehabilitation strategy, a proposed rehabilitation needs year, and a benefit / cost calculation.

PART 1 – BASE SERVICES

General services provided by the ENGINEER shall include, but are not limited to, the following:

Preliminary Information Gathering

City shall meet and work with the Engineer to make project related information and data available as is reasonably required to enable Engineer to complete its Basic and Additional Services:

1. Engineer shall provide for enough time in the proposal to meet with the City to obtain the necessary information to conduct the required services.

2. Engineer shall obtain the property descriptions, zoning, deed, and other land use restrictions.
3. Engineer shall obtain the property, boundary, easement, right-of-way, and other special surveys or data, including establishing relevant reference points.
4. Engineer shall obtain explorations and tests of subsurface conditions at or contiguous to the Site, drawings of physical conditions in or relating to existing surface or subsurface structures at or contiguous to the Site, or hydrographic surveys, with appropriate professional interpretation thereof.
5. Engineer shall obtain environmental assessments, audits, investigations and impact statements, and other relevant environmental or cultural studies as to the Project, the Site, and adjacent areas.
6. Any previous data or studies conducted that may assist selected firm in preparing the study.
7. Engineer shall not solely rely on City provided data or information.

Study and Report Phase

A. Engineer shall work and meet with the City to complete the following:

1. Consult with City to define and clarify requirements for the Project and available data.
2. Advise City of any need for City to provide data or services.
3. Identify, consult with, and analyze requirements of governmental authorities having jurisdiction to approve the portions of the Project designed or specified by Engineer including, but not limited to, permitting and adjacencies.
4. Prepare a cost-benefit analysis of the current strategy to minimize temporary impacts to the roadside.
5. Prepare a report (the "Report") which will, as appropriate, contain schematic layouts, sketches, and conceptual design criteria with appropriate exhibits to indicate the agreed-to requirements, considerations involved, and those alternate solutions available to City which Engineer recommends.
6. Furnish review copies of the Report and review with City.
7. Revise the Report and any other deliverables in response to City's comments, as appropriate, and furnish copies of the revised Report and any other deliverables to the City.

B. Engineer's services under the Study and Report Phase will be considered complete on the date when the revised Report and any other deliverables have been delivered to City.

PART 2 – ADDITIONAL SERVICES

Additional Services Requiring City's Written Authorization

A. If authorized in writing by City, Engineer shall furnish or obtain from others Additional Services of the types listed below.

a. Preparation of applications and supporting documents (in addition to those furnished under Basic Services) for private or governmental grants, loans, or advances in connection with the Project.

b. Services resulting from significant changes in the scope, extent, or character of the portions of the Project designed or specified by Engineer or its design requirements including, but not limited to, changes in size, complexity, City's schedule, character of construction, or method of financing; and revising previously accepted studies, reports, Drawings, Specifications, or Contract Documents when such revisions are required by changes in Laws and Regulations enacted subsequent to the Effective Date or are due to any other causes beyond Engineer's control.
c. Services resulting from City's request to evaluate additional Study and Report Phase alternative solutions.

PART 3 – CONTRACT PERIOD/ SCHEDULE

The Professional Services are anticipated to start around July 19, 2019. The goal would be to have completed the Street Sufficiency Study and all reports furnished to the City of Wood Dale by October 31, 2019.

DISQUALIFICATION OF CERTAIN PROPOSER

PERSONS AND ENTITIES SUBJECT TO DISQUALIFICATION

No person or business entity shall be awarded a contract or subcontract, for a stated period of time, from the date of conviction or entry of a plea or admission of guilt, if the person or business entity has:

A. been convicted of an act committed, within the State of Illinois or any state within the United States, of bribery or attempting to bribe an officer or employee in the State of Illinois, or any state in the United States in that officer's or employee's official capacity;

B. been convicted of an act committed, within the State of Illinois or any state within the United States, of bid rigging or attempting to rig bids as defined in the Sherman Anti-Trust Act and Clayton Act 15 U.S.C.;

C. been convicted of bid rigging or attempting to rig bids under the laws of the State of Illinois, or any state in the United States;

D. been convicted of an act committed, within the State of Illinois or any state in the United States, of price-fixing or attempting to fix prices as defined by the Sherman Anti-Trust Act and Clayton Act 15 U.S.C. Sec. 1, etc.;

E. been convicted of price-fixing or attempting to fix prices under the laws of the State of Illinois, or any state in the United States;

F. been convicted of defrauding or attempting to defraud any unit of state or local government or school district within the State of Illinois or in any state in the United States;

G. made an admission of guilt of such conduct as set forth in subsection (A) through (F) above which admission is a matter of record, whether or not such person or business entity was subject to prosecution for the offense or offenses admitted to;

H. Entered a plea of nolo contendere to charges of bribery, price fixing, bid rigging, bid rotating, or fraud; as set forth in subparagraphs (A) through (F) above.

Business entity, as used herein, means a corporation, partnership, limited liability company, trust, association, sole proprietorship, unincorporated business or individually owned business.

Appendix I - Insurance Requirements
City of Wood Dale
Certificate of Insurance Requirements

Contractor shall carry all insurance coverage required by law. In addition, the Contractor shall carry, at its own expense, at least the following insurance coverage with a duly licensed and registered insurance company in the State of Illinois having a minimum A.M. Best rating of A-VI:

a. Workers' Compensation & Occupational Diseases Insurance – Statutory amount for Illinois

b. General Liability Insurance:

    i. Bodily injury, with limits of not less than $1,000,000 each occurrence/ $2,000,000 aggregate;
    ii. Property damage, with limits of not less than $1,000,000 each occurrence/ $2,000,000 aggregate;
    iii. Contractual insurance – broad form, with limits of not less than $1,000,000 each occurrence/$2,000,000 aggregate.

c. Automotive Liability Insurance:

    i. Bodily injury, with limits of not less than $1,000,000 each occurrence/ $2,000,000 aggregate;
    ii. Proper damage, with limits of not less than $1,000,000 each occurrence/ $2,000,000 aggregate. Property damage insurance coverage shall include non-owned, hired, leased, or rented vehicles, as well as owned vehicles.

d. Umbrella or excess liability coverage of $5,000,000.

e. Contractor's insurance policy shall name City as an additional insured on the General Liability, Automotive Liability and Excess Liability insurance policies. The insurance coverage shall be written with insurance companies acceptable to City. All insurance premiums shall be paid without cost to City. The Contractor shall furnish to City a Certificate of Insurance attesting to the respective insurance coverage for the full contract term. Contractor shall submit satisfactory proof of insurance simultaneously with the execution of the contract.

f. All insurance policies shall provide that the City shall receive written notice of cancellation of reduction in coverage of any insurance policy thirty (30) days prior to the effective date of cancellation.

EXHIBIT A
BASE PROPOSAL

Proposers are required to submit a Lump Sum Cost for each phase of the project. Proposers shall provide an Hourly Rate Cost Chart which will be used for any additional services. Proposers will be awarded this procurement not necessarily based on least cost, but rather to the consultant whose proposal best meets the requirements of this RFP. It is understood that the consultant will be required to perform and complete the proposed work in a thorough and professional manner. The consultant shall provide all necessary labor, tools, implements, equipment, materials, and supplies to complete the contracted work.

Fee proposals shall be opened in private to avoid disclosure of proprietary or confidential information of competing submittals.

Fee proposals must be received on or before 12:00 P.M., June 13, 2019 at the City of Wood Dale, 404 N. Wood Dale Rd., Wood Dale, IL 60191. The City of Wood Dale reserves the right to reject any and all submittals, to waive any informality in the submittals received and to accept any submittal which the owner deems most favorable and in the best interest of the City of Wood Dale.

All questions on the overall project and/or requests for interpretation of any part of the submittal form should be directed to Kate Buggy (Phone: 630.787.3716/Email: kbuggy@wooddale.com).

All submittals shall become the property of the City of Wood Dale and will not be returned to the submitting Engineering services firms.

All costs associated with the preparation of the proposal will be the full responsibility of the submitting engineering services firm.

Respondents are to use the format presented within the "Fee Proposal Form" to make copies for submittal. The submittal shall consist of one (1) original and two (2) copies, but all must have original signatures.

Submit your fee proposal documents in a sealed envelope marked on the outside with the following:

Deliver to:

City of Wood Dale
Kate Buggy, Management Analyst
404 N. Wood Dale Rd.
Wood Dale, Illinois 60191

"PROFESSIONAL ENGINEERING SERVICES FOR FY19-20 ROAD PROJECTS"

And via email to: kbuggy@wooddale.com

"PROFESSIONAL ENGINEERING SERVICES FOR FY19-20 ROAD PROJECTS"

EXHIBIT A
BASE PROPOSAL
Professional Services for Street Sufficiency Stdy

Preliminary Information Gathering: $_____Dollars

Study and Report Phase: $_____Dollars

Allowance for Authorized Services: $_____Dollars

Presentation to City Council: $_____Dollars
(Assume 1 meeting at 3 hours)

Total Base Proposal: $_____Dollars

CITY OF
WOOD DALE

Addendum to RFP Documents

Request for Proposal: **Professional Services for Street Sufficiency Study 2019**

Addendum No: **1**

Date: **June 6, 2019**

To All Potential Bidders:

This addendum is issued to modify the previously issued RFP documents and/or given for information purposes, and is hereby made a part of the RFP documents. Please attach this addendum to all documents in your possession. **Per the RFP, the proposer shall acknowledge receipt of any and all addenda.**

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1. To clarify the scope of this RFP:
The City is looking for a firm to evaluate current pavement condition of all roads and alleys under City jurisdiction and recommend a 5-year schedule for repairs/rehabilitation. This RFP is for the street study only and does not include future construction management services. The successful firm will act as consulting engineers in the design of the project. It will provide project leadership in areas such as, but not limited to, fact gathering, preliminary design, and final design completion phase.

In addition, please refer to the following changes to the RFP, made for clarification:

RFP p. 3, Project Summary –
The consulting engineers will provide strong project leadership and direction in value engineering, budgeting oversight, expediting project completion time, avoiding owner delay situations, conducting meetings, ~~tracking construction, and keeping detailed records of the entire process.~~

RFP p. 12, Section 2.B. –
Assign a numerical rating to each section of street or alley and assemble findings into a single report. Provide professional services necessary to prioritize and provide a work program for the preservation and rehabilitation of a major street network. ~~This work will include collecting data to determine ride comfort / quality, visual surface distress, traffic loading, and structural adequacy of each pavement section. The work will also include network analysis which will include an analysis to determine pavement performance, a~~

~~proposed rehabilitation strategy, a proposed rehabilitation needs year, and a benefit / cost calculation.~~ Create summary of costs for recommended improvements to streets and alley, as well as a recommended timeline for such improvements over a 5 year span. Include map of street rating and map of recommended 5 year improvement plan.

RFP p. 13, Part 1.A.4. –
~~4. Prepare a cost-benefit analysis of the current strategy to minimize temporary impacts to the roadside.~~

2. For your reference, please see the attached map of street jurisdiction.

3. Also for your reference, please see the attached 2015 Street Survey.

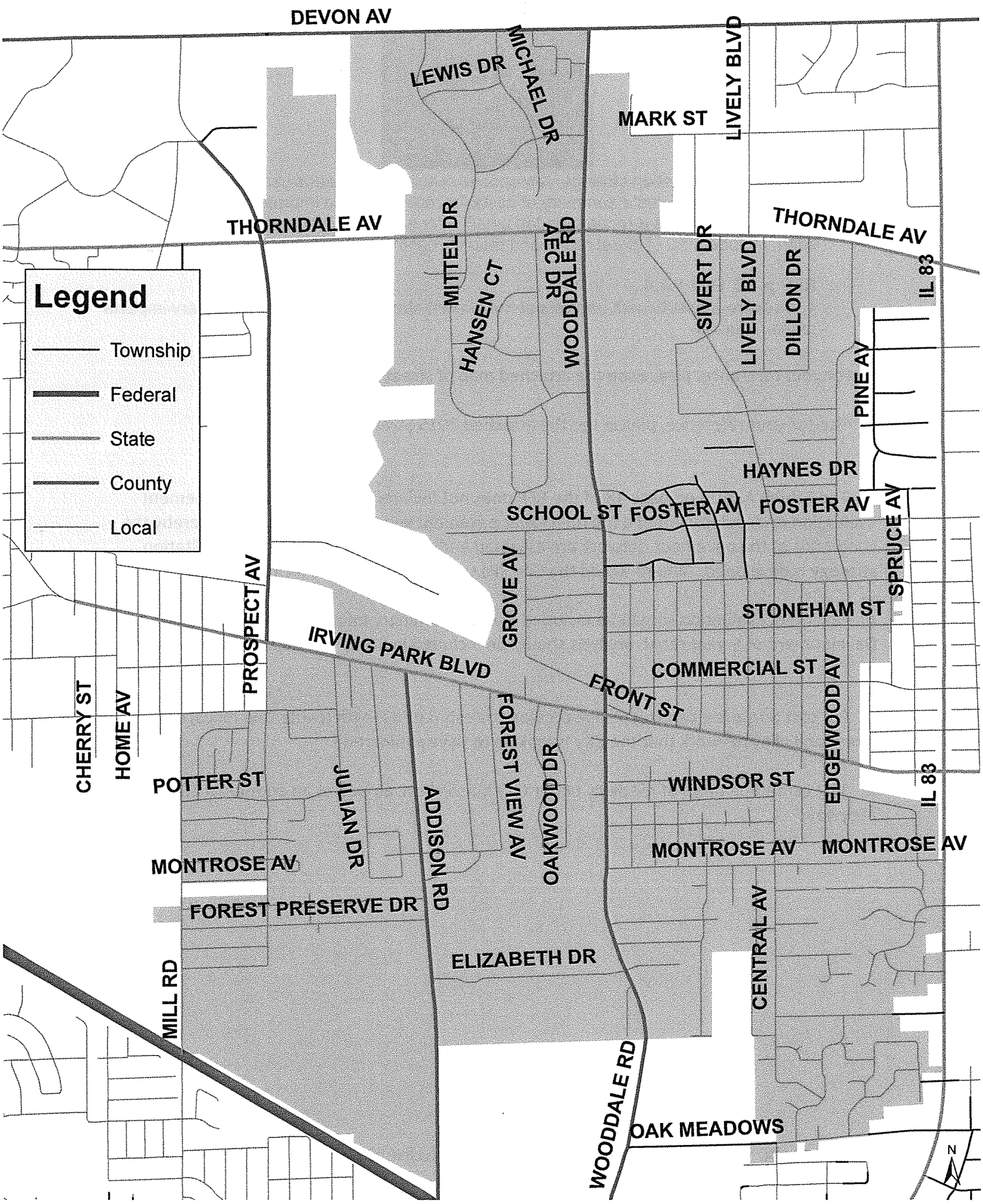
4.
Q: The Exhibit A form on page 18 of the RFP does not include a line item for the pavement evaluation or development of a full multi-year pavement rehabilitation analysis, whereby the conditions of the pavement network are assessed and a 5-10 year pavement rehabilitation strategy is developed. Where would the City like us to input the costs for these tasks?

A: Pavement evaluation should be included in the Preliminary Information Gathering line item. Development of 5-year rehab analysis should be included in Study and Report Phase line item.

5.
Q: For cost purposes, can you please provide the estimated length (centerline miles) of the street and alley network that the City is looking to have evaluated?

A: 46.2 centerline miles of roadway under City jurisdiction, as well as an additional 1.2 miles of alleyway.

Roadway Jurisdiction



CITY OF WOOD DALE
2015 STREET SURVEY

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CITY OF WOOD DALE
2015 STREET SURVEY

INTRODUCTION

At the request of the City Council and the Department of Public Works of the City of Wood Dale, we have prepared this report to provide the City with an evaluation of the street and alley pavements under City jurisdiction, and the estimated costs for making recommended improvements. Streets that are under either Illinois Department of Transportation (IDOT) or DuPage County Division of Transportation (DuDOT) jurisdiction were not included in the scope of this report since the City is not responsible for maintenance of these roadways. City-maintained collector routes were also excluded because they typically are evaluated separately given the availability of federal funding for improving them.

OBJECTIVE

This report was prepared in order to provide a rating of the condition of the existing pavements and to provide an estimate of costs for improving the streets under City jurisdiction. For the purpose of this report, the City was divided into five (5) geographical areas. These areas correspond with the four (4) Wards of the City, with the 4th Ward divided into two (2) areas, 4-North and 4-South. Estimates of cost were prepared for each section of street within an area as well as the total cost for making all of the recommended improvements within that area.

The following is a description of the limits of each of the five (5) geographical areas evaluated in the survey:

Ward 1

The southeast portion of the City bordered roughly by the Railroad to the north, Wood Dale Road to the west, Kingery Highway to the east, and Oak Meadow Drive to the south.

Ward 2

The south central portion of the City bordered roughly by the Railroad to the north, Station Drive or Prospect Avenue to the west, Wood Dale Road to the east, and Elizabeth Drive to the south.

Ward 3

The southwest portion of the City bordered roughly by Irving Park Road to the north, Mill Road to the west, Station Drive or Prospect Avenue to the east, and I-290 to the south.

Ward 4 (North)

The northerly portion of the City, generally industrial and office park in land use, bordered roughly by Devon Avenue to the north, Mittel Road to the west, Edgewood Avenue to the east, and Pond Drive or Foster Avenue to the south.

Ward 4 (South)

The northerly portion of the City bordered roughly by School Street or Elmhurst Avenue to the north, Grove Avenue to the west, Edgewood Avenue to the east, and the Railroad to the south.

BASIS OF EVALUATION

A visual inspection of each street was made by personnel from our office. The information gathered during the inspections included determining pavement width, type of existing curb and gutter, an estimated length of curb and gutter replacement, an estimated area of base patching required, and the condition of the pavement surface. Where conditions required more description, inspector notes were included in the comments section of the inspector evaluation logs (Appendix G).

The types of street pavements include:

1. Hot-mix asphalt surface over an aggregate base.
2. Hot-mix asphalt surface over an unknown base material (most likely aggregate or hot-mix asphalt).
3. Finished concrete pavement (generally applies only to alley pavements).

SURFACE RATINGS

The pavements surfaces were initially evaluated and given a surface rating ranging from 1 to 10. These relative ratings were assigned according to the following conditions as observed:

SURFACE RATING 10

Riding surface is in excellent condition and is known or apparent to have been resurfaced within very recent years. Pavement should not be recommended for any maintenance activity at this time.

SURFACE RATING 9

Riding surface is in excellent condition and may exhibit very minor cracking. Pavement typically would not be recommended for any maintenance activity at this time.

SURFACE RATING 8

Riding surface is in very good condition and may exhibit minor cracking, but no "alligator" or map cracking. Surface would likely be recommended for crack-sealing but not for resurfacing. Isolated pavement problems may exist, which should be recommended for patching together with a crack-sealing operation.

SURFACE RATING 7

Riding surface is in good condition and may exhibit moderate cracking, but no "alligator" or map cracking. Surface should be recommended for crack-sealing but not for resurfacing. Isolated pavement problems may exist, which should be recommended for patching together with a crack-sealing operation.

SURFACE RATING 6

Riding surface is in adequate condition and exhibits moderate cracking and/or bumps. Some map cracking may be present. Pavement should be recommended for resurfacing but is not yet critical. Crack-sealing should not be recommended due to the extent of cracking and the imminent resurfacing that may be necessary.

SURFACE RATING 5

Riding surface is in poor condition and exhibits heavy cracking and/or bumps. Map cracking and/or soft pavement edges indicate areas of failed base course requiring patching. Pavement should be strongly recommended for resurfacing.

SURFACE RATING 4

Riding surface is in poor condition and exhibits very heavy cracking and/or bumps. Map cracking and/or soft pavement edges indicate areas of failed base course requiring patching. Pavement should be strongly recommended for resurfacing.

SURFACE RATING 3

Riding surface is in very poor condition and exhibits very heavy cracking and/or bumps along with significant areas of failed base course. Pavement should be recommended for resurfacing with significant base repairs, but may be warranted for reconstruction.

SURFACE RATING 2

Riding surface is in very poor condition and exhibits very heavy cracking and/or bumps along with extensive areas of failed base course. Pavement may exhibit severe cracking, bumps, potholes, and/or dips giving a very poor ride. Due to the extensive base failure, the pavement is likely not a candidate for resurfacing and should be reconstructed.

SURFACE RATING 1

Pavement is in a failed condition and riding surface is considered unacceptable. Pavement exhibits severe cracking, bumps, potholes, and/or ruts, to an extent that the pavement is nearly impassable. Reconstruction is required.

PAVEMENT CONDITION RATINGS

The surfaces ratings were factored together with other evaluations that included estimated amounts (if any) of curb and gutter to be replaced, required patching, and thickened edge likely to be recommended. The resulting score or Pavement Condition Rating is on a scale of 0 to 100. These relative ratings are divided and mapped elsewhere in this report with the following descriptions for selected ranges:

PAVEMENT CONDITION RATING OF 85 – 100 (Blue on map)

Riding surface is in excellent condition and is relatively free of any cracking. Pavement has an expected remaining life of about 15-20 years before the next resurfacing will be required. Typically recently paved streets fall in this range. Crack-sealing either is not recommended at this time, or may be appropriate for some streets to extend the life of the pavement. Most of the concrete alleys also fall in this range, and their useful life is expected to be 30 year and longer, with minor patching possibly being required in 15-25 years.

PAVEMENT CONDITION RATING OF 65 – 84 (Green on map)

Riding surface is in good condition and exhibits some minor to moderate cracking. Pavement surface has an expected remaining life of about 5 - 10 years before the next resurfacing will be required. Crack-sealing is recommended for most streets in this range to extend the overall life of the base and surface.

PAVEMENT CONDITION RATING OF 55 – 64 (Gold on map)

Riding surface is in generally acceptable condition and exhibits moderate cracking, map cracking, and possibly some failed base areas requiring patching. Most pavements in this range are recommended for resurfacing within the next few years. Crack-sealing is generally not recommended due to the extent of cracking and the imminent resurfacing that will be necessary. Pavement has an expected remaining life of about 2-5 years before resurfacing will be required.

PAVEMENT CONDITION RATING OF 40 – 54 (Red on map)

Riding surface is in poor condition with moderate to heavy cracking and/or bumps and base failures. Pavement surface is at or beyond the end of its useful life. Pavement is strongly recommended for resurfacing as soon as practicable, including base patching and intermittent repairs to curbs, sidewalks, and drainage.

PAVEMENT CONDITION RATING OF 0 – 39 (Purple on map)

Riding surface is in very poor condition, with severe cracking, potholes, bumps, and base failures. Pavement, including surface and base course, is at or beyond the end of its useful life. Pavement is typically recommended for full reconstruction, which includes full depth base replacement, full curb and gutter replacement (if existing), and completely reconstructed drainage. In some cases the curb and gutter may be intermittently repaired rather than completely replaced.

METHOD OF PAVEMENT REHABILITATION

The majority of the roadway pavements throughout the City consist of a hot-mix asphalt surface over an aggregate base. Pavement cores have not been taken, but aggregate base is indicated through the behavior of the surface and the patterns of cracking. In some cases the street was not easily identified as having an aggregate base due to the good condition of the surface and the function of the street (e.g. industrial streets or collector streets may have been constructed or reconstructed with full-depth asphalt pavement or concrete base course).

The majority of the alley pavements consist of a finished concrete pavement. Some of these concrete pavements are in very good condition, having been reconstructed during the past few years. Two short alleys, located south of Irving Park Road and both sides of Edgewood Avenue, are in poor condition and might warrant reconstruction. One alley, located between Irving Park Road and Commercial Street, from Elmwood Avenue to Oak Avenue, was partially paved in concrete while a portion remains asphalt. The asphalt portion is in poor condition and may warrant alley reconstruction sometime over the next few years.

There are basically three (3) methods to consider for maintaining or rehabilitating the street pavements:

Crack-Sealing

Some HMA surface pavements are in good condition with minimal to moderate amounts of cracking and opening of joints. Crack-sealing is recommended as a cost-effective maintenance operation for pavement in this condition, in order to restrict the amount of water getting into the base where it can cause accelerated deterioration of the pavement.

The scope of work would include routing and cleaning all existing cracks or open joints and sealing with an appropriate sealing compound. Where necessary, localized pavement or surface failures would be patched to an appropriate depth using HMA surface material.

Milling and Resurfacing

Milling and resurfacing is recommended for existing HMA pavements with moderate amounts of cracking, rutting, localized base failures, or other surface deterioration, but having a base course that still provides adequate support overall.

The scope of work would include patching any failed areas of pavement, milling off a portion of the existing surface, typically 2-1/2 to 3 inches, and overlaying the remaining milled surface and base course with a course of leveling binder and a course of HMA surface. Curb and gutter, drainage structures, ADA sidewalk ramps at intersections, etc. would be repaired or replaced as necessary.

Milling and resurfacing will typically provide 15 – 20 years of useful service life to the pavement before additional resurfacing or reconstruction is necessary.

Pavement Reconstruction

Full-depth pavement reconstruction is recommended for pavements that show evidence of extensive base failures to a degree that the base that can no longer be considered as providing adequate support.

The scope of work would include removing the entire existing pavement, to a depth of approximately 12 inches, and installing a new full depth pavement. We would typically recommend a pavement section consisting of 6 inches of aggregate base, 4 inches of HMA binder course, and 2 inches of HMA surface course. Curb and gutter, drainage structures, ADA sidewalk ramps at intersections, etc. would be repaired, replaced, or newly installed as necessary.

ESTIMATES OF COST

Estimates of cost were prepared for all recommended resurfacing or reconstruction projects, which generally included streets that received a pavement condition rating of 65 or lower. Cost estimates for crack sealing were provided as appropriate, typically for streets at the 65 and higher range.

Estimated pricing was developed by analyzing recent (2015) bid results for similar projects within the region. Prices include a contingency factor for unknown costs and a factor for engineering design and construction observation costs, and these estimates may be considered as moderately conservative.

The estimates of cost for street resurfacing improvements include some costs for adjusting, repairing, or replacing drainage structures. However, the estimates do not include costs for repairing or replacing the storm sewers other than making connections to new or reconstructed structures.

Full street reconstruction cost estimates include completely new base course, replacing all curb and gutter, widening as necessary, and full replacement of drainage structures and the lateral pipes connecting them to the storm sewer mains. No storm or sanitary main sewers were included in any of the cost estimates.

Cost factors were applied to each street paving project based on the length and width of pavement, percentage of curb estimated for replacement, and percentage of estimated area requiring patching. Contingency and engineering costs were included in the estimates. Estimated reconstruction costs vary widely but generally fall in the range of $380 to $580 per linear foot of street. Estimated resurfacing costs averaged $113 per linear foot of street, and fall in the range of $70 to $180 per linear foot. Crack sealing without patching was estimated at about $0.24 per square yard of total pavement area being treated.

The preliminary estimates of costs provided here are for the purpose of developing annual and multi-year street improvement programs. Once a preliminary selection of streets has been made for a planned street improvement program, and the scope of the improvements have been further refined, detailed estimates of cost should be prepared that reflect the most recent knowledge of construction pricing and the specifics of each project.

PAVEMENT WIDENING

A few of the streets in Wood Dale were found to be narrow by typical standards (less than 25 feet edge to edge). Overly narrow pavement width causes restricted travel when vehicles are parked on one or both sides of the street, and makes it difficult for snow plows and emergency vehicles to use the street. None of the streets are currently being considered for widening by the City, and as such we did not factor widening into the estimated costs for any resurfacing projects. For reconstruction projects, we have assumed at least 25 feet of pavement width and included costs for widening if necessary to meet this minimum width.

REPAIRS TO VILLAGE UTILITIES: WATER, SEWER, STORM DRAINAGE

We recommend that public works continue its practice of reviewing the history of water main breaks and sanitary and storm sewer repairs and improvements on any streets considered for inclusion in the street improvement program, to determine whether any utilities should be replaced prior to or concurrently with the street improvement projects.

5-YEAR IMPROVMENT AND MAINTENANCE PROGRAMS

As part of this report we offer a recommendation for a Street Improvement Program and a Street Maintenance Program to be implemented over the next 5 years. We have targeted an annual budget of about $2 million to essentially cover all costs for recommended improvements and maintenance of the City's streets and alleys, excluding other potentially related capital improvement costs like water main and sewer repair or replacements. Within that budget we have allotted approximately $170,000 annually for crack sealing and patching.

The Program addresses the most urgent paving projects in the short term while using cost-effective maintenance operations to prolong the useful life of all of its streets over the long term. Streets recommended for crack sealing generally were placed sooner in the plan if they also required some patching together with the crack sealing. Streets recommended for

reconstruction or resurfacing were placed in chronological order based solely on their Condition Rating. Some cost savings may be realized by grouping nearby streets together within the same paving contract, which reduces some mobilization costs for the contractors. Alleys recommended for improvement were given a lower priority than streets, and were recommended for later in the program. The plan as presented would necessarily be adjusted based on such factors as the desire to group streets in near proximity to each other, the planning of paving operations to follow utility projects, and matching paving programs to the funds available in a given year.

CONCLUSIONS

This evaluation data and report is designed to be used as a decision-making tool, to determine the most effective use of City funds in maintaining and improving the City's infrastructure. Within this report we offer a recommended 5-year Street Improvement Program as a tool to plan future paving programs. At the City's request we would be pleased to modify our recommended plan to assist the City in developing an official 5-Year Paving Plan outlining the amount of funding to be dedicated to the Program and the schedule of streets to be improved.

One benefit of a 5-year Plan is that it will allow the City to continue to demonstrate a systematic approach of evaluating and rehabilitating its pavements, giving its residents a clear understanding of the planning and the decision-making behind implementing these projects. As the City may have done in the past, we would recommend the City makes the Program available to residents for viewing on its website or have copies available for distribution at City Hall. We would recommend that the City reserves the right to make changes to the Plan and presents the information in a way that conveys the need for flexibility of the Plan over the course of the coming years, due to differing rates of deterioration of pavements and to unforeseen changes to the annual budget.

Overall we found the streets and alleys of Wood Dale generally to be in good condition, with a few streets ready for immediate improvement, as would be expected in every municipality. We feel the City is in a good position to stay ahead of the normal deterioration of its pavements by continuing to budget funds for it streets, planning ahead for future improvements, and leveraging its funds with any available outside funding.

CITY OF WOOD DALE
2015 STREET SURVEY

SUMMARY OF STREET & ALLEY LENGTHS

STREETS UNDER STATE OF ILLINOIS (IDOT) JURISDICTION

0.55 miles – Kingery Highway (IL-83)
1.42 miles – Irving Park Road (IL-19)

STREETS UNDER DUPAGE COUNTY (DuDOT) JURISDICTION

1.62 miles – Thorndale Avenue (CR-26)
1.52 miles – Addison Road (CR-22)
2.85 miles – Wood Dale Road (CR-28)

STREETS UNDER CITY OF WOOD DALE'S JURISDICTION

46.2 miles

ALLEYS UNDER CITY OF WOOD DALE'S JURISDICTION

1.2 miles

COLLECTOR ROUTES UNDER CITY OF WOOD DALE JURISDICTION

1.0 mile (Mill Road from I-290 to George Street)

CITY STREETS AND ALLEYS REQUIRING NO WORK

10.9 miles

CITY STREETS AND ALLEYS RECOMMENDED FOR RECONSTRUCTION

1.6 miles

CITY STREETS RECOMMENDED FOR RESURFACING

12.2 miles

CITY STREETS RECOMMENDED FOR MAINTENANCE CRACK SEALING

23.4 miles

CITY OF WOOD DALE
2015 STREET SURVEY

SUMMARY OF COSTS FOR
RECOMMENDED STREET AND ALLEY IMPROVEMENTS
BY AREA (WARD)

AREA	STREET & ALLEY IMPROVEMENT COSTS	STREET MAINTENANCE COSTS	TOTAL COSTS
1	$ 2,375,000	$ 117,300	$ 2,492,300
2	2,430,000	110,700	2,540,700
3	3,547,000	96,500	3,643,500
4(N)	0	408,900	408,900
4(S)	2,609,000	115,400	2,724,400
ALL AREAS	$ 10,961,000	$ 848,800	$ 11,809,800

CITY OF WOOD DALE
2015 STREET SURVEY

SUMMARY OF COSTS
IN RECOMMENDED 5-YEAR PAVING PLAN
AND MAINTENANCE PLAN
BY FISCAL YEAR

YEAR	STREET & ALLEY IMPROVEMENT COSTS	STREET MAINTENANCE COSTS	TOTAL COSTS
2016	$ 3,196,000	$ 168,800	$ 3,364,800
2017	1,896,000	165,200	2,061,200
2018	1,840,000	165,800	2,005,800
2019	1,853,000	153,500	2,006,500
2020	2,176,000	195,500	2,371,500
TOTAL, 5 YEARS:	$ 10,961,000	$ 848,800	$ 11,809,800

CITY OF WOOD DALE
2015 STREET SURVEY

STREET EVALUATION SUMMARY
STREET LIST - BY CONDITION RATING

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Last Major Work	Length (Ft)	Width (E-E)	Impr. Type (RS,RC,CS, P, None)	Condition Rating
HOMESTEAD DR	END	WOOD DALE RD	2	R	1995	275	21	RC	0
SUNSET DR	END	WOOD DALE RD	2	R	1995	275	17	RC	0
CENTRAL AVE Not Built	END (TRACKS)	ALLEY	4 (S)	C	1990	100	25	RC	10
MURRAY DR	WOOD DALE RD	CEDAR AVE	2	R	1994	1,430	25	RC	17
FOREST PRESERVE DR	BROOKWOOD DR	ADDISON RD	2	R	1995	1,822	28	RS	26
GROVE AVE	COMMERCIAL ST	CENTER ST	4 (S)	R	1996	591	19	RC	35
MILL RD	MARY JANE LN	GEORGE ST	3	R	1990	4,035	23	RC	36
CATHERINE CT	ELIZABETH DR	END	2	R	1996	518	19	RS	36
EDGEWOOD AVE	STONEHAM ST	ELMHURST ST	4 (S)	R	1996	670	22	RS	37
ASPEN RD	END	CENTRAL AVE	1	R	1999	317	25	RS	39
POTTER ST	PINE AVE	E SPRUCE AVE	1	R	1996	750	21	RS	40
COMMERCIAL ST	WALNUT AVE	EAST CITY LIMITS	4 (S)	R	2005	3,631	26	RS	40
JUNIPER AVE	MONTCLARE LN	CENTRAL AVE	1	R	2006	340	18	RS	41
CENTRAL AVE	IRVING PARK RD	FOSTER AVE	4 (S)	R, C	2000	3,462	28	RS	44
DUNLAY ST	W. END	SPRUCE DR	1	R	2011	861	25	RS	46
DUNLAY LN	EDGEWOOD AVE	END	1	R		130	12	RS	46
VICTORIA LN	MILL RD	PROSPECT AVE	3	R	1994	1,317	25	RS	46
MILL RD	S. CITY LIMIT	MARY JANE LN	3	R	1992	1,201	24	RC	47
CEDAR AVE	SUNNYSIDE AVE	N. END	1	R	2008	191	16	RS	48
MARY JANE LN	MILL RD	PROSPECT AVE	3	R	1995	1,320	22	RS	48
HEMLOCK AVE	DUNLAY ST	POTTER ST	1	R	1997	832	22	RS	49
LOUISE CT	END (CUL DE SAC)	DIVISION ST	1	R	1995	300	25	RS	49
GEORGE ST	MILL RD	PROSPECT AVE	3	R	1985	1,343	32	RS	51
ARLENE DR	MILL RD	PROSPECT AVE	3	R	1997	1,320	25	RS	52
FOREST VIEW AVE	CARTER AVE	IRVING PARK RD	2	R	1989	2,496	20	RS	52
ROY DR	WELTER DR	ROBIN LN	3	R	2007	627	25	RS	53
GROVE AVE	IRVING PARK RD	N. END	4 (S)	R	1995	350	30	RS	54
WALNUT AVE	FRONT ST	STONEHAM ST	4 (S)	R, C	1993	1,250	22	RS	54
IRMEN DR	MILL RD	PROSPECT AVE	3	R	1996	1,330	25	RS	55
OAK HILL DR	WOOD DALE RD	END (TEE)	1	R		625	25	RS	55
WOODBINE DR	CENTRAL AVE	EDGEWOOD AVE	1	R	2002	825	25	RS	56
HIAWATHA TRL	END (CUL DE SAC)	SHERWOOD DR	1	R	1991	1,798	25	RS	56
BROOKWOOD DR	GILBERT DR	END (North)	2	R		160	25	RS	56
HACKBERRY CT	EDGEWOOD AVE	END	1	R	2008	168	25	RS	56
WOODLANE CT	CENTRAL AVE	END	1	R	1999	1,217	25	RS	56
MILLER LN	END	IRVING PARK RD	2	R	1999	706	17	RS	57
EDGEWOOD AVE	S. END (TRACKS)	IRVING PARK RD	1	C		225	27	RS	57
RALEIGH CT	END	ELIZABETH DR	2	R	1987	300	19	RS	57
WINDSOR AVE	WOOD DALE RD	CEDAR AVE	1	R	1996	1,314	24	RS	57
ETHEL LANE	CENTRAL AVE	EDGEWOOD AVE	1	R	2002	772	25	RS	57
ELIZABETH CT	WOOD DALE RD	END	2	R	2000	881	24	RS	58
ELMWOOD AVE	POTTER ST	CAREY TRL	1	R	2008	257	22	RS	58
FOSTER AVE	CENTRAL AVE	SPRUCE DR	4 (S)	R, C	2004	2,116	34	RS	58
CENTER ST	GROVE AVE	WOOD DALE RD	4 (S)	R	2007	1,218	22	RS	59
CENTRAL AVE	ETHEL LN	DEERPATH RD	1	R	1999	975	25	RS	59

NOTES: RS= Resurfacing
RC= Reconstruction
CS= Crack Sealing
P= Patching

CITY OF WOOD DALE
2015 STREET SURVEY

STREET EVALUATION SUMMARY
STREET LIST - BY CONDITION RATING

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Last Major Work	Length (Ft)	Width (E-E)	Impr. Type (RS,RC,CS, P, None)	Condition Rating
CENTRAL AVE	SUNNYSIDE AVE	POTTER ST	1	R	1989	650	38	RS	59
FRONT ST	WOOD DALE RD	ELMWOOD AVE	4 (S)	C	2000	772	16	RS	59
POTTER ST	CENTRAL AVE	PINE AVE	1	R, C	1996	1,520	28	RS	59
SPRUCE AVE	HIAWATHA TRL	MONTROSE AVE	1	R	2000	500	25	RS	59
CATALPA AVE	SUNNYSIDE AVE	END	1	R	2008	208	22	RS	59
CEDAR AVE	WINDSOR ST	POTTER ST	1	R	2008	290	22	RS	59
DIVISION ST	WOOD DALE RD	END	1	R, C	2002	732	24	RS	59
ELMHURST ST	EDGEWOOD AVE	SPRUCE AVE	4 (S)	R	2010	1021	22	RS	59
ELMWOOD AVE	MONTROSE AVE	WINDSOR AVE	1	R	2001	984	22	RS	59
FLORINA CT	END	WOOD DALE RD	4 (S)	R	1992	571	25	RS	59
MONTCLARE LN	JUNIPER AVE	MONTROSE AVE	1	R	2006	2,720	25	RS	59
ORCHARD DR	END	GROVE ST	4 (S)	R	2003	663	19	RS	59
POTTER ST	WOOD DALE RD	CEDAR AVE	1	R	1988	1,321	22	RS	59
THOMAS DR	TOSCA DR	END	1	R	1995	360	21	RS	59
TOSCA DR	POTTER ST	END	1	R	1995	350	21	RS	59
WOODBINE CT	WOODBINE DR	END	1	R	2002	135	25	RS	59
MITTEL DR	WOOD DALE RD	GERRY DR	4 (N)	I	2007	3,204	34	CS & P	59
CAREY TRL	ELMWOOD AVE	CEDAR AVE	1	R	1995	573	22	RS	60
CEDAR AVE	POTTER ST	CAREY TRL	1	R	2008	264	18	RS	60
POPLAR AVE	CITY LIMITS	ELMHURST ST	4 (S)	R	1998	963	25	RS	60
GILBERT DR	MILL RD	ADDISON RD	3	R	1996	3,825	26	RS	61
HARVEY AVE	CARTER AVE	IRVING PARK RD	2	R	1991	2,615	20	RS	63
SARAH DR	MILL RD	PROSPECT AVE	3	R	1996	1,317	25	RS	63
BUTTERNUT AVE	BUTTERNUT DR	CRESTWOOD RD	1	R	2008	442	25	RS	63
ITASCA ST	CENTRAL AVE	SPRUCE AVE	4 (S)	R	1992	2,128	22	RS	64
GEORGE ST	PROSPECT AVE	STATION DR	2	R	1999	1,089	31	RS	64
SPRING OAKS DR	WOOD DALE RD	CEDAR AVE	2	R	2007	1,337	25	CS & P	68
EDGEWOOD AVE	BEINORIS DR	THORNDALE AVE	4 (N)	I	2008	2,700	35	CS & P	68
ASH AVE	DUNLAY ST	POTTER ST	1	R	2000	772	22	CS	69
EDGEWOOD AVE	FOSTER AVE	BEINORIS DR	4 (N)	I	2008	1,725	35	CS	69
ELIZABETH DR	W. END	ADDISON	2	R	1994	2,954	24	NONE	69
HAYNES DR	CENTRAL AVE	EDGEWOOD AVE	4 (N)	I	2008	1,109	34	CS	69
MITTEL DR	GERRY DR	THORNDALE AVE	4 (N)	I	2007	1,778	34	CS	69
PINE AVE	CITY LIMIT (COMMERCIAL ST)	ELMHURST ST	4 (S)	R	1999	1,290	22	CS & P	69
DUNLAY CT	W. END	CENTRAL AVE	1	R	2000	218	22	CS	69
BALM CT	END	EDGEWOOD AVE	4 (N)	I	2008	799	35	CS	69
CLAYTON CT	END	WHEAT LN	4 (N)	I	2007	244	34	CS	69
FOREST PRESERVE DR	MILL RD	BROOKWOOD DR	3	R	1992	2,009	25	CS	69
GROVE AVE	CENTER ST	SCHOOL ST	4 (S)	R	2003	1,395	22	CS & P	69
JESSICA	POTTER ST	END	1	R		260	22	CS	69
OAK AVE	MONTROSE AVE	WINDSOR AVE	1	R	2001	1,007	22	CS & P	69
POTTER ST	PROSPECT AVE	STATION DR	3	R	2006	1,192	34	CS	69
SPRUCE AVE	MONTROSE AV	E POTTER ST	1	R	2000	800	28	CS	69
STONEHAM ST	PINE AVE	POPLAR AVE	4 (S)	R	1998	317	26	CS	69
WHEAT LN	CLAYTON CT	MITTEL DR	4 (N)	I	2007	1,208	34	CS	69

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CITY OF WOOD DALE
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Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Last Major Work	Length (Ft)	Width (E-E)	Impr. Type (RS,RC,CS, P, None)	Condition Rating
GERRY DR	MITTEL DR	AEC DR	4 (N)	I	2007	1,422	34	CS & P	69
MICHAEL DR	END	DEVON AVE	4 (N)	I	2007	2,808	37	CS & P	69
ASH AVE	POTTER ST	IRVING PARK RD	4 (S)	C	2008	548	34	CS	70
BLACKHAWK CT	BRISTOL LN	END (CDS)	4 (N)	R		650	25	CS	70
BRISTOL LN	DEVON	END (CDS)	4 (N)	R		1,160	25	CS	70
CARA LN	CEDAR AVE	END	1	R	2008	320	25	CS	70
CEDAR AVE	CARA LN	SUNNYSIDE AVE	1	R	2008	274	22	CS	70
CENTRAL AVE	FOSTER AVE	THORNDALE AVE	4 (N)	I	2008	5,103	35	CS	70
DRISCOLL	BLACKHWAK CT	WOOD DALE RD	4 (N)	R		220	25	CS	70
DUNLAY ST	CENTRAL AVE	EDGEWOOD AVE	1	R	2008	1,142	22	CS	70
EDGEWOOD AVE	DUNLAY ST	POTTER ST	1	R	1990	673	22	CS	70
HEMLOCK AVE	S. END	MONTROSE AVE	1	R	1998	168	19	CS	70
HEATHER LN	POTTER ST	N. END	1	R	1995	208	21	NONE	70
IROQUOIS TRL	END	MONTROSE AVE	1	R	2005	647	25	CS	70
JASON LN	VICTORIA LN	VICTORIA LN	3	R	2007	383	25	CS	70
LIVELY BLVD	RICHERT AVE	THORNDALE AVE	4 (N)	I	2008	2,083	35	CS	70
MARK ST	MITTEL DR	MICHAEL DR	4 (N)	I	2007	1,070	38	CS	70
MARK ST	MICHAEL DR	WOOD DALE RD	4 (N)	I	2007	760	50	CS	70
PROSPECT AVE	MARY JANE LN	GILBERT DR	3	R	2011	967	25	CS	70
VICTORIA DR	PROSPECT AVE	JASON CT	3	R	2007	624	25	CS	70
WINDSOR AVE	CEDAR AVE	CENTRAL AVE	1	R	2007	1,304	24	CS	70
MURRAY LN	MONTCLARE LN	CENTRAL AVE	1	R	2006	267	22	CS	70
SUNNYSIDE AVE	WOOD DALE RD	OAK	1	R	2008	1070	22	CS	70
WALNUT AVE	STONEHAM ST	ELMHURST ST	4 (S)	R	1993	750	22	CS	70
ROBIN LN	POTTER ST	GEORGE ST	3	R	2007	1,363	25	CS	73
PROSPECT AVE	GEORGE ST	IRVING PARK RD	3	R, C	1992	1,020	40	CS	74
EDGEWOOD AVE	IRVING PARK RD	STONEHAM ST	4 (S)	R	1996	2,090	22	CS & P	74
CARTER AVE	ADDISON RD	FOREST VIEW AVE	2	R	2009	1,286	26	CS	75
STONEHAM ST	WOOD DALE RD	HEMLOCK AVE	4 (S)	R	2005	3,089	22	CS	76
JANIS LN	END	WOOD LANE CT	1	R	1999	155	25	CS	78
BROOKWOOD DR	FOREST PRESERVE DR	GILBERT DR	2	R	1995	300	25	CS	79
POTTER ST	MILL RD	PROSPECT AVE	3	R	2010	1,357	25	CS	79
BEINORIS DR	CENTRAL AVE	EDGEWOOD AVE	4 (N)	I	2008	1,403	34	CS	79
DILLON DR	RICHERT DR	THORNDALE AVE	4 (N)	I	2008	2,056	34	CS	79
MAPLE AVE	SUNNYSIDE AVE	N. END	1	R	2008	195	14	CS & P	79
STATION DR	PARK LN	IRVING PARK RD	2	R	2008	1,234	26	CS	79
APOLLO CT	ROY DR	END	3	R	2007	521	25	CS	79
LINCOLN CT	END	WELTER DR	3	R	1997	548	25	CS	79
ASH AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R, C	1995	2,766	22	CS	80
BAUMAN CT	END	MITTEL DR	4 (N)	I	2007	719	34	CS	80
BEINORIS DR	CREEL DR	CENTRAL AVE	4 (N)	I	2008	1,082	35	CS	80
CEDAR AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R	2009	2,352	22	CS	80
CENTRAL AVE	MONTROSE AVE	SUNNYSIDE AVE	1	R		670	26	CS	80
CLARE CT	END	POTTER ST	3	R	2007	587	25	CS	80
COMMERCIAL ST	GROVE AVE	500' W. WOOD DALE RD	4 (S)	C		800	25	CS	80

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CREEL DR	BEINORIS DR	SIVERT DR	4 (N)	I	2008	1,079	34	CS	80
EDGEWOOD AVE	ITASCA ST	FOSTER AVE	4 (S)	R	1992	505	22	CS	80
ESSEX CT	ELIZABETH DR	END	2	R	1999	281	19	CS	80
FOREST GLEN RD	GROVE AVE	WOOD DALE RD	4 (S)	R	1987	1,205	18	CS & P	80
HANSEN CT	GERRY DR	AEC DR	4 (N)	I	2007	1,330	34	CS	80
LEWIS DR	MITTEL DR	MICHAEL DR	4 (N)	I	2007	1,268	37	CS	80
MITTEL BLVD	THORNDALE AVE	DEVON AVE	4 (N)	I	2007	3,581	50	CS	80
MONTROSE AVE	W. END	IL ROUTE 83	1	R	2009	1,485	25	CS	80
POND AVE	CLAYTON CT	MITTEL DR	4 (N)	I	2007	1,753	34	CS	80
RICHERT RD	CENTRAL AVE	DILLON DR	4 (N)	I	2008	1,247	34	CS	80
ROBERTS LN	END	EDGEWOOD AVE	1	R	2009	287	25	CS	80
SARAH CT	PROSPECT AVE	END	3	R	2007	459	25	CS	80
SIVERT DR	WOOD DALE RD	THORNDALE AVE	4 (N)	I	2008	3,500	34	CS	80
STATION DR	POTTER ST	PARK LN	2&3	R	2007	838	20	CS	80
TIOGA TR	CENTRAL AVE	END	1	R	2002	667	22	CS	80
WALNUT AVE	MONTROSE AVE	WINDSOR AVE	1	R	2009	1,003	22	CS	80
WELTER DR	POTTER ST	ROBIN LN	3	R	2007	1,740	25	CS	80
BROOKHURST LN	END	WOOD DALE RD	2	R	2000	1,050	13	CS & P	80
ELIZABETH DR	ADDISON RD	WOOD DALE RD	2	(Rural)	2009	3,106	24	CS & P	80
CATALPA AVE	WINDSOR AVE	POTTER ST	1	R	2008	267	24	CS	80
POTTER ST	CEDAR AVE	CATALPA AVE	1	R	2008	1,016	24	CS	80
AEC DRIVE	MITTEL DR	THORNDALE AVE	4 (N)	I	2007	2,604	34	NONE	85
CATALPA AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R	1989	2,501	22	CS	85
ELMWOOD AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R, C	2008	2,181	22	NONE	86
MAPLE AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R, C	2011	2,412	22	NONE	87
BUTTERNUT DR	BUTTERNUT AVE	HACKBERRY CT	1	R	2008	271	25	CS	89
EDGEWOOD AVE	OAK MEADOWS DR	DEERPATH RD	1	R	2009	2,442	25	CS	89
MONTROSE AVE	MILL RD	PROSPECT AVE	3	R	1994	1,304	22	CS	89
DALEWOOD AVE	POTTER ST	IRVING PARK RD	2	R	2000	1,921	22	CS & P	89
BROOKWOOD PL	END	FOREST PRESERVE DR	2	R	2008	158	24	CS	90
CARTER CT	END	ADDISON RD	2	R	2011	601	25	CS	90
CEDAR AVE	S. END	MONTROSE AVE	1&2	R	2013	2,706	25	NONE	90
HEMLOCK AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R		2,650	22	NONE	90
MONTROSE AVE	WOOD DALE RD	CENTRAL AVE	1	R		2,647	25	NONE	90
MONTROSE AVE	CENTRAL AVE	E. END (CUL DE SAC)	1	R		1,083	19	NONE	90
POTTER ST	STATION DR	ADDISON RD	2	R	2008	1,128	34	CS	90
CENTRAL AVE	DEERPATH RD	MONTROSE AVE	1	R		2,390	25	CS	90
CENTURY DR	MANNING DR	HERITAGE DR	2	R	2011	716	25	CS	90
CHARMILLE LN	ADDISON RD	CARTER AV	2	R	2012	1,069	24	CS	90
DEERPATH RD	CENTRAL AVE	CITY LIMITS	1	R		1,735	20	NONE	90
EDGEWOOD AVE	ELMHURST ST	ITASCA ST	4 (S)	R	2010	452	22	NONE	90
ELMHURST ST	WOOD DALE RD	EDGEWOOD AVE	4 (S)	R	2010	3,805	22	NONE	90
HEMLOCK AVE	S. END	IRVING PARK RD	4 (S)	R	2008	281	28	NONE	90
HERITAGE DR	PARAMOUNT DR	CENTURY DR	2	R	2011	488	25	CS	90
HIAWATHA TRL	CENTRAL AVE	END (CUL DE SAC)	1	R	2010	690	22	NONE	90

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Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Last Major Work	Length (Ft)	Width (E-E)	Impr. Type (RS,RC,CS, P, None)	Condition Rating
MANNING DR	PARAMOUNT DR	CENTURY DR	2	R	2011	502	25	CS	90
MORGANS GATE DR	MONTROSE AVE	SPRUCE AVE	1	R		1100	25	CS	90
OAK AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R, C	2012	2,261	22	NONE	90
OAK MEADOWS DR	CITY LIMITS	CITY LIMITS	1	R	2009	1,703	23	NONE	90
PARAMOUNT DR	MANNING DR	POTTER ST	2	R	2011	1,367	25	CS	90
PROSPECT AVE	GILBERT DR	POTTER ST	3	R	2011	1,673	25	CS	90
PROSPECT AVE	POTTER ST	GEORGE ST	3	R	2011	1,413	27	CS	90
SCHOOL ST	END	WOOD DALE RD	4 (S)	R	2009	2,429	22	NONE	90
STONEHAM ST	HEMLOCK AVE	PINE AVE	4 (S)	R		1,092	21	NONE	90
SUNNYSIDE AVE	OAK	CENTRAL AVE	1	R	2012	1,530	22	CS	90
HIAWATHA TRL	END (CUL DE SAC)	CEDAR ST	1	R	2013	231	25	NONE	99
CARTER AVE	EDGEBROOK RD	OAKWOOD DR	2	R	2014	347	28	NONE	100
CEDAR AVE	MONTROSE AVE	N. END	1	R	2013	198	24	NONE	100
CENTRAL AVE	ALLEY	IRVING PARK RD	4 (S)	C		150	25	NONE	100
CRESTWOOD CT	END	CRESTWOOD RD	1	R	2014	323	25	NONE	100
CRESTWOOD RD	WOODSIDE DR	SPRUCE DR	1	R	2014	1,561	25	NONE	100
CYPRESS CT	SHERWOOD DR	END	1	R	2013	158	21	NONE	100
EDGEBROOK RD	CARTER AVE	POTTER ST	2	R	2015	1,000	19	NONE	100
HOOVER DR	PARK LN	GEORGE ST	3	R	2011	422	25	NONE	100
KNOLLWOOD CT	SHERWOOD DR	END	1	R	2013	165	25	NONE	100
KNOLLWOOD DR	END	SHERWOOD DR	1	R	2013	944	29	NONE	100
LILAC LN	END	ROYAL OAKS DR	1	R	2013	251	25	NONE	100
MULBERRY LN	END	ROYAL OAKS DR	1	R	2013	271	25	NONE	100
MURRAY DR	CEDAR AVE	E. END	1	R	2013	200	25	NONE	100
OAKWOOD DR	CARTER AVE	POTTER ST	2	R	2015	975	19	NONE	100
PARK LN	HOOVER DR	STATION DR	2	R	2011	752	25	NONE	100
PINE TREE LN	ROYAL OAKS DR	END	1	R	2013	231	25	NONE	100
POTTER ST	EDGEBROOK RD	OAKWOOD RD	2	R	2014	281	14	NONE	100
ROYAL CT	OAK MEADOWS DR	END (CUL DE SAC)	1	R	2013	200	25	NONE	100
ROYAL OAKS DR	SHERWOOD DR	IL ROUTE 83	1	R	2013	1,078	28	NONE	100
SHERWOOD DR	END	IL ROUTE 83	1	R	2013	2,027	27	NONE	100
SPRUCE RD	S. END	CRESTWOOD RD	1	R	2014	974	25	NONE	100
WISTERIA CT	END	SHERWOOD DR	1	R	2012	142	21	NONE	100
WOODSIDE DR	OAK MEADOWS DR	SPRUCE DR	1	R	2014	1,785	25	NONE	100
EDGEBROOK RD	POTTER ST	IRVING PARK RD	2	R		1,300	22		N/A
OAKWOOD DR	POTTER ST	IRVING PARK RD	2	R		2,211	20		N/A

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AEC DRIVE	MITTEL DR	THORNDALE AVE	4 (N)	I	2007	2,604	34	NONE	85
APOLLO CT	ROY DR	END	3	R	2007	521	25	CS	79
ARLENE DR	MILL RD	PROSPECT AVE	3	R	1997	1,320	25	RS	52
ASH AVE	DUNLAY ST	POTTER ST	1	R	2000	772	22	CS	69
ASH AVE	POTTER ST	IRVING PARK RD	4 (S)	C	2008	548	34	CS	70
ASH AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R, C	1995	2,766	22	CS	80
ASPEN RD	END	CENTRAL AVE	1	R	1999	317	25	RS	39
BALM CT	END	EDGEWOOD AVE	4 (N)	I	2008	799	35	CS	69
BAUMAN CT	END	MITTEL DR	4 (N)	I	2007	719	34	CS	80
BEINORIS DR	CREEL DR	CENTRAL AVE	4 (N)	I	2008	1,082	35	CS	80
BEINORIS DR	CENTRAL AVE	EDGEWOOD AVE	4 (N)	I	2008	1,403	34	CS	79
BLACKHAWK CT	BRISTOL LN	END (CDS)	4 (N)	R		650	25	CS	70
BRISTOL LN	DEVON	END (CDS)	4 (N)	R		1,160	25	CS	70
BROOKHURST LN	END	WOOD DALE RD	2	R	2000	1,050	13	CS & P	80
BROOKWOOD DR	FOREST PRESERVE DR	GILBERT DR	2	R	1995	300	25	CS	79
BROOKWOOD DR	GILBERT DR	END (North)	2	R		160	25	RS	56
BROOKWOOD PL	END	FOREST PRESERVE DR	2	R	2008	158	24	CS	90
BUTTERNUT AVE	BUTTERNUT DR	CRESTWOOD RD	1	R	2008	442	25	RS	63
BUTTERNUT DR	BUTTERNUT AVE	HACKBERRY CT	1	R	2008	271	25	CS	89
CARA LN	CEDAR AVE	END	1	R	2008	320	25	CS	70
CAREY TRL	ELMWOOD AVE	CEDAR AVE	1	R	1995	573	22	RS	60
CARTER AVE	ADDISON RD	FOREST VIEW AVE	2	R	2009	1,286	26	CS	75
CARTER AVE	EDGEBROOK RD	OAKWOOD DR	2	R	2014	347	28	NONE	100
CARTER CT	END	ADDISON RD	2	R	2011	601	25	CS	90
CATALPA AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R	1989	2,501	22	CS	85
CATALPA AVE	SUNNYSIDE AVE	END	1	R	2008	208	22	RS	59
CATALPA AVE	WINDSOR AVE	POTTER ST	1	R	2008	267	24	CS	80
CATHERINE CT	ELIZABETH DR	END	2	R	1996	518	19	RS	36
CEDAR AVE	S. END	MONTROSE AVE	1&2	R	2013	2,706	25	NONE	90
CEDAR AVE	MONTROSE AVE	N. END	1	R	2013	198	24	NONE	100
CEDAR AVE	CARA LN	SUNNYSIDE AVE	1	R	2008	274	22	CS	70
CEDAR AVE	SUNNYSIDE AVE	N. END	1	R	2008	191	16	RS	48
CEDAR AVE	WINDSOR ST	POTTER ST	1	R	2008	290	22	RS	59
CEDAR AVE	POTTER ST	CAREY TRL	1	R	2008	264	18	RS	60
CEDAR AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R	2009	2,352	22	CS	80
CENTER ST	GROVE AVE	WOOD DALE RD	4 (S)	R	2007	1,218	22	RS	59
CENTRAL AVE	ETHEL LN	DEERPATH RD	1	R	1999	975	25	RS	59
CENTRAL AVE	DEERPATH RD	MONTROSE AVE	1	R		2,390	25	CS	90
CENTRAL AVE	MONTROSE AVE	SUNNYSIDE AVE	1	R		670	26	CS	80
CENTRAL AVE	SUNNYSIDE AVE	POTTER ST	1	R	1989	650	38	RS	59
CENTRAL AVE	END (TRACKS)	ALLEY	4 (S)	C	1990	100	25	RC	10
CENTRAL AVE	ALLEY	IRVING PARK RD	4 (S)	C		150	25	NONE	100
CENTRAL AVE	IRVING PARK RD	FOSTER AVE	4 (S)	R, C	2000	3,462	28	RS	44
CENTRAL AVE	FOSTER AVE	THORNDALE AVE	4 (N)	I	2008	5,103	35	CS	70
CENTURY DR	MANNING DR	HERITAGE DR	2	R	2011	716	25	CS	90
CHARMILLE LN	ADDISON RD	CARTER AV	2	R	2012	1,069	24	CS	90

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CLARE CT	END	POTTER ST	3	R	2007	587	25	CS	80
CLAYTON CT	END	WHEAT LN	4 (N)	I	2007	244	34	CS	69
COMMERCIAL ST	GROVE AVE	500' W. WOOD DALE RD	4 (S)	C		800	25	CS	80
COMMERCIAL ST	WALNUT AVE	EAST CITY LIMITS	4 (S)	R	2005	3,631	26	RS	40
CREEL DR	BEINORIS DR	SIVERT DR	4 (N)	I	2008	1,079	34	CS	80
CRESTWOOD CT	END	CRESTWOOD RD	1	R	2014	323	25	NONE	100
CRESTWOOD RD	WOODSIDE DR	SPRUCE DR	1	R	2014	1,561	25	NONE	100
CYPRESS CT	SHERWOOD DR	END	1	R	2013	158	21	NONE	100
DALEWOOD AVE	POTTER ST	IRVING PARK RD	2	R	2000	1,921	22	CS & P	89
DEERPATH RD	CENTRAL AVE	CITY LIMITS	1	R		1,735	20	NONE	90
DILLON DR	RICHERT DR	THORNDALE AVE	4 (N)	I	2008	2,056	34	CS	79
DIVISION ST	WOOD DALE RD	END	1	R, C	2002	732	24	RS	59
DRISCOLL	BLACKHWAK CT	WOOD DALE RD	4 (N)	R		220	25	CS	70
DUNLAY CT	W. END	CENTRAL AVE	1	R	2000	218	22	CS	69
DUNLAY LN	EDGEWOOD AVE	END	1	R		130	12	RS	46
DUNLAY ST	CENTRAL AVE	EDGEWOOD AVE	1	R	2008	1,142	22	CS	70
DUNLAY ST	W. END	SPRUCE DR	1	R	2011	861	25	RS	46
EDGEBROOK RD	CARTER AVE	POTTER ST	2	R	2015	1,000	19	NONE	100
EDGEBROOK RD	POTTER ST	IRVING PARK RD	2	R		1,300	22		N/A
EDGEWOOD AVE	OAK MEADOWS DR	DEERPATH RD	1	R	2009	2,442	25	CS	89
EDGEWOOD AVE	DUNLAY ST	POTTER ST	1	R	1990	673	22	CS	70
EDGEWOOD AVE	S. END (TRACKS)	IRVING PARK RD	1	C		225	27	RS	57
EDGEWOOD AVE	IRVING PARK RD	STONEHAM ST	4 (S)	R	1996	2,090	22	CS & P	74
EDGEWOOD AVE	STONEHAM ST	ELMHURST ST	4 (S)	R	1996	670	22	RS	37
EDGEWOOD AVE	ELMHURST ST	ITASCA ST	4 (S)	R	2010	452	22	NONE	90
EDGEWOOD AVE	ITASCA ST	FOSTER AVE	4 (S)	R	1992	505	22	CS	80
EDGEWOOD AVE	FOSTER AVE	BEINORIS DR	4 (N)	I	2008	1,725	35	CS	69
EDGEWOOD AVE	BEINORIS DR	THORNDALE AVE	4 (N)	I	2008	2,700	35	CS & P	68
ELIZABETH CT	WOOD DALE RD	END	2	R	2000	881	24	RS	58
ELIZABETH DR	W. END	ADDISON	2	R	1994	2,954	24	NONE	69
ELIZABETH DR	ADDISON RD	WOOD DALE RD	2	(Rural)	2009	3,106	24	CS & P	80
ELMHURST ST	WOOD DALE RD	EDGEWOOD AVE	4 (S)	R	2010	3,805	22	NONE	90
ELMHURST ST	EDGEWOOD AVE	SPRUCE AVE	4 (S)	R	2010	1021	22	RS	59
ELMWOOD AVE	MONTROSE AVE	WINDSOR AVE	1	R	2001	984	22	RS	59
ELMWOOD AVE	POTTER ST	CAREY TRL	1	R	2008	257	22	RS	58
ELMWOOD AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R, C	2008	2,181	22	NONE	86
ESSEX CT	ELIZABETH DR	END	2	R	1999	281	19	CS	80
ETHEL LANE	CENTRAL AVE	EDGEWOOD AVE	1	R	2002	772	25	RS	57
FLORINA CT	END	WOOD DALE RD	4 (S)	R	1992	571	25	RS	59
FOREST GLEN RD	GROVE AVE	WOOD DALE RD	4 (S)	R	1987	1,205	18	CS & P	80
FOREST PRESERVE DR	MILL RD	BROOKWOOD DR	3	R	1992	2,009	25	CS	69
FOREST PRESERVE DR	BROOKWOOD DR	ADDISON RD	2	R	1995	1,822	28	RS	26
FOREST VIEW AVE	CARTER AVE	IRVING PARK RD	2	R	1989	2,496	20	RS	52
FOSTER AVE	CENTRAL AVE	SPRUCE DR	4 (S)	R, C	2004	2,116	34	RS	58
FRONT ST	WOOD DALE RD	ELMWOOD AVE	4 (S)	C	2000	772	16	RS	59
GEORGE ST	MILL RD	PROSPECT AVE	3	R	1985	1,343	32	RS	51

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CITY OF WOOD DALE
2015 STREET SURVEY

STREET EVALUATION SUMMARY
STREET LIST - ALPHABETICAL ORDER

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Last Major Work	Length (Ft)	Width (E-E)	Impr. Type (RS,RC,CS, P, None)	Condition Rating
GEORGE ST	PROSPECT AVE	STATION DR	2	R	1999	1,089	31	RS	64
GERRY DR	MITTEL DR	AEC DR	4 (N)	I	2007	1,422	34	CS & P	69
GILBERT DR	MILL RD	ADDISON RD	3	R	1996	3,825	26	RS	61
GROVE AVE	IRVING PARK RD	N. END	4 (S)	R	1995	350	30	RS	54
GROVE AVE	COMMERCIAL ST	CENTER ST	4 (S)	R	1996	591	19	RC	35
GROVE AVE	CENTER ST	SCHOOL ST	4 (S)	R	2003	1,395	22	CS & P	69
HACKBERRY CT	EDGEWOOD AVE	END	1	R	2008	168	25	RS	56
HANSEN CT	GERRY DR	AEC DR	4 (N)	I	2007	1,330	34	CS	80
HARVEY AVE	CARTER AVE	IRVING PARK RD	2	R	1991	2,615	20	RS	63
HAYNES DR	CENTRAL AVE	EDGEWOOD AVE	4 (N)	I	2008	1,109	34	CS	69
HEMLOCK AVE	S. END	MONTROSE AVE	1	R	1998	168	19	CS	70
HEMLOCK AVE	DUNLAY ST	POTTER ST	1	R	1997	832	22	RS	49
HEATHER LN	POTTER ST	N. END	1	R	1995	208	21	NONE	70
HEMLOCK AVE	S. END	IRVING PARK RD	4 (S)	R	2008	281	28	NONE	90
HEMLOCK AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R		2,650	22	NONE	90
HERITAGE DR	PARAMOUNT DR	CENTURY DR	2	R	2011	488	25	CS	90
HIAWATHA TRL	CENTRAL AVE	END (CUL DE SAC)	1	R	2010	690	22	NONE	90
HIAWATHA TRL	END (CUL DE SAC)	CEDAR ST	1	R	2013	231	25	NONE	99
HIAWATHA TRL	END (CUL DE SAC)	SHERWOOD DR	1	R	1991	1,798	25	RS	56
HOMESTEAD DR	END	WOOD DALE RD	2	R	1995	275	21	RC	0
HOOVER DR	PARK LN	GEORGE ST	3	R	2011	422	25	NONE	100
IRMEN DR	MILL RD	PROSPECT AVE	3	R	1996	1,330	25	RS	55
IROQUOIS TRL	END	MONTROSE AVE	1	R	2005	647	25	CS	70
ITASCA ST	CENTRAL AVE	SPRUCE AVE	4 (S)	R	1992	2,128	22	RS	64
JANIS LN	END	WOOD LANE CT	1	R	1999	155	25	CS	78
JASON LN	VICTORIA LN	VICTORIA LN	3	R	2007	383	25	CS	70
JESSICA	POTTER ST	END	1	R		260	22	CS	69
JUNIPER AVE	MONTCLARE LN	CENTRAL AVE	1	R	2006	340	18	RS	41
KNOLLWOOD CT	SHERWOOD DR	END	1	R	2013	165	25	NONE	100
KNOLLWOOD DR	END	SHERWOOD DR	1	R	2013	944	29	NONE	100
LEWIS DR	MITTEL DR	MICHAEL DR	4 (N)	I	2007	1,268	37	CS	80
LILAC LN	END	ROYAL OAKS DR	1	R	2013	251	25	NONE	100
LINCOLN CT	END	WELTER DR	3	R	1997	548	25	CS	79
LIVELY BLVD	RICHERT AVE	THORNDALE AVE	4 (N)	I	2008	2,083	35	CS	70
LOUISE CT	END (CUL DE SAC)	DIVISION ST	1	R	1995	300	25	RS	49
MANNING DR	PARAMOUNT DR	CENTURY DR	2	R	2011	502	25	CS	90
MAPLE AVE	SUNNYSIDE AVE	N. END	1	R	2008	195	14	CS & P	79
MAPLE AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R, C	2011	2,412	22	NONE	87
MARK ST	MITTEL DR	MICHAEL DR	4 (N)	I	2007	1,070	38	CS	70
MARK ST	MICHAEL DR	WOOD DALE RD	4 (N)	I	2007	760	50	CS	70
MARY JANE LN	MILL RD	PROSPECT AVE	3	R	1995	1,320	22	RS	48
MICHAEL DR	END	DEVON AVE	4 (N)	I	2007	2,808	37	CS & P	69
MILL RD	S. CITY LIMIT	MARY JANE LN	3	R	1992	1,201	24	RC	47
MILL RD	MARY JANE LN	GEORGE ST	3	R	1990	4,035	23	RC	36
MILLER LN	END	IRVING PARK RD	2	R	1999	706	17	RS	57
MITTEL DR	WOOD DALE RD	GERRY DR	4 (N)	I	2007	3,204	34	CS & P	59

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CITY OF WOOD DALE
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STREET EVALUATION SUMMARY
STREET LIST - ALPHABETICAL ORDER

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Last Major Work	Length (Ft)	Width (E-E)	Impr. Type (RS,RC,CS, P, None)	Condition Rating
MITTEL DR	GERRY DR	THORNDALE AVE	4 (N)	I	2007	1,778	34	CS	69
MITTEL BLVD	THORNDALE AVE	DEVON AVE	4 (N)	I	2007	3,581	50	CS	80
MONTCLARE LN	JUNIPER AVE	MONTROSE AVE	1	R	2006	2,720	25	RS	59
MONTROSE AVE	WOOD DALE RD	CENTRAL AVE	1	R		2,647	25	NONE	90
MONTROSE AVE	CENTRAL AVE	E. END (CUL DE SAC)	1	R		1,083	19	NONE	90
MONTROSE AVE	W. END	IL ROUTE 83	1	R	2009	1,485	25	CS	80
MONTROSE AVE	MILL RD	PROSPECT AVE	3	R	1994	1,304	22	CS	89
MORGANS GATE DR	MONTROSE AVE	SPRUCE AVE	1	R		1100	25	CS	90
MULBERRY LN	END	ROYAL OAKS DR	1	R	2013	271	25	NONE	100
MURRAY DR	WOOD DALE RD	CEDAR AVE	2	R	1994	1,430	25	RC	17
MURRAY DR	CEDAR AVE	E. END	1	R	2013	200	25	NONE	100
MURRAY LN	MONTCLARE LN	CENTRAL AVE	1	R	2006	267	22	CS	70
OAK AVE	MONTROSE AVE	WINDSOR AVE	1	R	2001	1,007	22	CS & P	69
OAK AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R, C	2012	2,261	22	NONE	90
OAK HILL DR	WOOD DALE RD	END (TEE)	1	R		625	25	RS	55
OAK MEADOWS DR	CITY LIMITS	CITY LIMITS	1	R	2009	1,703	23	NONE	90
OAKWOOD DR	CARTER AVE	POTTER ST	2	R	2015	975	19	NONE	100
OAKWOOD DR	POTTER ST	IRVING PARK RD	2	R		2,211	20		N/A
ORCHARD DR	END	GROVE ST	4 (S)	R	2003	663	19	RS	59
PARAMOUNT DR	MANNING DR	POTTER ST	2	R	2011	1,367	25	CS	90
PARK LN	HOOVER DR	STATION DR	2	R	2011	752	25	NONE	100
PINE AVE	CITY LIMIT (COMMERCIAL ST)	ELMHURST ST	4 (S)	R	1999	1,290	22	CS & P	69
PINE TREE LN	ROYAL OAKS DR	END	1	R	2013	231	25	NONE	100
POND AVE	CLAYTON CT	MITTEL DR	4 (N)	I	2007	1,753	34	CS	80
POPLAR AVE	CITY LIMITS	ELMHURST ST	4 (S)	R	1998	963	25	RS	60
POTTER ST	MILL RD	PROSPECT AVE	3	R	2010	1,357	25	CS	79
POTTER ST	PROSPECT AVE	STATION DR	3	R	2006	1,192	34	CS	69
POTTER ST	STATION DR	ADDISON RD	2	R	2008	1,128	34	CS	90
POTTER ST	EDGEBROOK RD	OAKWOOD RD	2	R	2014	281	14	NONE	100
POTTER ST	WOOD DALE RD	CEDAR AVE	1	R	1988	1,321	22	RS	59
POTTER ST	CEDAR AVE	CATALPA AVE	1	R	2008	1,016	24	CS	80
POTTER ST	CENTRAL AVE	PINE AVE	1	R, C	1996	1,520	28	RS	59
POTTER ST	PINE AVE	E SPRUCE AVE	1	R	1996	750	21	RS	40
PROSPECT AVE	MARY JANE LN	GILBERT DR	3	R	2011	967	25	CS	70
PROSPECT AVE	GILBERT DR	POTTER ST	3	R	2011	1,673	25	CS	90
PROSPECT AVE	POTTER ST	GEORGE ST	3	R	2011	1,413	27	CS	90
PROSPECT AVE	GEORGE ST	IRVING PARK RD	3	R, C	1992	1,020	40	CS	74
RALEIGH CT	END	ELIZABETH DR	2	R	1987	300	19	RS	57
RICHERT RD	CENTRAL AVE	DILLON DR	4 (N)	I	2008	1,247	34	CS	80
ROBERTS LN	END	EDGEWOOD AVE	1	R	2009	287	25	CS	80
ROBIN LN	POTTER ST	GEORGE ST	3	R	2007	1,363	25	CS	73
ROY DR	WELTER DR	ROBIN LN	3	R	2007	627	25	RS	53
ROYAL CT	OAK MEADOWS DR	END (CUL DE SAC)	1	R	2013	200	25	NONE	100
ROYAL OAKS DR	SHERWOOD DR	IL ROUTE 83	1	R	2013	1,078	28	NONE	100
SARAH CT	PROSPECT AVE	END	3	R	2007	459	25	CS	80
SARAH DR	MILL RD	PROSPECT AVE	3	R	1996	1,317	25	RS	63

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CITY OF WOOD DALE
2015 STREET SURVEY

STREET EVALUATION SUMMARY
STREET LIST - ALPHABETICAL ORDER

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Last Major Work	Length (Ft)	Width (E-E)	Impr. Type (RS,RC,CS, P, None)	Condition Rating
SCHOOL ST	END	WOOD DALE RD	4 (S)	R	2009	2,429	22	NONE	90
SHERWOOD DR	END	IL ROUTE 83	1	R	2013	2,027	27	NONE	100
SIVERT DR	WOOD DALE RD	THORNDALE AVE	4 (N)	I	2008	3,500	34	CS	80
SPRING OAKS DR	WOOD DALE RD	CEDAR AVE	2	R	2007	1,337	25	CS & P	68
SPRUCE RD	S. END	CRESTWOOD RD	1	R	2014	974	25	NONE	100
SPRUCE AVE	HIAWATHA TRL	MONTROSE AVE	1	R	2000	500	25	RS	59
SPRUCE AVE	MONTROSE AV	E POTTER ST	1	R	2000	800	28	CS	69
STATION DR	POTTER ST	PARK LN	2&3	R	2007	838	20	CS	80
STATION DR	PARK LN	IRVING PARK RD	2	R	2008	1,234	26	CS	79
STONEHAM ST	WOOD DALE RD	HEMLOCK AVE	4 (S)	R	2005	3,089	22	CS	76
STONEHAM ST	HEMLOCK AVE	PINE AVE	4 (S)	R		1,092	21	NONE	90
STONEHAM ST	PINE AVE	POPLAR AVE	4 (S)	R	1998	317	26	CS	69
SUNNYSIDE AVE	WOOD DALE RD	OAK	1	R	2008	1070	22	CS	70
SUNNYSIDE AVE	OAK	CENTRAL AVE	1	R	2012	1,530	22	CS	90
SUNSET DR	END	WOOD DALE RD	2	R	1995	275	17	RC	0
THOMAS DR	TOSCA DR	END	1	R	1995	360	21	RS	59
TIOGA TR	CENTRAL AVE	END	1	R	2002	667	22	CS	80
TOSCA DR	POTTER ST	END	1	R	1995	350	21	RS	59
VICTORIA DR	PROSPECT AVE	JASON CT	3	R	2007	624	25	CS	70
VICTORIA LN	MILL RD	PROSPECT AVE	3	R	1994	1,317	25	RS	46
WALNUT AVE	MONTROSE AVE	WINDSOR AVE	1	R	2009	1,003	22	CS	80
WALNUT AVE	FRONT ST	STONEHAM ST	4 (S)	R, C	1993	1,250	22	RS	54
WALNUT AVE	STONEHAM ST	ELMHURST ST	4 (S)	R	1993	750	22	CS	70
WELTER DR	POTTER ST	ROBIN LN	3	R	2007	1,740	25	CS	80
WHEAT LN	CLAYTON CT	MITTEL DR	4 (N)	I	2007	1,208	34	CS	69
WINDSOR AVE	WOOD DALE RD	CEDAR AVE	1	R	1996	1,314	24	RS	57
WINDSOR AVE	CEDAR AVE	CENTRAL AVE	1	R	2007	1,304	24	CS	70
WISTERIA CT	END	SHERWOOD DR	1	R	2012	142	21	NONE	100
WOODBINE CT	WOODBINE DR	END	1	R	2002	135	25	RS	59
WOODBINE DR	CENTRAL AVE	EDGEWOOD AVE	1	R	2002	825	25	RS	56
WOODLANE CT	CENTRAL AVE	END	1	R	1999	1,217	25	RS	56
WOODSIDE DR	OAK MEADOWS DR	SPRUCE DR	1	R	2014	1,785	25	NONE	100

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STREET EVALUATION SUMMARY
STREET LIST - BY AREA (WARD)

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Last Major Work	Length (Ft)	Width (E-E)	Impr. Type (RS,RC,CS, P, None)	Condition Rating
ASPEN RD	END	CENTRAL AVE	1	R	1999	317	25	RS	39
POTTER ST	PINE AVE	E SPRUCE AVE	1	R	1996	750	21	RS	40
JUNIPER AVE	MONTCLARE LN	CENTRAL AVE	1	R	2006	340	18	RS	41
DUNLAY ST	W. END	SPRUCE DR	1	R	2011	861	25	RS	46
DUNLAY LN	EDGEWOOD AVE	END	1	R		130	12	RS	46
CEDAR AVE	SUNNYSIDE AVE	N. END	1	R	2008	191	16	RS	48
HEMLOCK AVE	DUNLAY ST	POTTER ST	1	R	1997	832	22	RS	49
LOUISE CT	END (CUL DE SAC)	DIVISION ST	1	R	1995	300	25	RS	49
OAK HILL DR	WOOD DALE RD	END (TEE)	1	R		625	25	RS	55
WOODBINE DR	CENTRAL AVE	EDGEWOOD AVE	1	R	2002	825	25	RS	56
HIAWATHA TRL	END (CUL DE SAC)	SHERWOOD DR	1	R	1991	1,798	25	RS	56
HACKBERRY CT	EDGEWOOD AVE	END	1	R	2008	168	25	RS	56
WOODLANE CT	CENTRAL AVE	END	1	R	1999	1,217	25	RS	56
EDGEWOOD AVE	S. END (TRACKS)	IRVING PARK RD	1	C		225	27	RS	57
WINDSOR AVE	WOOD DALE RD	CEDAR AVE	1	R	1996	1,314	24	RS	57
ETHEL LANE	CENTRAL AVE	EDGEWOOD AVE	1	R	2002	772	25	RS	57
ELMWOOD AVE	POTTER ST	CAREY TRL	1	R	2008	257	22	RS	58
CENTRAL AVE	ETHEL LN	DEERPATH RD	1	R	1999	975	25	RS	59
CENTRAL AVE	SUNNYSIDE AVE	POTTER ST	1	R	1989	650	38	RS	59
POTTER ST	CENTRAL AVE	PINE AVE	1	R, C	1996	1,520	28	RS	59
SPRUCE AVE	HIAWATHA TRL	MONTROSE AVE	1	R	2000	500	25	RS	59
CATALPA AVE	SUNNYSIDE AVE	END	1	R	2008	208	22	RS	59
CEDAR AVE	WINDSOR ST	POTTER ST	1	R	2008	290	22	RS	59
DIVISION ST	WOOD DALE RD	END	1	R, C	2002	732	24	RS	59
ELMWOOD AVE	MONTROSE AVE	WINDSOR AVE	1	R	2001	984	22	RS	59
MONTCLARE LN	JUNIPER AVE	MONTROSE AVE	1	R	2006	2,720	25	RS	59
POTTER ST	WOOD DALE RD	CEDAR AVE	1	R	1988	1,321	22	RS	59
THOMAS DR	TOSCA DR	END	1	R	1995	360	21	RS	59
TOSCA DR	POTTER ST	END	1	R	1995	350	21	RS	59
WOODBINE CT	WOODBINE DR	END	1	R	2002	135	25	RS	59
CAREY TRL	ELMWOOD AVE	CEDAR AVE	1	R	1995	573	22	RS	60
CEDAR AVE	POTTER ST	CAREY TRL	1	R	2008	264	18	RS	60
BUTTERNUT AVE	BUTTERNUT DR	CRESTWOOD RD	1	R	2008	442	25	RS	63
ASH AVE	DUNLAY ST	POTTER ST	1	R	2000	772	22	CS	69
DUNLAY CT	W. END	CENTRAL AVE	1	R	2000	218	22	CS	69
JESSICA	POTTER ST	END	1	R		260	22	CS	69
OAK AVE	MONTROSE AVE	WINDSOR AVE	1	R	2001	1,007	22	CS & P	69
SPRUCE AVE	MONTROSE AV	E POTTER ST	1	R	2000	800	28	CS	69
CARA LN	CEDAR AVE	END	1	R	2008	320	25	CS	70
CEDAR AVE	CARA LN	SUNNYSIDE AVE	1	R	2008	274	22	CS	70
DUNLAY ST	CENTRAL AVE	EDGEWOOD AVE	1	R	2008	1,142	22	CS	70
EDGEWOOD AVE	DUNLAY ST	POTTER ST	1	R	1990	673	22	CS	70
HEMLOCK AVE	S. END	MONTROSE AVE	1	R	1998	168	19	CS	70
HEATHER LN	POTTER ST	N. END	1	R	1995	208	21	NONE	70
IROQUOIS TRL	END	MONTROSE AVE	1	R	2005	647	25	CS	70
WINDSOR AVE	CEDAR AVE	CENTRAL AVE	1	R	2007	1,304	24	CS	70

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MURRAY LN	MONTCLARE LN	CENTRAL AVE	1	R	2006	267	22	CS	70
SUNNYSIDE AVE	WOOD DALE RD	OAK	1	R	2008	1070	22	CS	70
JANIS LN	END	WOOD LANE CT	1	R	1999	155	25	CS	78
MAPLE AVE	SUNNYSIDE AVE	N. END	1	R	2008	195	14	CS & P	79
CENTRAL AVE	MONTROSE AVE	SUNNYSIDE AVE	1	R		670	26	CS	80
MONTROSE AVE	W. END	IL ROUTE 83	1	R	2009	1,485	25	CS	80
ROBERTS LN	END	EDGEWOOD AVE	1	R	2009	287	25	CS	80
TIOGA TR	CENTRAL AVE	END	1	R	2002	667	22	CS	80
WALNUT AVE	MONTROSE AVE	WINDSOR AVE	1	R	2009	1,003	22	CS	80
CATALPA AVE	WINDSOR AVE	POTTER ST	1	R	2008	267	24	CS	80
POTTER ST	CEDAR AVE	CATALPA AVE	1	R	2008	1,016	24	CS	80
BUTTERNUT DR	BUTTERNUT AVE	HACKBERRY CT	1	R	2008	271	25	CS	89
EDGEWOOD AVE	OAK MEADOWS DR	DEERPATH RD	1	R	2009	2,442	25	CS	89
MONTROSE AVE	WOOD DALE RD	CENTRAL AVE	1	R		2,647	25	NONE	90
MONTROSE AVE	CENTRAL AVE	E. END (CUL DE SAC)	1	R		1,083	19	NONE	90
CENTRAL AVE	DEERPATH RD	MONTROSE AVE	1	R		2,390	25	CS	90
DEERPATH RD	CENTRAL AVE	CITY LIMITS	1	R		1,735	20	NONE	90
HIAWATHA TRL	CENTRAL AVE	END (CUL DE SAC)	1	R	2010	690	22	NONE	90
MORGANS GATE DR	MONTROSE AVE	SPRUCE AVE	1	R		1100	25	CS	90
OAK MEADOWS DR	CITY LIMITS	CITY LIMITS	1	R	2009	1,703	23	NONE	90
SUNNYSIDE AVE	OAK	CENTRAL AVE	1	R	2012	1,530	22	CS	90
HIAWATHA TRL	END (CUL DE SAC)	CEDAR ST	1	R	2013	231	25	NONE	99
CEDAR AVE	MONTROSE AVE	N. END	1	R	2013	198	24	NONE	100
CRESTWOOD CT	END	CRESTWOOD RD	1	R	2014	323	25	NONE	100
CRESTWOOD RD	WOODSIDE DR	SPRUCE DR	1	R	2014	1,561	25	NONE	100
CYPRESS CT	SHERWOOD DR	END	1	R	2013	158	21	NONE	100
KNOLLWOOD CT	SHERWOOD DR	END	1	R	2013	165	25	NONE	100
KNOLLWOOD DR	END	SHERWOOD DR	1	R	2013	944	29	NONE	100
LILAC LN	END	ROYAL OAKS DR	1	R	2013	251	25	NONE	100
MULBERRY LN	END	ROYAL OAKS DR	1	R	2013	271	25	NONE	100
MURRAY DR	CEDAR AVE	E. END	1	R	2013	200	25	NONE	100
PINE TREE LN	ROYAL OAKS DR	END	1	R	2013	231	25	NONE	100
ROYAL CT	OAK MEADOWS DR	END (CUL DE SAC)	1	R	2013	200	25	NONE	100
ROYAL OAKS DR	SHERWOOD DR	IL ROUTE 83	1	R	2013	1,078	28	NONE	100
SHERWOOD DR	END	IL ROUTE 83	1	R	2013	2,027	27	NONE	100
SPRUCE RD	S. END	CRESTWOOD RD	1	R	2014	974	25	NONE	100
WISTERIA CT	END	SHERWOOD DR	1	R	2012	142	21	NONE	100
WOODSIDE DR	OAK MEADOWS DR	SPRUCE DR	1	R	2014	1,785	25	NONE	100
CEDAR AVE	S. END	MONTROSE AVE	1&2	R	2013	2,706	25	NONE	90
HOMESTEAD DR	END	WOOD DALE RD	2	R	1995	275	21	RC	0
SUNSET DR	END	WOOD DALE RD	2	R	1995	275	17	RC	0
MURRAY DR	WOOD DALE RD	CEDAR AVE	2	R	1994	1,430	25	RC	17
FOREST PRESERVE DR	BROOKWOOD DR	ADDISON RD	2	R	1995	1,822	28	RS	26
CATHERINE CT	ELIZABETH DR	END	2	R	1996	518	19	RS	36
FOREST VIEW AVE	CARTER AVE	IRVING PARK RD	2	R	1989	2,496	20	RS	52
BROOKWOOD DR	GILBERT DR	END (North)	2	R		160	25	RS	56

NOTES: RS= Resurfacing
RC= Reconstruction
CS= Crack Sealing
P= Patching

CITY OF WOOD DALE
2015 STREET SURVEY

STREET EVALUATION SUMMARY
STREET LIST - BY AREA (WARD)

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Last Major Work	Length (Ft)	Width (E-E)	Impr. Type (RS,RC,CS, P, None)	Condition Rating
MILLER LN	END	IRVING PARK RD	2	R	1999	706	17	RS	57
RALEIGH CT	END	ELIZABETH DR	2	R	1987	300	19	RS	57
ELIZABETH CT	WOOD DALE RD	END	2	R	2000	881	24	RS	58
HARVEY AVE	CARTER AVE	IRVING PARK RD	2	R	1991	2,615	20	RS	63
GEORGE ST	PROSPECT AVE	STATION DR	2	R	1999	1,089	31	RS	64
SPRING OAKS DR	WOOD DALE RD	CEDAR AVE	2	R	2007	1,337	25	CS & P	68
ELIZABETH DR	W. END	ADDISON	2	R	1994	2,954	24	NONE	69
CARTER AVE	ADDISON RD	FOREST VIEW AVE	2	R	2009	1,286	26	CS	75
BROOKWOOD DR	FOREST PRESERVE DR	GILBERT DR	2	R	1995	300	25	CS	79
STATION DR	PARK LN	IRVING PARK RD	2	R	2008	1,234	26	CS	79
ESSEX CT	ELIZABETH DR	END	2	R	1999	281	19	CS	80
BROOKHURST LN	END	WOOD DALE RD	2	R	2000	1,050	13	CS & P	80
ELIZABETH DR	ADDISON RD	WOOD DALE RD	2	(Rural)	2009	3,106	24	CS & P	80
DALEWOOD AVE	POTTER ST	IRVING PARK RD	2	R	2000	1,921	22	CS & P	89
BROOKWOOD PL	END	FOREST PRESERVE DR	2	R	2008	158	24	CS	90
CARTER CT	END	ADDISON RD	2	R	2011	601	25	CS	90
POTTER ST	STATION DR	ADDISON RD	2	R	2008	1,128	34	CS	90
CENTURY DR	MANNING DR	HERITAGE DR	2	R	2011	716	25	CS	90
CHARMILLE LN	ADDISON RD	CARTER AV	2	R	2012	1,069	24	CS	90
HERITAGE DR	PARAMOUNT DR	CENTURY DR	2	R	2011	488	25	CS	90
MANNING DR	PARAMOUNT DR	CENTURY DR	2	R	2011	502	25	CS	90
PARAMOUNT DR	MANNING DR	POTTER ST	2	R	2011	1,367	25	CS	90
CARTER AVE	EDGEBROOK RD	OAKWOOD DR	2	R	2014	347	28	NONE	100
EDGEBROOK RD	CARTER AVE	POTTER ST	2	R	2015	1,000	19	NONE	100
OAKWOOD DR	CARTER AVE	POTTER ST	2	R	2015	975	19	NONE	100
PARK LN	HOOVER DR	STATION DR	2	R	2011	752	25	NONE	100
POTTER ST	EDGEBROOK RD	OAKWOOD RD	2	R	2014	281	14	NONE	100
EDGEBROOK RD	POTTER ST	IRVING PARK RD	2	R		1,300	22		N/A
OAKWOOD DR	POTTER ST	IRVING PARK RD	2	R		2,211	20		N/A
STATION DR	POTTER ST	PARK LN	2&3	R	2007	838	20	CS	80
MILL RD	MARY JANE LN	GEORGE ST	3	R	1990	4,035	23	RC	36
VICTORIA LN	MILL RD	PROSPECT AVE	3	R	1994	1,317	25	RS	46
MILL RD	S. CITY LIMIT	MARY JANE LN	3	R	1992	1,201	24	RC	47
MARY JANE LN	MILL RD	PROSPECT AVE	3	R	1995	1,320	22	RS	48
GEORGE ST	MILL RD	PROSPECT AVE	3	R	1985	1,343	32	RS	51
ROY DR	WELTER DR	ROBIN LN	3	R	2007	627	25	RS	53
IRMEN DR	MILL RD	PROSPECT AVE	3	R	1996	1,330	25	RS	55
GILBERT DR	MILL RD	ADDISON RD	3	R	1996	3,825	26	RS	61
SARAH DR	MILL RD	PROSPECT AVE	3	R	1996	1,317	25	RS	63
FOREST PRESERVE DR	MILL RD	BROOKWOOD DR	3	R	1992	2,009	25	CS	69
POTTER ST	PROSPECT AVE	STATION DR	3	R	2006	1,192	34	CS	69
JASON LN	VICTORIA LN	VICTORIA LN	3	R	2007	383	25	CS	70
PROSPECT AVE	MARY JANE LN	GILBERT DR	3	R	2011	967	25	CS	70
VICTORIA DR	PROSPECT AVE	JASON CT	3	R	2007	624	25	CS	70
ROBIN LN	POTTER ST	GEORGE ST	3	R	2007	1,363	25	CS	73
PROSPECT AVE	GEORGE ST	IRVING PARK RD	3	R, C	1992	1,020	40	CS	74

NOTES: RS= Resurfacing
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P= Patching

CITY OF WOOD DALE
2015 STREET SURVEY

STREET EVALUATION SUMMARY
STREET LIST - BY AREA (WARD)

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Last Major Work	Length (Ft)	Width (E-E)	Impr. Type (RS,RC,CS, P, None)	Condition Rating
POTTER ST	MILL RD	PROSPECT AVE	3	R	2010	1,357	25	CS	79
LINCOLN CT	END	WELTER DR	3	R	1997	548	25	CS	79
CLARE CT	END	POTTER ST	3	R	2007	587	25	CS	80
SARAH CT	PROSPECT AVE	END	3	R	2007	459	25	CS	80
WELTER DR	POTTER ST	ROBIN LN	3	R	2007	1,740	25	CS	80
MONTROSE AVE	MILL RD	PROSPECT AVE	3	R	1994	1,304	22	CS	89
PROSPECT AVE	GILBERT DR	POTTER ST	3	R	2011	1,673	25	CS	90
PROSPECT AVE	POTTER ST	GEORGE ST	3	R	2011	1,413	27	CS	90
HOOVER DR	PARK LN	GEORGE ST	3	R	2011	422	25	NONE	100
ARLENE DR	MILL RD	PROSPECT AVE	3	R	1997	1,320	25	RS	52
APOLLO CT	ROY DR	END	3	R	2007	521	25	CS	79
MITTEL DR	WOOD DALE RD	GERRY DR	4 (N)	I	2007	3,204	34	CS & P	59
EDGEWOOD AVE	BEINORIS DR	THORNDALE AVE	4 (N)	I	2008	2,700	35	CS & P	68
EDGEWOOD AVE	FOSTER AVE	BEINORIS DR	4 (N)	I	2008	1,725	35	CS	69
HAYNES DR	CENTRAL AVE	EDGEWOOD AVE	4 (N)	I	2008	1,109	34	CS	69
MITTEL DR	GERRY DR	THORNDALE AVE	4 (N)	I	2007	1,778	34	CS	69
BALM CT	END	EDGEWOOD AVE	4 (N)	I	2008	799	35	CS	69
CLAYTON CT	END	WHEAT LN	4 (N)	I	2007	244	34	CS	69
WHEAT LN	CLAYTON CT	MITTEL DR	4 (N)	I	2007	1,208	34	CS	69
GERRY DR	MITTEL DR	AEC DR	4 (N)	I	2007	1,422	34	CS & P	69
MICHAEL DR	END	DEVON AVE	4 (N)	I	2007	2,808	37	CS & P	69
BLACKHAWK CT	BRISTOL LN	END (CDS)	4 (N)	R		650	25	CS	70
BRISTOL LN	DEVON	END (CDS)	4 (N)	R		1,160	25	CS	70
CENTRAL AVE	FOSTER AVE	THORNDALE AVE	4 (N)	I	2008	5,103	35	CS	70
DRISCOLL	BLACKHWAK CT	WOOD DALE RD	4 (N)	R		220	25	CS	70
LIVELY BLVD	RICHERT AVE	THORNDALE AVE	4 (N)	I	2008	2,083	35	CS	70
MARK ST	MITTEL DR	MICHAEL DR	4 (N)	I	2007	1,070	38	CS	70
MARK ST	MICHAEL DR	WOOD DALE RD	4 (N)	I	2007	760	50	CS	70
BEINORIS DR	CENTRAL AVE	EDGEWOOD AVE	4 (N)	I	2008	1,403	34	CS	79
DILLON DR	RICHERT DR	THORNDALE AVE	4 (N)	I	2008	2,056	34	CS	79
BAUMAN CT	END	MITTEL DR	4 (N)	I	2007	719	34	CS	80
BEINORIS DR	CREEL DR	CENTRAL AVE	4 (N)	I	2008	1,082	35	CS	80
CREEL DR	BEINORIS DR	SIVERT DR	4 (N)	I	2008	1,079	34	CS	80
HANSEN CT	GERRY DR	AEC DR	4 (N)	I	2007	1,330	34	CS	80
LEWIS DR	MITTEL DR	MICHAEL DR	4 (N)	I	2007	1,268	37	CS	80
MITTEL BLVD	THORNDALE AVE	DEVON AVE	4 (N)	I	2007	3,581	50	CS	80
POND AVE	CLAYTON CT	MITTEL DR	4 (N)	I	2007	1,753	34	CS	80
RICHERT RD	CENTRAL AVE	DILLON DR	4 (N)	I	2008	1,247	34	CS	80
SIVERT DR	WOOD DALE RD	THORNDALE AVE	4 (N)	I	2008	3,500	34	CS	80
AEC DRIVE	MITTEL DR	THORNDALE AVE	4 (N)	I	2007	2,604	34	NONE	85
CENTRAL AVE	END (TRACKS)	ALLEY	4 (S)	C	1990	100	25	RC	10
GROVE AVE	COMMERCIAL ST	CENTER ST	4 (S)	R	1996	591	19	RC	35
EDGEWOOD AVE	STONEHAM ST	ELMHURST ST	4 (S)	R	1996	670	22	RS	37
COMMERCIAL ST	WALNUT AVE	EAST CITY LIMITS	4 (S)	R	2005	3,631	26	RS	40
CENTRAL AVE	IRVING PARK RD	FOSTER AVE	4 (S)	R, C	2000	3,462	28	RS	44
GROVE AVE	IRVING PARK RD	N. END	4 (S)	R	1995	350	30	RS	54

NOTES: RS= Resurfacing
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CITY OF WOOD DALE
2015 STREET SURVEY

STREET EVALUATION SUMMARY
STREET LIST - BY AREA (WARD)

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Last Major Work	Length (Ft)	Width (E-E)	Impr. Type (RS,RC,CS, P, None)	Condition Rating
WALNUT AVE	FRONT ST	STONEHAM ST	4 (S)	R, C	1993	1,250	22	RS	54
FOSTER AVE	CENTRAL AVE	SPRUCE DR	4 (S)	R, C	2004	2,116	34	RS	58
CENTER ST	GROVE AVE	WOOD DALE RD	4 (S)	R	2007	1,218	22	RS	59
FRONT ST	WOOD DALE RD	ELMWOOD AVE	4 (S)	C	2000	772	16	RS	59
ELMHURST ST	EDGEWOOD AVE	SPRUCE AVE	4 (S)	R	2010	1021	22	RS	59
FLORINA CT	END	WOOD DALE RD	4 (S)	R	1992	571	25	RS	59
ORCHARD DR	END	GROVE ST	4 (S)	R	2003	663	19	RS	59
POPLAR AVE	CITY LIMITS	ELMHURST ST	4 (S)	R	1998	963	25	RS	60
ITASCA ST	CENTRAL AVE	SPRUCE AVE	4 (S)	R	1992	2,128	22	RS	64
PINE AVE	CITY LIMIT (COMMERCIAL ST)	ELMHURST ST	4 (S)	R	1999	1,290	22	CS & P	69
GROVE AVE	CENTER ST	SCHOOL ST	4 (S)	R	2003	1,395	22	CS & P	69
STONEHAM ST	PINE AVE	POPLAR AVE	4 (S)	R	1998	317	26	CS	69
ASH AVE	POTTER ST	IRVING PARK RD	4 (S)	C	2008	548	34	CS	70
WALNUT AVE	STONEHAM ST	ELMHURST ST	4 (S)	R	1993	750	22	CS	70
EDGEWOOD AVE	IRVING PARK RD	STONEHAM ST	4 (S)	R	1996	2,090	22	CS & P	74
STONEHAM ST	WOOD DALE RD	HEMLOCK AVE	4 (S)	R	2005	3,089	22	CS	76
ASH AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R, C	1995	2,766	22	CS	80
CEDAR AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R	2009	2,352	22	CS	80
COMMERCIAL ST	GROVE AVE	500' W. WOOD DALE RD	4 (S)	C		800	25	CS	80
EDGEWOOD AVE	ITASCA ST	FOSTER AVE	4 (S)	R	1992	505	22	CS	80
FOREST GLEN RD	GROVE AVE	WOOD DALE RD	4 (S)	R	1987	1,205	18	CS & P	80
CATALPA AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R	1989	2,501	22	CS	85
ELMWOOD AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R, C	2008	2,181	22	NONE	86
MAPLE AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R, C	2011	2,412	22	NONE	87
HEMLOCK AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R		2,650	22	NONE	90
EDGEWOOD AVE	ELMHURST ST	ITASCA ST	4 (S)	R	2010	452	22	NONE	90
ELMHURST ST	WOOD DALE RD	EDGEWOOD AVE	4 (S)	R	2010	3,805	22	NONE	90
HEMLOCK AVE	S. END	IRVING PARK RD	4 (S)	R	2008	281	28	NONE	90
OAK AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R, C	2012	2,261	22	NONE	90
SCHOOL ST	END	WOOD DALE RD	4 (S)	R	2009	2,429	22	NONE	90
STONEHAM ST	HEMLOCK AVE	PINE AVE	4 (S)	R		1,092	21	NONE	90
CENTRAL AVE	ALLEY	IRVING PARK RD	4 (S)	C		150	25	NONE	100

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CITY OF WOOD DALE
2015 STREET SURVEY

STREET EVALUATION SUMMARY
ALLEY LIST

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Last Major Work	Length (Ft)	Width (E-E)	Impr. Type (RS,RC,CS, P, None)	Condition Rating
RAILROAD/ IRVING PARK	EDGEWOOD AVE	END	4 (S)	A,C	1987	130	16	RC	10
RAILROAD/ IRVING PARK	END	EDGEWOOD AVE	4 (S)	A,C	1990	170	16	RC	20
IRVING PARK RD/ COMMERCIAL ST	ELMWOOD AVE	OAK AVE	4 (S)	A, C/R	1990	320	14	RC	50
IRVING PARK RD/ COMMERCIAL ST	CATALPA AVE	CENTRAL AVE	4 (S)	A, C/R	2009	390	16	NONE	90
IRVING PARK RD/ COMMERCIAL ST	MAPLE	CATALPA	4 (S)	A, C/R		160	16	NONE	90
IRVING PARK RD/ COMMERCIAL ST	WALNUT AVE	ELMWOOD AVE	4 (S)	A, C/R	2009	409	16	NONE	90
RAILROAD/ IRVING PARK	CENTRAL AVE	HEMLOCK AVE	4 (S)	A,C		385	16	NONE	90
RAILROAD/ IRVING PARK	HEMLOCK AVE	ASH AVE	4 (S)	A,C		340	16	NONE	90
WOOD DALE RD/ WALNUT	COMMERCIAL ST	STONEHAM ST	4 (S)	A, C/R		850	16	NONE	90
IRVING PARK RD/ COMMERCIAL ST	ASH AVE	EDGEWOOD AVE	4 (S)	A, C/R	2009	350	16	NONE	100
IRVING PARK RD/ COMMERCIAL ST	CENTRAL AVE	HEMLOCK AVE	4 (S)	A, C/R	2009	420	16	NONE	100
IRVING PARK RD/ COMMERCIAL ST	EDGEWOOD AVE	END	4 (S)	A, C/R		160	16	NONE	100
IRVING PARK RD/ COMMERCIAL ST	HEMLOCK AVE	ASH AVE	4 (S)	A, C/R		340	16	NONE	100
IRVING PARK RD/ COMMERCIAL ST	CEDAR AVE	MAPLE AVE	4 (S)	A, C/R		110	17	**	100
DIVISION ST/ IRVING PARK RD	OAKWOOD DR	WOOD DALE RD	2	A,C	2000	675	15	NONE	90
DIVISION ST/ IRVING PARK RD	WOOD DALE RD	ALLEY	1	A, C/R	2000	310	14	NONE	90
WOOD DALE RD/ LOUISE CT	DIVISION ST	ALLEY	1	A, C/R	2000	160	20	NONE	90
WOOD DALE RD/ WALNUT AVE	END	SUNNYSIDE	1	A	2000	445	14	NONE	90
WOOD DALE RD/ WALNUT AVE	SUNNYSIDE	END	1	A	2000	190	14	NONE	90

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CITY OF WOOD DALE
2015 STREET SURVEY

STREET EVALUATION SUMMARY
RECOMMENDED 5-YEAR PAVING PROGRAM

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Last Major Work	Length (Ft)	Width (E-E)	Impr. Type (RS,RC,CS, P, None)	Condition Rating	2016	2017	2018	2019	2020
HOMESTEAD DR	END	WOOD DALE RD	2	R	1995	275	21	RC	0	161,000.00				
SUNSET DR	END	WOOD DALE RD	2	R	1995	275	17	RC	0	154,000.00				
CENTRAL AVE	END (TRACKS)	ALLEY	4 (S)	C	1990	100	25	RC	10	45,000.00				
MURRAY DR	WOOD DALE RD	CEDAR AVE	2	R	1994	1,430	25	RC	17	701,000.00				
MILL RD	MARY JANE LN	GEORGE ST	3	R	1990	4,035	23	RC	36	1,656,000.00				
MILL RD	S. CITY LIMIT	MARY JANE LN	3	R	1992	1,201	24	RC	47	479,000.00				
FOREST PRESERVE DR	BROOKWOOD DR	ADDISON RD	2	R	1995	1,822	28	RS	26		278,000.00			
GROVE AVE	COMMERCIAL ST	CENTER ST	4 (S)	R	1996	591	19	RC	35		229,000.00			
CATHERINE CT	ELIZABETH DR	END	2	R	1996	518	19	RS	36		57,000.00			
EDGEWOOD AVE	STONEHAM ST	ELMHURST ST	4 (S)	R	1996	670	22	RS	37		73,000.00			
ASPEN RD	END	CENTRAL AVE	1	R	1999	317	25	RS	39		59,000.00			
POTTER ST	PINE AVE	E SPRUCE AVE	1	R	1996	750	21	RS	40		50,000.00			
COMMERCIAL ST	WALNUT AVE	EAST CITY LIMITS	4 (S)	R	2005	3,631	26	RS	40		441,000.00			
JUNIPER AVE	MONTCLARE LN	CENTRAL AVE	1	R	2006	340	18	RS	41		54,000.00			
CENTRAL AVE	IRVING PARK RD	FOSTER AVE	4 (S)	R, C	2000	3,462	28	RS	44		534,000.00			
DUNLAY ST	W. END	SPRUCE DR	1	R	2011	861	25	RS	46		121,000.00			
DUNLAY LN	EDGEWOOD AVE	END	1	R		130	12	RS	46		9,400.00			
VICTORIA LN	MILL RD	PROSPECT AVE	3	R	1994	1,317	25	RS	46			157,000.00		
CEDAR AVE	SUNNYSIDE AVE	N. END	1	R	2008	191	16	RS	48			13,000.00		
MARY JANE LN	MILL RD	PROSPECT AVE	3	R	1995	1,320	22	RS	48			123,000.00		
HEMLOCK AVE	DUNLAY ST	POTTER ST	1	R	1997	832	22	RS	49			63,000.00		
LOUISE CT	END (CUL DE SAC)	DIVISION ST	1	R	1995	300	25	RS	49			25,000.00		
GEORGE ST	MILL RD	PROSPECT AVE	3	R	1985	1,343	32	RS	51			188,000.00		
ARLENE DR	MILL RD	PROSPECT AVE	3	R	1997	1,320	25	RS	52			164,000.00		
FOREST VIEW AVE	CARTER AVE	IRVING PARK RD	2	R	1989	2,496	20	RS	52			527,000.00		
ROY DR	WELTER DR	ROBIN LN	3	R	2007	627	25	RS	53			67,000.00		
GROVE AVE	IRVING PARK RD	N. END	4 (S)	R	1995	350	30	RS	54			63,000.00		
WALNUT AVE	FRONT ST	STONEHAM ST	4 (S)	R, C	1993	1,250	22	RS	54			100,000.00		
IRMEN DR	MILL RD	PROSPECT AVE	3	R	1996	1,330	25	RS	55			171,000.00		
OAK HILL DR	WOOD DALE RD	END (TEE)	1	R		625	25	RS	55			79,000.00		
WOODBINE DR	CENTRAL AVE	EDGEWOOD AVE	1	R	2002	825	25	RS	56			100,000.00		
HIAWATHA TRL	END (CUL DE SAC)	SHERWOOD DR	1	R	1991	1,798	25	RS	56				221,000.00	
BROOKWOOD DR	GILBERT DR	END (North)	2	R		160	25	RS	56				30,000.00	
HACKBERRY CT	EDGEWOOD AVE	END	1	R	2008	168	25	RS	56				20,000.00	
WOODLANE CT	CENTRAL AVE	END	1	R	1999	1,217	25	RS	56				144,000.00	
MILLER LN	END	IRVING PARK RD	2	R	1999	706	17	RS	57				74,000.00	
EDGEWOOD AVE	S. END (TRACKS)	IRVING PARK RD	1	C		225	27	RS	57				27,000.00	
RALEIGH CT	END	ELIZABETH DR	2	R	1987	300	19	RS	57				34,000.00	

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CITY OF WOOD DALE
2015 STREET SURVEY

STREET EVALUATION SUMMARY
RECOMMENDED 5-YEAR PAVING PROGRAM

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Last Major Work	Length (Ft)	Width (E-E)	Impr. Type (RS,RC,CS, P, None)	Condition Rating	2016	2017	2018	2019	2020
WINDSOR AVE	WOOD DALE RD	CEDAR AVE	1	R	1996	1,314	24	RS	57				173,000.00	
ETHEL LANE	CENTRAL AVE	EDGEWOOD AVE	1	R	2002	772	25	RS	57				84,000.00	
ELIZABETH CT	WOOD DALE RD	END	2	R	2000	881	24	RS	58				90,000.00	
ELMWOOD AVE	POTTER ST	CAREY TRL	1	R	2008	257	22	RS	58				33,000.00	
FOSTER AVE	CENTRAL AVE	SPRUCE DR	4 (S)	R, C	2004	2,116	34	RS	58				274,000.00	
CENTER ST	GROVE AVE	WOOD DALE RD	4 (S)	R	2007	1,218	22	RS	59				107,000.00	
CENTRAL AVE	ETHEL LN	DEERPATH RD	1	R	1999	975	25	RS	59				90,000.00	
CENTRAL AVE	SUNNYSIDE AVE	POTTER ST	1	R	1989	650	38	RS	59				90,000.00	
FRONT ST	WOOD DALE RD	ELMWOOD AVE	4 (S)	C	2000	772	16	RS	59				53,000.00	
POTTER ST	CENTRAL AVE	PINE AVE	1	R, C	1996	1,520	28	RS	59				159,000.00	
SPRUCE AVE	HIAWATHA TRL	MONTROSE AVE	1	R	2000	500	25	RS	59				46,000.00	
CATALPA AVE	SUNNYSIDE AVE	END	1	R	2008	208	22	RS	59				16,000.00	
CEDAR AVE	WINDSOR ST	POTTER ST	1	R	2008	290	22	RS	59				24,000.00	
DIVISION ST	WOOD DALE RD	END	1	R, C	2002	732	24	RS	59				64,000.00	
RAILROAD/IRVING PARK	EDGEWOOD AVE	END	4 (S)	A,C	1987	130	16	RC	10					51,000.00
RAILROAD/IRVING PARK	END	EDGEWOOD AVE	4 (S)	A,C	1990	170	16	RC	20					66,000.00
IRVING PARK RD/ COMMERCIAL ST	ELMWOOD AVE	OAK AVE	4 (S)	A, C/R	1990	320	14	RC	50					121,000.00
ELMHURST ST	EDGEWOOD AVE	SPRUCE AVE	4 (S)	R	2010	1021	22	RS	59					87,000.00
ELMWOOD AVE	MONTROSE AVE	WINDSOR AVE	1	R	2001	984	22	RS	59					108,000.00
FLORINA CT	END	WOOD DALE RD	4 (S)	R	1992	571	25	RS	59					48,000.00
MONTCLARE LN	JUNIPER AVE	MONTROSE AVE	1	R	2006	2,720	25	RS	59					228,000.00
ORCHARD DR	END	GROVE ST	4 (S)	R	2003	663	19	RS	59					45,000.00
POTTER ST	WOOD DALE RD	CEDAR AVE	1	R	1988	1,321	22	RS	59					115,000.00
THOMAS DR	TOSCA DR	END	1	R	1995	360	21	RS	59					27,000.00
TOSCA DR	POTTER ST	END	1	R	1995	350	21	RS	59					26,000.00
WOODBINE CT	WOODBINE DR	END	1	R	2002	135	25	RS	59					11,000.00
CAREY TRL	ELMWOOD AVE	CEDAR AVE	1	R	1995	573	22	RS	60					42,000.00
CEDAR AVE	POTTER ST	CAREY TRL	1	R	2008	264	18	RS	60					20,000.00
POPLAR AVE	CITY LIMITS	ELMHURST ST	4 (S)	R	1998	963	25	RS	60					82,000.00
GILBERT DR	MILL RD	ADDISON RD	3	R	1996	3,825	26	RS	61					411,000.00
HARVEY AVE	CARTER AVE	IRVING PARK RD	2	R	1991	2,615	20	RS	63					209,000.00
SARAH DR	MILL RD	PROSPECT AVE	3	R	1996	1,317	25	RS	63					131,000.00
BUTTERNUT AVE	BUTTERNUT DR	CRESTWOOD RD	1	R	2008	442	25	RS	63					43,000.00
ITASCA ST	CENTRAL AVE	SPRUCE AVE	4 (S)	R	1992	2,128	22	RS	64					190,000.00
GEORGE ST	PROSPECT AVE	STATION DR	2	R	1999	1,089	31	RS	64					115,000.00
SUB-TOTALS										3,196,000.00	1,905,400.00	1,840,000.00	1,853,000.00	2,176,000.00
TOTAL										10,970,400.00				

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CITY OF WOOD DALE
2015 STREET SURVEY

STREET EVALUATION SUMMARY
RECOMMENDED 5-YEAR MAINTENANCE PROGRAM

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Last Major Work	Length (Ft)	Width (E-E)	Impr. Type (RS,RC,CS, P, None)	Condition Rating	2016	2017	2018	2019	2020
MITTEL DR	WOOD DALE RD	GERRY DR	4 (N)	I	2007	3,204	34	CS & P	59	36,600.00				
BALM CT	END	EDGEWOOD AVE	4 (N)	I	2008	799	35	CS	64	5,600.00				
FOREST PRESERVE DR	MILL RD	BROOKWOOD DR	3	R	1992	2,009	25	CS	64	10,000.00				
EDGEWOOD AVE	BEINORIS DR	THORNDALE AVE	4 (N)	I	2008	2,700	35	CS & P	68	31,800.00				
ASH AVE	DUNLAY ST	POTTER ST	1	R	2000	772	22	CS	69	3,400.00				
EDGEWOOD AVE	FOSTER AVE	BEINORIS DR	4 (N)	I	2008	1,725	35	CS	69	12,100.00				
HAYNES DR	CENTRAL AVE	EDGEWOOD AVE	4 (N)	I	2008	1,109	34	CS	69	7,500.00				
MITTEL DR	GERRY DR	THORNDALE AVE	4 (N)	I	2007	1,778	34	CS	69	12,100.00				
DUNLAY CT	W. END	CENTRAL AVE	1	R	2000	218	22	CS & P	69	2,600.00				
PINE AVE	CITY LIMIT (COMMERCIAL ST)	ELMHURST ST	4 (S)	R	1999	1,290	22	CS & P	69	9,500.00				
SPRING OAKS DR	WOOD DALE RD	CEDAR AVE	2	R	2007	1,337	25	CS & P	69	19,300.00				
CLAYTON CT	END	WHEAT LN	4 (N)	I	2007	244	34	CS	69	1,700.00				
GROVE AVE	CENTER ST	SCHOOL ST	4 (S)	R	2003	1,395	22	CS & P	69	16,600.00				
JESSICA	POTTER ST	END	1	R		260	22	CS	69		1,200.00			
POTTER ST	PROSPECT AVE	STATION DR	3	R	2006	1,192	34	CS	69		8,100.00			
SPRUCE AVE	MONTROSE AV	E POTTER ST	1	R	2000	800	28	CS	69		4,500.00			
STONEHAM ST	PINE AVE	POPLAR AVE	4 (S)	R	1998	317	26	CS	69		1,700.00			
WHEAT LN	CLAYTON CT	MITTEL DR	4 (N)	I	2007	1,208	34	CS	69		8,200.00			
CENTRAL AVE	FOSTER AVE	THORNDALE AVE	4 (N)	I	2008	5,103	35	CS & P	69		60,000.00			
GERRY DR	MITTEL DR	AEC DR	4 (N)	I	2007	1,422	34	CS & P	69		16,200.00			
MICHAEL DR	END	DEVON AVE	4 (N)	I	2007	2,808	37	CS & P	69		34,900.00			
ASH AVE	POTTER ST	IRVING PARK RD	4 (S)	C	2008	548	34	CS	70		3,700.00			
BLACKHAWK CT	BRISTOL LN	END (CDS)	4 (N)	R		650	25	CS	70		3,300.00			
BRISTOL LN	DEVON	END (CDS)	4 (N)	R		1,160	25	CS	70		5,800.00			
CARA LN	CEDAR AVE	END	1	R	2008	320	25	CS	70		1,600.00			
CEDAR AVE	CARA LN	SUNNYSIDE AVE	1	R	2008	274	22	CS	70		1,200.00			
DRISCOLL	BLACKHWAK CT	WOOD DALE RD	4 (N)	R		220	25	CS	70		1,100.00			
DUNLAY ST	CENTRAL AVE	EDGEWOOD AVE	1	R	2008	1,142	22	CS	70		5,000.00			
EDGEWOOD AVE	DUNLAY ST	POTTER ST	1	R	1990	673	22	CS	70		3,000.00			
HEMLOCK AVE	S. END	MONTROSE AVE	1	R	1998	168	19	CS	70		600.00			
IROQUOIS TRL	END	MONTROSE AVE	1	R	2005	647	25	CS	70		3,200.00			
JASON LN	VICTORIA LN	VICTORIA LN	3	R	2007	383	25	CS	70		1,900.00			
LIVELY BLVD	RICHERT AVE	THORNDALE AVE	4 (N)	I	2008	2,083	35	CS	70			14,600.00		
MARK ST	MITTEL DR	MICHAEL DR	4 (N)	I	2007	1,070	38	CS	70			8,100.00		
MARK ST	MICHAEL DR	WOOD DALE RD	4 (N)	I	2007	760	50	CS	70			7,600.00		
OAK AVE	MONTROSE AVE	WINDSOR AVE	1	R	2001	1,007	22	CS & P	70			12,000.00		
PROSPECT AVE	MARY JANE LN	GILBERT DR	3	R	2011	967	25	CS	70			4,800.00		
VICTORIA DR	PROSPECT AVE	JASON CT	3	R	2007	624	25	CS	70			3,100.00		
WINDSOR AVE	CEDAR AVE	CENTRAL AVE	1	R	2007	1,304	24	CS	70			6,300.00		
MURRAY LN	MONTCLARE LN	CENTRAL AVE	1	R	2006	267	22	CS	70			1,200.00		

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CITY OF WOOD DALE
2015 STREET SURVEY

STREET EVALUATION SUMMARY
RECOMMENDED 5-YEAR MAINTENANCE PROGRAM

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Last Major Work	Length (Ft)	Width (E-E)	Impr. Type (RS,RC,CS, P, None)	Condition Rating	2016	2017	2018	2019	2020
SUNNYSIDE AVE	WOOD DALE RD	OAK	1	R	2008	1070	22	CS	70			4,700.00		
WALNUT AVE	STONEHAM ST	ELMHURST ST	4 (S)	R	1993	750	22	CS	70			3,300.00		
ROBIN LN	POTTER ST	GEORGE ST	3	R	2007	1,363	25	CS	73			6,800.00		
PROSPECT AVE	GEORGE ST	IRVING PARK RD	3	R, C	1992	1,020	40	CS	74			8,200.00		
EDGEWOOD AVE	IRVING PARK RD	STONEHAM ST	4 (S)	R	1996	2,090	22	CS & P	74			15,500.00		
CARTER AVE	ADDISON RD	FOREST VIEW AVE	2	R	2009	1,286	26	CS	75			6,700.00		
STONEHAM ST	WOOD DALE RD	HEMLOCK AVE	4 (S)	R	2005	3,089	22	CS	76			13,600.00		
JANIS LN	END	WOOD LANE CT	1	R	1999	155	25	CS	78			800.00		
BROOKWOOD DR	FOREST PRESERVE DR	GILBERT DR	2	R	1995	300	25	CS	79			1,500.00		
POTTER ST	MILL RD	PROSPECT AVE	3	R	2010	1,357	25	CS	79			6,800.00		
BEINORIS DR	CENTRAL AVE	EDGEWOOD AVE	4 (N)	I	2008	1,403	34	CS	79			9,500.00		
DILLON DR	RICHERT DR	THORNDALE AVE	4 (N)	I	2008	2,056	34	CS	79			14,000.00		
MAPLE AVE	SUNNYSIDE AVE	N. END	1	R	2008	195	14	CS & P	79			2,400.00		
STATION DR	PARK LN	IRVING PARK RD	2	R	2008	1,234	26	CS	79			6,400.00		
APOLLO CT	ROY DR	END	3	R	2007	521	25	CS & P	79			3,900.00		
LINCOLN CT	END	WELTER DR	3	R	1997	548	25	CS & P	79			4,000.00		
ASH AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R, C	1995	2,766	22	CS	80				12,200.00	
BAUMAN CT	END	MITTEL DR	4 (N)	I	2007	719	34	CS	80				4,900.00	
BEINORIS DR	CREEL DR	CENTRAL AVE	4 (N)	I	2008	1,082	35	CS	80				7,600.00	
CEDAR AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R	2009	2,352	22	CS	80				10,400.00	
CENTRAL AVE	MONTROSE AVE	SUNNYSIDE AVE	1	R		670	26	CS	80				3,500.00	
CLARE CT	END	POTTER ST	3	R	2007	587	25	CS	80				2,900.00	
COMMERCIAL ST	GROVE AVE	500' W. WOOD DALE RD	4 (S)	C		800	25	CS	80				4,000.00	
CREEL DR	BEINORIS DR	SIVERT DR	4 (N)	I	2008	1,079	34	CS	80				7,300.00	
EDGEWOOD AVE	ITASCA ST	FOSTER AVE	4 (S)	R	1992	505	22	CS	80				2,200.00	
ESSEX CT	ELIZABETH DR	END	2	R	1999	281	19	CS	80				1,100.00	
FOREST GLEN RD	GROVE AVE	WOOD DALE RD	4 (S)	R	1987	1,205	18	CS & P	80				11,700.00	
HANSEN CT	GERRY DR	AEC DR	4 (N)	I	2007	1,330	34	CS	80				9,000.00	
LEWIS DR	MITTEL DR	MICHAEL DR	4 (N)	I	2007	1,268	37	CS	80				9,400.00	
MITTEL BLVD	THORNDALE AVE	DEVON AVE	4 (N)	I	2007	3,581	50	CS	80				35,800.00	
MONTROSE AVE	W. END	IL ROUTE 83	1	R	2009	1,485	25	CS	80				7,400.00	
POND AVE	CLAYTON CT	MITTEL DR	4 (N)	I	2007	1,753	34	CS	80				11,900.00	
RICHERT RD	CENTRAL AVE	DILLON DR	4 (N)	I	2008	1,247	34	CS	80				8,500.00	
ROBERTS LN	END	EDGEWOOD AVE	1	R	2009	287	25	CS	80				1,400.00	
SARAH CT	PROSPECT AVE	END	3	R	2007	459	25	CS	80				2,300.00	
SIVERT DR	WOOD DALE RD	THORNDALE AVE	4 (N)	I	2008	3,500	34	CS	80					23,800.00
STATION DR	POTTER ST	PARK LN	2&3	R	2007	838	20	CS	80					3,300.00
TIOGA TR	CENTRAL AVE	END	1	R	2002	667	22	CS	80					2,900.00
WALNUT AVE	MONTROSE AVE	WINDSOR AVE	1	R	2009	1,003	22	CS	80					4,400.00
WELTER DR	POTTER ST	ROBIN LN	3	R	2007	1,740	25	CS	80					8,700.00

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CITY OF WOOD DALE
2015 STREET SURVEY

STREET EVALUATION SUMMARY
RECOMMENDED 5-YEAR MAINTENANCE PROGRAM

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Last Major Work	Length (Ft)	Width (E-E)	Impr. Type (RS,RC,CS, P, None)	Condition Rating	2016	2017	2018	2019	2020
BROOKHURST LN	END	WOOD DALE RD	2	R	2000	1,050	13	CS & P	80					4,600.00
ELIZABETH DR	ADDISON RD	WOOD DALE RD	2	(Rural)	2009	3,106	24	CS & P	80					25,000.00
CATALPA AVE	WINDSOR AVE	POTTER ST	1	R	2008	267	24	CS	80					1,300.00
POTTER ST	CEDAR AVE	CATALPA AVE	1	R	2008	1,016	24	CS	80					4,900.00
CATALPA AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R	1989	2,501	22	CS	85					11,000.00
BUTTERNUT DR	BUTTERNUT AVE	HACKBERRY CT	1	R	2008	271	25	CS	89					1,400.00
EDGEWOOD AVE	OAK MEADOWS DR	DEERPATH RD	1	R	2009	2,442	25	CS	89					12,200.00
MONTROSE AVE	MILL RD	PROSPECT AVE	3	R	1994	1,304	22	CS	89					5,700.00
DALEWOOD AVE	POTTER ST	IRVING PARK RD	2	R	2000	1,921	22	CS & P	89					14,200.00
BROOKWOOD PL	END	FOREST PRESERVE DR	2	R	2008	158	24	CS	90					800.00
CARTER CT	END	ADDISON RD	2	R	2011	601	25	CS	90					3,000.00
POTTER ST	STATION DR	ADDISON RD	2	R	2008	1,128	34	CS	90					7,700.00
CENTRAL AVE	DEERPATH RD	MONTROSE AVE	1	R		2,390	25	CS	90					12,000.00
CENTURY DR	MANNING DR	HERITAGE DR	2	R	2011	716	25	CS	90					3,600.00
CHARMILLE LN	ADDISON RD	CARTER AV	2	R	2012	1,069	24	CS	90					5,100.00
HERITAGE DR	PARAMOUNT DR	CENTURY DR	2	R	2011	488	25	CS	90					2,400.00
MANNING DR	PARAMOUNT DR	CENTURY DR	2	R	2011	502	25	CS	90					2,500.00
MORGANS GATE DR	MONTROSE AVE	SPRUCE AVE	1	R		1100	25	CS	90					5,500.00
PARAMOUNT DR	MANNING DR	POTTER ST	2	R	2011	1,367	25	CS	90					6,800.00
PROSPECT AVE	GILBERT DR	POTTER ST	3	R	2011	1,673	25	CS	90					8,400.00
PROSPECT AVE	POTTER ST	GEORGE ST	3	R	2011	1,413	27	CS	90					7,600.00
SUNNYSIDE AVE	OAK	CENTRAL AVE	1	R	2012	1,530	22	CS	90					6,700.00
SUB-TOTALS										168,800.00	165,200.00	165,800.00	153,500.00	195,500.00
TOTAL										848,800.00				

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CITY OF WOOD DALE
2015 STREET SURVEY

STREET EVALUATION SUMMARY
INSPECTOR EVALUATION LOGS

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Length (Ft)	No. ADA Ramps Req.	Pavt Cond (1-10)	Base Patch (Pct)	Edge Patch (% of 2L)	Curb Repl. (Pct)	Evaluator's Comments (e.g. isolated problem-by address/ one side curb/ width change/ unique condition)
AEC DRIVE	MITTEL DR	THORNDALE AVE	4 (N)	I	2,604	0	8.5	0	0	5	Crack-filled, in good condition.
APOLLO CT	ROY DR	END	3	R	521	2	8.0	0	5	5	
ARLENE DR	MILL RD	PROSPECT AVE	3	R	1,320	6	5.5	5	0	25	Crack filled. Newer ADA ramp steep @ Mill.
ASH AVE	DUNLAY ST	POTTER ST	1	R	772	0	7.0	0	0	15	
ASH AVE	POTTER ST	IRVING PARK RD	4 (S)	C	548	3	7.0	0	0	5	Striped centerline, turn lanes, RR crossing, median.
ASH AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R, C	2,766	2	8.0	0	0	5	Previously crack-filled, needs again.
ASPEN RD	END	CENTRAL AVE	1	R	317	0	5.0	20	100	25	No S/W.
BALM CT	END	EDGEWOOD AVE	4 (N)	I	799	0	7.0	0	0	10	Crack-filling still viable, but heavy.
BAUMAN CT	END	MITTEL DR	4 (N)	I	719	1	8.0	0	0	5	Requires ADA ramp @ Bike Path entrance in CDS. Seal coated/crack-filled. Striped angle parking. Appears private?
BEINORIS DR	CREEL DR	CENTRAL AVE	4 (N)	I	1,082	0	8.0	0	0	5	
BEINORIS DR	CENTRAL AVE	EDGEWOOD AVE	4 (N)	I	1,403	0	8.0	0	0	10	Many sags in C&G holding water.
BLACKHAWK CT	BRISTOL LN	END (CDS)	4 (N)	R	650	6	7.0	0	0	5	Private? Townhouses.
BRISTOL LN	DEVON	END (CDS)	4 (N)	R	1,160	9	7.0	0	0	5	Private? Townhouses.
BROOKHURST LN	END	WOOD DALE RD	2	R	1,050	0	8.0	2	0	2	Narrow street. *Surface slipping 20' from Wood Dale Rd. (10'x25'). No S/W.
BROOKWOOD DR	FOREST PRESERVE DR	GILBERT DR	2	R	300	7	8.0	0	0	15	
BROOKWOOD DR	GILBERT DR	END (North)	2	R	160	4	6.0	0	0	40	
BROOKWOOD PL	END	FOREST PRESERVE DR	2	R	158	2	9.0	0	0	5	Newer ADA ramp curb depression is steep.
BUTTERNUT AVE	BUTTERNUT DR	CRESTWOOD RD	1	R	442	0	6.5	0	0	20	Bad surface @ 100' S. of Hackberry Ct. (50'x12').

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CITY OF WOOD DALE
2015 STREET SURVEY

STREET EVALUATION SUMMARY
INSPECTOR EVALUATION LOGS

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Length (Ft)	No. ADA Ramps Req.	Pavt Cond (1-10)	Base Patch (Pct)	Edge Patch (% of 2L)	Curb Repl. (Pct)	Evaluator's Comments (e.g. isolated problem-by address/ one side curb/ width change/ unique condition)
BUTTERNUT DR	BUTTERNUT AVE	HACKBERRY CT	1	R	271	0	9.0	0	0	10	No S/W.
CARA LN	CEDAR AVE	END	1	R	320	2	7.0	0	0	5	Should add 2 ADA ramps to cross @ Cara/Cedar.
CAREY TRL	ELMWOOD AVE	CEDAR AVE	1	R	573	1	6.0	0	0	5	Crack-filled & seal coated. Private.
CARTER AVE	ADDISON RD	FOREST VIEW AVE	2	R	1,286	0	8.0	0	0	55	No curb N. side entire length. (50% of C&G is for N side).
CARTER AVE	EDGEBROOK RD	OAKWOOD DR	2	R	347	0	10.0	0	0	0	
CARTER CT	END	ADDISON RD	2	R	601	0	9.0	0	0	5	
CATALPA AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R	2,501	3	8.5	0	0	5	Centerline & random cracking - recommend crack-filling.
CATALPA AVE	SUNNYSIDE AVE	END	1	R	208	0	6.0	10	0	0	No C&G, No S/W.
CATALPA AVE	WINDSOR AVE	POTTER ST	1	R	267	1	8.0	0	0	0	
CATHERINE CT	ELIZABETH DR	END	2	R	518	0	4.0	20	0	20	
CEDAR AVE	S. END	MONTROSE AVE	1&2	R	2,706	1	9.0	0	0	5	1 ADA @ south end -damaged tiles.
CEDAR AVE	MONTROSE AVE	N. END	1	R	198	2	10.0	0	0	0	individual non-standard curbs, or no curbs. Recently resurfaced.
CEDAR AVE	CARA LN	SUNNYSIDE AVE	1	R	274	4	7.0	0	0	5	Should add ADA crossing @ Cedar/Cara.
CEDAR AVE	SUNNYSIDE AVE	N. END	1	R	191	0	5.0	20	0	0	Narrow street, no shoulder. No S/W.
CEDAR AVE	WINDSOR ST	POTTER ST	1	R	290	1	6.0	0	0	10	
CEDAR AVE	POTTER ST	CAREY TRL	1	R	264	2	6.0	5	0	0	Seal coated & crack-filled. Private.
CEDAR AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R	2,352	4	8.0	0	0	5	Centerline joint & sewer patches - recommend crack-filling.
CENTER ST	GROVE AVE	WOOD DALE RD	4 (S)	R	1,218	2	6.0	10	0	5	Widens in east450 ft. (34' wide, LT lane striped).

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CENTRAL AVE	ETHEL LN	DEERPATH RD	1	R	975	0	6.0	10	0	5	Bad surface @ #356 (west half, 100'x12'). No S/W.
CENTRAL AVE	DEERPATH RD	MONTROSE AVE	1	R	2,390	2	9.0	0	0	0	Suitable for crack filling, esp. & occais. Transv. Cracks.
CENTRAL AVE	MONTROSE AVE	SUNNYSIDE AVE	1	R	670	4	8.0	0	0	5	
CENTRAL AVE	SUNNYSIDE AVE	POTTER ST	1	R	650	4	6.0	5	0	10	Striped: centerline, 2 lanes + 2 parking lanes.
CENTRAL AVE	END (TRACKS)	ALLEY	4 (S)	C	100	0	2.0	100	0	0	S. of alley unimproved stone surface to end.
CENTRAL AVE	ALLEY	IRVING PARK RD	4 (S)	C	150	0	10.0	0	0	0	Newly paved as alley (to alley) in PCC.
CENTRAL AVE	IRVING PARK RD	FOSTER AVE	4 (S)	R, C	3,462	4	5.0	20	50	10	NB bumpy ride all 5 blocks, SB less bumpy; cracking -unsuitable for crack filling.
CENTRAL AVE	FOSTER AVE	THORNDALE AVE	4 (N)	I	5,103	0	7.0	0	0	5	Sewer patch from #___ to Thorndale (poor cond.). Striped with dual LT lane. B612 from Foster-655(E.), Foster-Beinoris (W.). No S/W.
CENTURY DR	MANNING DR	HERITAGE DR	2	R	716	0	9.0	0	0	0	
CHARMILLE LN	ADDISON RD	CARTER AV	2	R	1,069	0	9.0	0	0	0	
CLARE CT	END	POTTER ST	3	R	587	0	8.0	0	0	5	CDS w/ island.
CLAYTON CT	END	WHEAT LN	4 (N)	I	244	0	7.0	0	0	10	
COMMERCIAL ST	GROVE AVE	500' W. WOOD DALE RD	4 (S)	C	800	2	8.0	0	0	5	
COMMERCIAL ST	WALNUT AVE	EAST CITY LIMITS	4 (S)	R	3,631	4	4.5	10	65	0	No C&G except at intxns., some blocks riding surface ok but edges badly cracked, soft. *Gap across most intersections.
CREEL DR	BEINORIS DR	SIVERT DR	4 (N)	I	1,079	0	8.0	0	0	5	
CRESTWOOD CT	END	CRESTWOOD RD	1	R	323	0	10.0	0	0	0	Recent resufacing w/ interim C&G. No S/W.
CRESTWOOD RD	WOODSIDE DR	SPRUCE DR	1	R	1,561	0	10.0	0	0	0	Recent resufacing w/ interim C&G. No S/W.
CYPRESS CT	SHERWOOD DR	END	1	R	158	0	10.0	0	0	0	

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DALEWOOD AVE	POTTER ST	IRVING PARK RD	2	R	1,921	4	9.0	2	0	5	Crack filled. *Occaisional patches in poor condition.
DEERPATH RD	CENTRAL AVE	CITY LIMITS	1	R	1,735	1	9.0	0	0	0	Recent full C&G, RS or RC up to #460/461 (City limit). No C&G east of city limit.
DILLON DR	RICHERT DR	THORNDALE AVE	4 (N)	I	2,056	0	8.0	0	0	10	
DIVISION ST	WOOD DALE RD	END	1	R, C	732	2	6.0	5	0	5	"END" is entrance to commuter parking lot.
DRISCOLL	BLACKHWAK CT	WOOD DALE RD	4 (N)	R	220	6	7.0	0	0	5	Private? Townhouses.
DUNLAY CT	W. END	CENTRAL AVE	1	R	218	2	7.0	2	5	5	CDS w/ island. Soft edge (20') @ #304.
DUNLAY LN	EDGEWOOD AVE	END	1	R	130	0	5.0	30	20	0	No C&G, no S/W. 33' ROW. Dead end. Depressed C&G entrance, ok. Alligator crkg full width, 15'L + soft edges 20%
DUNLAY ST	CENTRAL AVE	EDGEWOOD AVE	1	R	1,142	2	7.0	0	0	5	No S/W.
DUNLAY ST	W. END	SPRUCE DR	1	R	861	4	5.0	10	0	30	Poor C&G drainage.
EDGEBROOK RD	CARTER AVE	POTTER ST	2	R	1,000	0	10.0	0	0	0	
EDGEBROOK RD	POTTER ST	IRVING PARK RD	2	R	1,300						Under construction.
EDGEWOOD AVE	OAK MEADOWS DR	DEERPATH RD	1	R	2,442	0	9.0	0	0	10	Standing water in gutter @#342, #340, #370, #401.
EDGEWOOD AVE	DUNLAY ST	POTTER ST	1	R	673	0	7.0	0	0	5	Speed bumps (removable type). No s/w.
EDGEWOOD AVE	S. END (TRACKS)	IRVING PARK RD	1	C	225	2	6.0	0	50	0	Soft shoulder on E side. Adjacent parking in poor condition.
EDGEWOOD AVE	IRVING PARK RD	STONEHAM ST	4 (S)	R	2,090	1	7.5	2	0	5	surface raveling @ #241, surface raveling @#289/293.
EDGEWOOD AVE	STONEHAM ST	ELMHURST ST	4 (S)	R	670	1	4.0	15	0	15	N. Blk- wide centerline joint; surface raveling @ #411,419.
EDGEWOOD AVE	ELMHURST ST	ITASCA ST	4 (S)	R	452	0	9.0	0	0	0	
EDGEWOOD AVE	ITASCA ST	FOSTER AVE	4 (S)	R	505	10	8.0	0	0	5	

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EDGEWOOD AVE	FOSTER AVE	BEINORIS DR	4 (N)	I	1,725	0	7.0	0	0	15	
EDGEWOOD AVE	BEINORIS DR	THORNDALE AVE	4 (N)	I	2,700	0	7.0	2	0	15	C&G sag west side just N. of Beinoris. *Newer patches near Throndale in poor condition.
ELIZABETH CT	WOOD DALE RD	END	2	R	881	4	6.0	5	20	5	Heavy cracking along edges. Traffic loops.
ELIZABETH DR	W. END	ADDISON	2	R	2,954	4	7.0	5	0	10	Crack filled recently.
ELIZABETH DR	ADDISON RD	WOOD DALE RD	2	(Rural)	3,106	0	8.0	2	0	0	2- lane, striped. *Bridge has rough approach.
ELMHURST ST	WOOD DALE RD	EDGEWOOD AVE	4 (S)	R	3,805	8	9.0	0	0	0	
ELMHURST ST	EDGEWOOD AVE	SPRUCE AVE	4 (S)	R	1021	4	6.0	5	0	5	
ELMWOOD AVE	MONTROSE AVE	WINDSOR AVE	1	R	984	14	6.0	5	0	5	Pavement failure @ #125 (12'x20'), #141 (8'x15').
ELMWOOD AVE	POTTER ST	CAREY TRL	1	R	257	4	6.0	10	0	10	Private. Seal coated, crack-filled. Wide intxn. @ Carey Tr. (CDS)
ELMWOOD AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R, C	2,181	0	8.7	0	0	10	No sidewalks.
ESSEX CT	ELIZABETH DR	END	2	R	281	0	8.0	0	0	5	
ETHEL LANE	CENTRAL AVE	EDGEWOOD AVE	1	R	772	0	6.0	5	5	20	Soft edge @ #345. Ponding @ #348 edge of pavement. Also high curb at Dwy #348. Bump @#307. No S/W.
FLORINA CT	END	WOOD DALE RD	4 (S)	R	571	0	6.0	5	0	5	
FOREST GLEN RD	GROVE AVE	WOOD DALE RD	4 (S)	R	1,205	0	8.0	5	0	0	No C&G, no S/W, no shldr. Narrow. *Pavement failure @ #146 (12'x30').
FOREST PRESERVE DR	MILL RD	BROOKWOOD DR	3	R	2,009	2	7.0	0	0	10	Good ride but heavy cracking.
FOREST PRESERVE DR	BROOKWOOD DR	ADDISON RD	2	R	1,822	4	3.0	15	0	30	North half bad @ Addison.
FOREST VIEW AVE	CARTER AVE	IRVING PARK RD	2	R	2,496	0	6.3	5	0	100	Utility patch E side- poor condition. Poor surface (4.0) from #212- #238. Good surface (8.0) from #238-#306. Surface OK from #306-Irving Pk Rd.
FOSTER AVE	CENTRAL AVE	SPRUCE DR	4 (S)	R, C	2,116	7	6.0	5	0	15	2-lane highway, dual LT lane or parking lane (S. side) (County?)

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FRONT ST	WOOD DALE RD	ELMWOOD AVE	4 (S)	C	772	0	6.0	5	0	10	
GEORGE ST	MILL RD	PROSPECT AVE	3	R	1,343	13	5.3	5	0	15	Striped centerline parking. Needs S/W & ADA @ Mill.
GEORGE ST	PROSPECT AVE	STATION DR	2	R	1,089	3	6.5	5	0	5	Varying widths (23'-31'), cracks/bumps, ADA steep @ Prospect, Striped parallel pkg N. side.
GERRY DR	MITTEL DR	AEC DR	4 (N)	I	1,422	0	7.0	2	0	5	Small sinkhole, S. E/P 100' E of Mittel. Heavy cracking, still viable for crack-filling.
GILBERT DR	MILL RD	ADDISON RD	3	R	3,825	10	6.3	5	0	15	Newer ADA Steep @ Mill.
GROVE AVE	IRVING PARK RD	N. END	4 (S)	R	350	1	6.0	10	0	50	West curb numerous cracks.
GROVE AVE	COMMERCIAL ST	CENTER ST	4 (S)	R	591	0	4.0	20	50	0	Steep drop-off from E/P, no shoulder, no S/W. Narrow roadway.
GROVE AVE	CENTER ST	SCHOOL ST	4 (S)	R	1,395	4	7.0	5	0	5	2 util. repair patches -redo.
HACKBERRY CT	EDGEWOOD AVE	END	1	R	168	0	6.0	10	10	20	No S/W.
HANSEN CT	GERRY DR	AEC DR	4 (N)	I	1,330	0	8.0	0	0	5	
HARVEY AVE	CARTER AVE	IRVING PARK RD	2	R	2,615	0	6.5	10	20	0	Poor edges, esp W. side. Ratings: Irving Pk-#224(5.0), #224-204(8.0),#204-150(5.0),#150-Carter(8.0).
HAYNES DR	CENTRAL AVE	EDGEWOOD AVE	4 (N)	I	1,109	0	7.0	0	0	15	
HEMLOCK AVE	S. END	MONTROSE AVE	1	R	168	0	7.0	0	0	5	
HEMLOCK AVE	DUNLAY ST	POTTER ST	1	R	832	0	5.0	5	0	5	No S/W.
HEATHER LN	POTTER ST	N. END	1	R	208	0	7.0	0	0	5	Private. Crack-filled &sealcoated.
HEMLOCK AVE	S. END	IRVING PARK RD	4 (S)	R	281	0	9.0	0	0	0	Paved to adjacent parking lot edges. No C&G.
HEMLOCK AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R	2,650	0	9.0	0	0	5	
HERITAGE DR	PARAMOUNT DR	CENTURY DR	2	R	488	0	9.0	0	0	0	

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HIAWATHA TRL	CENTRAL AVE	END (CUL DE SAC)	1	R	690	0	9.0	0	0	0	
HIAWATHA TRL	END (CUL DE SAC)	CEDAR ST	1	R	231	0	10.0	0	0	10	No S/W.
HIAWATHA TRL	END (CUL DE SAC)	SHERWOOD DR	1	R	1,798	0	6.0	5	20	25	No S/W.
HOMESTEAD DR	END	WOOD DALE RD	2	R	275	2	2.0	100	0	100	Non-standard curb N. Side. Private.
HOOVER DR	PARK LN	GEORGE ST	3	R	422	0	10.0	0	0	0	
IRMEN DR	MILL RD	PROSPECT AVE	3	R	1,330	0	6.0	10	30	20	
IROQUOIS TRL	END	MONTROSE AVE	1	R	647	0	7.0	0	0	5	
ITASCA ST	CENTRAL AVE	SPRUCE AVE	4 (S)	R	2,128	5	6.5	5	0	10	Spruce intxn. not included, needs ADA (outside city limit), wide cetnerline joint near Central Ave (30').
JANIS LN	END	WOOD LANE CT	1	R	155	0	8.0	0	0	20	Runs into newer street (unincorporated).
JASON LN	VICTORIA LN	VICTORIA LN	3	R	383	0	7.0	0	0	5	
JESSICA	POTTER ST	END	1	R	260	1	7.0	0	0	10	Private.
JUNIPER AVE	MONTCLARE LN	CENTRAL AVE	1	R	340	0	5.0	20	50	40	Soft edges S side. No S/W.
KNOLLWOOD CT	SHERWOOD DR	END	1	R	165	0	10.0	0	0	0	
KNOLLWOOD DR	END	SHERWOOD DR	1	R	944	0	10.0	0	0	0	
LEWIS DR	MITTEL DR	MICHAEL DR	4 (N)	I	1,268	0	8.0	0	0	5	
LILAC LN	END	ROYAL OAKS DR	1	R	251	0	10.0	0	0	0	
LINCOLN CT	END	WELTER DR	3	R	548	2	8.0	0	5	5	
LIVELY BLVD	RICHERT AVE	THORNDALE AVE	4 (N)	I	2,083	0	7.0	0	0	5	

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LOUISE CT	END (CUL DE SAC)	DIVISION ST	1	R	300	0	5.0	5	0	5	Private. No S/W.
MANNING DR	PARAMOUNT DR	CENTURY DR	2	R	502	0	9.0	0	0	0	
MAPLE AVE	SUNNYSIDE AVE	N. END	1	R	195	0	8.0	10	0	0	Pavement failure (10' x20'). No C&G. No S/W. Narrow.
MAPLE AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R, C	2,412	2	8.7	0	0	0	
MARK ST	MITTEL DR	MICHAEL DR	4 (N)	I	1,070	0	7.0	0	0	5	Widens approaching Michael Dr.
MARK ST	MICHAEL DR	WOOD DALE RD	4 (N)	I	760	0	7.0	0	0	5	Curbed median. Occasional wide longitudinal joints.
MARY JANE LN	MILL RD	PROSPECT AVE	3	R	1,320	1	5.0	5	0	15	Speed bumps. Wide cracks. Poor ride.
MICHAEL DR	END	DEVON AVE	4 (N)	I	2,808	0	7.0	2	0	5	Crack-filled, needs add'l crack-filling. *Occasional surface failures.
MILL RD	S. CITY LIMIT	MARY JANE LN	3	R	1,201	0	5.0	15	0	20	(Planned Improvement). Striped CL, parking on E. side. Heavy cracking, filled holes, bumps.
MILL RD	MARY JANE LN	GEORGE ST	3	R	4,035	22	4.0	15	10	20	(Planned Improvement). Striped CL & EP. Heavy cracking, filled holes, bumps.
MILLER LN	END	IRVING PARK RD	2	R	706	2	6.0	10	0	25	
MITTEL DR	WOOD DALE RD	GERRY DR	4 (N)	I	3,204	0	6.0	2	0	5	Crack-filled, needs add'l crack-filling. Bike lanes need restriping. Poor surface at 2 locs. @#775 (12x30) & #802 (12x20).
MITTEL DR	GERRY DR	THORNDALE AVE	4 (N)	I	1,778	0	7.0	0	0	15	
MITTEL BLVD	THORNDALE AVE	DEVON AVE	4 (N)	I	3,581	0	8.0	0	0	5	Curbed median. Striped bike lanes intact.
MONTCLARE LN	JUNIPER AVE	MONTROSE AVE	1	R	2,720	0	6.0	5	0	5	Local surface failures @ #133, #127, #121, #107, #101, E. Side.
MONTROSE AVE	WOOD DALE RD	CENTRAL AVE	1	R	2,647	9	9.0	0	0	5	
MONTROSE AVE	CENTRAL AVE	E. END (CUL DE SAC)	1	R	1,083	0	9.0	0	0	5	
MONTROSE AVE	W. END	IL ROUTE 83	1	R	1,485	0	8.0	0	0	5	Wider pavement from Rt. 83- Spruce (34'). Poor drainage in W. 100'. Wide centerline crack, ponding on pavement & flowline.
MONTROSE AVE	MILL RD	PROSPECT AVE	3	R	1,304	2	9.0	0	0	10	

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MORGANS GATE DR	MONTROSE AVE	SPRUCE AVE	1	R	1100	0	9.0	0	0	0	Private/ City responsible for maintenance?
MULBERRY LN	END	ROYAL OAKS DR	1	R	271	0	10.0	0	0	0	
MURRAY DR	WOOD DALE RD	CEDAR AVE	2	R	1,430	0	3.0	20	100	40	Very poor surface, soft edges entire block.
MURRAY DR	CEDAR AVE	E. END	1	R	200	0	10.0	0	0	0	
MURRAY LN	MONTCLARE LN	CENTRAL AVE	1	R	267	0	7.0	0	0	0	
OAK AVE	MONTROSE AVE	WINDSOR AVE	1	R	1,007	3	7.0	10	0	0	Surf. bad @ Windsor (12'x20'). Pvt failure @ #157 (12'x40'). Surf. bad @ #123 (12'x20').
OAK AVE	IRVING PARK RD	ELMHURST ST	4 (S)	R, C	2,261	0	9.0	0	0	0	
OAK HILL DR	WOOD DALE RD	END (TEE)	1	R	625	3	6.0	5	50	10	Private. Heavy cracking, soft edges, but ride OK. Seal coated. B-curb E. in later phase of development.
OAK MEADOWS DR	CITY LIMITS	CITY LIMITS	1	R	1,703	0	9.0	0	0	0	2- Lane hwy. w/shoulder.
OAKWOOD DR	CARTER AVE	POTTER ST	2	R	975	0	10.0	0	0	0	Recent construction.
OAKWOOD DR	POTTER ST	IRVING PARK RD	2	R	2,211						Under construction.
ORCHARD DR	END	GROVE ST	4 (S)	R	663	0	6.0	5	0	5	No S/W.
PARAMOUNT DR	MANNING DR	POTTER ST	2	R	1,367	0	9.0	0	0	0	
PARK LN	HOOVER DR	STATION DR	2	R	752	0	10.0	0	0	0	
PINE AVE	CITY LIMIT (COMMERCIAL ST)	ELMHURST ST	4 (S)	R	1,290	2	7.0	2	0	10	surface raveling @ #350, surface raveling @ #440.
PINE TREE LN	ROYAL OAKS DR	END	1	R	231	0	10.0	0	0	0	
POND AVE	CLAYTON CT	MITTEL DR	4 (N)	I	1,753	0	8.0	0	0	5	
POPLAR AVE	CITY LIMITS	ELMHURST ST	4 (S)	R	963	4	6.0	0	0	5	

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CITY OF WOOD DALE
2015 STREET SURVEY

STREET EVALUATION SUMMARY
INSPECTOR EVALUATION LOGS

Street Name	From	To	Loc (Ward)	Res(R) Cm(C) Ind(I)	Length (Ft)	No. ADA Ramps Req.	Pavt Cond (1-10)	Base Patch (Pct)	Edge Patch (% of 2L)	Curb Repl. (Pct)	Evaluator's Comments (e.g. isolated problem-by address/ one side curb/ width change/ unique condition)
POTTER ST	MILL RD	PROSPECT AVE	3	R	1,357	1	8.0	0	0	15	
POTTER ST	PROSPECT AVE	STATION DR	3	R	1,192	0	7.0	0	0	10	
POTTER ST	STATION DR	ADDISON RD	2	R	1,128	0	9.0	0	0	5	
POTTER ST	EDGEBROOK RD	OAKWOOD RD	2	R	281	0	10.0	0	0	0	Recent construction.
POTTER ST	WOOD DALE RD	CEDAR AVE	1	R	1,321	6	6.0	5	0	5	Wide centerline joint.
POTTER ST	CEDAR AVE	CATALPA AVE	1	R	1,016	1	8.0	0	0	0	
POTTER ST	CENTRAL AVE	PINE AVE	1	R, C	1,520	2	6.0	10	0	5	
POTTER ST	PINE AVE	E SPRUCE AVE	1	R	750	0	4.0	5	0	0	No C&G, no shoulder.
PROSPECT AVE	MARY JANE LN	GILBERT DR	3	R	967	7	7.0	0	0	5	
PROSPECT AVE	GILBERT DR	POTTER ST	3	R	1,673	0	9.0	0	0	0	
PROSPECT AVE	POTTER ST	GEORGE ST	3	R	1,413	0	9.0	0	0	0	
PROSPECT AVE	GEORGE ST	IRVING PARK RD	3	R, C	1,020	12	7.5	0	0	15	Curbed median (Type B).
RALEIGH CT	END	ELIZABETH DR	2	R	300	2	6.0	5	0	25	
RICHERT RD	CENTRAL AVE	DILLON DR	4 (N)	I	1,247	0	8.0	0	0	5	B612 E. of #311, #320.
ROBERTS LN	END	EDGEWOOD AVE	1	R	287	0	8.0	0	0	5	No S/W.
ROBIN LN	POTTER ST	GEORGE ST	3	R	1,363	2	7.5	0	0	20	Includes court.
ROY DR	WELTER DR	ROBIN LN	3	R	627	3	5.5		10	15	Local surface failures.
ROYAL CT	OAK MEADOWS DR	END (CUL DE SAC)	1	R	200	0	10.0	0	0	0	

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ROYAL OAKS DR	SHERWOOD DR	IL ROUTE 83	1	R	1,078	0	10.0	0	0	0	
SARAH CT	PROSPECT AVE	END	3	R	459	1	8.0	0	0	5	CDS w/ island.
SARAH DR	MILL RD	PROSPECT AVE	3	R	1,317	2	6.5	5	10	10	
SCHOOL ST	END	WOOD DALE RD	4 (S)	R	2,429	2	9.0	0	0	0	
SHERWOOD DR	END	IL ROUTE 83	1	R	2,027	0	10.0	0	0	0	
SIVERT DR	WOOD DALE RD	THORNDALE AVE	4 (N)	I	3,500	0	8.0	0	0	5	
SPRING OAKS DR	WOOD DALE RD	CEDAR AVE	2	R	1,337	0	7.0	10	5	5	Poor surface @ #163, 174, 181, 187, 193.
SPRUCE RD	S. END	CRESTWOOD RD	1	R	974	0	10.0	0	0	0	No S/W.
SPRUCE AVE	HIAWATHA TRL	MONTROSE AVE	1	R	500	0	6.0	5	0	10	
SPRUCE AVE	MONTROSE AV	E POTTER ST	1	R	800	0	7.0	0	0	10	M412 W. side, Dunlay- Montrose.
STATION DR	POTTER ST	PARK LN	2&3	R	838	2	8.0	0	0	5	No C&G E. side (ComEd) from Potter to Park.
STATION DR	PARK LN	IRVING PARK RD	2	R	1,234	3	8.0	0	0	10	Newer ADA @ Irving appears steep.
STONEHAM ST	WOOD DALE RD	HEMLOCK AVE	4 (S)	R	3,089	8	7.6	0	0	5	
STONEHAM ST	HEMLOCK AVE	PINE AVE	4 (S)	R	1,092	1	9.0	0	0	0	
STONEHAM ST	PINE AVE	POPLAR AVE	4 (S)	R	317	5	7.0	0	0	10	
SUNNYSIDE AVE	WOOD DALE RD	OAK	1	R	1070	8	7.0	0	0	0	
SUNNYSIDE AVE	OAK	CENTRAL AVE	1	R	1,530	4	9.0	0	0	0	
SUNSET DR	END	WOOD DALE RD	2	R	275	2	1.0	100	0	100	Private.

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THOMAS DR	TOSCA DR	END	1	R	360	0	6.0	0	0	10	No S/W. Private. Sealcoated & crackfilled.
TIOGA TR	CENTRAL AVE	END	1	R	667	0	8.0	0	0	5	
TOSCA DR	POTTER ST	END	1	R	350	0	6.0	5	0	5	No S/W. Private. Sealcoated & crackfilled.
VICTORIA DR	PROSPECT AVE	JASON CT	3	R	624	0	7.0	0	0	5	
VICTORIA LN	MILL RD	PROSPECT AVE	3	R	1,317	2	5.0	5	20	20	
WALNUT AVE	MONTROSE AVE	WINDSOR AVE	1	R	1,003	0	8.0	0	0	5	No S/W.
WALNUT AVE	FRONT ST	STONEHAM ST	4 (S)	R, C	1,250	2	5.5	0	0	10	200 Blk -cracking; 300 Blk -surface raveling.
WALNUT AVE	STONEHAM ST	ELMHURST ST	4 (S)	R	750	2	7.0	0	0	0	
WELTER DR	POTTER ST	ROBIN LN	3	R	1,740	4	8.0	0	0	5	Newer ADA @ Potter has excessive cross slope; ADA Steep @ Lincoln. CDS Surface rating (7.0).
WHEAT LN	CLAYTON CT	MITTEL DR	4 (N)	I	1,208	0	7.0	0	0	10	
WINDSOR AVE	WOOD DALE RD	CEDAR AVE	1	R	1,314	11	6.0	10	0	20	Previously crack-filled.
WINDSOR AVE	CEDAR AVE	CENTRAL AVE	1	R	1,304	4	7.0	0	0	5	Speed bumps need new markings.
WISTERIA CT	END	SHERWOOD DR	1	R	142	0	10.0	0	0	0	
WOODBINE CT	WOODBINE DR	END	1	R	135	0	6.0	0	0	10	No S/W.
WOODBINE DR	CENTRAL AVE	EDGEWOOD AVE	1	R	825	0	6.0	10	30	15	Soft edges @#345, #335, #349, #360. No S/W.
WOODLANE CT	CENTRAL AVE	END	1	R	1,217	0	6.0	5	10	25	Soft edges @ #365, #377, #387, #335, #341, #342.
WOODSIDE DR	OAK MEADOWS DR	SPRUCE DR	1	R	1,785	0	10.0	0	0	0	No S/W.
DIVISION ST/IRVING PARK RD	WOOD DALE RD	ALLEY	1	A, C/R	310	0	9.0	0	0	0	

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2015 STREET SURVEY

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DIVISION ST/IRVING PARK RD	OAKWOOD DR	WOOD DALE RD	2	A,C	675	0	9.0	0	0	0	
IRVING PARK RD/COMMERCIAL ST	ASH AVE	EDGEWOOD AVE	4 (S)	A, C/R	350	0	10.0	0	0	0	Rough ride over return at Ash (steep; bumpy).
IRVING PARK RD/COMMERCIAL ST	CATALPA AVE	CENTRAL AVE	4 (S)	A, C/R	390	0	9.0	0	0	0	
IRVING PARK RD/COMMERCIAL ST	CENTRAL AVE	HEMLOCK AVE	4 (S)	A, C/R	420	0	10.0	0	0	0	
IRVING PARK RD/COMMERCIAL ST	EDGEWOOD AVE	END	4 (S)	A, C/R	160	0	10.0	0	0	0	
IRVING PARK RD/COMMERCIAL ST	HEMLOCK AVE	ASH AVE	4 (S)	A, C/R	340	0	10.0	0	0	0	Damaged curb at Hemlock return (S).
IRVING PARK RD/COMMERCIAL ST	MAPLE	CATALPA	4 (S)	A, C/R	160	0	9.0	0	0	0	Curb on N side.
IRVING PARK RD/COMMERCIAL ST	WALNUT AVE	ELMWOOD AVE	4 (S)	A, C/R	409	0	9.0	0	0	0	HMA Alley return @ Elmwood.
IRVING PARK RD/COMMERCIAL ST	CEDAR AVE	MAPLE AVE	4 (S)	A, C/R	110	0	10.0	0	0	0	Blind exit to Maple due to heavy brush. Curb on N. side.
IRVING PARK RD/COMMERCIAL ST	ELMWOOD AVE	OAK AVE	4 (S)	A, C/R	320	0	6.0	100	0	0	HMA except S half of W end (concrete). Some curb at bank.
RAILROAD/IRVING PARK	EDGEWOOD AVE	END	4 (S)	A,C	130	0	2.0	100	0	0	Dead end (does not connect across property line/City limit).
RAILROAD/IRVING PARK	CENTRAL AVE	HEMLOCK AVE	4 (S)	A,C	385	0	9.0	0	0	0	Poor drainage mid- block. Low E/P at S curb. "L" shaped alley (includes Central Ave).
RAILROAD/IRVING PARK	END	EDGEWOOD AVE	4 (S)	A,C	170	0	3.0	100	0	0	Dead end.
RAILROAD/IRVING PARK	HEMLOCK AVE	ASH AVE	4 (S)	A,C	340	0	9.0	0	0	0	
WOOD DALE RD/LOUISE CT	DIVISION ST	ALLEY	1	A, C/R	160	0	9.0	0	0	0	Apparent/possible drainage issue at bank (against building).
WOOD DALE RD/WALNUT	COMMERCIAL ST	STONEHAM ST	4 (S)	A, C/R	850	0	9.0	0	0	0	Narrows to half width @ Stonehall.
WOOD DALE RD/WALNUT AVE	END	SUNNYSIDE	1	A	445	0	9.0	0	0	0	
WOOD DALE RD/WALNUT AVE	SUNNYSIDE	END	1	A	190	0	9.0	0	0	0	

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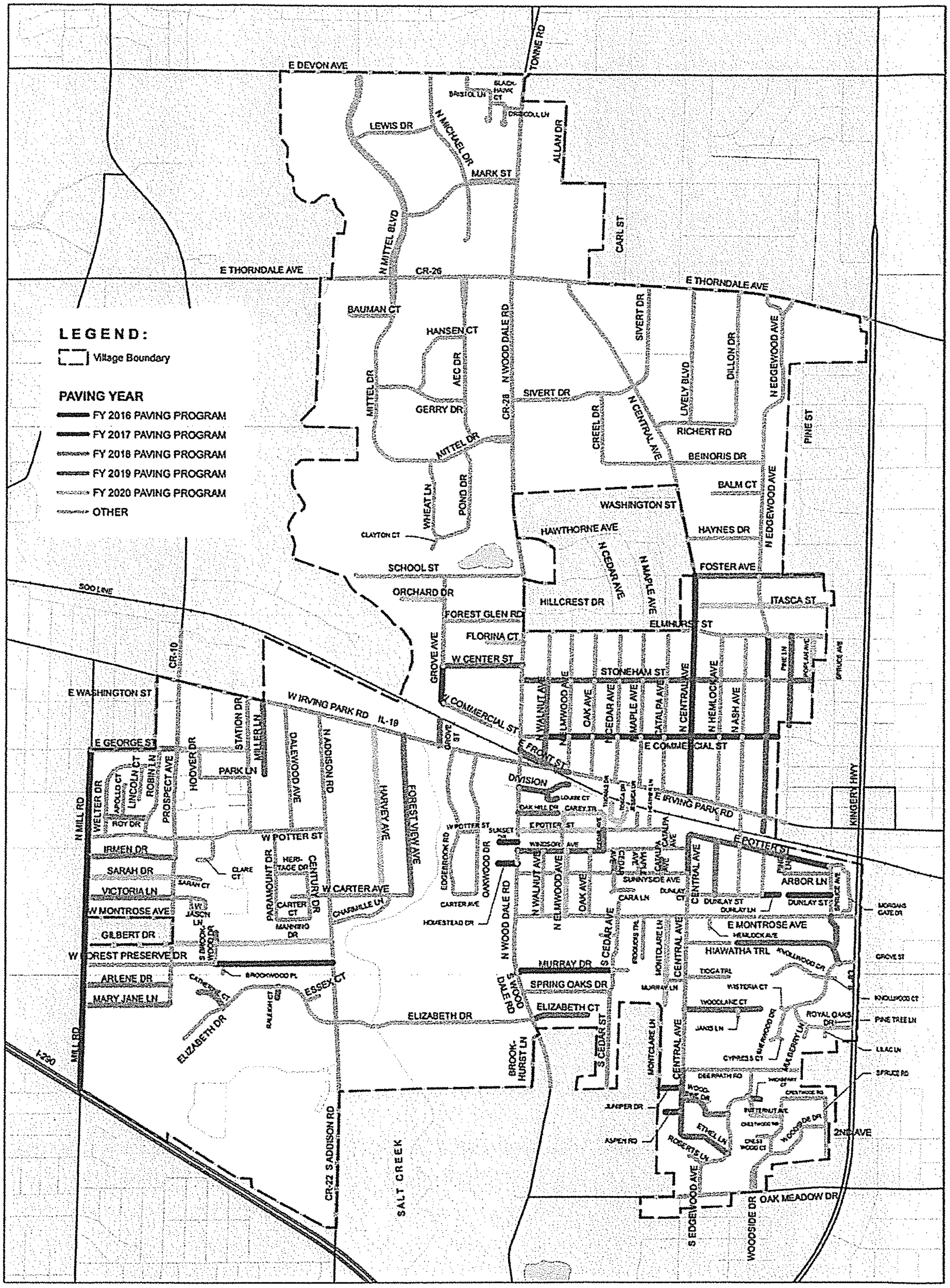
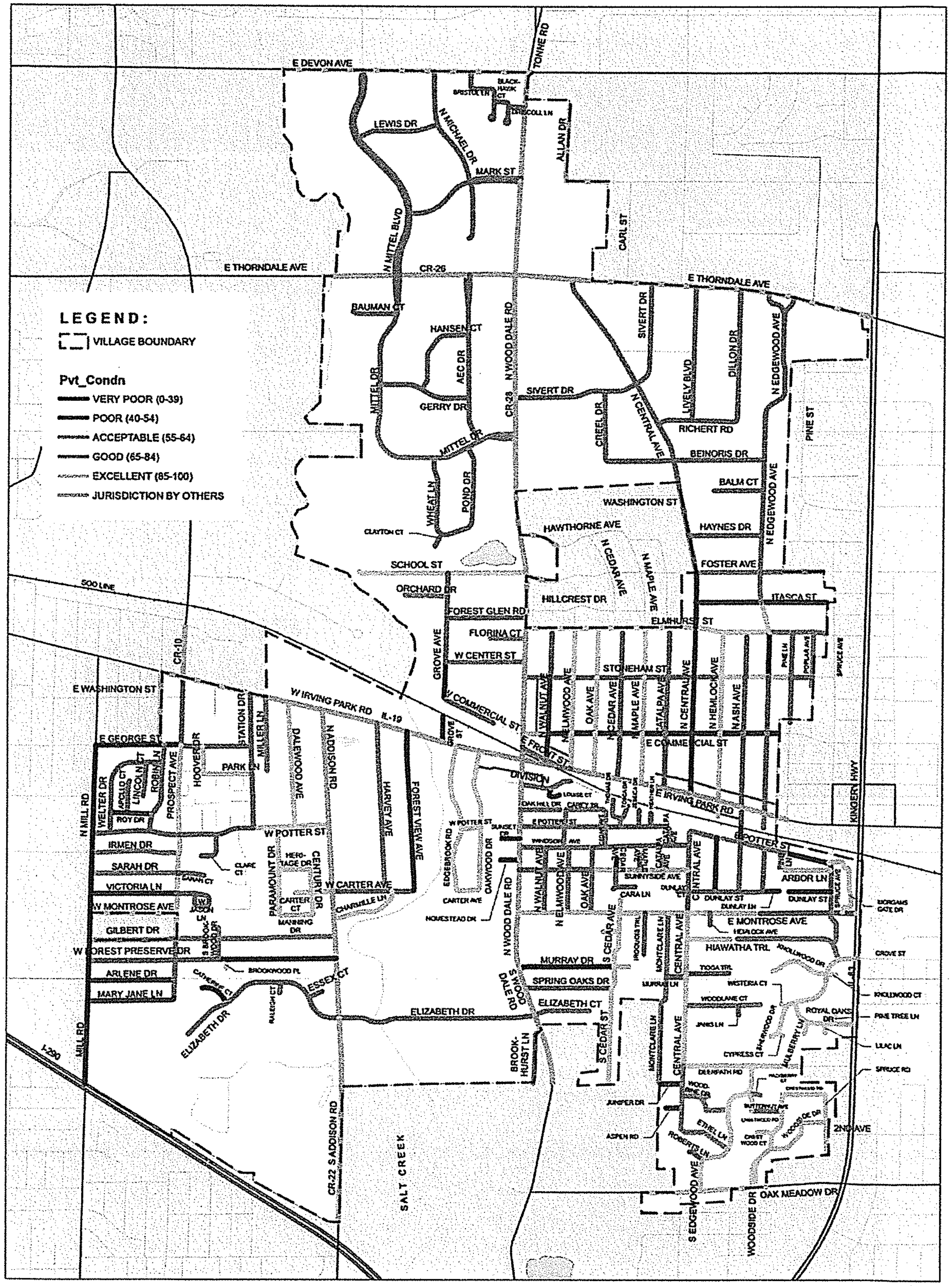


CITY OF WOOD DALE
RECOMMENDED 5 YEAR PAVING PROGRAM



CITY OF WOOD DALE
STREET AND ALLEY RATING MAP

800 400 0 800 Feet