ILLINOIS COMMERCE COMMISSION

IAWC EXHIBIT 2.00

DIRECT TESTIMONY OF

JEFFREY T. KAISER

ILLINOIS-AMERICAN WATER COMPANY

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DIRECT TESTIMONY OF JEFFREY T. KAISER **IAWC EXHIBIT 2.00**

I. WITNESS INTRODUCTION

Q1. Please state your name and business address.

A. Jeffrey T. Kaiser, 100 North Water Works Drive, Belleville, IL 62223.

Q2. What is your present position with Illinois-American Water Company ("Illinois-American," the "Company" or "IAWC")?

A. I am employed by American Water Works Service Company ("American Water") and serve as the Director of Engineering for IAWC.

Q3. Please summarize your responsibilities in such position.

A. I am responsible for the planning, design, and construction of water, wastewater, and other general facilities for the Company. This work generally includes:

- Administering the capital investment program for the Company
- Ensuring compliance with state and federal requirements related to the planning for and delivery of the capital investment program
- Coordinating the procurement of all project design and construction services
- Providing comprehensive system planning for use in developing system needs and projecting capital spending.
- Supporting the IAWC operations staff in performing plant/system troubleshooting.

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Q4. Please give a summary of your work experience.

A. I have over 22 years of experience in the water and wastewater design and construction industry. From 1986 until April 2008 I held various roles

24 of increasing responsibility for large, nationally-based, engineering firms
25 including positions as project engineer, senior engineer, project manager,
26 and office manager. In all of these roles, the focus of my work was the
27 water and wastewater industry. In these roles I have been involved in, or
28 have overseen, the completion of numerous planning, design, and
29 construction projects ranging in size and scope from small sewer and
30 water main extension projects, to water and wastewater system planning
31 studies, and the design and construction administration of treatment plant
32 improvement projects of up to $280 million. In April 2008, I was employed
33 by American Water as the Director of Engineering for IAWC, the position I
34 currently hold.

35 **Q5. Please discuss your educational and professional background.**

36 **A.** I received a Bachelor of Science degree in civil engineering from
37 Washington University in St. Louis Mo. in 1986. I am a registered
38 professional engineer in the states of Illinois, Missouri, Arkansas, and
39 Indiana.

40 **Q6. Are you a member of any professional organizations?**

41 **A.** I am a member of the American Water Works Association and the Water
42 Environment Federation.

43 **Q7. Are you familiar with the facilities and engineering operations of the**
44 **Company in each of its rate areas?**

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45 **A.** Yes.

46 **II. <u>PURPOSE OF DIRECT TESTIMONY</u>**

47 **Q8. What is the purpose of your testimony?**

48 **A.** I will present the history of Qualifying Infrastructure Plant (QIP)
49 replacement and the plan for future QIP replacement for the districts in
50 which IAWC is now seeking to implement the QIP rider. In particular, I
51 provide information related to the proposed QIP rider required by 83 Ill
52 Adm. Code Section 656.90, including history of current replacement rates
53 of qualifying plant, history of failures, reasons for increases in the rate of
54 replacement, and data regarding the replacement rate for each plant
55 account, and specific plans for future replacements. The exhibits below
56 provide data for the districts in which IAWC is seeking to apply the QIP
57 rider.

58 **III. HISTORY OF QIP REPLACEMENT**

59 **Q9. Have you analyzed the history of current replacement rates of QIP?**

60 **A.** Yes. Exhibit 2.1 provides the history of QIP in the areas of Water Main
61 Replacements & Relocations, Hydrant Replacements, Service
62 Replacements, Meter Replacements and Meter Setting Replacements for
63 the five-year period 2004-2008 for the districts of South Beloit, Chicago
64 Metro, Santa Fe, Champaign, Sterling, Pekin, and Lincoln which would be
65 included in the rider being filed in this docket. Exhibit 2.1 also provides a
66 history of QIP in the areas of Collecting Mains, Collecting Sewers Force,
67 and Sewer Services for the five year period 2004-2008 for the Chicago
68 Metro District -Sewer. Exhibit 2.1 summarizes historical infrastructure
69 replacement data derived from more detailed queries from IAWC's
70 enterprise database.

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71 **Q10. What has the replacement rate been during this period for water**
72 **mains and water main relocations?**
73 **A.** Exhibit 2.1 shows that the average quantity of water mains replaced, for
74 the districts in which IAWC proposes the QIP rider be implemented, during
75 the five-year period 2004-2008 was 8,049 feet/year at an average cost of
76 $1,896,120/year, resulting in an average unit cost of $235.57/foot.
77 **Q11. Has the replacement rate increased over time?**
78 **A.** The replacement rate over the past five years for the districts in which
79 IAWC proposes the QIP rider be implemented has varied from as little as
80 817 LF/year in 2004 to as much as 13,984 LF/year in 2006. The rate of
81 replacement has been a function of both IAWC's main replacement
82 planning and the number of relocations required by agencies such as the
83 Illinois Department of Transportation (IDOT) and local municipalities. In
84 general the average replacement rate has increased over the past several
85 years as IAWC has focused on reducing non-revenue water and replacing
86 aging infrastructure.
87 **Q.12 Has Illinois American analyzed the water main failures for the**
88 **districts requested in this docket?**
89 **A.** Yes. Exhibit 2.2 provides a five-year history of water main breaks for the
90 period 2004-2008. The average number of breaks/mile for the districts
91 during this period was 0.33 breaks/mile. For this period, the Pekin District
92 has the highest average main break rate at 0.55 breaks/mile.

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93 **Q13. Discuss the replacement of hydrants during the five-year period**
94 **2004-2008 for hydrants.**
95 **A.** Exhibit 2.1 shows that the quantity of hydrants replaced during the five-
96 year period 2004-2008 averaged 229 hydrants/year, for the districts in
97 which IAWC proposes the QIP rider be implemented, at an average cost
98 of $1,396,477/year, resulting in an average unit cost of $6,066/hydrant. A
99 large number of hydrants, approximately 811, were replaced in the
100 Chicago Metro District during 2007 and 2008 under the annual valve and
101 hydrant maintenance program. Typically, approximately 50% of hydrant
102 replacements are due to failure with the remaining 50% replaced due to
103 relocations or age. The majority of hydrants in the state are Mueller and
104 Clow brands. There are a handful of older Ludlow, National, Waterous,
105 Iowa, Cory, and American Darling hydrants. All current replacements must
106 meet Illinois-American's approved hydrant list and are typically either
107 Mueller-Super Centurion or Clow-Medallion.
108 **Q14. Discuss the replacement of services during the five-year period**
109 **2004-2008 for services.**
110 **A.** Exhibit 2.1 shows that the quantity of services replaced during the five-
111 year period 2004-2008 averaged 1,069 services/year, for the districts in
112 which IAWC proposes the QIP rider be implemented, at an average cost
113 of $568,057/year, resulting in an average unit cost of $531/service.
114 Approximately 50% of service replacements are due to failure (leakage),
115 with the remaining 50% due to relocations, main replacements, or age.

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116 The majority of services in the state are copper but other types include
117 plastic, lead, and galvanized steel. The majority of services replaced are
118 galvanized steel and lead service lines, and the vast majority of new
119 services and replacements are copper service lines.

120 **Q15. Discuss the replacement of meters during the five-year period 2004-**
121 **2008 for meters.**

122 **A.** Exhibit 2.1 shows that the quantity of meters replaced during the five-year
123 period 2004-2008 averaged 13,706 meters/year, for the districts in which
124 IAWC proposes the QIP rider be implemented, at an average cost of
125 $1,651,203/year, resulting in an average unit cost of $120.48/meter. For
126 the 5/8" through 2" meter replacements, Illinois-American uses the
127 Neptune Trident 10 meter. Use of a single standardized meter type helps
128 reduce meter related-costs. For the 3" through 8" meters, the Neptune
129 brand is utilized but the meter could be a compound or turbine meter
130 depending on the service requirement.

131 **Q16. Discuss the replacement of meter settings during the five-year**
132 **period 2004-2008 for meter settings.**

133 **A.** Exhibit 2.1 shows that the quantity of meter settings replaced during the
134 five-year period 2004-2008 averaged 5,533 meter setting
135 replacements/year, for the districts in which IAWC proposes the QIP rider
136 be implemented, at an average cost of $430,220/year, resulting in an
137 average unit cost of $77.75/meter setting replacement. Approximately
138 20% of meter setting replacements are due to failure with the remaining

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139 80% due to age or conversion to a meter setting which conforms with
140 standard installation specifications. As indicated in Exhibit 2.1, the vast
141 majority of meter setting replacements in 2004 to 2008 occurred as part of
142 a setting replacement program in the Chicago Metro District from 2004-
143 2007. Excluding the high number of setting replacements in this district,
144 the average number of settings replaced per year over the 2004-2008
145 period would have been approximately 70.

146 **Q16. Discuss the replacement of collecting mains (gravity sewers) during**
147 **the five-year period 2004-2008.**

148 **A.** Exhibit 2.1 shows that the average quantity of collecting mains replaced in
149 the Chicago Metro District during the five-year period 2004-2008 was 260
150 feet/year at an average cost of $121,312/year, resulting in an average unit
151 cost of $466/foot.

152 **Q17. Discuss the replacement of collecting sewers (force mains) during**
153 **the five-year period 2004-2008.**

154 **A.** Exhibit 2.1 shows that the average quantity of collecting sewers (force
155 mains) replaced in the Chicago Metro District during the five-year period
156 2004-2008 was 1,142 feet/year at an average cost of $140,851/year,
157 resulting in an average unit cost of $123/foot. A large majority of the force
158 main replacement, over 5,200 feet, was completed in 2007. Excluding this
159 large amount of replacement in 2007, the average quantity of force main
160 replaced in the other four previous years was approximately 100 feet/year.

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161 **Q18. Discuss the replacement of sewer services during the five-year**

162 **period 2004-2008 for meter settings.**

163 **A.** Exhibit 2.1 shows that the average quantity of sewer services replaced in

164 the Chicago Metro District during the five-year period 2004-2008 was

165 46/year at an average cost of $207,788/year and an average unit cost of

166 $4,478/service.

167 **IV. FUTURE QIP REPLACEMENT PLAN**

168 **Q19. Has Illinois-American analyzed its QIP replacement needs for the**

169 **next five years?**

170 **A.** Yes. Exhibit 2.4 presents the anticipated QIP replacements for the period

171 2009-2013.

172 **Q20 What are the Company's plans for future QIP replacements?**

173 **A.** The Company's plans include an increased level of spending related to

174 the replacement of water mains through the small main replacement

175 program and QIP replacements related to IDOT and municipal road

176 projects. The Company plans to maintain relatively consistent levels of

177 spending for the replacement of valves and hydrants, and meter

178 replacements will continue performed to meet regulatory requirements.

179 **Q21 Please describe Illinois-American's small diameter water main**

180 **program.**

181 **A.** Replacement of small diameter water mains has always been a priority for

182 IAWC, but there was previously no formal method of analyzing and

183 prioritizing small diameter water main replacements. In 2001 using 1999

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184 data, the Engineering Department analyzed the IAWC water main
185 infrastructure (exclusive of Chicago Metro and South Beloit) and
186 developed a comprehensive program for water main replacement. All
187 IAWC districts generally have leaks/failures associated primarily with small
188 diameter water mains (4" in diameter and less). There are leaks/failures
189 on other sizes of water mains but the leaks/failures are not as
190 predominant as with the smaller diameter mains. Due to the leakage
191 associated with the small mains, the Company decided to concentrate on
192 the replacement of small diameter water mains and developed a Small
193 Diameter Main Replacement Prioritization Model to identify and prioritize
194 the small diameter main sections that require replacement. The
195 prioritization model uses the following criteria to evaluate each section of
196 main—pressure, leaks, fire flow, age, material type, size, water quality and
197 number of customers. Seven of the IAWC districts have been assessed
198 and these districts have used the prioritizations for planning replacements.
199 The Small Diameter Main Replacement Prioritization Model was utilized in
200 the Pekin District as a test case. The Small Main Prioritization Model Final
201 Report-July 2002 is attached as Exhibit 2.3. The Company is currently in
202 a three- to four-year process of updating our Comprehensive Planning
203 Studies for every district. As part of these studies, the Small Main
204 Replacement Prioritization Model for each District will be updated.

205 **Q22 Can you provide an example of a small diameter water main**
206 **replacement project?**

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207 **A.** Yes. A good example was the Parkside Lane Water Main Project in
208 Peoria. This project involved the replacement of 1,350 lineal feet (LF) of
209 two-inch water main and 182 LF of six-inch water main with new eight-inch
210 ductile iron water main. This section of water main was a high priority
211 replacement project due to the main's failure rate of approximately 17
212 breaks/mile. The replacement of this piping not only eliminated a costly
213 maintenance problem but also provided vastly improved fire protection for
214 the area.

215 **Q23. What is the proposed replacement schedule for water main**
216 **replacements and relocations?**

217 **A.** Over the next five years (2009-2013), IAWC plans to spend approximately
218 $20,645,000 ($4,125,000 per year) to replace various size water mains
219 within the districts for which IAWC is proposing to implement the QIP rider.
220 Based on the 2008 average cost per foot of new mains of $239, IAWC will
221 replace approximately 17,260 feet of main each year in the districts. This
222 is a 9,200 feet/year (114%) increase above the current five-year average
223 of 8,050 feet/year, but only a 5,000 feet/year (40%) increase above the
224 total 2008 main replacements for these districts. This planned increase in
225 main replacement spending is consistent with the Company's efforts to
226 replace small mains and provide maintenance to an aging water
227 infrastructure. The anticipated average annual spending for the next five
228 years (2009-2013) for main replacements is more than twice the average
229 annual spending ($1,896,120) of the previous five years (2004-2008).

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230 **Q24. What is the proposed replacement schedule for hydrants?**

231 **A.** For the next five years (2009-2013), IAWC plans to spend approximately
232 $4,927,000 ($985,000 per year) to replace hydrants within the districts in
233 which IAWC is proposing to implement the QIP rider. Based on the 2008
234 average cost per hydrant of $5,527 IAWC will replace approximately 178
235 hydrants in these districts each year. This is a 51 hydrant/year (22%)
236 decrease from the current five-year average of 229, yet only a 17 hydrant
237 (9%) decrease from the total 2008 hydrant replacements of 195 for these
238 same districts.

239 **Q25. What is the proposed replacement schedule for services?**

240 **A.** Over the next five years (2009-2013), IAWC plans to spend approximately
241 $2,815,000 ($563,000 per year) within the districts in which IAWC is
242 proposing to implement the QIP rider to replace services. Based on the
243 2008 average cost per service replacement of $2,242 IAWC will replace
244 approximately 251 services each year in the districts. This is a decrease of
245 768 service replacements per year (75%) from the current five-year average
246 of 1,019 service replacements per year, yet only a 32 service per year
247 (11%) decrease from the total 2008 service replacements of 283 for these
248 districts. As indicated in Exhibit 2.1, this projected annual number of service
249 replacements is consistent with the overall number of replacements over the
250 past five years with the exception of the year 2005 during which the
251 Chicago Metro District had 3,848 service replacements.

252 **Q26. What is the proposed replacement schedule for Meters?**

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253 **A.** The total estimated meter replacement cost for the period 2009-2013 for
254 the districts in which IAWC is proposing to implement the QIP rider is
255 approximately $8,457,000 ($1,691,000 per year). Based upon an average
256 cost of meter replacements of approximately $140 per meter, IAWC will
257 replace approximately 12,000 meters per year. This is consistent with the
258 annual spending over the previous five years (2004-2008) of
259 approximately $1,651,000.

260 **Q27. What is the proposed replacement schedule for meter settings?**

261 A. As previously stated, with the exception of a significant number of meter
262 setting replacements in the Chicago Metro District in the years 2004-2007,
263 the typical number of meter setting replacements for these districts is
264 approximately 70 (77 meter setting replacements were completed in
265 2008). Although meter setting replacements are not specifically budgeted
266 in the forecasted capital spending plan, it is anticipated the same rate of
267 replacements will be necessary in the future to accommodate conditions
268 found while making meter replacements. The costs for the future meter
269 setting replacements, estimated to be approximately $15,000 per year for
270 the districts in which IAWC is proposing to implement the QIP rider, will be
271 provided from the meter replacement budget.

272 **Q28. What is the proposed replacement schedule for sewer collecting**
273 **mains?**

274 **A.** Over the next five years (2009-2013), IAWC plans to spend approximately
275 $10,522,000 ($2,104,000 per year) to replace various size sewer

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collecting mains (gravity sewers) within the Chicago Metro District. Based on the 2008 average cost of new mains of $375 per foot, IAWC intends to replace approximately 5,600 feet of main each year in this district. The planned level of main replacement spending is higher than previous spending levels, consistent with the Company's planned efforts to reduce inflow and infiltration (I&I) and upgrade the level of service by reducing back-ups and overflows.

Q29. What is the proposed replacement schedule for Collecting Sewers (force mains)?

A. IAWC does not budget separately for replacement of collecting sewers (force mains) in our Chicago Metro District. Funds for these replacements will typically be taken from the collecting main (gravity sewer) budget line. Force main replacements are typically limited to short lengths related to pump station or treatment facility improvements, or as a response to a specific pipe failure or leak. It is anticipated that the replacement of forcemain would average approximately 100 feet/year.

Q30. What is the proposed replacement schedule for sanitary sewer services?

A. Over the next five years (2009-2013), IAWC plans to spend approximately $1,305,000 ($261,000 per year) within the Chicago Metro District to replace sewer services. Based on the $5,030/per service replacement average cost in 2008, IAWC will replace approximately 52 services each year in the district. This number of service replacements is consistent with

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the 51 services replaced in 2008 and average of 45 services/year replaced over the previous five years (2004-2008)

Q31. What is the proposed replacement schedule for Investment Projects?

A. Investment Projects (IPs) are those individual water main replacement or relocation projects that are typically larger in scope and have a cost of $100,000 or greater, are longer than 1,500 feet in length, or a diameter greater than 12 inches. Exhibit 2.4 lists the anticipated water main replacement and relocation projects for the Districts in which IAWC is proposing to implement the QIP rider that fall into this category that are known at this time. Certain of these specific projects are associated with a larger series of system upgrades in the Chicago Metro District to improve fire flow and system pressures in several service areas. Other large IP projects for replacements or relocations are typically the result of road improvement projects by local, state, and federal entities. At this time, the anticipated IP main replacement and relocation projects for 2009 and 2010 include approximately 8,550 feet of water main replacement at an estimated cost of $1,299,000.

Q32. Does this conclude your testimony?

A. Yes.

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Illinois-American Water Company
Champaign, Sterling, Pekin, Lincoln, South Beloit, Chicago Metro
Main, Services, Hydrants, Meters & Meter Setting
Replacement History 2004 - 2008

Exhibit 2.1

		2004					2005					2006				
		Quantity	Retirement $	Cost of Removal $	New Investment $	Unit Cost	Quantity	Retirement $	Cost of Removal $	New Investment $	Unit Cost	Quantity	Retirement $	Cost of Removal $	New Investment $	Unit Cost
Mains:																
S Beloit	99005	0	$0.00	$0.00	$0.00	$0.00	0	$0.00	$0.00	$0.00	$0.00	0	$0.00	$0.00	$0.00	$0.00
Chicago	98605	46	$239.45	$128.59	$241,757.13	$5,256.73	1,473	$20,336.67	$9,200.00	$658,281.11	$446.90	773	$5,329.29	$58,008.03	$513,245.23	$663.97
Santa Fe	95605	0	$0.00	$0.00	$0.00	$0.00	0	$0.00	$0.00	$0.00	$0.00	0	$0.00	$0.00	$0.00	$0.00
Champaign	91405	346	$6,621.82	$3,555.97	$38,676.29	$111.78	1,766	$326.97	$2,366.76	$73,147.12	$41.42	7,965	$8,575.38	$6,850.54	$1,269,634.04	$159.40
Sterling	93405	300	$70.24	$37.72	$144,066.15	$480.22	916	$147.52	$415.23	$417,798.80	$456.11	2,684	$0.00	$0.00	$308,322.48	$114.87
Pekin	95505	125	$514.48	$276.28	$38,673.06	$309.38	3,020	$9,389.04	$25,422.51	$278,510.61	$92.22	768	$7,234.02	$2,349.90	$508,752.61	$662.44
Lincoln	97705	0	$1,282.91	$688.93	$11,871.79	$0.00	1,245	$0.85	$2.39	$153,787.46	$123.52	1,794	$1,817.01	$590.24	$183,195.75	$102.12
Total Company		**817**	**$8,728.90**	**$4,687.49**	**$475,044.42**	**$581.46**	**8,420**	**$30,201.05**	**$37,406.89**	**$1,581,525.10**	**$187.83**	**13,984**	**$22,955.70**	**$67,798.72**	**$2,783,150.31**	**$199.02**
Services:																
S Beloit	99005	0	$0.00	$0.00	$0.00	$0.00	0	$0.00	$0.00	$0.00	$0.00	1	$0.00	$0.00	$2,207.13	$2,207.13
Chicago	98605	105	$25,728.44	$79,301.86	$217,034.75	$2,067.00	148	$0.00	$0.00	$308,338.13	$2,083.37	135	$0.00	$0.00	$287,826.77	$2,132.05
Santa Fe	95605	0	$0.00	$0.00	$0.00	$0.00	0	$0.00	$0.00	$0.00	$0.00	0	$0.00	$0.00	$0.00	$0.00
Champaign	91405	19	$6,194.04	$19,081.67	$69,227.61	$3,643.56	17	$9,860.83	$22,706.13	$33,000.00	$1,941.18	22	$8,676.94	$0.00	$35,630.24	$1,619.56
Sterling	93405	27	$1,869.85	$5,763.37	$20,369.67	$754.43	48	$0.00	$0.00	$42,975.87	$895.33	26	$0.00	$0.00	$21,730.67	$835.80
Pekin	95505	162	$25,169.22	$77,578.18	$166,625.77	$1,028.55	3,848	$9,245.75	$21,289.75	$182,264.54	$47.37	83	$19,826.44	$0.00	$129,612.42	$1,561.60
Lincoln	97705	47	$9,127.40	$28,133.05	$43,569.70	$926.80	28	$0.00	$0.00	$40,880.35	$1,453.23	0	$0.00	$0.00	$47,162.19	$0.00
Total-Company		**360**	**$68,088.96**	**$209,858.13**	**$516,817.50**	**$1,435.60**	**4,089**	**$19,106.58**	**$43,995.88**	**$607,258.89**	**$148.51**	**267**	**$28,503.38**	**$0.00**	**$524,169.42**	**$1,963.18**
Hydrants:																
S Beloit	99005	0	$0.00	$0.00	$0.00	$0.00	0	$0.00	$0.00	$0.00	$0.00	0	$0.00	$0.00	$0.00	$0.00
Chicago	98605	37	10,143	9,688	$77,352.54	$2,090.61	29	-	-	$71,804.10	$2,476.00	64	-	-	$204,459.10	$3,194.67
Santa Fe	95605	0	-	-	$0.00	$0.00	0	-	-	$0.00	$0.00	0	-	-	$0.00	$0.00
Champaign	91405	3	6,475	6,184	$19,946.07	$6,648.69	18	6,290	8,308	$45,000.00	$2,500.00	8	326	77	$20,000.00	$2,500.00
Sterling	93405	0	-	-	$0.00	$0.00	5	-	-	$8,336.12	$1,667.22	2	-	-	$2,673.91	$1,436.96
Pekin	95505	15	3,670	3,506	$23,045.76	$1,536.38	27	8,710	11,504	$20,262.76	$750.47	37	4,095	970	$35,890.87	$964.52
Lincoln	97705	1	584	558	$1,039.76	$1,039.76	5	589	778	$9,847.98	$1,969.60	2	403	2,316	$4,892.30	$2,446.15
Total Company		**56**	**$20,872.38**	**$19,935.26**	**$121,384.13**	**$2,167.57**	**84**	**$15,588.99**	**$20,589.38**	**$155,250.96**	**$1,848.23**	**113**	**$4,824.09**	**$3,362.90**	**$267,916.18**	**$2,370.94**
Meter Settings:																
S Beloit	99005	0	$0.00	$0.00	$0.00	$0.00	0	$0.00	$0.00	$0.00	$0.00	0	$0.00	$0.00	$1,322.88	$0.00
Chicago	98605	12,319	$0.00	$0.00	$585,457.50	$47.52	7,156	$0.00	$0.00	$847,155.50	$118.38	6,378	$0.00	$0.00	$475,052.19	$74.48
Santa Fe	95605	0	$0.00	$0.00	$0.00	$0.00	0	$0.00	$0.00	$0.00	$0.00	0	$0.00	$0.00	$0.00	$0.00
Champaign	91405	5	$142.53	$15.16	$954.95	$190.99	14	$114.11	$5.85	$1,328.86	$94.92	7	$0.00	$0.00	$2,000.00	$285.71
Sterling	93405	17	$0.00	$0.00	$552.92	$32.52	0	$0.00	$0.00	$0.00	$0.00	0	$0.00	$0.00	$0.00	$0.00
Pekin	95505	50	$1,984.11	$211.21	$31,576.07	$631.52	57	$3,556.83	$182.31	$6,059.25	$106.30	73	$4,398.42	$7.71	$6,835.35	$93.63
Lincoln	97705	12	$133.14	$14.17	$22,132.63	$1,844.39	0	$0.00	$0.00	$23,749.31	$0.00	0	$0.00	$0.00	$26,575.96	$0.00
Total Company		**12,403**	**$2,259.78**	**$240.54**	**$640,674.07**	**$51.65**	**7,227**	**$3,670.94**	**$188.15**	**$878,292.92**	**$121.53**	**6,458**	**$4,398.42**	**$7.71**	**$511,786.38**	**$79.26**
Meters:																
S Beloit	99005											0				$0.00
Chicago	98605	12,319	$390.57	$41.51	$1,452,761.10	$117.93	7,156	$353.52	$18.12	$164,353.88	$22.97	6,378	$986.36	$1.73	$472,349.11	$74.06
Santa Fe	95605	0	$0.00	$0.00	$0.00	$0.00	0	$0.00	$0.00	$19,375.22	$0.00	0	$0.00	$0.00	($3,716.15)	$0.00
Champaign	91405	2,617	$202,897.20	$21,588.96	$392,500.00	$149.98	1,471	$123,085.21	$6,308.76	$220,500.00	$149.90	4,507	$218,573.87	$383.26	$676,050.00	$150.00
Sterling	93405	477	$770.53	$81.96	$28,146.74	$59.01	504	$14,281.10	$731.98	$45,677.93	$90.63	1,082	$31,139.88	$54.60	$85,766.30	$79.27
Pekin	95505	1,584	$30,342.88	$3,228.50	$176,368.41	$111.34	1,400	$44,532.58	$2,282.53	$211,795.56	$151.28	1,440	$11,995.81	$21.03	$132,255.20	$91.84
Lincoln	97705	455	$375,364.53	$39,939.84	$32,980.25	$72.48	446	$20,560.19	$1,053.82	$31,949.76	$71.64	1,381	$40,057.64	$70.24	$64,765.49	$46.90
Total Company		**17,452**	**$609,766.71**	**$64,880.77**	**$2,082,756.50**	**$119.34**	**10,977**	**$202,812.60**	**$10,395.20**	**$693,652.35**	**$63.19**	**14,788**	**$302,753.56**	**$530.86**	**$1,427,489.95**	**$96.53**

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Illinois-American Water Company
Champaign, Sterling, Pekin, Lincoln, South Beloit, Chicago Metro
Main, Services, Hydrants, Meters & Meter Setting
Replacement History 2004 - 2008

Exhibit 2.1

		2007					2008					2004-2008 Total						
		Quantity	Retirement $	Cost of Removal $	New Investment $	Unit Cost	Quantity	Retirement $	Cost of Removal $	New Investment $	Unit Cost	Quantity Total	Quantity 5 yr Avg	Retirement $	Cost of Removal $	New Investment $ Total	New Investment $ Unit Cost	New Investment $ 5 yr Avg
Mains																		
S Beloit	99005	0	$0.00	$0.00	$0.00	$0.00	12			$13,914.21	$1,159.52	12	2	$0.00	$0.00	$13,914.21	$1,159.52	$2,782.84
Chicago	98605	2,291	$142,716.68	$49,518.32	$1,550,410.00	$676.74	3,799	$58,351.94	$60,919.20	$1,617,237.00	$425.70	8,382	1,676	$226,974.03	$177,774.14	$4,580,930.47	$546.52	$916,186.09
Santa Fe	95605	0	$0.00	$0.00	$0.00	$0.00	2	$36.05	$37.65	$177,302.19	$88,651.10	2	0	$36.05	$37.65	$177,302.19	$88,651.10	$35,460.44
Champaign	91405	771	$4,989.97	$93,283.22	$53,466.45	$69.35	4,458	$43,221.51	$45,123.12	$898,704.40	$201.59	15,306	3,061	$63,745.65	$151,179.61	$2,333,628.30	$152.46	$466,725.66
Sterling	93405	693	$867.49	($307.93)	$12,911.82	$18.63	816	$9,653.24	$10,042.34	$133,621.06	$163.75	5,409	1,082	$10,758.49	$10,803.22	$1,016,720.31	$187.97	$203,344.06
Pekin	95505	530	($2,025.74)	($702.87)	$4,992.01	$9.42	2,355	$5,462.32	$6,519.91	$29,021.67	$12.32	6,798	1,360	$20,574.12	$33,865.73	$859,950.16	$126.50	$171,990.03
Lincoln	97705	469	$2,471.01	$857.48	$85,921.44	$183.20	829	$6,787.31	$9,555.10	$63,361.02	$76.45	4,337	867	$14,359.09	$11,634.15	$498,157.46	$114.86	$99,631.49
Total Company		**4,754**	**$148,049.41**	**$143,264.08**	**$1,707,701.72**	**$359.21**	**12,271**	**$125,512.38**	**$132,187.32**	**$2,933,181.55**	**$239.03**	**40,246**	**8,048**	**$336,447.44**	**$386,384.50**	**$9,480,603.10**	**$236.67**	**$1,896,120.62**
Services																		
S Beloit	99005	1	$0.00	$0.00	$3,704.99	$3,704.99	2			$13,928.68	$6,964.34	4	1	$0.00	$0.00	$19,840.80	$4,960.20	$3,968.16
Chicago	98605	69	$9,120.59	$33,568.39	$172,940.52	$2,506.38	78	$24,167.70	$46,993.12	$249,788.42	$3,202.42	535	107	$59,016.73	$159,863.36	$1,235,928.59	$2,310.15	$247,185.72
Santa Fe	95605	0	$0.00	$0.00	$0.00	$0.00	0			$52.31	$0.00	0	0	$0.00	$0.00	$52.31	$0.00	$10.46
Champaign	91405	54	$27,310.92	$100,518.02	$105,300.00	$1,950.00	18	$3,168.53	$637.22	$91,620.82	$5,090.05	130	26	$55,209.26	$142,953.04	$334,778.67	$2,575.22	$66,955.73
Sterling	93405	31	$0.00	$0.00	$20,571.14	$663.59	64	$4,272.46	$8,307.62	$40,668.32	$635.44	196	39	$6,142.31	$14,070.99	$146,315.67	$746.51	$29,263.13
Pekin	95505	133	($154.34)	($568.05)	$207,876.16	$1,562.98	99	$3,446.36	$10,147.04	$192,006.49	$1,939.46	4,325	865	$57,533.43	$108,446.93	$878,385.38	$203.09	$175,677.08
Lincoln	97705	60	$456.16	$3,715.41	$47,136.30	$785.61	22	$2,624.10	$7,645.35	$46,436.12	$2,110.73	157	31	$12,207.66	$39,493.82	$224,984.66	$1,433.02	$44,996.93
Total Company		**348**	**$36,733.33**	**$137,233.78**	**$557,529.11**	**$1,602.10**	**283**	**$37,677.15**	**$73,730.35**	**$634,591.16**	**$2,242.05**	**5,347**	**1,069**	**$190,109.39**	**$464,828.14**	**$2,840,286.08**	**$531.19**	**$568,057.22**
Hydrants																		
S Beloit	99005	1	$0.00	$0.00	$8,810.61	$8,810.61	3			$39,925.32	$13,308.44	4	1	$0.00	$0.00	$48,735.93	$12,183.98	$9,747.19
Chicago	98605	651	314,428	26,063	$5,164,936.35	$7,933.85	160	131,700	8,908	$999,835.20	$6,248.97	941	188	$456,270.80	$44,658.04	$6,518,387.29	$6,927.09	$1,303,677.46
Santa Fe	95605	8	-	-	$89,605.28	$11,200.66	0	2,468	167		$0.00	8	2	$2,468.08	$166.83	$89,605.28	$11,200.66	$17,921.06
Champaign	91405	32	947	79	$80,000.00	$2,500.00	14	127	9	$35,000.00	$2,500.00	75	15	$14,164.82	$14,656.12	$199,946.07	$2,665.95	$39,989.21
Sterling	93405	4	494	41	$6,400.51	$1,600.13	6	1,037	271		$0.00	17	3	$1,530.88	$311.43	$17,610.54	$1,035.91	$3,522.11
Pekin	95505	6	1,448	120	$8,336.66	$1,389.44	10	2,643	69	$4.14	$0.41	95	19	$20,566.18	$16,168.41	$87,340.19	$919.37	$17,468.04
Lincoln	97705	1	752	62	$1,940.64	$1,940.64	2	89	324	$3,040.37	$1,520.19	11	2	$2,416.11	$4,038.13	$20,761.05	$1,887.37	$4,152.21
Total Company		**703**	**$318,068.20**	**$26,364.35**	**$5,360,030.05**	**$7,624.61**	**198**	**$138,063.21**	**$9,747.17**	**$1,077,805.03**	**$5,527.21**	**1,151**	**229**	**$497,415.87**	**$79,999.06**	**$6,982,386.35**	**$ 6,064.37**	**$1,396,477.27**
																		$0.00
Meter Settings																		
S Beloit	99005	0	$0.00	$0.00	$0.00	$0.00	0			$0.00	$0.00	0	0	$0.00	$0.00	$1,322.88	$0.00	$264.58
Chicago	98605	1,500	$0.00	$0.00	$100,324.37	$66.88	0			$0.00	$0.00	27,353	5,471	$0.00	$0.00	$2,007,989.56	$73.41	$401,597.91
Santa Fe	95605	0	$0.00	$0.00	$0.00	$0.00	0			$0.00	$0.00	0	0	$0.00	$0.00	$0.00	$0.00	$0.00
Champaign	91405	1	$1,169.34	$1,017.64	$290.00	$290.00	9	($1,169.34)	$4,491.18	$2,600.00	$288.89	36	7	$256.64	$5,529.83	$7,173.81	$199.27	$1,434.76
Sterling	93405	0	$0.00	$0.00	$0.00	$0.00	0			$0.00	$0.00	17	3	$0.00	$0.00	$552.92	$32.52	$110.58
Pekin	95505	0	$0.00	$0.00	$779.79	$0.00	68	$2,549.59	$46.82	$10,768.77	$158.36	248	50	$12,488.95	$448.05	$56,019.23	$225.88	$11,203.85
Lincoln	97705	0	$0.00	$0.00	$5,586.81	$0.00	0	$128.54	$2.35	$0.00	$0.00	12	2	$261.68	$16.52	$78,044.71	$6,503.73	$15,608.94
Total Company		**1,501**	**$1,169.34**	**$1,017.64**	**$106,980.97**	**$71.27**	**77**	**$1,508.79**	**$4,540.35**	**$13,368.77**	**$173.62**	**27,666**	**5,533**	**$13,007.27**	**$5,994.39**	**$2,151,103.11**	**$77.75**	**$430,220.62**
Meters																		
S Beloit	99005	287			$46,457.00	$161.87	348			$61,686.49	$177.26	635	127	$0.00	$0.00	$108,143.49	$170.30	$21,628.70
Chicago	98605	7,356	$0.00	$0.00	$1,309,493.62	$178.02	6,872	$172,492.83	$3,165.89	$1,438,785.08	$209.37	40,081	8,016	$174,223.28	$3,227.25	$4,837,742.99	$120.70	$967,548.60
Santa Fe	95605	0	$0.00	$0.00	$0.00	$0.00	0				$0.00	0	0	$0.00	$0.00	$15,659.07	$0.00	$3,131.81
Champaign	91405	2,360	$87,140.00	$10,945.90	$354,000.00	$150.00	2,222	$71,396.58	$1,310.39	$437,171.48	$196.75	13,177	2,635	$703,092.86	$40,537.27	$2,080,221.48	$157.87	$416,044.30
Sterling	93405	1,636	$16,500.73	($2,969.60)	$162,437.80	$99.29	740	$26,146.30	($2,554.78)	$70,040.93	$94.65	4,439	888	$88,638.54	($4,655.84)	$392,069.70	$88.32	$78,413.94
Pekin	95505	704	$32,002.12	$27,675.59	$43,453.96	$61.72	695	$25,414.42	$651.46	$46,878.79	$67.45	5,823	1,165	$144,287.81	$33,859.11	$610,751.92	$104.89	$122,150.38
Lincoln	97705	1,034	$28,720.19	$19,083.49	$31,399.01	$30.37	1,057	$23,459.46	$430.57	$50,334.29	$47.62	4,373	875	$489,162.01	$60,577.95	$211,428.80	$48.35	$42,285.76
Total Company		**13,377**	**$165,363.04**	**$54,735.38**	**$1,947,241.59**	**$145.57**	**11,934**	**$318,909.59**	**$3,003.53**	**$2,104,897.06**	**$176.38**	**68,528**	**13,706**	**$1,599,604.50**	**$133,545.74**	**$8,256,017.46**	**$120.48**	**$1,651,203.49**

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Illinois-American Water Company
Chicago Metro
Collecting Main, Collecting Sewers Force, Sewer Services
Replacement History 2004 - 2008

Exhibit 2.1

		2004					2005					2006				
		Quantity	Retirement $	Cost of Removal $	New Investment $	Unit Cost	Quantity	Retirement $	Cost of Removal $	New Investment $	Unit Cost	Quantity	Retirement $	Cost of Removal $	New Investment $	Unit Cost
Collecting Mains:																
Chicago WW	99605	431	$ (5.00)	$ -	$ 104,504.99	$ 242.47	35	$ -	$ -	$ 89,769.98	$ 2,564.86	193	$ -	$ -	$ 167,462.35	$ 867.68
Collecting Sewers Force:																
Chicago WW	99605	0	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	$ -	27	$ -	$ -	$ 18,948.06	$ 701.78
Sewer Services:																
Chciago WW	99605	38	$ (9,708.00)	$ -	$ 126,736.62	$ 3,335.17	45	$ -	$ -	$ 188,679.30	$ 4,192.87	53	$ -	$ -	$ 188,813.64	$ 3,562.52

		2007					2008					2004-2008 Total							
		Quantity	Retirement $	Cost of Removal $	New Investment $	Unit Cost	Quantity	Retirement $	Cost of Removal $	New Investment $	Unit Cost	Quantity Total	Quantity 5 Yr Avg.	Retirement $	Cost of Removal $	New Investment $ Total	New Investment $ Unit Cost	New Investment $ 5 Yr Avg.
Collecting Mains:																		
Chicago WW	99605	100	$ (209.00)	$ -	$ 41,674.28	$ 416.74	541	$ (974.00)	$ (241.00)	$ 203,149.07	$ 375.51	1,300	260	$ (1,188.00)	$ (241.00)	$ 606,560.67	$ 466.59	$ 121,312.13
Collecting Sewers Force:																		
Chicago WW	99605	5,254	$ (2,973.00)	$ -	$ 580,802.00	$ 110.54	431	$ (5.00)	$ -	$ 104,504.99	$ 242.47	5,712	1,142	$ (2,978.00)	$ -	$ 704,255.05	$ 123.29	$ 140,851.01
Sewer Services:																		
Chciago WW	99605	45	$ (12,876.00)	$ -	$ 276,151.78	$ 6,181.15	51	$ (640.00)	$ -	$ 256,562.23	$ 5,030.63	232	46	$ (23,224.00)	$ -	$ 1,038,943.57	$ 4,478.21	$ 207,788.71

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Illinois-American Water Company
Water Main Break History
2004 - 2008
Exhibit 2.2

District	Breaks	2004 Miles	Breaks/Miles
Champaign	86	554.50	0.1551
Sterling	41	91.40	0.4486
Pekin	68	175.10	0.3883
Lincoln	37	77.40	0.4780
Chicago Metro Water	178	611.50	0.2911
South Beloit *	-	-	0.0000
2004 Subtotal	**410**	**1,509.90**	**0.2715**

District	Breaks	2005 Miles	Breaks/Miles
Champaign	109	563.10	0.1936
Sterling	42	91.50	0.4590
Pekin	119	176.80	0.6731
Lincoln	28	77.70	0.3604
Chicago Metro Water	360	634.10	0.5677
South Beloit *	-	-	0.0000
2005 Subtotal	**658**	**1,543.20**	**0.4264**

District	Breaks	2006 Miles	Breaks/Miles
Champaign	106	575.20	0.1843
Sterling	35	91.50	0.3825
Pekin	78	177.30	0.4399
Lincoln	21	78.00	0.2692
Chicago Metro Water	192	650.10	0.2953
South Beloit *	5	28.90	0.1730
2006 Subtotal	**437**	**1,601.00**	**0.2730**

District	Breaks	2007 Miles	Breaks/Miles
Champaign	125	584.80	0.2137
Sterling	35	97.30	0.3597
Pekin	120	179.40	0.6689
Lincoln	33	80.40	0.4104
Chicago Metro Water	309	659.70	0.4684
South Beloit *	6	31.70	0.1893
2007 Subtotal	**628**	**1,633.30**	**0.3845**

District	Breaks	2008 Miles	Breaks/Miles
Champaign	110	605.50	0.1817
Sterling	36	97.50	0.3692
Pekin	103	180.00	0.5722
Lincoln	33	80.40	0.4104
Chicago Metro Water	172	664.50	0.2588
South Beloit *	7	42.00	0.1667
2008 Subtotal	**461**	**1,669.90**	**0.2761**

District	Average Breaks	2004 - 2008 Average Miles	Average Breaks/Miles
Champaign	107	577	0.1859
Sterling	38	94	0.4028
Pekin	98	178	0.5492
Lincoln	30	79	0.3859
Chicago Metro Water	242	644	0.3761
South Beloit *	4	21	0.1754
2004 - 2008 Averages	**519**	**1,591.46**	**0.3260**

* No information available for South Beloit prior to 2006.

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Exhibit 2.3

Illinois-American Water Company

Small Main Prioritization Model Final Report

July 2002

Illinois-American Water Company
Engineering Department

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Small Main Prioritization Model
Final Report
07/03/02

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III. Development of Weighting and Ratings 3
IV. Database Development 6
V. Testing of the Database 8
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VII. Conclusion 10

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I. Background

As of 2001, approximately 2.7 million lineal feet, or 17%, of Illinois-American Water Company's (IL-AWC's) total water main footage is sized 4-inches in diameter and less. Of these mains, approximately 73% are 3-inches in diameter or less. With the understanding that continued enhancement of the IL-AWC systems would require a systematic replacement of these small diameter mains, IL-AWC Engineering (Engineering) developed a 2001 goal to research and develop tools to assist the state in replacing these small mains.

During the first part of 2001, Engineering embarked on this goal. Along with input by the Northern District, a small diameter main prioritization model was developed for initial use by the Pekin District, since 22% (190,000 feet) of its distribution system consisted of mains with a size of 4-inches or less.

After development and testing with the Pekin District, it was determined that the Small Main Prioritization Model would be further utilized as a state-wide main assessment standard to assist the districts in developing annual main replacement programs.

II. Development of Main Replacement Criteria

In January 2001, associates from Engineering and the Northern Division met to establish a developmental team for the prioritization model. The team was comprised of Mark Johnson, Kelly Simpson, Brent O'Neill and Gene Mann from the Engineering group and Kevin Hillen, Randy West and Dan Durdle from the Northern Division.

The developmental team determined that a main replacement assessment standard would require adoption of several criteria to determine which mains would need to be replaced. The initial committee developed eight (8) criteria that were thought to play a major role in

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providing reliable service. These criteria are included in Table A. During the first developmental meeting it was determined that several of the criteria had interrelationships. One of the interrelationships was main size and fire flow. In addition, it was determined that leaks can also be related to the age and material of the mains.

Table A – Main Replacement Criteria	
Low Pressure	Material
Number of Leaks	Size
Fire Flow	Water Quality
Main Age	Dead End

III. Development of Weighting and Ratings

Due to the interrelationships of the eight (8) criteria, the team established relative weights for each criteria. Age, material type and size were the primary criteria that would be used to determine main replacement. Initially, these three accounted for 55% of the total weight by the eight criteria. Upon further refinement, the total weighting for these three criteria weight was revised to 50%. See Exhibit A for all the criteria weighting values.

Along with the criteria weighting, the team developed rating standards for each of the eight (8) criteria. It was determined that a numeric rating of between 1 and 5 should be used for each criteria – with 1 being the better rating and 5 being the worst rating. Exhibit A summarizes the ratings for each criteria. The following describes the rating standards for each criteria:

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- **Low Pressure**

Rating	Pressure
1	50 psi or greater
2	40 psi to < 50 psi
3	35 psi to < 40 psi
4	30 psi to < 35 psi
5	< 30 psi

- **Number of Leaks**

It was determined that due to the lack of "consistent" data regarding leaks state-wide that this item rating should be conducted subjectively by the district and the audit team. The rating would be such that a rating of 1 would be assigned to those areas that have no problems of leaks and graduating to a rating of 5 where mains experience a large amount of leaks. **It was recommended that a uniform state-wide leak database be developed.**

- **Fire Flow**

It was decided that two rating groups needed to be established for fire flow to account for residential areas and commercial areas within the distribution system. Industrial areas were not considered as they typically do not have small diameter water mains. Using these as a guideline the following ratings were developed:

Rating	Residential Areas	Commercial Areas
1	1,500 gpm and greater	2,500 gpm and greater
2	1,000 gpm to < 1,500 gpm	2,000 gpm to < 2,500 gpm
3	750 gpm to < 1,000 gpm	1,500 gpm to < 2,000 gpm
4	500 gpm to < 750 gpm	1,000 gpm to < 1,500 gpm
5	less than 500 gpm	less than 1,000 gpm

- **Age**

The age rating was created utilizing the Missouri American/St. Louis County age criteria. These ratings

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include the time frames of change in the material types installed.

Rating	Date of Installation
1	1990 or later
2	1980 to 1989
3	1970 to 1979
4	1960 to 1969
5	1959 and prior

- **Material**

A listing of 10 different water main materials was developed and utilized in developing the following ratings. The ratings range from 1 being the most desirable pipe material to 5 being the least desirable material.

Rating	Main Material Type
1	Ductile Iron/ Reinforced Concrete Pipe (RCP)
2	Transite
3	PVC/ HDPE
4	Cast Iron
5	Galvanized/ Steel

- **Size**

Rating	Main Size
1	8 inch and above
2	6 inch
3	4 inch
4	2 inch and 3 inch
5	main smaller than 2 inch

- **Water Quality**

The subjective nature of this rating requires input by the district and the audit team. A rating of 1 would be assigned to those areas that have no historical problems with water quality, graduating to a rating of 5 where major water quality problems are experienced. **It was recommended that customer complaint information be used as a basis of the rating.**

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- **Dead End Main**

  The number of customers situated on a dead end main is used to develop this rating. Further development of this criterion during the testing of the small main program resulted in a determination that the same customer criteria rating be utilized for those mains that are not considered dead ends.

Rating	Main Size
1	less than 2 customers or a main not designated a dead end main
2	2 to 5 customers
3	6 to 10 customers
4	11 to 20 customers
5	greater than 20 customers

The combination of criteria weighting and criteria rating standards gives a maximum rating of 500 points (worst case) and a minimum rating of 100 points (best case). As an example, the 246 main segments analyzed within the Pekin System had a maximum main rating of 380 points and a minimum main rating of 190 points.

IV. Database Development

An electronic database was developed to assist the districts in the assessment and prioritization of their small mains and subsequent development of replacement schedules. An Access Database was developed to allow consistent entry of data by the districts and to assign the criteria ratings and weighting with little intervention by the operator.

In order to simplify the entry of data into the database, an entry screen was developed that allows the operator to enter specific main rating information into the database. Exhibit B provides an example of the database main entry screen. The database is designed to perform the necessary queries and calculations to determine the main section overall rating and ranking.

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As an added benefit, the database develops a listing of small mains within each district system and provides detailed records for each main. Exhibit C provides an example of the District Main Inventory List. This listing is incorporated into the database and can be used to create reports accessible from the database menus.

The model requires that mains would be entered into the model through defined water main segments. In order to allow the districts to develop comprehensive replacement programs, consideration was given to the length of segments that could be effectively replaced per budget cycle. A majority of the mains placed within the model contained segments that were approximately 300 to 500 lineal feet. In addition, consideration was given so that each segment had access to a main with a size of 6-inches or greater to allow for improvements in service as the mains were replaced. In some situations, main segments developed for the model maybe greater than the one or two blocks due to the inability to provide sufficient interconnections to the proposed replacement main.

Anticipated costs for replacement of the mains were added to the database during the final stages of development to allow for the determination of the approximate cost for each main for use during budgeting. It is intended that the replacement cost developed by the database is utilized only for an approximate budget number and that detailed cost estimates will still need to be developed.

Finally, priority levels were developed to assist the Districts in determining which mains should be replaced first. Currently there are seven (7) priority levels. Table B indicates the range of each level.

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Table B – Priority Levels and Rating Range	
Priority Level	*Rating Range*
A	350 to 500
B	300 to 350
C	250 to 300
D	200 to 250
E	150 to 200
F	100 to 150
G	0 to 100

V. Testing of the Database

The Pekin District system was utilized to test the database and allow review of the assessment standards. During this time, the Pekin District was going through a Comprehensive Planning Study Revision and system information was readily available.

Approximately 246 small mains segments were entered into the database. The main segments entered were those mains that were 4 inches and less, or 6-inch mains that were known to have problems. In addition, the mains were entered in one or two block sections to allow for a better representation of replacement costs and construction scheduling.

The data was entered using various sources of input data. A large portion of the initial data entry required utilization of distribution maps to identify main sizes and locations. District information with regard to main material and year of installation was obtained during visits to the district office. In addition, site visits were required in Pekin to determine the number of customers on each main. The next step was the review of past customer complaints and discussions with district operation representatives to determine water quality complaints/concerns and past leak information. Lastly, the hydraulic model was utilized to provide

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static pressures for each of the mains. It is estimated that the combined effort for Engineering and district associates was approximately 160 man-hours to gather and enter the data into the database for Pekin.

After data entry, the main ratings were reviewed for accuracy. Initial review indicated that the database placed a higher than anticipated priority to dead end mains at the detriment of the other mains within the database and that the final main ratings were too clustered to allow for easy determination of main priority. As a result, the database was adjusted to eliminate the dead end main criteria and adjusted to include the number of customers located on the main. By making this change the database was able to give higher priority to those mains that had numerous customers compared to those mains which served only a few.

In order to address the problem of the database making large grouping of mains with similar ratings, two criteria weights were adjusted. As previously indicated, the main size criteria weight was adjusted to 20% instead of 25% and the pressure criteria weight was increased from 10% to 15%. This allowed for a more diverse main rating and assisted in the development of a more efficient way to prioritize the mains.

Appendix A includes two reports from the final database for the Pekin District. The first report is a District Rating Criteria Weighting List that ranks the main segments and indicates the ratings for each of the eight (8) criteria. In addition the list indicates the map page number of each main segment to allow for the districts to establish projects in close proximity to each other during a given year.

The second report is a District Main Priority and Cost listing, which provides the district with the main ratings of each main and groups them by priority levels. The report also provides the district with an approximate cost for replacement for each main and also totals the replacement costs in each priority level.

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VI. Utilization of Main Rankings

It is anticipated that the mains with the highest rankings will be replaced first. However, the districts should make adjustments based on roadway improvements by the local municipality and proximity of other main replacement work during that construction season. Also, as main improvements occur throughout the system, other mains on the list may change priority ratings due to improvements in adjacent areas. The database should be updated each year to ensure updated main segment ratings.

VII. Conclusion

Data entry for the Pekin District was completed during the third quarter of 2001. The prioritization model predicts justifiable main replacement projects for the Pekin District.

It is recommended that the model be rolled-out to the remaining IL-AWC districts. As of this writing, three (3) additional districts have been analyzed using the model. These districts include Champaign County, Streator and Sterling.

It is expected that through further development and utilization of the small main prioritization model, IL-AWC should be able to systematically replace small diameter mains in high priority areas and allow each district to efficiently address system deficiencies.

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EXHIBIT A

SMALL MAIN REPLACEMENT PROGRAM CRITERIA *(Revised 6/4/01)*

Criteria (Max. Points)		*Weight*	*Rating*				
			1	*2*	*3*	*4*	*5*
Low Pressure (75)		15x	50 psi or greater	40 psi to < 50 psi	35 psi to <40 psi	30 psi to < 35 psi	< 30 psi
Number of Leaks (75)		15x	Subjective rating by the district and the audit team. The rating would be such that 1 would be assigned to those areas that have no problems of leaks, graduating to a rating of 5 where mains experience a large amount of leaks.				
Fire Flow (50)	Residential	10x	1,500 gpm and greater	1,000 gpm to < 1,500 gpm	750 gpm to < 1,000 gpm	500 gpm to < 750 gpm	less than 500 gpm
	Commercial		2,500 gpm and greater	2,000 gpm to < 2,500 gpm	1,500 gpm to < 2,000 gpm	1,000 gpm to < 1,500 gpm	less than 1,000 gpm
Age (75)		15x	1990 or later	1980 to 1989	1970 to 1979	1960 to 1969	1959 and prior
Material Type (75)		15x	DI / RCP	Transite	PVC/ HDPE	CI	Galv. / Steel
Size of Main (100)		20x	8 inch and above	6 inch	4 inch	2 inch and 3 inch	Main smaller than 2 inch
Water Quality (25)		5x	Subjective rating by the district and the audit team. The rating would be such that 1 would be assigned to those areas that have no problems water quality, graduating to a rating of 5 where major water quality problems are experienced.				
Customer Number (25)		5x	less than 2 customers	2 to 5 customers	6 to 10 customers	11 to 20 customers	greater than 20 customers

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EXHIBIT B

Main Entry Screen Example

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Illinois-American Water Company

Pekin

Center (17th Street)

4

700

Residential

1949

12

Cast Iron

43

13

1

1

Pekin

12th Street (Mayers to Derby)

2

800

Residential

1938

12

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EXHIBIT C

Pekin District Main Inventory Listing

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District Main Inventory

District Pekin

Rating	Location	Main Size	Length of Main	Year Installed	Material	Map Page
360	Brooklawn (Oakdale East to Cul-de-sac)	2	520	1957	Galvanized	13
360	Shire (11th St East)	1.25	200	1955	Galvanized	12
360	Court (Entrance Drive to South & East	2	580	1956	Galvanized	6
355	Martin (Evertt to Hillview)	1.25	350	1949	Galvanized	12
350	11th Streeat (Oxford South to Dead End)	1.25	400	1955	Galvanized	12
350	Caroline (Sherwood West to Dead End)	1.25	800	1948	Galvanized	15
345	Oakwood Court (Oakwood South to Cul-de-sac)	2	280	1961	Cast Iron	5
345	Valencia Place (Cul-de-sac)	4	920	1967	Cast Iron	6
345	Flacher (Jerome to 18th Street)	1.25	550	1930	Galvanized	12
340	Morton (Derby South to Dead End)	2	1300	1938	Galvanized	12
340	Oxford (East of 11th Street)	1.5	230	1955	Galvanized	12
340	Henry (14th East to Dead End)	1.25	1200	1937	Galvanized	12
340	12th Street (Derby to Koch)	2	1300	1938	Galvanized	12
340	18th Street (Broadway to Market)	1.25	710	1929	Galvanized	15
340	Lake (Jerome East to Dead End)	1.25	420	1930	Galvanized	12
340	James (East of 18th Street)	1.25	80	1956	Galvanized	12
340	18th Street (James North to Dead End)	1.25	240	1956	Galvanized	12

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District **Pekin**

Rating	Location	Main Size	Length of Main	Year Installed	Material	Map Page
340	Englewood Ter (Sherwood to Edgewood Court)	2	480	1955	Galvanized	15
340	Starcevich Court (8th Street East to Cul-de-sac)	2	280	1927	Galvanized	11
340	Stout (Mitchell East to Dead End)	1.25	180	1949	Galvanized	12
335	Windsor Court (Sherwood West to Cul-de-sac)	2	300	1962	Galvanized	15
335	Powers (Roberts to Gunion)	4	1880	1956	Cast Iron	6
335	Howard (Derby to Charles Dead End)	1.25	400	1929	Galvanized	11
335	Copper (Sapp to ICRR Double Dead Ends)	1.25	1530	1923	Galvanized	11
335	Prince (13th West to Dead End)	1.25	270	1938	Galvanized	12
335	Peoria (Derby to Koch)	2	1300	1956	Galvanized	12
330	Cape Court (18th St East to Cul-De-Sac)	2	550	1954	Galvanized	12
330	Orr (Roberts Drive North & West to Cul-de-sac)	2	340	1956	PVC	6
330	Calvin Court (Lighter North to Cul-de-sac)	2	140	1959	Galvanized	15
330	Maple (Elm North to Dead End)	1.25	340	1981	Galvanized	11
330	Woodland (Christopher Dual Feeds & Dead Ends)	1.25	450	1922	Galvanized	15
330	Beachcomber(West Shore SW to Cul-De-Sac)	2	450	1957	Galvanized	12
330	Cottage Grove (South to Two Dead Ends)	2	900	1951	Galvanized	12
330	Marlin (Norman to Koch)	1.25	300	1957	Galvanized	12
330	Anna (Barbara to 18th Street)	2	1050	1955	Galvanized	12
330	ValleVista (Cul-de-sac)	4	820	1967	Cast Iron	5
325	12th Street (Derby to Prince)	2	1120	1938	Galvanized	12

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District *Pekin*

Rating	*Location*	*Main Size*	*Length of Main*	*Year Installed*	*Material*	*Map Page*
325	Poplar (Royal North to Dead End)	1.25	200	1931	Galvanized	15
325	South (Bacon East to Dead End)	1.25	250	1930	Galvanized	11
325	19th Street (Broadway North to Dead End)	2	620	1929	Galvanized	15
325	Reuling Court (Somerset East to Dead End)	1.25	250	1925	Galvanized	18
325	10th Street (Koch to Derby)	2	1310	1937	Galvanized	11
325	Stoneybrook (Parkway West to Dead End)	2	230	1929	Galvanized	15
325	Tennell (Barbara to 18th Street)	2	970	1950	Galvanized	12
325	12th Street (Meyers to Derby)	2	800	1938	Galvanized	12
325	Orr (Gunion East to Dead End)	2	420	1956	PVC	6
325	Meadowlark (West to Dead End)	2.25	450	1954	Cast Iron	12
325	Orr (Entrance Drive to Roberts)	4	470	1956	Cast Iron	6
325	Terrace (Alley Line W Terrace & N Lawndale)	1.25	390	1950	Galvanized	18
325	Robin Lane (Aububon West to Dead End)	2.25	500	1954	Cast Iron	12
320	Barbara (James to Tennell)	2	470	1950	Galvanized	12
320	5th Street (Koch South to Dead End)	1.25	400	1930	Galvanized	11
320	Orchard (Broadway North to Dead End)	2	490	1949	Galvanized	15
320	Reese Court (Augusta East to Cul-de-sac)	1.25	370	1957	Galvanized	19
320	Ariann (North Shore to East Shore)	2	730	1949	Galvanized	12
320	17th (James to Martha)	1.25	150	1956	Galvanized	12
320	Windsor (Manor E & S to Dead Ends)	4	1730	1959	Cast Iron.	15

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District *Pekin*

Rating	*Location*	*Main Size*	*Length of Main*	*Year Installed*	*Material*	*Map Page*
320	Terry Court (4th Street West to Dead End)	1.25	270	1954	Galvanized	18
320	Tanglewood Court (East to Cul-de-sac)	4	330	1956	Cast Iron	5
320	Susannah (Alley line Sabella & Susannah)	0.75	310	1928	Galvanized	14
320	East Ling Court (Martha North to Dead End)	1.25	220	1949	Galvanized	12
320	Roberts (Orr to Powers)	4	290	1956	Cast Iron	6
320	Spring Avenue (13th Street East to Dead End)	1.25	390	1911	Galvanized	15
315	Thornton (Railroad East to Court Dead End)	1.25	530	1951	Galvanized	10
315	Vetter Court (7th Street East to Cul-de-sac)	1.25	200	1911	Galvanized	14
315	Hillside Court (Powers South to Cul-de-sac)	4	640	1956	PVC	6
315	Highland (Christopher West to Dead End)	2	210	1922	Galvanized	15
315	5th Street (Ann Eliza NE to Dead End)	1.25	130	1886	Galvanized	14
315	Black (Derby to Myers)	2	800	1936	Galvanized	12
315	St Clair Drive (West Sierra to Cul-de-sac	4	520	1965	Cast Iron	5
315	Karo (Midland to Thornton Dead End)	2	1570	1951	Galvanized	3 & 10
315	Hamilton (Somerset West to Dead End)	1.25	260	1924	Galvanized	18
315	Melvina (Dell to ICRR Dead End)	1.25	340	1930	Galvanized	11
315	Brentwood Court (Manor East to Cul-de-sac)	2	260	1959	Galvanized	15
315	Southmoor (Koch South to Dead End)	2	630	1949	Galvanized	11
315	Herget (Hoff to ICRR Dead End)	1.25	400	1923	Galvanized	11
315	Sapp (Hoff to ICRR Dead End)	1.25	400	1923	Galvanized	11

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District *Pekin*

Rating	*Location*	*Main Size*	*Length of Main*	*Year Installed*	*Material*	*Map Page*
315	Jane (Somerset West to Dead End)	1.25	680	1938	Galvanized	18
315	Midway (Tazewell North to Dead End)	1.25	250	1957	Galvanized	13
315	Summer Alley Line (3rd to Summer Dead End)	1.25	480	1916	Galvanized	11
315	10th Street (Catherine to Hamilton)	1	1140	1911	Galvanized	14
315	Charlotte (Somerset West to Dead End)	1.25	250	1924	Galvanized	18
315	Fleishmann (East & North Quaker Dead Ends)	1.25	380	1951	Galvanized	10
310	Grandview (South to Dead End)	2	350	1949	Galvanized	12
310	Richardson (Somerset East to Dead End)	1.25	240	1925	Galvanized	18
310	High (Dell to ICRR Dead End)	1.25	360	1930	Galvanized	11
310	Virginia (Insull South to Dead End)	1.25	720	1951	Galvanized	3 & 10
310	Lucinda (Somerset West to Dead End)	1.25	430	1925	Galvanized	18
310	American (Midland to Rail Road Dead End)	1.25	920	1951	Galvanized	3 & 10
310	Dirksen Court (Somerset East to Dead End)	1.25	220	1957	Galvanized	18
310	Amanda (Somerset West to Dead End)	1.25	520	1925	Galvanized	18
310	5th Street (Sheridan North to Dead End)	1.25	340	1941	Galvanized	18
310	Manor (Willow South to Dead End)	4	1650	1959	Cast Iron	15
310	Charles (4th Street to Summer)	1.25	490	1916	Galvanized	11
310	Harriet (2nd Street West to Dead End)	1.25	160	1938	Galvanized	18
310	Oriole Lane (Aububon West to Dead End)	2.25	420	1954	Cast Iron	12
310	Oxford (7th to 8th Street)	4	560	1954	Cast Iron	11

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Rating	*Location*	*Main Size*	*Length of Main*	*Year Installed*	*Material*	*Map Page*
310	Kenmore Court (Court North to Dead End)	1.25	250	1924	Galvanized	15
310	Cardinal Crest (Aububon West to Dead End)	2.25	350	1954	Cast Iron	12
310	Margaret (12th Street East to Dead End)	1.25	400	1908	Galvanized	15
310	Hausler (Somerset East to Dead End)	1.25	230	1925	Galvanized	18
310	Willow (Capitol West to Dead End)	1.25	220	1913	Galvanized	14
310	State (2nd Street to Dead End)	1.25	400	1914	Galvanized	14
310	Mockingbird (Martin Lane North toDead End)	2.25	400	1960	Cast Iron	12
305	Short (Monroe South to Dead End)	1.25	250	1951	Galvanized	18
305	Capitol (Caroline North East to Dead End)	1.25	1100	1908	Galvanized	14
305	Court (West Shore to East Shore)	2	700	1949	Galvanized	12
305	Sabella (Alley line Dead End toward St Mary)	1.25	320	1926	Galvanized	14
305	Hilton (Lawndale North to Cul-de-sac)	1.25	240	1949	Galvanized	19
305	14th Street (Market North to Dead End)	1.25	440	1929	Galvanized	15
305	Winter (4th Street toward Bacon Dead End)	1.25	170	1886	Galvanized	14
305	7th Street (Washington to Mclean Dead End)	1.25	280	1886	Galvanized	14
305	Mary (5th Street East to Dead End)	0.75	190	1938	Galvanized	14
305	9th Street (Court South to Dead End)	1	140	1886	Galvanized	14
305	Highland (Sycamore West to Dead End)	2	280	1927	Galvanized	15
305	Fleishman (W Quaker & N American Dead End)	1.25	230	1951	Galvanized	10
305	Mary (4th Street East to Dead End)	1.25	230	1913	Galvanized	14

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Rating	*Location*	*Main Size*	*Length of Main*	*Year Installed*	*Material*	*Map Page*
305	McLean (Bacon toward 8th Street Dead End)	1.25	210	1916	Galvanized	14
305	Melvina (North and East Alley Line to Dead End)	1.25	350	1923	Galvanized	11
305	Matilda (Somerset West to Dead End)	1.25	420	1925	Galvanized	18
305	Circle Ct (Circle Drive SW to Cul-de-sac)	2	240	1957	Galvanized	19
305	State (Manor to Windsor)	4	600	1959	Cast Iron	15
305	Saratoga (West Alton to Cul-de-sac)	2	150	1957	Cast Iron	12
305	Joan Court (4th Street West to Dead End)	1.25	250	1954	Galvanized	18
305	St Julian (4th Street East to Dead End)	1.25	160	1929	Galvanized	18
305	St Julian (5th Street East to Dead End)	1.25	190	1938	Galvanized	18
305	David Court (4th Street West to Dead End)	1.25	270	1954	Galvanized	18
305	Don Court (4th Street West to Dead End)	1.25	270	1954	Galvanized	18
300	Overhill (North & South Devron Drive Cul-de-sac)	3	1270	1949	Transite	5
300	10th Street (Hamilton North to Dead End)	1.25	120	1928	Galvanized	14
300	Buff (Willow North to Dead End)	2	700	1936	Galvanized	19
300	Fairlawn (Windsor to Lighter)	4	1150	1957	Cast Iron	15
300	Saratoga (Alton to Fredricks)	4	760	1957	Cast Iron	12
300	Caroline (2nd Street NW to Dead End)	2	380	1914	Galvanized	14
300	Renshaw Court (Willow North to Cul-de-sac)	2	290	1961	Galvanized	15
300	Devron Circle (Overhill East and South)	3	1530	1949	Transite	5
300	Caroline (2nd Street Alley line Dead End)	0.75	340	1914	Galvanized	14

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District *Pekin*

Rating	*Location*	*Main Size*	*Length of Main*	*Year Installed*	*Material*	*Map Page*
300	Elm (ICRR to Court Dead End)	1.25	200	1928	Galvanized	11
300	Indian Creek Ct (Indian Creek North to Cul-de-sac)	2	200	1962	Cast Iron	16
300	Augusta (Willow to Rex)	2	1570	1957	Galvanized	19
300	East Shore (Rosewood South to Dead End)	2	330	1949	PVC	12
300	3rd Street (Koch to South Dead End)	2	870	1949	Galvanized	11
300	Summer (Koch to Herman Dead End)	2	990	1949	Galvanized	11
300	Bacon (Derby to Herman)	1.25	320	1930	Galvanized	11
300	Cherry Hills (Country Club)	2	350	1977	Cast Iron	20
300	Hamilton (16th Street to 13th Street)	2	1300	1937	Galvanized	15
295	5th Street (Margaret SW to Dead End)	2	90	1912	Galvanized	14
295	Lamar (16th Street to Dead End North Arthur)	4	970	1956	Cast Iron	19
295	Coolidge (13th Street East to Dead End)	2	280	1954	Galvanized	19
295	Haylake (St Andrews South Cul-de-sac)	4	190	1975	Cast Iron	20
295	Burning Tree (Country Club NW to Cul-de-sac)	4	440	1962	Cast Iron	16
295	Elm (Mechanic to 3rd Street)	1.25	320	1961	Galvanized	11
295	Terrace (Sheridan to Lawndale)	2	480	1950	Cast Iron	18
295	Pioneer (Holiday Dr West to Cul-de-sac)	1.5	300	1980	Galvanized	19
295	Monroe (13th Street East to Dead End)	2	270	1954	Galvanized	19
295	Wildwood Court (West Wildwood to Cul-de-sac)	2	300	1972	Cast Iron	5
290	Lakeside (4th Street East to Dead End)	2	420	1957	Cast Iron	18

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District *Pekin*

Rating	*Location*	*Main Size*	*Length of Main*	*Year Installed*	*Material*	*Map Page*
290	Grove Place (Sunset to Dead End)	4	680	1954	Cast Iron	12
290	Crescent (Monroe to Lincoln)	2	670	1941	Cast Iron	18
290	Jefferson (14th Street to Lincoln)	4	760	1956	Cast Iron	19
290	Bush (14th Street to 15th Street)	2	380	1954	Galvanized	19
290	Allon (Saratoga to Koch)	4	360	1957	Cast Iron	12
290	Marion (Marion Point North Cul-de-sac)	4	300	1976	Cast Iron	21
290	Knollwood Ter (Veerman East to Dead End)	1.5	170	1962	Galvanized	19
290	Ann Eliza (12th Street West to Dead End Alley)	2	620	1929	Galvanized	15
290	Country Club Ct (Country Club W to Cul-de-sac)	2	270	1961	Cast Iron	16
285	12th Street (Willow to Chestnut)	2	850	1950	Galvanized	19
285	Pine Valley (Country Club West to Cul-de-sac)	4	400	1962	Cast Iron	16
285	Cherry (Greenbrook East to Dead End)	2	550	1976	Galvanized	13
285	Delshire (Somerset to 4th Street)	2	570	1957	Cast Iron	18
285	Inverness (Country Club East to Cul-de-sac)	4	460	1962	Cast Iron	16
280	Oak Ridge (12th Street to Dead End)	4	960	1925	Cast Iron	15
280	Cape Ann Court (Hartford East to Cul-de-sac)	4	400	1969	Cast Iron	2
280	Quaker (MidlandNorth to Fleishman Dead End)	2	1130	1951	Cast Iron	3 & 10
280	Illinois (14th Street to 16th Street)	4	920	1961	Galvanized	19
275	Center (17th Street)	4	700	1949	Cast Iron	12
275	Pilgrim (Memorial West to Cul-de-sac)	2	200	1960	Galvanized	19

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Rating	Location	Main Size	Length of Main	Year Installed	Material	Map Page
275	Glenview Drive (Sunset to Sunset)	4	1050	1969	Cast Iron	12
275	4th Street (Charles to Park)	4	1430	1893	Cast Iron	11
275	15th Street (Chestnut to St Julian)	2	490	1961	Galvanized	19
275	Maple (Elm to Derby)	4	1280	1961	Cast Iron	11
275	Circle Drive (Hill Court to Hill Court)	4	960	1957	Cast Iron	19
275	Winter (8th St East toward 9th St Dead End)	0.75	180	1886	PVC	14
270	Monge (Court South to Dead End)	4	420	1939	Cast Iron	12
270	7th Street (Mclean to Park)	4	680	1911	Cast Iron	14
270	Bacon (Park to Walnut)	4	840	1913	Cast Iron	11
270	Marth (13th St East toDead End)	4	250	1928	Cast Iron	12
270	Parkview Court (Broadway N Two Dead Ends)	2	970	1975	PVC	15
270	Hecker (Winter to North)	4	340	1925	Cast Iron	15
270	Prestwick (St Andrews South Cul-de-sac)	4	240	1975	Cast Iron	20
270	12th Street (Court to Royal)	4	550	1924	Cast Iron	15
270	Crescent (Jefferson to Sheridan)	2	310	1947	Cast Iron	18
270	Cordova Court (Sierra East to Cul-de-sac)	4	590	1973	Cast Iron	5
270	Cordova Court (Granada East to Dead End)	1	160	1976	Copper	5
270	6th Street (State to 6th Street)	4	380	1886	Cast Iron	14
270	Prince (Mechanic West to Dead End)	2	180	1981	PVC	11
265	8th Street (Matilda N & S Dead Ends)	2	880	1940	Cast Iron	18

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Rating	*Location*	*Main Size*	*Length of Main*	*Year Installed*	*Material*	*Map Page*
265	Desoto Court (Hollow Road North Cul-de-sac)	4	500	1978	Cast Iron	5
265	Amber Court (Autumn SE to Cul-de-sac)	2	130	1973	Galvanized	19
265	Memorial (Florence to Sheridan)	4	580	1968	Cast Iron	19
265	Tharp Place (Hillyer-Tharp-Hillyer)	4	1100	1949	Cast Iron	14
265	Holly Court (Maywood East to Cul-de-sac)	2	350	1982	PVC	15
265	Buena Vista (Washington to Broadway)	4	950	1888	Cast Iron	14
265	Market (12th Street to 14th Street)	4	840	1929	Cast Iron	15
265	Catherine (5th Street to 2nd Street)	4	1810	1908	Cast Iron	14
260	Henrietta (4th Street to 5th Street)	4	490	1913	Cast Iron	14
260	Pinta Court (Mayflower West to Cul-de-sac)	4	280	1989	Cast Iron	2
260	Dominion Ct (Dominion Ave South to Cul-de-sac)	2	280	1970	Galvanized	19
260	12th Street (Matilda to Sheridan)	4	640	1952	Cast Iron	19
260	13th Street (Lawndale North to Dead End)	1	190	1953	Copper	19
260	Capitol (Court NE to Market)	4	680	1912	Cast Iron	14
260	10th Street (Sheridan to Lawndale)	4	530	1949	Cast Iron	18
260	Chestnut (9th Street West to Dead End)	4	400	1938	Cast Iron	18
260	Roseburg Court (McLean South to Cul-de-sac)	4	300	1913	Cast Iron	14
260	St Julian (14th Street to 15th Street)	2	380	1972	Galvanized	19
260	6th Street (Market to Ann Eliza)	4	260	1886	Cast Iron	14
260	6th Street (Washington to Park)	4	980	1886	Cast Iron	14

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Rating	*Location*	*Main Size*	*Length of Main*	*Year Installed*	*Material*	*Map Page*
260	Ann Eliza (Capitol to 7th Street)	4	1780	1908	Cast Iron	14
260	Walnut (Bacon to 4th Street)	4	360	1913	Cast Iron	11
260	Augusta (Sheridan to Matilda)	4	570	1955	Cast Iron	19
255	Hamilton (Willow to 8th Street)	4	700	1913	Cast Iron	14
255	Caroline (11th Street to 12th Street)	4	360	1928	Cast Iron	15
255	11th Street (Hamilton to Henrietta)	4	610	1928	Cast Iron	15
255	Lawndale (13th Street to 14th Street)	4	480	1953	Cast Iron	19
255	Franklin (3rd Street toward Summer Dead End)	4	280	1913	Cast Iron	14
255	Market (4th Street to 5th Street)	4	480	1888	Cast Iron	14
250	Susannah (Front to 2nd Street)	4	430	1926	Cast Iron	14
250	Cynthiana (Front to 2nd Street)	4	430	1890	Cast Iron	14
250	Jamestown Court (Bay Colony W to Cul-de-sac)	4	430	1994	Cast Iron	2
250	Somerset (Amanda North to Dead End)	4	1720	1925	Cast Iron	18
250	Royal (9th Street to 10th Street)	4	370	1912	Cast Iron	14
250	3rd Street (Court to Caroline)	4	1040	1908	Cast Iron	14
250	Plymouth Court (Mayflower West to Cul-de-sac)	4	730	1994	Cast Iron	2
245	Crimson Court (Autumn North to Cul-de-sac)	2	210	1962	PVC	19
245	Santa Marie (Mayflower South to Cul-de-sac)	4	480	1994	Cast Iron	2
245	Matilda (11th Street to Earl)	4	530	1961	Cast Iron	19
245	Salem Court (Hartford North to Cul-de-sac)	4	300	1995	Cast Iron	2

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Rating	*Location*	*Main Size*	*Length of Main*	*Year Installed*	*Material*	*Map Page*
245	Briarcliff (Two Cul-de-sacs)	4	500	1966	Cast Iron	13
235	Sapp (Alley Line West Herget to Koch)	2	900	1990	PVC	11
230	Nina Court (West Mayflower to Cul-de-sac)	4	390	1993	Cast Iron	8
230	Providence (Bay Colony West to Cul-de-sac)	4	390	1993	Cast Iron	2
215	Eisenhower (11th Street East to Cul-de-sac)	4	260	1977	PVC	19
210	Truman (11th Street East to Cul-de-sac)	4	240	1977	PVC	19
190	Scenic View Ct (Parkway East to Cul-de-sac)	4	340	1971	Ductile Iron	19

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APPENDIX A

Pekin District rating Criteria Weighting List

Pekin District main Priority and Cost List

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District Rating Criteria Weighted List

District: Pekin

Main Rating	Location	Main Size Weighted Value (100)	Material Type Weighted Value (75)	Age Weighted Value (75)	Pressure Weighted Value (75)	Fire Flow Weighted Value (50)	Customer Weighted Value (25)	Number of Leaks Weighted Value (75)	Water Quality Weighted Value (25)
380	Brooklawn (Oakdale East to Cul-de-sac)	80	75	75	15	50	20	60	5
360	Shire (11th St East)	100	75	75	30	50	10	15	5
360	Court (Entrance Drive to South & East	80	75	75	45	50	15	15	5
355	Martin (Evett to Hillview)	100	75	75	45	30	10	15	5
350	11th Street (Oxford South to Dead End)	100	75	75	30	20	15	30	5
350	Caroline (Sherwood West to Dead End)	100	75	75	30	30	20	15	5
345	Oakwood Court (Oakwood South to Cul-de-sac)	80	60	60	60	50	15	15	5
345	Valencia Place (Cul-de-sac)	60	60	60	60	50	20	30	5
345	Fischer (Jerome to 18th Street)	100	75	75	30	20	25	15	5
340	Morton (Derby South to Dead End)	80	75	75	45	20	25	15	5
340	Oxford (East of 11th Street)	100	75	75	30	20	20	15	5
340	Henry (14th East to Dead End)	100	75	75	30	20	20	15	5
340	12th Street (Derby to Koch)	80	75	75	45	20	25	15	5
340	18th Street (Broadway to Market)	100	75	75	30	20	20	15	5
340	Lake (Jerome East to Dead End)	100	75	75	30	20	20	15	5
340	James (East of 18th Street)	100	75	75	30	30	10	15	5
340	18th Street (James North to Dead End)	100	75	75	30	30	10	15	5
340	Englewood Ter (Sherwood to Edgewood Court)	80	75	75	30	30	15	30	5
340	Sterovich Court (6th Street East to Cul-de-sac)	80	75	75	45	30	15	15	5
340	Stout (Mitchell East to Dead End)	100	75	75	30	30	10	15	5
335	Windsor Court (Sherwood West to Cul-de-sac)	80	75	60	30	50	20	15	5

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335	Powers (Roberts to Gunion)	60	60	75	45	50	25	15	5
335	Howard (Derby to Charles Dead End)	100	75	75	30	10	25	15	5
335	Copper (Sepp to ICRR Double Dead Ends)	100	75	75	15	30	20	15	5
335	Prince (13th West to Dead End)	100	75	75	30	10	10	30	5
335	Peoria (Derby to Koch)	80	75	75	45	20	20	15	5
330	Cape Court (18th St East to Cul-De-Sac)	80	75	75	30	30	20	15	5
330	Orr (Roberts Drive North & West to Cul-de-sac)	80	45	75	45	50	15	15	5
330	Calvin Court (Lighter North to Cul-de-sac)	80	75	75	30	40	10	15	5
330	Maple (Elm North to Dead End)	100	75	60	15	40	20	15	5
330	Woodland (Christopher Dual Feeds & Dead Ends)	100	75	75	30	10	20	15	5
330	Beachcomber(West Shore SW to Cul-De-Sac)	80	75	75	30	30	20	15	5
330	Cottage Grove (South to Two Dead Ends)	80	75	75	15	30	20	30	5
330	Martin (Norman to Koch)	100	75	75	30	20	10	15	5
330	Anna (Barbara to 18th Street)	80	75	75	30	20	25	15	10
330	ValleVista (Cul-de-sac)	60	60	60	60	50	20	15	5
325	12th Street (Derby to Prince)	80	75	75	30	20	25	15	5
325	Poplar (Royal North to Dead End)	100	75	75	30	10	15	15	5
325	South (Bacon East to Dead End)	100	75	75	30	10	15	15	5
325	19th Street (Broadway North to Dead End)	80	75	75	30	30	15	15	5
325	Reuling Court (Somerset East to Dead End)	100	75	75	15	10	15	30	5
325	10th Street (Koch to Derby)	80	75	75	30	20	25	15	5
325	Stoneybrook (Parkway West to Dead End)	80	75	75	15	40	20	15	5
325	Tunnell (Barbara to 18th Street)	80	75	75	30	20	25	15	5
325	12th Street (Meyers to Derby)	80	75	75	30	10	20	30	5

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325	Orr (Gunion East to Dead End)	80	45	75	45	50	10	15	5
325	Meadowlark (West to Dead End)	80	60	75	30	50	10	15	5
325	Orr (Entrance Drive to Roberts)	60	60	75	45	50	15	15	5
325	Terrace (Alley Line W Terrace & N Lawndale)	100	75	75	15	20	20	15	5
325	Robin Lane (Aububon West to Dead End)	80	60	75	30	50	10	15	5
320	Barbara (James to Tennell)	80	75	75	30	20	20	15	5
320	5th Street (Koch South to Dead End)	100	75	75	30	10	10	15	5
320	Orchard (Broadway North to Dead End)	80	75	75	30	20	20	15	5
320	Reme Court (Augusta East to Cul-de-sac)	100	75	75	30	10	10	15	5
320	Arlann (North Shore to East Shore)	80	75	75	30	20	20	15	5
320	17th (James to Martha)	100	75	75	30	10	10	15	5
320	Windsor (Manor E & S to Dead Ends)	60	60	75	30	50	25	15	5
320	Terry Court (4th Street West to Dead End)	100	75	75	15	10	10	30	5
320	Tanglewood Court (East to Cul-de-sac)	60	60	75	45	50	10	15	5
320	Susannah (Alley line Sabella & Susannah)	100	75	75	15	10	10	30	5
320	East Ling Court (Martha North to Dead End)	100	75	75	30	10	10	15	5
320	Roberts (Orr to Powers)	60	60	75	45	50	10	15	5
320	Spring Avenue (13th Street East to Dead End)	100	75	75	30	10	10	15	5
315	Thornton (Railroad East to Court Dead End)	100	75	75	15	10	20	15	5
315	Vetter Court (7th Street East to Cul-de-sac)	100	75	75	15	20	10	15	5
315	Hillside Court (Powers South to Cul-de-sac)	60	45	75	45	50	20	15	5
315	Highland (Christopher West to Dead End)	80	75	75	30	20	15	15	5
315	5th Street (Ann Eliza NE to Dead End)	100	75	75	15	20	10	15	5
315	Black (Derby to Myers)	80	75	75	30	10	25	15	5

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315	St Clair Drive (West Sierra to Cul-de-sac	60	60	60	45	50	20	15	5
315	Karo (Midland to Thornton Dead End)	80	75	75	15	10	25	30	5
315	Hamilton (Somerset West to Dead End)	100	75	75	15	10	20	15	5
315	Melvina (Dell to ICRR Dead End)	100	75	75	15	10	20	15	5
315	Brentwood Court (Manor East to Cul-de-sac)	80	75	75	30	20	15	15	5
315	Southmoor (Koch South to Dead End)	80	75	75	15	10	25	30	5
315	Hergst (Hoff to ICRR Dead End)	100	75	75	15	10	20	15	5
315	Sapp (Hoff to ICRR Dead End)	100	75	75	15	10	20	15	5
315	Jane (Somerset West to Dead End)	100	75	75	15	10	20	15	5
315	Midway (Tazewell North to Dead End)	100	75	75	15	20	10	15	5
315	Summer Alley Line (3rd to Summer Dead End)	100	75	75	15	20	10	15	5
315	10th Street (Catherine to Hamilton)	100	75	75	15	10	20	15	5
315	Charlotte (Somerset West to Dead End)	100	75	75	15	10	20	15	5
315	Fleishmann (East & North Quaker Dead Ends)	100	75	75	15	10	20	15	5
310	Grandview (South to Dead End)	80	75	75	30	20	10	15	5
310	Richardson (Somerset East to Dead End)	100	75	75	15	10	15	15	5
310	High (Dell to ICRR Dead End)	100	75	75	15	10	15	15	5
310	Virginia (Insull South to Dead End)	100	75	75	15	10	15	15	5
310	Lucinda (Somerset West to Dead End)	100	75	75	15	10	15	15	5
310	American (Midland to Rail Road Dead End)	100	75	75	15	10	15	15	5
310	Dirkson Court (Somerset East to Dead End)	100	75	75	15	10	15	15	5
310	Amanda (Somerset West to Dead End)	100	75	75	15	10	15	15	5
310	5th Street (Sheridan North to Dead End)	100	75	75	15	10	15	15	5
310	Manor (Willow South to Dead End)	60	60	75	30	40	25	15	5

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310	Charles (4th Street to Summer)	100	75	75	15	10	15	15	5
310	Harriet (2nd Street West to Dead End)	100	75	75	15	10	15	15	5
310	Oriole Lane (Aububon West to Dead End)	80	60	75	15	50	10	15	5
310	Oxford (7th to 8th Street)	60	60	75	30	30	20	30	5
310	Kenmore Court (Court North to Dead End)	100	75	75	15	10	15	15	5
310	Cardinal Crest (Aububon West to Dead End)	80	60	75	15	50	10	15	5
310	Margaret (12th Street East to Dead End)	100	75	75	15	10	15	15	5
310	Hausler (Somerset East to Dead End)	100	75	75	15	10	15	15	5
310	Willow (Capitol West to Dead End)	100	75	75	15	10	10	15	10
310	State (2nd Street to Dead End)	100	75	75	15	10	15	15	5
310	Mockinghird (Martin Lane North toDead End)	80	60	60	30	50	10	15	5
305	Short (Monroe South to Dead End)	100	75	75	15	10	10	15	5
305	Capitol (Caroline North East to Dead End)	100	75	75	15	10	10	15	5
305	Court (West Shore to East Shore)	80	75	75	30	10	15	15	5
305	Isabella (Alley line Dead End toward St Mary)	100	75	75	15	10	10	15	5
305	Hilton (Lawndale North to Cul-de-sac)	100	75	75	15	10	10	15	5
305	14th Street (Market North to Dead End)	100	75	75	15	10	10	15	5
305	Winter (4th Street toward Bacon Dead End)	100	75	75	15	10	10	15	5
305	7th Street (Washington to Mclean Dead End)	100	75	75	15	10	10	15	5
305	Mary (5th Street East to Dead End)	100	75	75	15	10	10	15	5
305	9th Street (Court South to Dead End)	100	75	75	15	10	10	15	5
305	Highland (Sycamore West to Dead End)	80	75	75	30	10	15	15	5
305	Fleishman (W Quaker & N American Dead End)	100	75	75	15	10	10	15	5
305	Mary (4th Street East to Dead End)	100	75	75	15	10	10	15	5

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305	McLean (Bacon toward 6th Street Dead End)	100	75	75	15	10	10	15	5
305	Malvina (North and East Alley Line to Dead End)	100	75	75	15	10	10	15	5
305	Matilda (Somerset West to Dead End)	100	75	75	15	10	10	15	5
305	Circle Ct (Circle Drive SW to Cul-de-sac)	80	75	75	15	30	10	15	5
305	State (Manor to Windsor)	60	60	75	30	40	20	15	5
305	Saratoga (West Alton to Cul-de-sac)	80	60	75	30	30	10	15	5
305	Joan Court (4th Street West to Dead End)	100	75	75	15	10	10	15	5
305	St Julian (4th Street East to Dead End)	100	75	75	15	10	10	15	5
305	St Julian (5th Street East to Dead End)	100	75	75	15	10	10	15	5
305	David Court (4th Street West to Dead End)	100	75	75	15	10	10	15	5
305	Don Court (4th Street West to Dead End)	100	75	75	15	10	10	15	5
300	Overhill (North & South Devron Drive Cul-de-sac)	80	30	75	30	40	25	15	5
300	10th Street (Hamilton North to Dead End)	100	75	75	15	10	5	15	5
300	Buff (Willow North to Dead End)	80	75	75	15	10	25	15	5
300	Fairlawn (Windsor to Lighter)	60	60	75	30	30	25	15	5
300	Saratoga (Alton to Fredricks)	60	60	75	30	30	25	15	5
300	Caroline (2nd Street NW to Dead End)	80	75	75	15	10	10	30	5
300	Renshaw Court (Willow North to Cul-de-sac)	80	75	60	30	20	15	15	5
300	Devron Circle (Overhill East and South)	80	30	75	30	40	25	15	5
300	Caroline (2nd Street Alley line Dead End)	100	75	75	15	10	5	15	5
300	Elm (ICRR to Court Dead End)	100	75	75	15	10	5	15	5
300	Indian Creek Ct (Indian Creek North to Cul-de-sac)	80	60	60	15	50	15	15	5
300	Augusta (Willow to Rex)	80	75	75	15	10	25	15	5
300	East Shore (Rosewood South to Dead End)	80	45	75	30	20	25	15	10

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District: Pekin

Main Rating	Location	Main Size Weighted Value (100)	Material Type Weighted Value (75)	Age Weighted Value (75)	Pressure Weighted Value (75)	Fire Flow Weighted Value (50)	Customer Weighted Value (25)	Number of Leaks Weighted Value (75)	Water Quality Weighted Value (25)
300	3rd Street (Koch to South Dead End)	80	75	75	15	10	25	15	5
300	Summer (Koch to Herman Dead End)	80	75	75	15	10	25	15	5
300	Bacon (Darby to Herman)	100	75	75	15	10	5	15	5
300	Cherry Hills (Country Club)	80	60	45	30	40	10	30	5
300	Hamilton (16th Street to 13th Street)	80	75	75	15	10	25	15	5
295	5th Street (Margaret SW to Dead End)	80	75	75	15	20	10	15	5
295	Lamar (16th Street to Dead End North Arthur)	60	60	75	15	40	25	15	5
295	Coolidge (13th Street East to Dead End)	80	75	75	15	10	20	15	5
295	Haylake (St Andrews South Cul-de-sac)	60	60	45	30	50	15	30	5
295	Burning Tree (Country Club NW to Cul-de-sac)	60	60	60	15	50	15	30	5
295	Elm (Mechanic to 3rd Street)	100	75	60	15	20	5	15	5
295	Terrace (Sheridan to Lawndale)	80	60	75	15	10	20	30	5
295	Pioneer (Holiday Dr West to Cul-de-sac)	100	75	60	15	10	15	15	5
295	Monroe (12th Street East to Dead End)	80	75	75	15	10	20	15	5
295	Wildwood Court (West Wildwood to Cul-de-sac)	80	60	45	30	50	10	15	5
290	Lakeside (4th Street East to Dead End)	80	60	75	15	20	20	15	5
290	Grove Place (Sunset to Dead End)	60	60	75	15	40	20	15	5
290	Crescent (Monroe to Lincoln)	80	60	75	15	20	20	15	5
290	Jefferson (14th Street to Lincoln)	60	60	75	15	20	25	30	5
290	Bush (14th Street to 15th Street)	80	75	75	15	10	15	15	5
290	Alton (Saratoga to Koch)	60	60	75	30	30	15	15	5
290	Marion (Marion Point North Cul-de-sac)	60	60	45	30	50	10	30	5
290	Knollwood Ter (Veerman East to Dead End)	100	75	60	15	10	10	15	5
290	Ann Eliza (12th Street West to Dead End Alley)	80	75	75	15	10	15	15	5

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District: Pekin

Main Rating	Location	Main Size Weighted Value (100)	Material Type Weighted Value (75)	Age Weighted Value (75)	Pressure Weighted Value (75)	Fire Flow Weighted Value (50)	Customer Weighted Value (25)	Number of Leaks Weighted Value (75)	Water Quality Weighted Value (25)
290	Country Club Ct (Country Club W to Cul-de-sac)	80	60	60	15	40	15	15	5
285	12th Street (Willow to Chestnut)	80	75	75	15	10	10	15	5
285	Pine Valley (Country Club West to Cul-de-sac)	60	60	60	15	40	15	30	5
285	Cherry (Greenbrook East to Dead End)	80	75	45	15	20	15	30	5
285	Delaire (Somerset to 4th Street)	80	60	75	15	20	15	15	5
285	Inverness (Country Club East to Cul-de-sac)	60	60	60	15	50	15	15	10
280	Oak Ridge (12th Street to Dead End)	60	60	75	30	10	25	15	5
280	Cape Ann Court (Hartford East to Cul-de-sac)	60	60	30	45	50	15	15	5
280	Quaker (MidlandNorth to Fleishman Dead End)	80	60	75	15	10	20	15	5
280	Illinois (14th Street to 16th Street)	60	75	60	15	10	25	30	5
275	Center (17th Street)	60	60	75	30	10	20	15	5
275	Pilgrim (Memorial West to Cul-de-sac)	80	75	60	15	10	15	15	5
275	Glenview Drive (Sunset to Sunset)	60	60	60	15	40	20	15	5
275	4th Street (Charles to Park)	60	60	75	15	20	25	15	5
275	15th Street (Chestnut to St Julian)	80	75	60	15	10	15	15	5
275	Maple (Elm to Derby)	60	60	60	15	20	25	30	5
275	Circle Drive (Hill Court to Hill Court)	60	60	75	15	30	15	15	5
275	Winter (8th St East toward 9th St Dead End)	100	45	75	15	10	10	15	5
270	Monge (Court South to Dead End)	60	60	75	30	10	15	15	5
270	7th Street (Mclean to Park)	60	60	75	15	20	20	15	5
270	Bacon (Park to Walnut)	60	60	75	15	20	20	15	5
270	Marth (13th St East toDead End)	60	60	75	30	10	15	15	5
270	Parkview Court (Broadway N Two Dead Ends)	80	45	45	15	40	25	15	5
270	Hecker (Winter to North)	60	60	75	15	20	20	15	5

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District: Pekin

Main Rating	Location	Main Size Weighted Value (100)	Material Type Weighted Value (75)	Age Weighted Value (75)	Pressure Weighted Value (75)	Fire Flow Weighted Value (50)	Customer Weighted Value (25)	Number of Leaks Weighted Value (75)	Water Quality Weighted Value (25)
270	Prestwick (St Andrews South Cul-de-sac)	60	60	45	30	40	15	15	5
270	12th Street (Court to Royal)	60	60	75	30	10	15	15	5
270	Crescent (Jefferson to Sheridan)	80	60	75	15	10	10	15	5
270	Cordova Court (Sierra East to Cul-de-sac)	60	60	45	15	50	20	15	5
270	Cordova Court (Granada East to Dead End)	100	30	45	15	50	10	15	5
270	6th Street (State to 8th Street)	60	60	75	15	30	10	15	5
270	Prince (Mechanic West to Dead End)	80	45	60	15	40	10	15	5
265	8th Street (Matilda N & S Dead Ends)	80	60	75	15	10	5	15	5
265	Desoto Court (Hollow Road North Cul-de-sac)	60	60	45	15	50	15	15	5
265	Amber Court (Autumn SE to Cul-de-sac)	80	75	45	15	20	10	15	5
265	Memorial (Florence to Sheridan)	60	60	60	30	10	25	15	5
265	Tharp Place (Hillyer-Tharp-Hillyer)	60	60	75	15	10	25	15	5
265	Holly Court (Maywood East to Cul-de-sac)	80	45	60	15	30	15	15	5
265	Buena Vista (Washington to Broadway)	60	60	75	15	10	25	15	5
265	Market (12th Street to 14th Street)	60	60	75	15	10	25	15	5
265	Catherine (3th Street to 2nd Street)	60	60	75	15	10	25	15	5
260	Henrietta (4th Street to 5th Street)	60	60	75	15	10	20	15	5
260	Pinta Court (Mayflower West to Cul-de-sac)	60	60	30	30	50	10	15	5
260	Dominion Ct (Dominion Ave South to Cul-de-sac)	80	75	45	15	10	15	15	5
260	12th Street (Matilda to Sheridan)	60	60	75	15	10	20	15	5
260	13th Street (Lawndale North to Dead End)	100	30	75	15	10	10	15	5
260	Capitol (Court NE to Market)	60	60	75	15	20	10	15	5
260	10th Street (Sheridan to Lawndale)	60	60	75	15	10	20	15	5
260	Chestnut (9th Street West to Dead End)	60	60	75	15	10	20	15	5

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Main Rating	Location	Main Size Weighted Value (100)	Material Type Weighted Value (75)	Age Weighted Value (75)	Pressure Weighted Value (75)	Fire Flow Weighted Value (50)	Customer Weighted Value (25)	Number of Leaks Weighted Value (75)	Water Quality Weighted Value (25)
260	Rossburg Court (McLean South to Cul-de-sac)	60	60	75	15	10	20	15	5
260	St Julian (14th Street to 15th Street)	80	75	45	15	10	15	15	5
260	6th Street (Market to Ann Eliza)	60	60	75	15	20	10	15	5
260	6th Street (Washington to Park)	60	60	75	15	10	20	15	5
260	Ann Eliza (Capitol to 7th Street)	60	60	75	15	10	20	15	5
260	Walnut (Bacon to 4th Street)	60	60	75	15	20	10	15	5
260	Augusta (Sheridan to Matilda)	60	60	75	15	10	20	15	5
255	Hamilton (Willow to 8th Street)	60	60	75	15	10	15	15	5
255	Caroline (11th Street to 12th Street)	60	60	75	15	10	15	15	5
255	11th Street (Hamilton to Henrietta)	60	60	75	15	10	15	15	5
255	Lawndale (13th Street to 14th Street)	60	60	75	15	10	15	15	5
255	Franklin (3rd Street toward Summer Dead End)	60	60	75	15	10	15	15	5
255	Market (4th Street to 5th Street)	60	60	75	15	10	15	15	5
250	Susannah (Front to 2nd Street)	60	60	75	15	10	10	15	5
250	Cynthiana (Front to 2nd Street)	60	60	75	15	10	10	15	5
250	Jamestown Court (Bay Colony W to Cul-de-sac)	60	60	15	30	50	15	15	5
250	Somerset (Amanda North to Dead End)	60	60	75	15	10	10	15	5
250	Royal (9th Street to 10th Street)	60	60	75	15	10	10	15	5
250	3rd Street (Court to Caroline)	60	60	75	15	10	10	15	5
250	Plymouth Court (Mayflower West to Cul-de-sac)	60	60	15	30	50	15	15	5
245	Crimson Court (Autumn North to Cul-de-sac)	80	45	60	15	10	15	15	5
245	Santa Marie (Mayflower South to Cul-de-sac)	60	60	15	30	50	10	15	5
245	Matilda (11th Street to Earl)	60	60	75	15	10	5	15	5
245	Salem Court (Hartford North to Cul-de-sac)	60	60	15	30	50	10	15	5

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Main Rating	Location	Main Size Weighted Value (100)	Material Type Weighted Value (75)	Age Weighted Value (75)	Pressure Weighted Value (75)	Fire Flow Weighted Value (50)	Customer Weighted Value (25)	Number of Leaks Weighted Value (75)	Water Quality Weighted Value (25)
245	Briarcliff (Two Cul-de-sacs)	60	60	60	15	10	20	15	5
235	Sapp (Alley Line West Herget to Koch)	80	45	15	15	30	15	30	5
230	Nina Court (West Mayflower to Cul-de-sac)	60	60	15	15	40	20	15	5
230	Providence (Bay Colony West to Cul-de-sac)	60	60	15	15	50	10	15	5
215	Eisenhower (11th Street East to Cul-de-sac)	60	45	45	15	10	20	15	5
210	Truman (11th Street East to Cul-de-sac)	60	45	45	15	10	15	15	5
190	Scenic View Ct (Parkway East to Cul-de-sac)	60	15	45	15	20	15	15	5

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District Main Priority and Cost

District: ***Pekin***

Priority Level: A

Main Rating	Priority Level	Location	Cost of Replacement
380	A	Brooklawn (Oakdale East to Cul-de-sac)	$26,000
360	A	Court (Entrance Drive to South & East	$29,000
360	A	Shire (11th St East)	$10,000
355	A	Martin (Evertt to Hillview)	$17,500
		Total Cost of Replacement for Priority Level	*$82,500*

Priority Level: B

Main Rating	Priority Level	Location	Cost of Replacement
350	B	Caroline (Sherwood West to Dead End)	$40,000
350	B	11th Street (Oxford South to Dead End)	$20,000
345	B	Oakwood Court (Oakwood South to Cul-de-sac)	$13,000
345	B	Fischer (Jerome to 18th Street)	$27,500
345	B	Valencia Place (Cul-de-sac)	$46,000
340	B	James (East of 18th Street)	$4,000
340	B	Morton (Derby South to Dead End)	$65,000
340	B	12th Street (Derby to Koch)	$65,000
340	B	Starcevich Court (6th Street East to Cul-de-sac)	$14,000
340	B	Oxford (East of 11th Street)	$11,500
340	B	Lake (Jerome East to Dead End)	$21,000
340	B	18th Street (James North to Dead End)	$12,000
340	B	Stout (Mitchell East to Dead End)	$9,000
340	B	18th Street (Broadway to Market)	$35,500
340	B	Englewood Ter (Sharwood to Edgewood Court)	$24,000
340	B	Henry (14th East to Dead End)	$60,000
335	B	Copper (Sapp to ICRR Double Dead Ends)	$76,500
335	B	Peoria (Derby to Koch)	$65,000
335	B	Prince (13th West to Dead End)	$13,500

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335	B	Windsor Court (Sherwood West to Cul-de-sac)	$15,000
335	B	Howard (Derby to Charles Dead End)	$20,000
335	B	Powers (Roberts to Gunion)	$94,000
330	B	Cape Court (18th St East to Cul-De-Sac)	$27,500
330	B	Martin (Norman to Koch)	$15,000
330	B	ValleVista (Cul-de-sac)	$41,000
330	B	Beachcomber(West Shore SW to Cul-De-Sac)	$22,500
330	B	Cottage Grove (South to Two Dead Ends)	$45,000
330	B	Orr (Roberts Drive North & West to Cul-de-sac)	$17,000
330	B	Woodland (Christopher Duel Feeds & Dead End	$22,500
330	B	Maple (Elm North to Dead End)	$17,000
330	B	Anna (Barbara to 18th Street)	$52,500
330	B	Calvin Court (Lighter North to Cul-de-sac)	$7,000
325	B	Stoneybrook (Parkway West to Dead End)	$11,500
325	B	Orr (Entrance Drive to Roberts)	$23,500
325	B	10th Street (Koch to Derby)	$65,500
325	B	Poplar (Royal North to Dead End)	$10,000
325	B	19th Street (Broadway North to Dead End)	$31,000
325	B	Meadowlark (West to Dead End)	$22,500
325	B	South (Bacon East to Dead End)	$12,500
325	B	Rauling Court (Somerset East to Dead End)	$12,500
325	B	12th Street (Meyers to Derby)	$40,000
325	B	Terrace (Alley Line W Terrace & N Lawndale)	$19,500
325	B	Robin Lane (Aububon West to Dead End)	$25,000
325	B	12th Street (Derby to Prince)	$56,000
325	B	Orr (Gunion East to Dead End)	$21,000
325	B	Tunnell (Barbara to 18th Street)	$48,500
320	B	17th (James to Martha)	$7,500
320	B	Windsor (Manor E & S to Dead Ends)	$86,500
320	B	Barbara (James to Tunnell)	$23,500
320	B	Orchard (Broadway North to Dead End)	$24,500
320	B	Susannah (Alley line Sabella & Susannah)	$15,500
320	B	5th Street (Koch South to Dead End)	$20,000
320	B	Terry Court (4th Street West to Dead End)	$13,500

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320	B	Roberts (Ore to Powers)	$14,500
320	B	Reese Court (Augusta East to Cul-de-sac)	$18,500
320	B	East Ling Court (Martha North to Dead End)	$11,000
320	B	Tanglewood Court (East to Cul-de-sac)	$16,500
320	B	Spring Avenue (13th Street East to Dead End)	$19,500
320	B	Arlana (North Shore to East Shore)	$36,500
315	B	Jane (Somerset West to Dead End)	$34,000
315	B	Hamilton (Somerset West to Dead End)	$13,000
315	B	Charlotte (Somerset West to Dead End)	$12,500
315	B	Brentwood Court (Manor East to Cul-de-sac)	$13,000
315	B	St Clair Drive (West Sierra to Cul-de-sac	$26,000
315	B	10th Street (Catherine to Hamilton)	$37,000
315	B	Vetter Court (7th Street East to Cul-de-sac)	$10,000
315	B	Kero (Midland to Thornton Dead End)	$78,500
315	B	Fleishmann (East & North Quaker Dead Ends)	$19,000
315	B	Midway (Tazewell North to Dead End)	$12,500
315	B	5th Street (Ann Eliza NE to Dead End)	$6,500
315	B	Malvina (Dell to ICRR Dead End)	$17,000
315	B	Sapp (Hoff to ICRR Dead End)	$20,000
315	B	Herget (Hoff to ICRR Dead End)	$20,000
315	B	Summer Alley Line (3rd to Summer Dead End)	$24,000
315	B	Black (Derby to Myers)	$40,000
315	B	Highland (Christopher West to Dead End)	$10,500
315	B	Hillside Court (Powers South to Cul-de-sac)	$27,000
315	B	Southmoor (Kock South to Dead End)	$31,500
315	B	Thornton (Railroad East to Court Dead End)	$26,500
310	B	Richardson (Somerset East to Dead End)	$12,000
310	B	Willow (Capitol West to Dead End)	$11,000
310	B	Mockingbird (Martha Lane North toDead End)	$20,000
310	B	Lucinda (Somerset West to Dead End)	$21,500
310	B	Harriet (2nd Street West to Dead End)	$8,000
310	B	Cardinal Crest (Aububon West to Dead End)	$17,500
310	B	Virginia (Israil South to Dead End)	$36,000
310	B	Grandview (South to Dead End)	$17,500

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310	B	Oriole Lane (Aububon West to Dead End)	$21,000
310	B	American (Midland to Rail Road Dead End) .	$46,000
310	B	Amanda (Somerset West to Dead End)	$26,000
310	B	Dirksen Court (Somerset East to Dead End)	$11,000
310	B	Charles (4th Street to Summer)	$24,500
310	B	Manor (Willow South to Dead End)	$82,500
310	B	Oxford (7th to 8th Street)	$28,000
310	B	State (2nd Street to Dead End)	$20,000
310	B	5th Street (Sheridan North to Dead End)	$17,000
310	B	Margaret (12th Street East to Dead End)	$20,000
310	B	High (Dell to ICRR Dead End)	$18,000
310	B	Kenmore Court (Court North to Dead End)	$12,500
310	B	Hamler (Somerset East to Dead End)	$11,500
305	B	Fleishman (W Quaker & N American Dead End	$11,500
305	B	Don Court (4th Street West to Dead End)	$13,500
305	B	Melvina (North and East Alley Line to Dead En	$17,500
305	B	Hilton (Lawndale North to Cul-de-sac)	$12,000
305	B	Mary (4th Street East to Dead End)	$11,500
305	B	St Julien (5th Street East to Dead End)	$9,500
305	B	St Julian (4th Street East to Dead End)	$8,000
305	B	14th Street (Market North to Dead End)	$22,000
305	B	Highland (Sycamore West to Dead End)	$14,000
305	B	Short (Monroe South to Dead End)	$12,500
305	B	State (Manor to Windsor)	$30,000
305	B	Saratoga (West Alton to Cul-de-sac)	$7,500
305	B	Court (West Shore to East Shore)	$35,000
305	B	Capitol (Carolina North East to Dead End)	$55,000
305	B	Sabella (Alley line Dead End toward St Mary)	$16,000
305	B	David Court (4th Street West to Dead End)	$13,500
305	B	Mary (5th Street East to Dead End)	$9,500
305	B	Winter (4th Street toward Bacon Dead End)	$8,500
305	B	McLean (Bacon toward 6th Street Dead End)	$10,500
305	B	Joan Court (4th Street West to Dead End)	$12,500
305	B	Matilda (Somerset West to Dead End)	$21,000

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305	B	Circle Ct (Circle Drive SW to Cul-de-sac)	$12,000
305	B	7th Street (Washington to Mclean Dead End)	$14,000
305	B	9th Street (Court South to Dead End)	$7,000
		Total Cost of Replacement for Priority Level	$3,069,000

Priority Level: C

Main Rating	Priority Level	Location	Cost of Replacement
300	C	Hamilton (16th Street to 13th Street)	$65,000
300	C	Saratoga (Alton to Fredricks)	$39,000
300	C	Bacon (Derby to Herman)	$16,000
300	C	Sumner (Koch to Herman Dead End)	$49,500
300	C	3rd Street (Koch to South Dead End)	$33,500
300	C	East Shore (Rosewood South to Dead End)	$16,500
300	C	Caroline (2nd Street Alley line Dead End)	$17,000
300	C	Fairlawn (Windsor to Lighter)	$37,500
300	C	Elm (ICRR to Court Dead End)	$10,000
300	C	10th Street (Hamilton North to Dead End)	$6,000
300	C	Caroline (2nd Street NW to Dead End)	$19,000
300	C	Overhill (North & South Devron Drive Cul-de-s	$63,500
300	C	Augusta (Willow to Rear)	$78,500
300	C	Buff (Willow North to Dead End)	$35,000
300	C	Cherry Hills (Country Club)	$17,500
300	C	Ramshaw Court (Willow North to Cul-de-sac)	$14,500
300	C	Devron Circle (Overhill East and South)	$76,500
300	C	Indian Creek Ct (Indian Creek North to Cul-de-s	$10,000
295	C	Monroe (13th Street East to Dead End)	$13,500
295	C	5th Street (Margaret SW to Dead End)	$4,500
295	C	Haylake (St Andrews South Cul-de-sac)	$9,500
295	C	Lamar (16th Street to Dead End North Avenue)	$48,500
295	C	Burning Tree (Country Club NW to Cul-de-sac)	$22,000
295	C	Coolidge (13th Street East to Dead End)	$14,000
295	C	Wildwood Court (West Wildwood to Cul-de-sac	$15,000
295	C	Terrace (Sheridan to Lawndale)	$23,000
295	C	Elm (Mechanic to 3rd Street)	$16,000

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295	C	Pioneer (Holiday Dr West to Cul-de-sac)	$15,000
290	C	Bush (14th Street to 15th Street)	$19,000
290	C	Marion (Marion Point North Cul-de-sac)	$15,000
290	C	Jefferson (14th Street to Lincoln)	$38,000
290	C	Knollwood Ter (Veerman East to Dead End)	$8,500
290	C	Country Club Ct (Country Club W to Cul-de-sa	$13,500
290	C	Grove Place (Sunset to Dead End)	$34,000
290	C	Alton (Saratoga to Koch)	$18,000
290	C	Lakeside (4th Street East to Dead End)	$21,000
290	C	Ann Eliza (12th Street West to Dead End Alley)	$31,000
290	C	Crescent (Monroe to Lincoln)	$33,500
285	C	Inverness (Country Club East to Cul-de-sac)	$23,000
285	C	Delshire (Somerset to 4th Street)	$28,500
285	C	Cherry (Greenbrook East to Dead End)	$27,500
285	C	Pine Valley (Country Club West to Cul-de-sac)	$20,000
285	C	12th Street (Willow to Chestnut)	$42,500
280	C	Cape Ann Court (Hartford East to Cul-de-sac)	$20,000
280	C	Oak Ridge (12th Street to Dead End)	$48,000
280	C	Quaker (MidlandNorth to Fleishman Dead End	$36,500
280	C	Illinois (14th Street to 16th Street)	$46,000
275	C	Glenview Drive (Sunset to Sunset)	$52,500
275	C	Winter (8th St East toward 9th St Dead End)	$9,000
275	C	Center (17th Street)	$35,000
275	C	Maple (Elm to Derby)	$64,000
275	C	15th Street (Chestnut to St Julian)	$24,500
275	C	4th Street (Charles to Park)	$71,500
275	C	Circle Drive (Hill Court to Hill Court)	$48,000
275	C	Pilgrim (Memorial West to Cul-de-sac)	$10,000
270	C	Parkview Court (Broadway N Two Dead Ends)	$48,500
270	C	Cordova Court (Granada East to Dead End)	$8,000
270	C	Cordova Court (Sierra East to Cul-de-sac)	$29,500
270	C	Crescent (Jefferson to Sheridan)	$15,500
270	C	12th Street (Court to Royal)	$27,500
270	C	Marth (13th St East toDead End)	$12,500

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270	C	Hocker (Winter to North)	$17,000
270	C	6th Street (State to 8th Street)	$19,000
270	C	7th Street (Mclean to Park)	$34,000
270	C	Monge (Court South to Dead End)	$21,000
270	C	Prestwick (St Andrews South Cul-de-sac)	$12,000
270	C	Prince (Mechanic West to Dead End)	$9,000
270	C	Bacon (Park to Walnut)	$42,000
265	C	Holly Court (Maywood East to Cul-de-sac)	$17,500
265	C	Catherine (5th Street to 2nd Street)	$96,500
265	C	8th Street (Matilda N & S Dead Ends)	$44,000
265	C	Memorial (Florence to Sheridan)	$29,000
265	C	Amber Court (Autumn SE to Cul-de-sac)	$6,500
265	C	Tharp Place (Hillyer-Tharp-Hillyer)	$55,000
265	C	Desoto Court (Hollow Road North Cul-de-sac)	$25,000
265	C	Buena Vista (Washington to Broadway)	$47,500
265	C	Market (12th Street to 14th Street)	$42,000
260	C	St Julian (14th Street to 15th Street)	$19,000
260	C	Hamiatta (4th Street to 5th Street)	$24,500
260	C	Capitol (Court NE to Market)	$34,000
260	C	10th Street (Sheridan to Lawndale)	$26,500
260	C	Chestnut (9th Street West to Dead End)	$20,000
260	C	Ann Eliza (Capitol to 7th Street)	$89,000
260	C	6th Street (Washington to Park)	$49,000
260	C	Pinta Court (Mayflower West to Cul-de-sac)	$14,000
260	C	Roseberg Court (McLean South to Cul-de-sac)	$15,000
260	C	Dominion Ct (Dominion Ave South to Cul-de-s	$14,000
260	C	Augusta (Sheridan to Matilda)	$28,500
260	C	Walnut (Bacon to 4th Street)	$18,000
260	C	12th Street (Matilda to Sheridan)	$32,000
260	C	13th Street (Lawndale North to Dead End)	$9,500
260	C	6th Street (Market to Ann Eliza)	$13,000
255	C	Hamilton (Willow to 8th Street)	$35,000
255	C	Market (4th Street to 5th Street)	$24,000
255	C	Franklin (3rd Street toward Summer Dead End)	$14,000

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255	C	11th Street (Hamilton to Henrietta)	$30,500
255	C	Lawndale (13th Street to 14th Street)	$24,000
255	C	Caroline (11th Street to 12th Street)	$18,000
		Total Cost of Replacement for Priority Level	*$2,867,500*

Priority Level: D

Main Rating	Priority Level	Location	Cost of Replacement
250	D	Plymouth Court (Mayflower West to Cul-de-sac	$36,500
250	D	Susannah (Front to 2nd Street)	$21,500
250	D	Cynthiana (Front to 2nd Street)	$21,500
250	D	3rd Street (Court to Caroline)	$52,000
250	D	Somerset (Amanda North to Dead End)	$86,000
250	D	Royal (9th Street to 10th Street)	$18,500
250	D	Jamestown Court (Bay Colony W to Cul-de-sac	$21,500
245	D	Salem Court (Hartford North to Cul-de-sac)	$15,000
245	D	Briarcliff (Two Cul-de-sacs)	$25,000
245	D	Matilda (11th Street to Earl)	$26,500
245	D	Crimson Court (Autumn North to Cul-de-sac)	$10,500
245	D	Santa Maria (Mayflower South to Cul-de-sac)	$24,000
235	D	Sapp (Alley Line West Harget to Koch)	$45,000
230	D	Providence (Bay Colony West to Cul-de-sac)	$19,500
230	D	Nina Court (West Mayflower to Cul-de-sac)	$19,500
215	D	Eisenhower (11th Street East to Cul-de-sac)	$13,000
210	D	Truman (11th Street East to Cul-de-sac)	$12,000
		Total Cost of Replacement for Priority Level	*$467,500*

Priority Level: E

Main Rating	Priority Level	Location	Cost of Replacement
190	E	Scenic View Ct (Parkway East to Cul-de-sac)	$17,000
		Total Cost of Replacement for Priority Level	*$17,000*
		Total Cost of Replacement for District Progra	$6,523,500

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Illinois-American Water Company
All Districts Currently Without a QIP Surcharge Rider
Projected QIP
Exhibit 2.4

Item	District	Description	Units	Quantity	Cost/Unit	Total 2009	Total 2010	Total 2011	Total 2012	Total 2013	Total 2009 - 2013
		Recurring Projects (RPs)									
B1, C1, D1	All	Water Main Replacements and Relocations	LF	14,500	$ 239	$ 3,465,467	$ 4,078,381	$ 4,444,933	$ 4,805,587	$ 3,830,606	$20,624,973
F1	All	Hydrant Replacements	Each	113	5,527	622,414	1,002,837	1,067,170	1,105,156	1,129,093	4,926,671
H1	All	Services Replacements	Each	224	2,242	502,851	585,212	610,102	568,956	547,670	2,814,792
J1	All	Meters Replacements	Each	9,004	140	1,260,611	2,339,020	1,692,083	1,688,026	1,477,434	8,457,175
		Investment Projects (IPs)									
IP-0986-32	Chicago Metro	Liberty West 4 Inch Main Replacement	LF	3,950		506,433					
IP-0986-33	Chicago Metro	Lombard - Install Main on Sunset	LF	2,000		293,043					
IP-0986-43	Chicago Metro	Liberty East Fire Flow Project	LF	2,600		499,550					
		Recurring Projects (RPs)									
B1, C1, D1	Chicago Metro	Collection Mains		12,025	139	1,676,026	1,911,059	2,048,944	2,156,921	2,729,127	10,522,077
H1	Chicago Metro	Services		55	4,993	274,608	244,302	249,779	261,735	274,713	1,305,138
						$ 9,101,003	$10,160,812	$10,113,013	$10,586,381	$ 9,988,643	$48,650,826

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Illinois-American Water Company
Meter Replacement Costs
Exhibit 2.5

Meter Size	Total Active Meters as of 12/31/08	Estimated 2009 Replacement Costs per Unit*
5/8 inch	46,803	$ 101.15
3/4 inch	1,067	128.40
1 inch	1,317	153.11
1 1/12 inch	657	246.27
2 inch	235	296.03
3 inch	36	567.21
4 inch	11	657.42
6 inch	15	1,068.70
10 inch	1	4,294.39
Champaign Subtotals	50,142	
5/8 inch	6,256	$ 115.00
3/4 inch	58	131.00
1 inch	74	157.00
1 1/12 inch	46	253.00
2 inch	32	290.00
3 inch	3	511.56
4 inch	4	602.70
6 inch	0	-
8 inch	0	-
Sterling Subtotals	6,473	
5/8 inch	13,081	$ 160.00
3/4 inch	761	175.00
1 inch	270	200.00
1 1/12 inch	29	305.00
2 inch	116	365.00
3 inch	12	581.76
4 inch	8	671.97
6 inch	6	1,083.25
8 inch		-
Pekin Subtotals	14,283	
5/8 inch	5,470	$ 123.63
3/4 inch	5	143.03
1 inch	130	143.60
1 1/12 inch	38	250.40
2 inch	70	315.43
3 inch	9	845.65
4 inch	12	671.97
6 inch	4	1,083.25
8 inch	0	-
Lincoln Subtotals	5,738	
5/8 inch	34,663	$ 139.00
3/4 inch	5,457	156.00
1 inch	2,859	191.00
1 1/12 inch	550	299.00
2 inch	591	317.00
3 & 4 inch	106	867.06
6 inch	9	1,165.94
8 & 10 inch	4	1,940.31
Chicago Metro Subtotals	44,239	
5/8 inch	2,870	$ 139.00
3/4 inch	63	156.00
1 inch	54	191.00
1 1/12 inch	23	299.26
2 inch	41	317.00
3 inch	4	979.45
4 inch	4	754.66
6 inch	0	-
8 inch	0	-
South Beloit Subtotals	3,059	
Grand Totals	123,934	

***As reported by district management**

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