Village of

OSWEGO

Transportation Plan

FINAL

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Village of Oswego

TRANSPORTATION PLAN

BAXTER & WOODMAN
Consulting Engineers

FINAL

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Executive Summary

The purpose of the Village Transportation Plan is to develop arterial and collector roadway alignments that will provide a framework for better roadway network connectivity, and identify possible funding mechanisms for implementing these improvements.

The Village of Oswego has an ongoing commitment to sound planning for future infrastructure investments. The use of transportation planning combined with engineering for roadway improvements is a strategic effort to identify what should be built, when implementation is planned, and what are the generalized costs. This effort will allow Oswego to enhance their Comprehensive Plan, refine their Capital Improvement Plan, obtain additional support for ideas and explore additional funding ideas/sources.

An informational meeting was held by the Village on September 9, 2010 to notify the public about the Village's Transportation Plan, answer questions, and receive input on the project. The goal of this planning effort was to narrow the proposed roadway alignments, taking into account the Village's Transportation needs, the existing and proposed lane uses, and engineering design principals. Stakeholders were provided an opportunity to examine the exhibits showing the proposed alignments and provide feedback to be taken into consideration during the development of the Plan.

In addition, the Village intends to establish revenue sources available that can help fund the roadway improvements. Potential funding mechanisms for implementing the Plan include Federal funding programs such as Surface Transportation-Urban (STU), Congestion Mitigation and Air Quality (CMAQ), and developing Transportation Impact Fees.

Introduction

The Village of Oswego is located approximately 50 miles southwest of Chicago at the southern end of the Fox River Valley in Kendall County, Illinois. For the past decade, Kendall County has been identified as one of the fastest growing counties in Illinois and the nation. During that time, the Village has seen a dramatic amount of growth in both residential homes and commercial development. The recent economic downturn has stalled this growth, but it is expected that an improving economy will once again stimulate development within the Village. The resuming residential and commercial growth and resulting increase in traffic will put a strain on the Village's roadway system.

The Village of Oswego has initiated a Transportation Plan for their entire planning boundary, consisting of approximately 43 square miles. Of this area, approximately 34% is developed or approved for development and the remaining 66% consists of land that will likely be developed in the future. The purpose of this Transportation Plan is to delineate a future roadway network that can efficiently move local and regional traffic through the Village and

to identify possible funding mechanisms for Right-of-Way Acquisition and roadway improvements. Nine roadways were identified by the Village to be included in the study:

North- South Roadways

✧Grove Road
✧Schlapp Road/Douglas Road
✧Fifth Street
✧Roth Road
✧Stewart Road/WIKADUKE Trail

East-West Roadways

✧Reservation Road
✧Collins Road
✧Rance Road
✧Wolf Crossing Road

The proposed corridors will improve the existing roadway network, decrease congestion, improve safety, and maintain access to developing areas. This Plan will describe the improvements recommended to each of the nine corridors, provide associated cost estimates, and discuss possible funding mechanisms. This effort will allow Oswego to enhance their Comprehensive Plan, refine their Capital Improvement Plan, and explore additional funding ideas/sources.

Corridor Alignment Development

The Village of Oswego established a preliminary framework for their transportation network in the 2006 Strategic Growth Plan. Improvements include widening the existing roadways and extending them to provide much-needed east-west and north-south connections. A copy of the overall composite map is shown in Exhibit 1. The map illustrates the roadway alignments/extensions in conceptual form and shows proposed land use, parks, schools, and pedestrian and bicycle linkages.

Using the guidelines detailed below, proposed alignments were created for the following east-west and north-south roadways:

North- South Roadways

- ✧Grove Road
- ✧Schlapp Road/Douglas Road
- ✧Fifth Street
- ✧Roth Road
- ✧Stewart Road/WIKADUKE Trail

East-West Roadways

- ✧Reservation Road
- ✧Collins Road
- ✧Rance Road
- ✧Wolf Crossing Road

Criteria

The Village established a Roadway Guideline planning document in 2007, which determined the width of the right-of-way and number of lanes anticipated for all arterial and collector streets in the Village planning area. This document also outlined the design speed, posted speed and functional classification for each roadway. The Functional Classification Map is attached as Exhibit 2.

The termini for each roadway were confined by the Village planning boundaries. The corridor alignments were evaluated with respect to future land use plans, topography, and floodplain and wetland maps within the study area. Alignments were placed to follow parcel lines and section lines, where possible, in an effort to minimize negative impacts on property owners, building structures, and to reduce the amount of small remainder tracks on parcels severed by the proposed corridor. Land parcels were divided with consideration to remain large enough to allow for future redevelopment or continued use of the property. Roadway extensions were created in accordance with Illinois Department of Transportation (IDOT) guidelines for horizontal geometrics based on the respective design speed and functional classification.

Typical Section

The typical section for each roadway corridor was determined by the Village in the Roadway Guideline planning document. The proposed roadway section for Schlapp Road/Douglas Road, Fifth Street, Reservation Road, Roth Road, Grove Road, and Rance Road is a three-lane urban cross section composed of one 12-foot travel lane in each direction, and a 12-foot paved median. The parkways will consist of sidewalks on either side of the road within a

proposed 80-foot wide right-of-way and proposed lighting on one side of the roadway. A copy of the typical section is included as Exhibit 3.

The proposed roadway section for Collins Road is a four-lane urban cross section composed of two 12-foot travel lanes in each direction, and a 21-foot landscaped median. The parkways will consist of a 5-foot sidewalk on the north side of the road and a 10-foot bicycle path on the south side of the road within a proposed 120-foot wide right-of-way. 10-foot wide Public Utility Easements will be adjacent to the roadway right-of-way. Lighting will be installed in the proposed parkways. A copy of the typical section is included as Exhibit 4.

The proposed roadway section for Wolf Crossing Road is a five-lane urban cross section composed of two 12-foot travel lanes in each direction, and a 12-foot striped median. The parkways will consist of a 5-foot sidewalk on the north side of the road and a 10-foot bicycle path on the south side of the road within a proposed 120-foot wide right-of-way. 10-foot wide Public Utility Easements will be adjacent to the roadway right-of-way. Lighting will be installed in the proposed parkways. A copy of the typical section is included as Exhibit 5.

The proposed roadway section for Steward Road/WIKADUKE Trail is an urban cross section composed of two 12-foot travel lanes in each direction separated by a 21-foot (edge-to-edge) paved median. The parkways will consist of a 5-foot sidewalk on the east side of the road with a 10-foot multi-use path on the west side of the road within a proposed 150-foot wide right-of-way. 50-foot wide landscape and trail easements will be adjacent to the roadway right-of-way. A copy of the typical section is included as Exhibit 6.

Environmental Impacts

Environmental impacts and mitigation measures should be evaluated throughout the transportation planning process. The Village Planning Area contains the Fox River and several unnamed tributaries. Regulatory agencies require floodplain, wetland, and stormwater management to prevent flooding in areas that will be disturbed by the construction. For this Transportation Plan, Flood Insurance Rate Maps (FIRM's) were used to locate the floodplain boundaries and then estimate project costs and potential impacts.

Intersections

Due to the ambient growth and future development expected within the Village, it is important to examine the proposed conditions at each intersection and determine the best method to maximize the capacity of each roadway. Traffic control alternatives and geometric improvements play an important role in keeping traffic moving efficiently through each corridor. If traffic volumes warrant, the intersection capacity may be increased by installing traffic signals and accommodations can be made for turn movements by providing geometric changes and adding designated turn lanes. For the purposes of this study, intersection improvements included the following: traffic signal installation, transitional intersection lighting, reconstruction of the pavement of the intersecting street to provide designated left or right turn lanes, and right of way acquisition. To create a safe corridor, proposed alignments were drawn so that major roadways intersect at an angle of

approximately ninety degrees. At major intersections, sections were aligned tangent for a minimum of 1,000 feet on either side of the intersecting road to provide for future auxiliary turn lanes

Agency Involvement

The initial alignments were presented to affected public agencies for their review and input. Individual meetings were held between the Village of Oswego and the City of Aurora, Village of Plainfield, Oswegoland Park District, and Kendall County Highway Department. The results of the meetings were reviewed and discussed at subsequent coordination meetings with the Village of Oswego. The nine roadway alignments were refined for further analysis to develop generalized costs of construction and land acquisition.

Public Involvement

An informational meeting was held by the Village of Oswego on September 9, 2010 to notify the public about the Transportation Plan, answer questions, and receive input on the nine roadway alignments. The press release and handout for the meeting are included as Exhibits 7 and 8.

North- South Roadways

- ✧Grove Road
- ✧Schlapp Road/Douglas Road
- ✧Fifth Street
- ✧Roth Road
- ✧Stewart Road/WIKADUKE Trail

East-West Roadways

- ✧Reservation Road
- ✧Collins Road
- ✧Rance Road
- ✧Wolf Crossing Road

Based on the comments received at the meeting, there was a strong support for expanding Oswego's roadway network. Exhibit 18 presents a summary of the concerns and comments made by the public, along with answers provided by the Village to address those questions.

Grove Road (CH 2/ CH 16)

Wheeler Road to Plainfield Road

Existing Conditions

Grove Road (County Highway 2/County Highway 16) is under the jurisdiction of the Kendall County Highway Department. Grove Road is a two-lane, two-way rural roadway with 12-foot lanes and aggregate shoulders. Grove Road intersects various local streets between Wheeler Road and Plainfield Road, with major intersections at Il Route 126, Cherry Road, and Collins Road. Current land use along this segment is predominantly agricultural and is primarily residential north of Collins Road.

Proposed Conditions

Future land use along Grove Road is residential development, with mixed commercial use at the intersection of Grove Road and IL Route 126 and open space/parks near the intersection of Grove Road and Plainfield Road. Grove Road will be reconstructed to create a three-lane urban section with a painted median and the roadway alignment is presented in Exhibit 9. The Grove Road alignment begins at the southern Oswego Planning Boundary at the intersection with Wheeler Road. Grove Road follows its current alignment to IL Route 126. A new 4-way intersection is proposed with IL Route 126. At the coordination meeting with the Kendall County Highway Department, they provided a draft plat showing the realignment of the roadway. North of IL Route 126, the corridor curves northeast, connecting to the existing Grove Road roadway approximately ½ mile north of IL Route 126 and continuing in a northerly direction to terminate at Plainfield Road. A realignment of the intersection of Grove Road and Plainfield Road is proposed south of its current location. At a September 2008 coordination meeting with the Oswegoland Park District, it was recommended that the Village move the roadway to the north section of the Park District property. This will accommodate future plans for the park in this area. The total length of this corridor is approximately 6.4 miles.

Cost Analysis

A cost analysis was performed for the Grove Road alignment. Segments were analyzed between major intersections and a cost analysis was provided for each segment. Major cost items include right of way acquisition, major bridge structures requiring replacement, construction of the hot-mix asphalt pavement, sidewalk and bicycle path construction, earthwork, storm sewers, removal and disposal of unsuitable soils and materials (assuming poor soil quality), and roadway lighting. Intersection improvements included the following: traffic signal installation, transitional intersection lighting, reconstruction of the pavement of the intersecting street to provide auxiliary lanes, and right of way acquisition. Items estimated as a percentage of total construction cost included maintenance of traffic, contractor mobilization, erosion control, relocation of utilities, contingency, and engineering required to design and construct the improvements.

Grove Road				
Roadway Segment Costs				
FROM	**TO**			Total Cost
Wheeler Road	Illinois Route 126			$3,520,000
Illinois Route 126	Reservation Road			$10,718,000
Reservation Road	Collins Road			$4,922,000
Collins Road	Plainfield Road			$5,262,000
Roadway Subtotal:				**$24,422,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
Wheeler Road, IL Rte 126, Reservation Road and Collins Road		4	$1,360,000	$5,440,000
Three-Leg Intersection with:				
Plainfield Road		1	$1,050,000	$1,050,000
Intersection Subtotal				**$6,490,000**
Structure Crossing North Morgan Creek (Collins to Plainfield)				**$990,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$31,902,000**

Schlapp Road/Douglas Road

Wheeler Road to US Route 34

Existing Conditions

Schlapp Road and Douglas Roads are under the jurisdiction of the Village of Oswego. Schlapp Road and Douglas Roads are generally two-lane, two-way rural roadways with 12-foot lanes and aggregate or HMA shoulders. North of Wolf Crossing Road, Douglas Road is a 3-lane urban roadway with a painted median. Schlapp Road intersects various local streets between Wheeler Road and Plainfield Road, with major intersections at Il Route 126, Johnson Road, and Cherry Road. Major intersections with Douglas Road include Plainfield Road, Simons Road, Collins Road, Woolley Road, and Wolf Crossing Road. Current land use along this Schlapp and Douglas Roads is agricultural and is primarily residential north of Wolf Crossing Road.

Proposed Conditions

Future land use along Schlapp Road is residential development, with commercial use at the intersections with IL Route 126 and with Plainfield Road. Along Douglas Road, the proposed land use is primarily residential, with commercial use near the intersections with Plainfield Road, Woolley Road, and US Route 34. Schlapp Road/Douglas Road will be

reconstructed to create a three-lane urban section with a painted median and the roadway alignment is presented in Exhibit 10.

The Schlapp Road alignment begins at the southern Oswego Planning Boundary at the intersection with Wheeler Road. Schlapp Road follows its current north-south alignment for approximately 3 1/2 miles near the intersection with Plainfield Road (CH 22). A new 4-way intersection is proposed with Plainfield Road and the configurations were discussed with the Kendall County Highway Department at the October 15, 2008 coordination meeting. Schlapp Road and Douglas Road will be realigned to create the 4-way intersection with Plainfield (see Exhibit 10). North of Plainfield Road, the corridor curves northeast and continues in a northerly direction just west of the residential development between Collins and Simons Road. The roadway continues northward for ¾ miles and then joins its current alignment. A realignment of the intersection of Douglas Road and Wolf Crossing is proposed west of its current location to create a 4-way intersection. The roadway continues northward on its existing alignment to terminate at US Route 34. The total length of this corridor is approximately 7 miles.

Cost Analysis

A cost analysis was performed for the Schlapp Raod/ Douglas Road alignment. Segments were analyzed between major intersections and a cost analysis was provided for each segment. Major cost items include right of way acquisition, construction of the hot-mix asphalt pavement, sidewalk and bicycle path construction, earthwork, storm sewers, removal and disposal of unsuitable soils and materials (assuming poor soil quality), and roadway lighting. Intersection improvements included the following: traffic signal installation, transitional intersection lighting, reconstruction of the pavement of the intersecting street to provide auxiliary lanes, and right of way acquisition. Items estimated as a percentage of total construction cost included maintenance of traffic, contractor mobilization, erosion control, relocation of utilities, contingency, and engineering required to design and construct the improvements.

Schlapp-Douglas Road				
Roadway Segment Costs				
FROM	**TO**			Total Cost
Wheeler Road	Illinois Route 126			$3,298,000
Illinois Route 126	Johnson Road			$3,868,000
Johnson Road	Cherry Road			$1,779,000
Cherry Road	Reservation Road			$2,715,000
Reservation Road	Plainfield Road			$2,557,000
Plainfield Road	Simons Road			$637,000
Simons Road	Collins Road			$1,694,000
Collins Road	Woolley Road			$3,711,000
Woolley Road	Rance Road			$384,000
Rance Road	Wolfs Crossing Road			$3,924,000
Roadway Subtotal:				**$24,567,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
Wheeler Road, IL Rte 126, Cherry Road, Plainfield Road, Collins Road, Woolley Road, Rance Road and Wolfs Crossing		8	$1,360,000	$10,880,000
Three-Leg Intersection with:				
Johnson Road, Reservation Road and Simons Road		3	$1,050,000	$3,150,000
Intersection Subtotal				**$14,030,000**
Structure Crossing Ditch (Wheeler to IL 126)				**$990,000**
Structure Crossing Ditch (Wheeler to IL 126)				**$990,000**
Structure Crossing Ditch (Collins to Woolley)				**$990,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$41,567,000**

Fifth Street

Plainfield Road to US Route 30

Existing Conditions

Fifth Street is a three-lane urban roadway under the jurisdiction of the Village of Oswego. Fifth Street currently exists between Wolf Crossing Road and US Route 30, with a ¼ mile

gap between the Com Ed Right of Way and US Route 34. Current land use along the roadway is agricultural and becomes commercial near the intersections with US Route 34 and US Route 30.

Proposed Conditions

Fifth Street will be extended approximately 3 ½ miles south of Wolf Crossing Road to connect with Plainfield Road (CH 22). Future land use along Fifth Street is generally residential development, with commercial use at the intersections with US Route 34 and US Route 30. Fifth Street will be reconstructed to create a three-lane urban section with a painted median and the roadway alignment is presented in Exhibit 11.

The new Fifth Street alignment begins at the intersection with Plainfield Road. The roadway continues north for approximately 3 1/2 miles, where the Fifth Road follows an S-curve in a northeasterly direction and then northward to intersect with Wolf Crossing Road . A 4-way intersection is proposed with Wolf Crossing Road as shown on Exhibit 11. North of Wolf Crossing Road, the corridor follows its existing alignment to US Route 34. A new roadway extension is planned for 1/4 mile north of US Route 34, through the Com Ed Right of Way, and then joins its current alignment. Fifth Street continues northward on its existing alignment to terminate at US Route 30. The total length of this corridor is approximately 5 miles.

Cost Analysis

A cost analysis was performed for the Fifth Street alignment. Segments were analyzed between major intersections and a cost analysis was provided for each segment. Major cost items include right of way acquisition, construction of the hot-mix asphalt pavement, sidewalk and bicycle path construction, earthwork, storm sewers, removal and disposal of unsuitable soils and materials (assuming poor soil quality), and roadway lighting. Intersection improvements included the following: traffic signal installation, transitional intersection lighting, reconstruction of the pavement of the intersecting street to provide auxiliary lanes, and right of way acquisition. Items estimated as a percentage of total construction cost included maintenance of traffic, contractor mobilization, erosion control, relocation of utilities, contingency, and engineering required to design and construct the improvements.

Fifth Street				
Roadway Segment Costs				
FROM	**TO**			Total Cost
Plainfield Road	Simons Road			$2,440,000
Simons Road	Collins Road			$1,616,000
Collins Road	Woolley Road			$3,743,000
Woolley Road	Rance Road			$547,000
Rance Road	Wolfs Crossing			$4,816,000
US 34	Farmington Lakes Road			$570,000
Roadway Subtotal:				**$13,732,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
Simons Road, Collins Road, Woolley Road, Rance Road, Wolfs Crossing, and US 34)		6	$1,350,000	$8,100,000
Three-Leg Intersection with:				
Plainfield Road		1	$1,050,000	$1,050,000
Intersection Subtotal				**$9,150,000**
Structure Crossing Waubansee Creek (US 34 to Farmington)				**$990,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$23,872,000**

Roth Road/Ogden Falls Boulevard

Collins Road to US Route 30/34

Existing Conditions

Roth Road and Ogden Falls Boulevard are under the jurisdiction of the Village of Oswego. Roth Road currently exists between Woolley Road and Wolf Crossing Road and is a two-lane, two-way rural roadway with 12-foot lanes and aggregate shoulders. Current land use along the roadway is agricultural and residential. Ogden Falls Boulevard currently exists between Raintree Drive to US Route 30/34. This segment is a two-lane urban roadway with a landscaped median. Parking is allowed on both sides of the Ogden Falls Boulevard. Current land use along the roadway is residental and becomes commercial near the intersection with US Route 30/34

Proposed Conditions

Roth Road will be extended approximately 2 miles south to connect with Gilmore Road and approximately ½ mile north to connect to Ogden Falls Boulevard. Future land use along Roth Road is generally residential, with commercial use at the intersection with US Route 30/34. Roth Road will be reconstructed to create a three-lane urban section with a painted median and the roadway alignment is presented in Exhibit 12.

The new Roth Road alignment begins at the intersection with Gilmore Road. Gilmore Road is within the Village of Plainfield planning boundary. At the September 17, 2008 coordination meeting with the Village of Plainfield, the Village stated that they have no objections to extending Roth Road to existing Gilmore Road. The new Roth Road alignment continues northwest for approximately 1/2 mile, and then northward to intersect with Wolf Crossing Road. A 4-way intersection is proposed with Wolf Crossing Road as shown on Exhibit 12. North of Wolf Crossing Road, the corridor will continue on a new northerly alignment to connect with Ogden Falls Boulevard, eventually terminating at the 4-way intersection with US Route 30/34. The total length of this corridor is approximately 3.1 miles.

Cost Analysis

A cost analysis was performed for the Roth Road alignment. Segments were analyzed between major intersections and a cost analysis was provided for each segment. Major cost items include right of way acquisition, construction of the hot-mix asphalt pavement, sidewalk and bicycle path construction, earthwork, storm sewers, removal and disposal of unsuitable soils and materials (assuming poor soil quality), and roadway lighting. Intersection improvements included the following: traffic signal installation, transitional intersection lighting, reconstruction of the pavement of the intersecting street to provide auxiliary lanes, and right of way acquisition. Items estimated as a percentage of total construction cost included maintenance of traffic, contractor mobilization, erosion control, relocation of utilities, contingency, and engineering required to design and construct the improvements.

Roth Road				
Roadway Segment Costs				
FROM	**TO**			Total Cost
Collins Road	Woolley Road			$4,092,000
Woolley Road	Rance Road			$1,489,000
Rance Road	Wolfs Crossing Road			$3,351,000
Wolfs Crossing Road	Ogden Falls Blvd			$2,215,000
Roadway Subtotal:				**$11,147,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
Collins Road, Woolley Road, Rance Road, Wolfs Crossing		4	$1,355,000	$5,420,000
Intersection Subtotal				**$5,420,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$16,567,000**

Stewart Road/WIKADUKE Trail

Collins Road to US Route 30

Existing Conditions
Stewart Road is a two-lane, two-way rural roadway and is under the jurisdiction of the Village of Oswego. Current land use along the roadway is agricultural and residential. Within the study area, Stewart Road intersects with Scotch Road (119th Street) and Woolley Road and currently terminates at a 3-way intersection with Rance Road.

Proposed Conditions
The WIKADUKE Trail is part of the Strategic Regional Arterial (SRA) system as designated by the Illinois Department of Transportation (IDOT) and the Chicago Metropolitan Agency for Planning (CMAP). The SRA system is intended to:

- Supplement the primary expressway system;
- Enhance public transportation;
- Accommodate commercial vehicle traffic; and
- Increase personal mobility and reduce congestion.

IDOT completed an extensive study of the WIKADUKE Trail to determine the ultimate improvements needed to accommodate future traffic at an acceptable level of service.
The WIKADUKE Trail will be a major north-south arterial roadway on the east side of Oswego and Kendall County. It will connect Eola Road in Aurora to Interstate 80 and is

designed to ease congestion along existing north-south roadways. The proposed alignment within the Village of Oswego includes existing Right of Way along Stewart Road. Stewart Road will be reconstructed to create a five-lane urban section with a raised median and the roadway alignment is presented in Exhibit 13.

Stewart Road will be extended approximately 1 ½ miles northeast to connect with Eola Road in Aurora. This alignment generally coincides with the SRA Study completed with IDOT. At the September 11, 2008 coordination meeting with the City of Aurora, it was recommended that the intersection of Stewart Road and US Route 30 be located midway between the other major intersections, Rance Raod at US 30 and Wolf Crossing Road at US 30. Future land use along Stewart Road/WIKADUKE Trail is primarily commercial with residential development north of Woolley Road. The total length of this corridor is approximately 3.2 miles.

Cost Analysis

A cost analysis was performed for the Stewart Road/WIKADUKE Trail alignment. Segments were analyzed between major intersections and a cost analysis was provided for each segment. Major cost items include right of way acquisition, construction of the hot-mix asphalt pavement, sidewalk and bicycle path construction, earthwork, storm sewers, removal and disposal of unsuitable soils and materials (assuming poor soil quality), and roadway lighting. Intersection improvements included the following: traffic signal installation, transitional intersection lighting, reconstruction of the pavement of the intersecting street to provide auxiliary lanes, and right of way acquisition. Items estimated as a percentage of total construction cost included maintenance of traffic, contractor mobilization, erosion control, relocation of utilities, contingency, and engineering required to design and construct the improvements.

Stewart Road/Wikaduke Trail				
Roadway Segment Costs				
FROM	**TO**			Total Cost
Collins Road	Woolley Road			$7,326,000
Woolley Road	Rance Road			$3,362,000
Rance Road	US Rte 30			$6,890,000
US Rte 30	Wolf's Crossing Road			$3,691,000
Roadway Subtotal:				**$21,269,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
Collins Road, Rance Road, US Rte 30 and Wolf's Crossing Road		4	$1,830,000	$7,320,000
Three-Leg Intersection with:				
Woolley Road and Scotch Road		2	$1,050,000	$2,100,000
Intersection Subtotal				**$9,420,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$30,689,000**

Reservation Road

Minkler Road to Schlapp Road

Existing Conditions
Reservation Road is a narrow two-lane, two-way rural roadway with aggregate shoulders and is under the jurisdiction of the Village of Oswego. Reservation road has major intersections at Minkler Road and Grove Road (CH 16). Current land use along this segment is predominantly agricultural and residential development.

Proposed Conditions
Future land use along Reservation Road is residential development, with open space/parks near Morgan Creek. Reservation Road will be reconstructed to create a three-lane urban section with a painted median and the roadway alignment is presented in Exhibit 14. The Reservation Road alignment begins at the western Oswego Planning Boundary at the intersection with Minkler Road. The corridor follows its current alignment until east of Abbeyfeale Drive. Reservation Road will be extended between Abbeyfeale Drive and Tomahawk Trail to meet the 50 mph design speed requirements for the roadway. The corridor continues within the existing Right of Way, eventually connects to the existing Grove Road roadway approximately ¾ mile north of Cherry Road and continues in an

easterly direction to terminate at Schlapp Road. The total length of this corridor is approximately 3.7 miles.

Cost Analysis

A cost analysis was performed for the Reservation Road alignment. Segments were analyzed between major intersections and a cost analysis was provided for each segment. Major cost items include right of way acquisition, construction of the hot-mix asphalt pavement, sidewalk and bicycle path construction, earthwork, storm sewers, removal and disposal of unsuitable soils and materials (assuming poor soil quality), and roadway lighting. Intersection improvements included the following: traffic signal installation, transitional intersection lighting, reconstruction of the pavement of the intersecting street to provide auxiliary lanes, and right of way acquisition. Items estimated as a percentage of total construction cost included maintenance of traffic, contractor mobilization, erosion control, relocation of utilities, contingency, and engineering required to design and construct the improvements.

Reservation Road				
Roadway Segment Costs				
FROM	**TO**			Total Cost
Minkler Road	Grove Road			$10,038,000
Grove Road	Schlapp/Douglas Road			$4,257,000
Roadway Subtotal:				**$14,295,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
Minkler Road and Grove Road		2	$1,360,000	$2,720,000
Three-Leg Intersection with:				
Schlapp/Douglas Road		1	$1,050,000	$1,050,000
Intersection Subtotal				**$3,770,000**
Structure Crossing Morgan Creek				**$990,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$19,055,000**

Collins Road

IL Route 71 to US Route 30

Existing Conditions
Collins Road is a narrow two-lane, two-way rural roadway with aggregate shoulders and is under the jurisdiction of the Village of Oswego. Collins Road currently exists from 1,000-ft west of Grove Road and extends eastward for 3 ½ miles to Gilmore Road. The segment west of Grove Road is a two-lane rural roadway with a landscaped median. Collins road has major intersections with Grove Road (CH 16) and Plainfield Road (CH 22). Current land use along this corridor is predominantly agricultural and residential.

Proposed Conditions
Future land use along Collins Road is residential along the western half of the corridor, with residential and commercial development along the eastern half of the corridor. Collins Road will be reconstructed to create a four-lane urban section with a curbed median and the roadway alignment is presented in Exhibit 15. The future Collins Road alignment begins at the western Oswego Planning Boundary at the intersection with IL Route 71. The proposed 3-way intersection with IL Route 71 is located approximately 1,000-ft from the intersection of Regal Oak Court and IL 71. The alignment also provides a 90-degree intersection with IL 71 and is located along the north property line of the Hunt Club subdivision. The corridor continues eastward and then follows its current alignment east of Grove Road within the existing Right of Way. Collins Road eventually terminates at US Route 30 approximately ½ mile to the north by means of a reverse curve just east of Stewart Road. East of Gilmore Road, the Collins Road alignment will define the Oswego/Plainfield boundary. The proposed alignment for Collins Road was discussed with the Village of Plainfield at a coordination meeting on September 17, 2008. The total length of this corridor is approximately 8.1 miles.

Cost Analysis
A cost analysis was performed for the Collins Road alignment. Segments were analyzed between major intersections and a cost analysis was provided for each segment. Major cost items include right of way acquisition, construction of the hot-mix asphalt pavement, sidewalk and bicycle path construction, earthwork, storm sewers, removal and disposal of unsuitable soils and materials (assuming poor soil quality), and roadway lighting. Intersection improvements included the following: traffic signal installation, transitional intersection lighting, reconstruction of the pavement of the intersecting street to provide auxiliary lanes, and right of way acquisition. Items estimated as a percentage of total construction cost included maintenance of traffic, contractor mobilization, erosion control, relocation of utilities, contingency, and engineering required to design and construct the improvements.

Collins Road				
Roadway Segment Costs				
FROM	**TO**			Total Cost
IL Rte 71	Minkler Road			$3,949,000
Minkler Road	Grove Road			$9,372,000
Grove Road	Plainfield Road			$6,047,000
Plainfield Road	Douglas Road			$3,789,000
Douglas Road	Fifth Street			$3,079,000
Fifth Street	Roth Road			$5,579,000
Roth Road	Wikaduke Trail			$2,071,000
Wikaduke Trail	Heggs Road			$6,092,000
Heggs Road	US Rte 30			$3,150,000
Roadway Subtotal:				**$43,128,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
Minkler Road, Grove Road, Plainfield Road, Douglas Road, Fifth Street, Roth Road, Stewart Road, Heggs Road and US Rte 30		9	$1,800,000	$16,200,000
Three-Leg Intersection with:				
IL Rte 71		1	$1,050,000	$1,050,000
Intersection Subtotal				**$17,250,000**
Structure Crossing Morgan Creek				**$2,640,000**
Structure Crossing Creek				**$1,056,000**
Structure Crossing Creek				**$990,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$65,064,000**

Rance Road

Southbury Boulevard to US Route 30

Existing Conditions

Rance Road is a two-lane, two-way rural roadway with aggregate shoulders and is under the jurisdiction of the Village of Oswego. The Rance Road alignment currently exists from Harvey Road, extends eastward for 1 ½ miles, and connects to US Route 30. Current land use along this corridor is predominantly agricultural and residential.

Proposed Conditions

Future land use along Rance Road is residential development and becomes parks/open space near the eastern Village limits at US Route 30. Rance Road will be reconstructed to create a three-lane urban section with a painted median and the roadway alignment is presented in Exhibit 16. The Rance Road alignment begins at the Hummel Trails South subdivision at the intersection with Southbury Boulevard. East of the subdivision, Rance Road continues on an east-west alignment to create a new 4-way intersection Fifth Street. East of Fifth Street, the corridor curves to the northeast, connecting to the existing Roth Road alignment approximately ½ mile north of Woolley Road and continues in an easterly direction to connect to the existing Right of way at the intersection with Harvey Road. The total length of this corridor is approximately 4.5 miles.

Cost Analysis

A cost analysis was performed for the Rance Road alignment. Segments were analyzed between major intersections and a cost analysis was provided for each segment. Major cost items include right of way acquisition, construction of the hot-mix asphalt pavement, sidewalk and bicycle path construction, earthwork, storm sewers, removal and disposal of unsuitable soils and materials (assuming poor soil quality), and roadway lighting. Intersection improvements included the following: traffic signal installation, transitional intersection lighting, reconstruction of the pavement of the intersecting street to provide auxiliary lanes, and right of way acquisition. Items estimated as a percentage of total construction cost included maintenance of traffic, contractor mobilization, erosion control, relocation of utilities, contingency, and engineering required to design and construct the improvements.

Rance Road				
Roadway Segment Costs				
FROM	**TO**			Total Cost
Southbury Blvd	Woolley Road			$3,030,000
Rance Road	Douglas Road			$2,405,000
Douglas Road	Fifth Street			$1,529,000
Fifth Street	Roth Road			$3,007,000
Roth Road	Harvey Road			$1,826,000
Harvey Road	Stewart Road			$800,000
Steward Road	US Rte 30			$3,739,000
Roadway Subtotal:				**$16,336,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
Douglas Road, Fifth Street, Roth Road, Stewart Road and US Rte 30		5	$1,355,000	$6,775,000
Three-Leg Intersection with:				
Rance Road, Woolley Road and Harvey Road		3	$1,050,000	$3,150,000
Intersection Subtotal				**$9,925,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$26,261,000**

Wolf Crossing Road

US Route 34 to US Route 30

Existing Conditions

The study limits for Wolf Crossing Road are from US Route 34 to US Route 30. Wolf Crossing Road is a two-lane, two-way rural roadway with aggregate shoulders and is under the jurisdiction of the Village of Oswego. The roadway widens to provide auxiliary lanes at the intersections with US 34 and the East Oswego high school entrance. Current land use along this corridor is predominantly agricultural and residential. Fox Bend Golf Course occupies the northern portion of the Wolf Crossing Road Right of Way at the western end of the corridor.

Proposed Conditions

Future land use along Wolf Crossing Road is primarily residential development and becomes commercial near the eastern Village limits at US Route 30. Wolf Crossing Road will be

reconstructed to create a five-lane urban cross section composed of two 12-foot travel lanes in each direction, and a 12-foot striped median. The study limits are presented in Exhibit 17. The Wolf Crossing Road alignment will remain the same as the existing, but Right of Way acquisition is anticipated to accommodate the widened roadway. The total length of this corridor is approximately 4.1 miles.

Cost Analysis

A cost analysis was performed for the Wolf Crossing Road alignment. Segments were analyzed between major intersections and a cost analysis was provided for each segment. Major cost items include right of way acquisition, construction of the hot-mix asphalt pavement, sidewalk and bicycle path construction, earthwork, storm sewers, removal and disposal of unsuitable soils and materials (assuming poor soil quality), and roadway lighting. Intersection improvements included the following: traffic signal installation, transitional intersection lighting, reconstruction of the pavement of the intersecting street to provide auxiliary lanes, and right of way acquisition. Items estimated as a percentage of total construction cost included maintenance of traffic, contractor mobilization, erosion control, relocation of utilities, contingency, and engineering required to design and construct the improvements.

Wolf Crossing Road				
Roadway Segment Costs				
FROM	**TO**			Total Cost
US Rte 34	Douglas Road			$7,852,000
Douglas Road	Fifth Street			$6,239,000
Fifth Street	Roth Road			$1,811,000
Roth Road	Harvey Road			$2,317,000
Harvey Road	US Rte 30			$3,763,000
Roadway Subtotal:				**$21,982,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
US 34, Douglas Road, Fifth Street, Roth Road, Harvey Road, and US 30		6	$2,100,000	$12,600,000
Intersection Subtotal:				**$12,600,000**
Structure Crossing Unnamed Tributary to Waubansee Creek				**$1,663,000**
Structure Crossing Unnamed Tributary to Waubansee Creek				**$990,000**
Structure Crossing Unnamed Creek				**$554,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$37,235,000**

Funding Mechanisms

The Village initiated this study to find ways of funding roadway improvements that will service the Village's Planning Area. It is imperative that the Village of Oswego have enough revenue so that adequate facilities will be in place when needed by new developments. There are many revenue sources available that can help fund these improvements. Presented below are three ideas for implementing the Village's transportation plan.

Federal Funding

Federal funding for roadway improvements includes programs such as Surface Transportation-Urban (STU), Congestion Mitigation and Air Quality (CMAQ), and the Highway Safety Improvement Program (HSIP). Projects must meet federal eligibility rules and be spent on roadways that are on the Federal-Aid Highway System. The 5-Year Classification Maps are attached as Exhibits 2A-2C. The maps illustrate which study routes are on the Federal-Aid Highway System. The following roadways are eligible for Federal-Aid funding; Grove Road, Collins Road, Reservation Road, Douglas Road, Roth Road, and Wolf Crossing Road.

The maximum federal participation for a project is 80%, which requires a minimum 20% local match. The resources for the local match may include general revenue, motor fuel tax revenue, impact fees, or businesses. Some of the federal funding sources that the Village may wish to pursue are described below.

Surface Transportation Program (STP)

The Federal Surface Transportation Program provides funding to municipalities for projects on the Federal-Aid Highway System. Eligible projects include roadway reconstruction, road rehabilitation, pavement widening/add lanes, intersection improvements, traffic signals, Right of Way, street lighting, sidewalks and storm sewer improvements. The Kane/Kendall Council of Mayors (KKCOM) receives approximately $4.9 million a year in STP funds and is responsible for programming the funds for transportation improvements each year. The KKCOM STP Funding Methodology is as follows:

- No Federal participation in Phase I Engineering.
- 50% maximum Federal participation in Phase II Engineering and Right-of-Way Acquisition.
- Construction and Construction (Phase III) Engineering is funded at a maximum Federal Participation of either 70% or 75% depending on whether the Village utilizes Federal funds for Phase II Engineering (if they do, the percentage would be 70%).
- The Council discourages the use of STP funds on State jurisdiction routes. Projects on State routes require a 50% match from the sponsoring municipality.

- The KKCOM limits their federal participation in any one project to their total STP annual allotment for 1 year.

Approximately every 3 years, the Council has a call for eligible projects. Each project is ranked and then selected to be included in the Surface Transportation Program.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)
The CMAQ program funds transportation projects to help the Chicagoland region meet the requirements of the Clean Air Act Amendment. The CMAQ program encourages the construction of projects that will reduce congestion and/or provide an air quality benefit through transportation improvements. The federal participation amount for CMAQ projects is 80% with a 20% local match. Eligible projects include the following:

- Traffic flow improvement projects (bottleneck elimination, intersection improvements such as adding turn lanes or traffic signals). Potentially eligible for funding are the following intersections; Grove Road at IL 126, Grove Road at Reservation Road, Grove Road at Collins Road, Grove Road at Plainfield Road, Schlapp/Douglas Road at Collins Road, Wolf Crossing Road at Schlapp/Douglas Road and Schlapp Douglas Road at Plainfield Road.
- Traffic signal interconnects to provide better progression along major corridors such as Grove Road, Schlapp/Douglas Road, Collins Road and Wolf Crossing Road.
- Transit projects
- Bicycle and pedestrian facility projects such as proposed bicycle facilities along Grove Road, Wolf Crossing and Rance Road.
- Bicycle parking/bicycle encouragement projects – areas intended as park locations along major corridors.
- Commuter parking projects

CMAQ funds are administered by the Chicago Metropolitan Agency for Planning (CMAP). CMAP typically has a call for project applications in December of each year.

Highway Safety Improvement Program (HSIP)
The HSIP program is federal-aid funding program with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads. Highway safety improvement projects correct or improve a hazardous road location or feature, or address a highway safety problem. Examples include guardrail design, intersection channelization, signing and pavement markings or other similar elements. To achieve the maximum benefit, the focus of the program is on cost effective use of the funds allocated for safety improvements. Priority is typically given to projects having higher total number of fatalities and serious injuries affected. Approximately $9 million in funding for the local highway system was to be available in 2011.

All phases of safety improvement projects are eligible for reimbursement, including preliminary engineering, land acquisition, construction, and construction engineering.

The federal funding level is a maximum of 90% of the total improvement cost with the local agency responsible for the 10% matching funds. Applications for the HSIP are received annually by the Illinois Department of Transportation at their District Office.

Federal-aid programs can contribute a significant portion of the funds needed for transportation improvement projects. However, the administrative burden of a federal-aid project is substantial. In addition, the project scope and scale of a project may expand because of federal procedures and standards. Federal-aid procedures require that a problem has to be looked at systematically over a twenty-year planning horizon. This may involve changes that significantly increase the cost of the project (and the amount of matching funds provided by the Village). The effort required to implement transportation projects using federal procedures must carefully be considered by the Village.

Transportation Impact Fees

New developments within the Village will generate vehicular traffic and put a strain on the existing roadway system. Through the imposition of road improvement impact fees, new developments can bear a fair share of the cost of meeting the demand for roadway improvements. Transportation impact fees are enabled by Illinois State law and are created by local government ordinance.

Transportation impact fees are spent in the same manner as motor fuel tax money and used solely for road improvement costs. State law prohibits impact fees being used to fund the improvement of existing roadway deficiencies (such as upgrading, updating, expanding or replacing existing roads in order to meet stricter safety or environmental requirements).

Typically with the traffic impact fee approach, a fee applies to all new developments within a defined geographic area. Each new development paying impact fees used to fund a road improvement must receive a direct and material benefit from the fees paid. State law requires that the methodology used to calculate the impact fees be based upon generally accepted traffic engineering practices. Some of these methodologies are presented below.

Facilities-Driven Impact Fee Formula

Allocates cost of eligible roadway improvements based on traffic generation characteristics of the land use. This formula has been utilized for several years by both Kane County and DuPage County. Different types of land uses would be assigned different impact costs based on a standard impact fee table adopted by the Village (residential = $/unit, retail = $/SF gross floor area, etc.).

Trips Generated

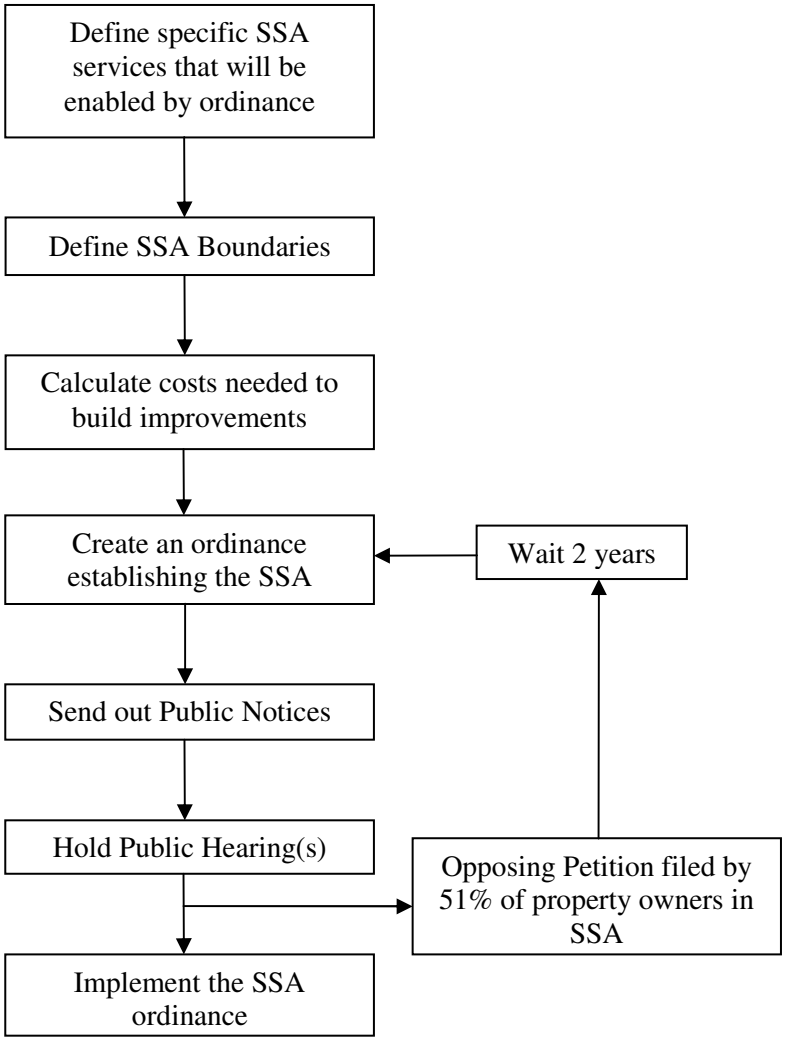
The *Trip Generation* manual, published by the Institute of Transportation Engineers (ITE), categorizes average trip rates associated with different land use types. These trip rates are gathered from traffic counts and studies across the country and submitted to ITE.

The main obstacle to utilizing impact fees to generate revenue is that some of the developable area adjacent to the corridors in this study has already been developed and would be ineligible to contribute towards the new impact fee. This would place a larger burden on new developments along the corridor and could potentially be a disincentive for development, which would minimize the effectiveness of the impact fee. Our recommendation would be to implement the facilities-driven impact fee over the entire Village comprehensive planning area and to direct the proceeds from this fee to all corridor improvement projects identified in the Village Transportation Plan.

Impact fees alone are generally not sufficient to fund all the needed roadway improvements within the Village, but can be used as a viable supplement to other financial alternatives. Possible mechanisms to meet impact fee shortfalls include funding needed roadway improvements from general revenue, motor fuel tax revenue, or public bonds.

Special Service Area (SSA)

The process for establishing a SSA is outlined in the "Special Service Area Tax Law" (Article 27, 35 ILCS 200/27). As a means of funding transportation improvements, the Village can define a specific, targeted area adjacent to the roadway corridor as Special Service Area (SSA). In an SSA, an additional property tax is levied to pay for the improvements. The process of establishing an SSA is shown on the following page.



The flow chart above illustrates an important obstacle to utilizing a SSA to provide the funding for transportation improvements—An SSA can only be established if the majority of the property owners within the defined area do not object to its implementation. The benefits of the improved roadway would be shared by all roadway users in the Village, but the costs of the improvement would be borne by only those properties in close proximity to the roadway. A majority approval may be hard to obtain for the corridors in this study. An SSA allows the Village to tax for and deliver services to limited geographic areas within their jurisdiction. The following routes within the Village boundary that would be considered SSA eligible are Stewart Road/Wikaduke Trail, Fifth Street, and Rance Road. SSA can be used to pay for the repairs and maintenance of existing infrastructure and to pay for new infrastructure such as roads, water, sewer, storm water, and curbs and gutter.

Conclusion

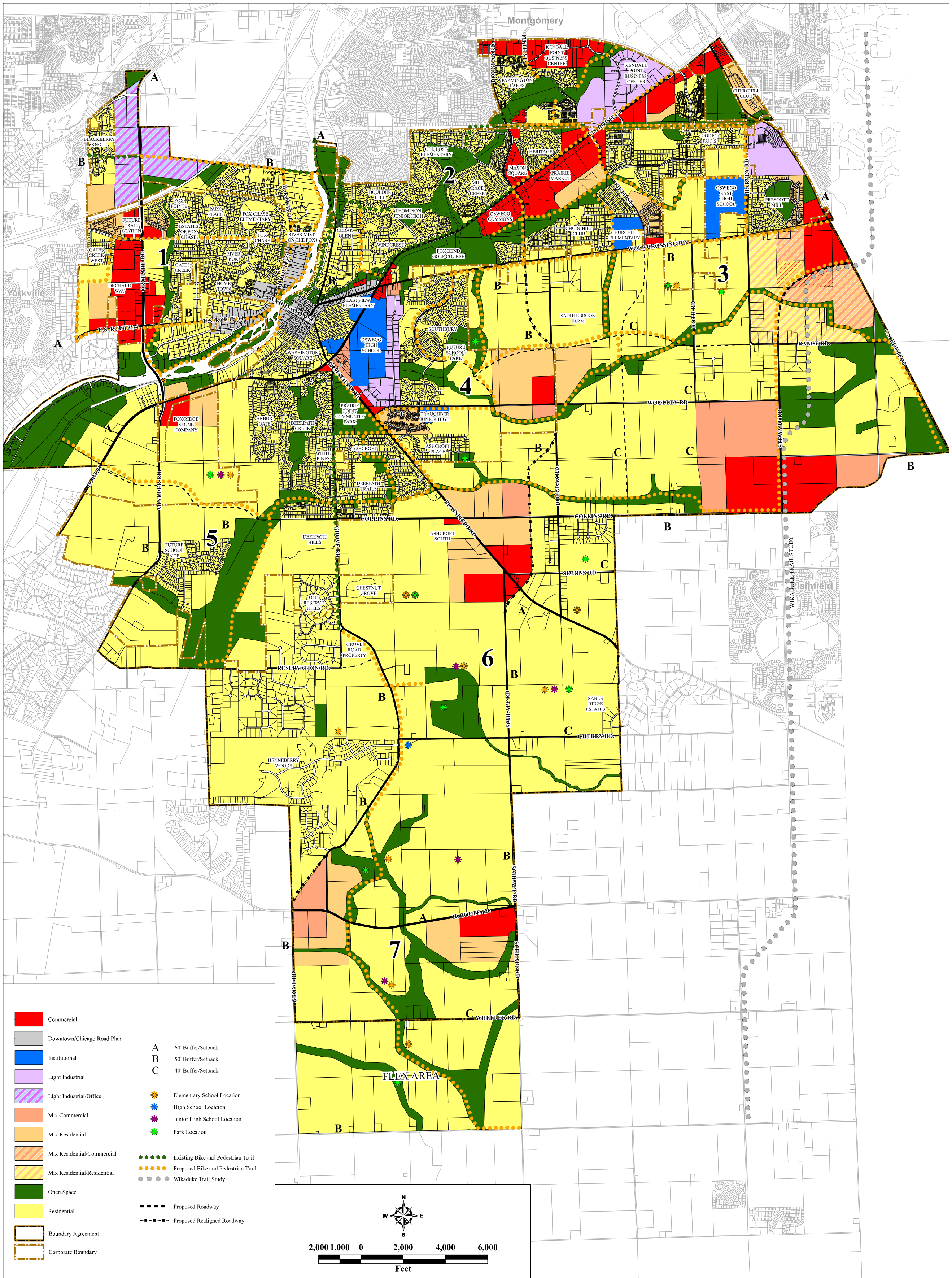
It is essential that the Village of Oswego have enough revenue so that adequate facilities will be in place when needed by new developments. The range of funding options available versus the significant costs of each corridor presents numerous challenges. Three revenue sources that can help fund the needed transportation improvements within the Village were presented in this report.

If Federal or State funding will be used for roadway improvements, the alternatives for the new transportation corridors will be refined through the National Environmental Policy Act (NEPA) process. The NEPA process will evaluate social and economic impacts, impacts to agricultural land, cultural impacts, and effects on air quality, noise, natural resources, water quality, flood plains, wetlands, special waste, and other issues. During that time, the alternatives may be revised slightly from the exhibits that were prepared for this study.

Exhibits

1	2006 Strategic Growth Plan—Overall Composite Map
2	Functional Classification Map
2A-2C	5-Year Classification Map
3 thru 6	Typical Sections
7	Public Informational Meeting Press Release
8	Public Meeting Handout
9	Grove Road Alignment
10	Schlapp Road/Douglas Road Alignment
11	Fifth Street Alignment
12	Roth Road Alignment
13	Stewart Road/WIKADUKE Trail Alignment
14	Reservation Road Alignment
15	Collins Road Alignment
16	Rance Road Alignment
17	Wolf Crossing Road Alignment
18	Public Meeting Question and Answers
	Cost Estimates

Comprehensive Plan



Village of Oswego

Village of Oswego
Community Development
100 Parkers Mill
Oswego, IL 60543
Phone: 630-554-3618
Fax: 630-554-3306
Website: www.oswegoil.org
E-mail: info@oswegoil.org

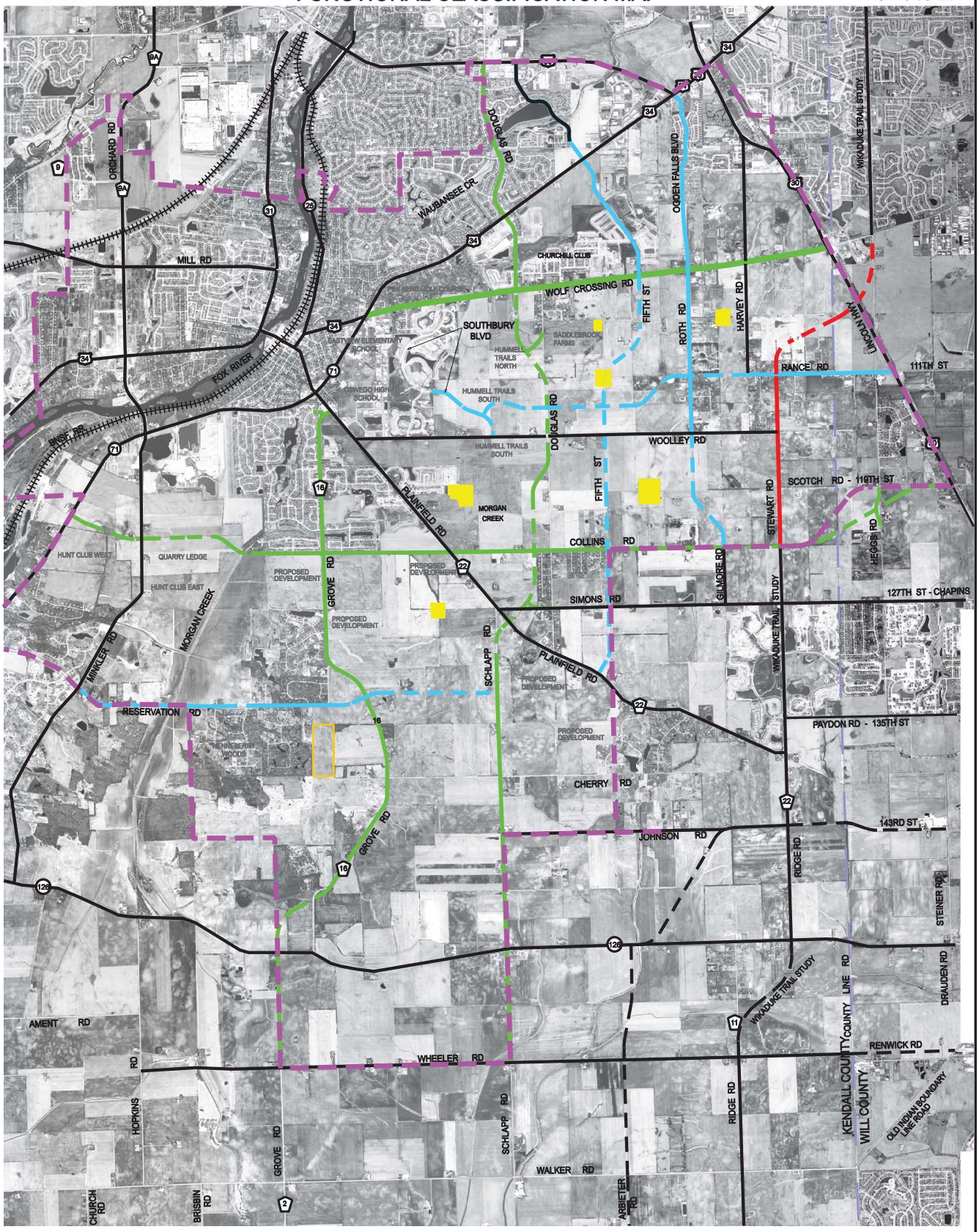
The requested map will be created for study purposes only.Please refer to the official recorded plats or deeds for the actual legal descriptions and property dimensions. No liability is assumed for the accuracy of the data delineated herein, either expressed or implied by the Village of Oswego or its employees. This work is protected by the United States Copyright Act of 1976 (17 U.S.C. Sec101 et seq). You are not permitted to use and/or reproduce any part of a copyrighted work of the Village of Oswego in violation of Federal Copyright Law. Doing so may result in prosecution under such law. If you wish to use property in which the Village of Oswego owns a copyright, you must obtain written permission through the Village of Oswego's Community Development Department located at 100 Parkers Mill, Oswego, Illinois 60543.

Map Created on March 18, 2009
V:\GIS\ComDev\CompPlan.pdf

EXHIBIT 1

VILLAGE OF OSWEGO, ILLINOIS
TRANSPORTATION PLAN
FUNCTIONAL CLASSIFICATION MAP

N
W E
S
NOT TO SCALE



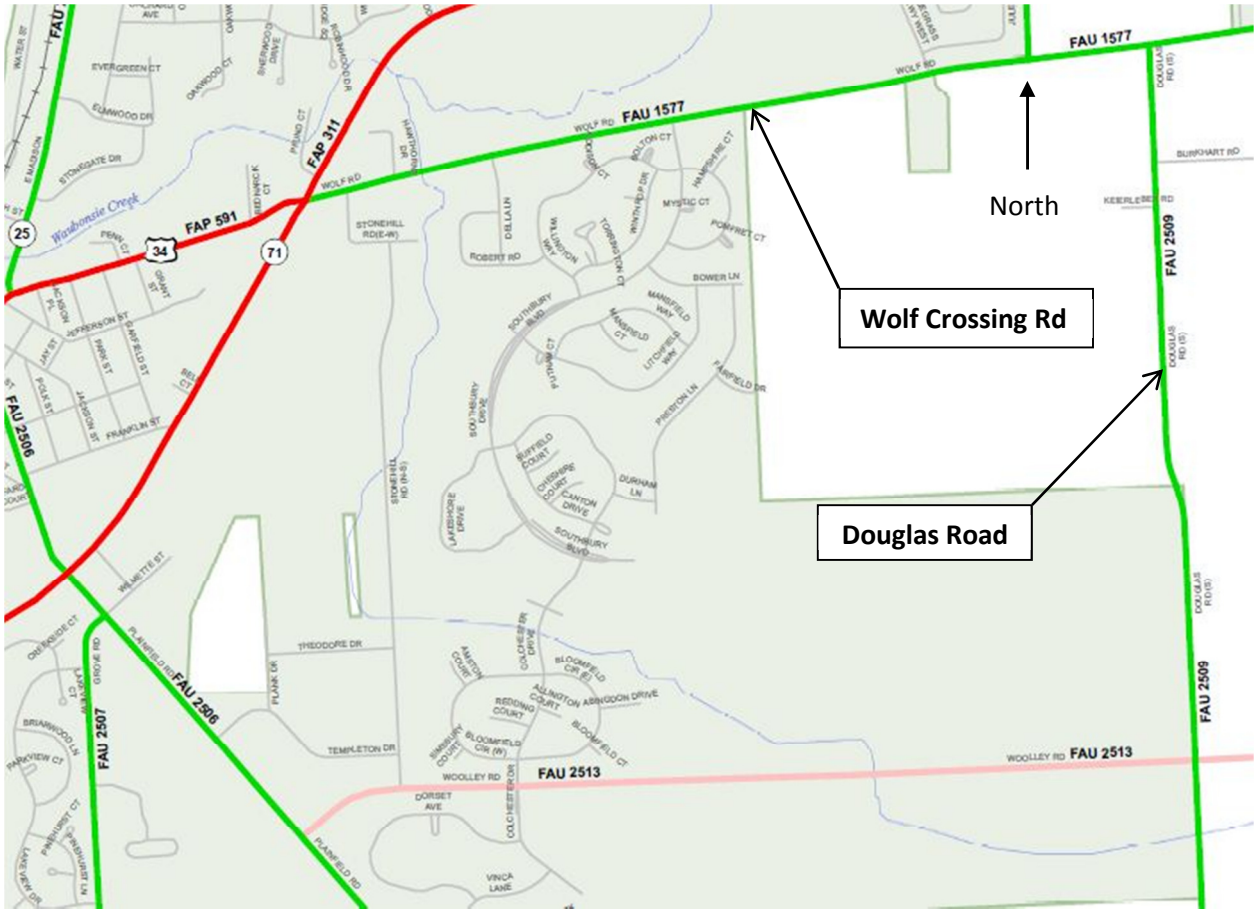
EXISTING	PROPOSED
MAJOR ARTERIAL ROAD	MAJOR ARTERIAL ROAD
MINOR ARTERIAL ROAD	MINOR ARTERIAL ROAD
COLLECTOR ROAD	COLLECTOR ROAD
COMPREHENSIVE PLANNING AREA BOUNDARY	PROPOSED PARK
EXISTING PARK	

BAXTER & WOODMAN Consulting Engineers

Images obtained from the Illinois Natural Resource Geospatial Data Clearinghouse (isgs.uiuc.edu). Imagery in northeastern Illinois was collected using US Geological Survey Urban Area specifications using true-color film during the leaf-off period of spring, 2005.
Basemap source data: Kendall County GIS Dept. May, 2008; Will County GIS Dept. June 2006

EXHIBIT 2

LOCATION MAP



Village of Oswego, Kendal County, Oswego Township
5-Year Classification Map
Federal-Aid Highway System

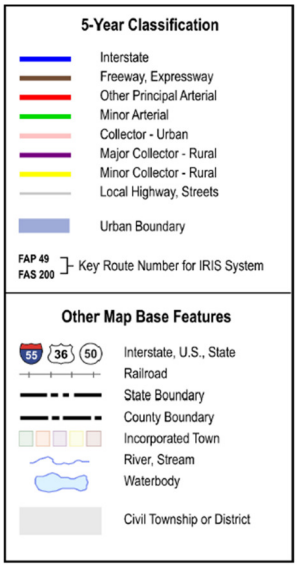
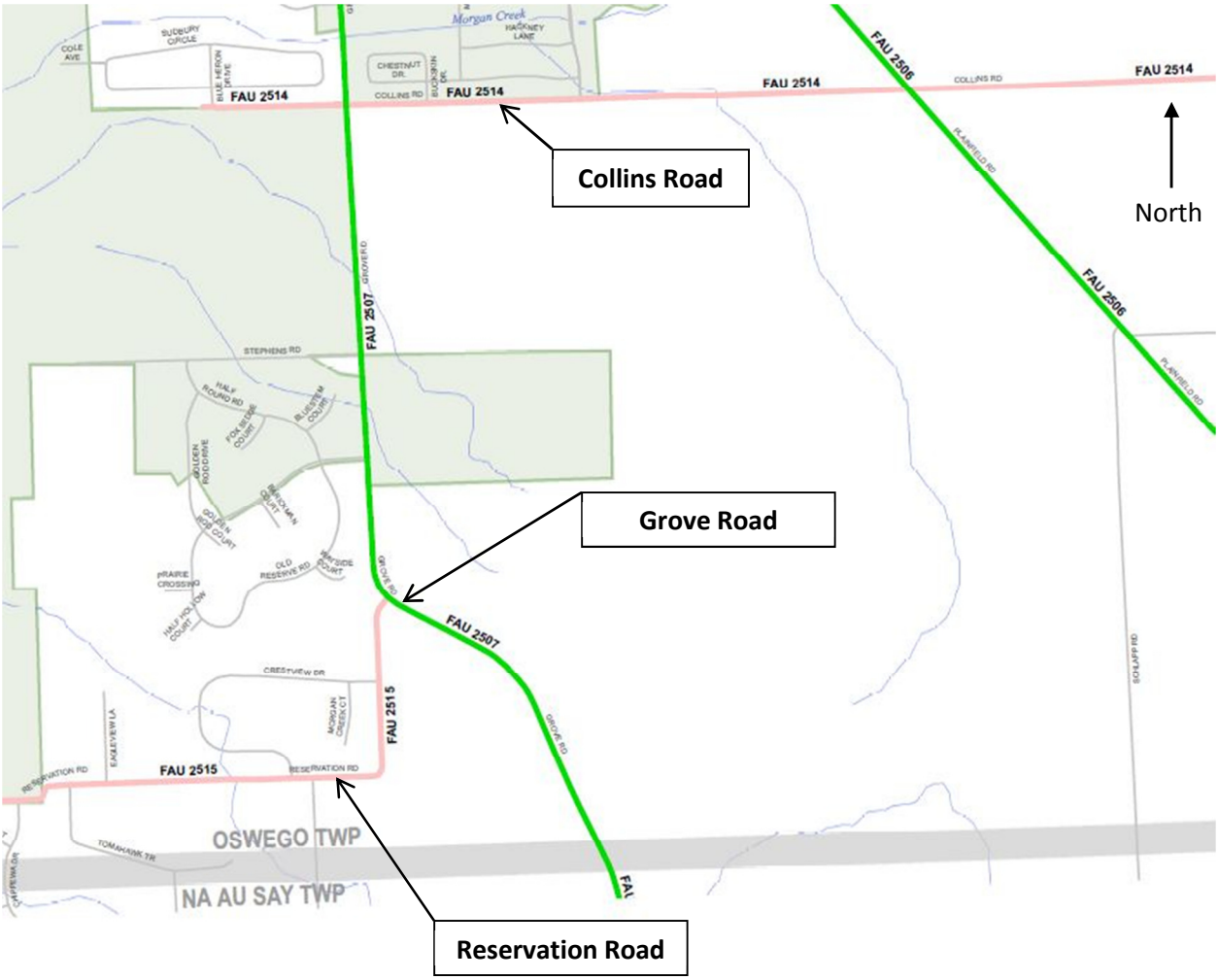


EXHIBIT 2A

LOCATION MAP



Village of Oswego, Kendal County, Oswego Township
5-Year Classification Map
Federal-Aid Highway System

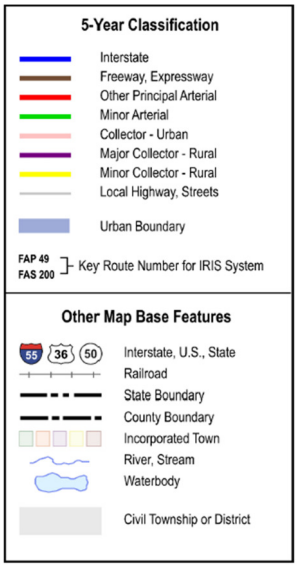
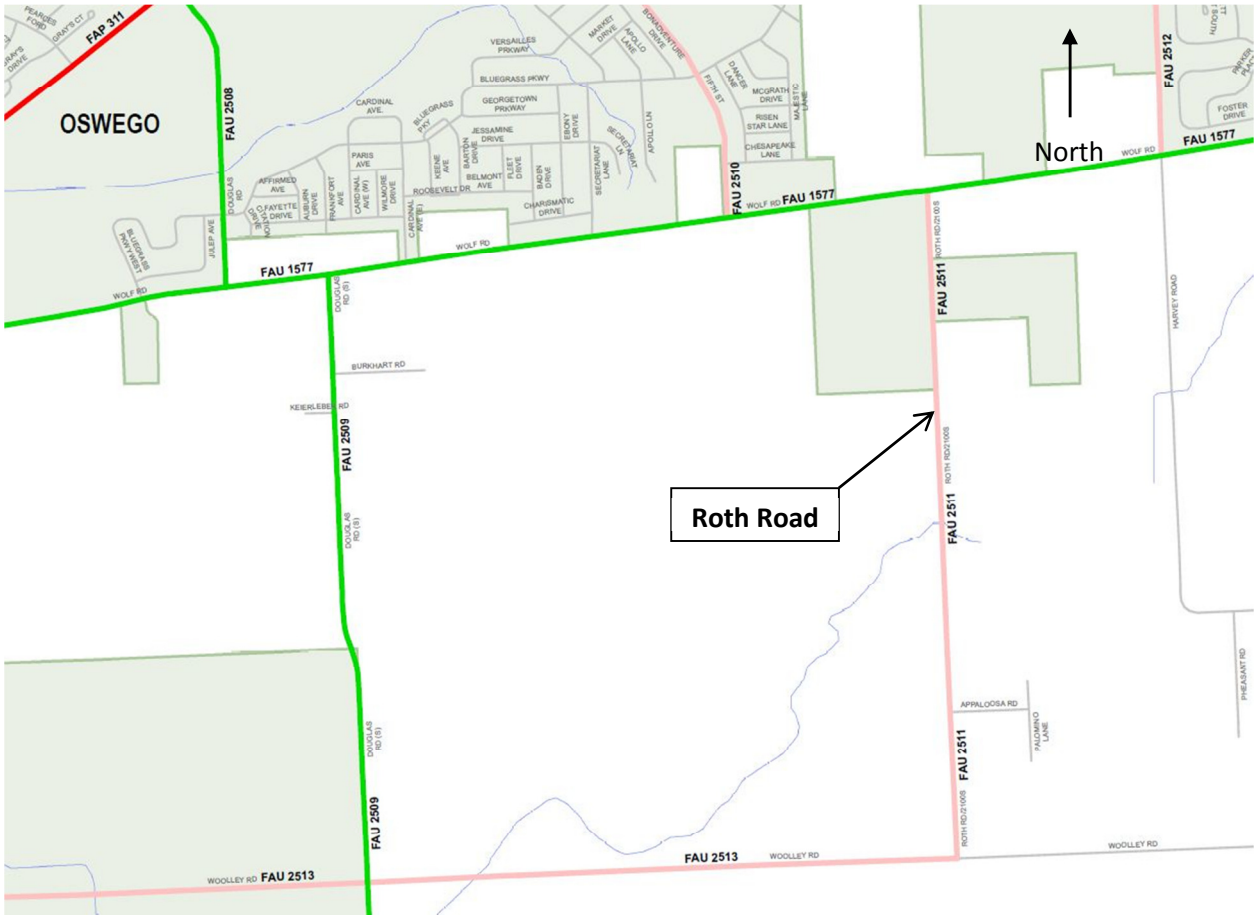


EXHIBIT 2B

LOCATION MAP



Village of Oswego, Kendal County, Oswego Township
5-Year Classification Map
Federal-Aid Highway System

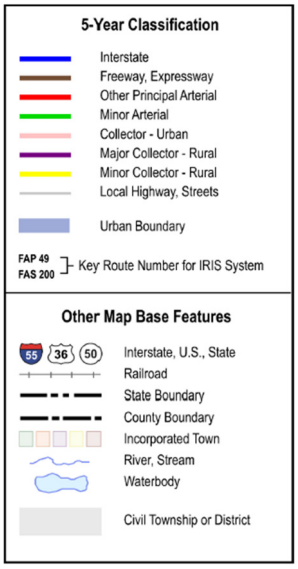
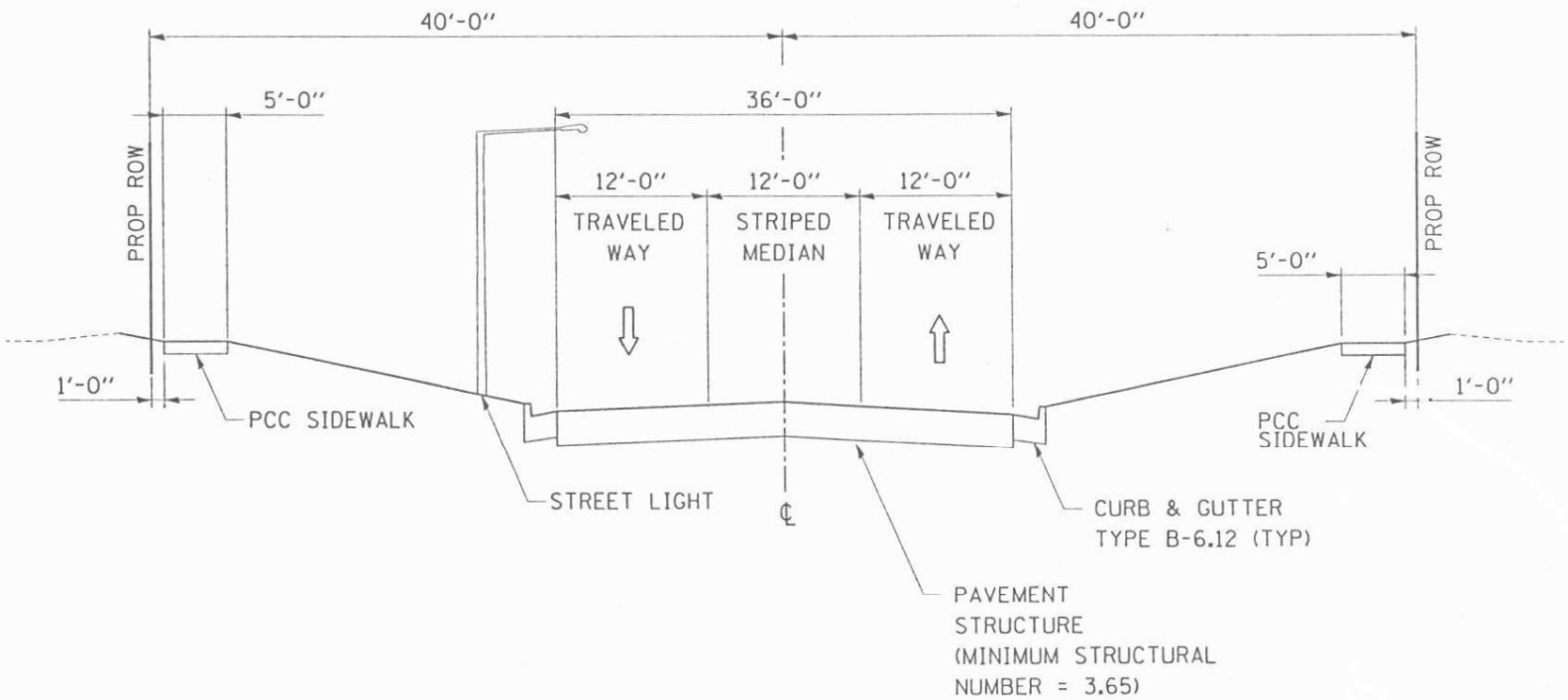
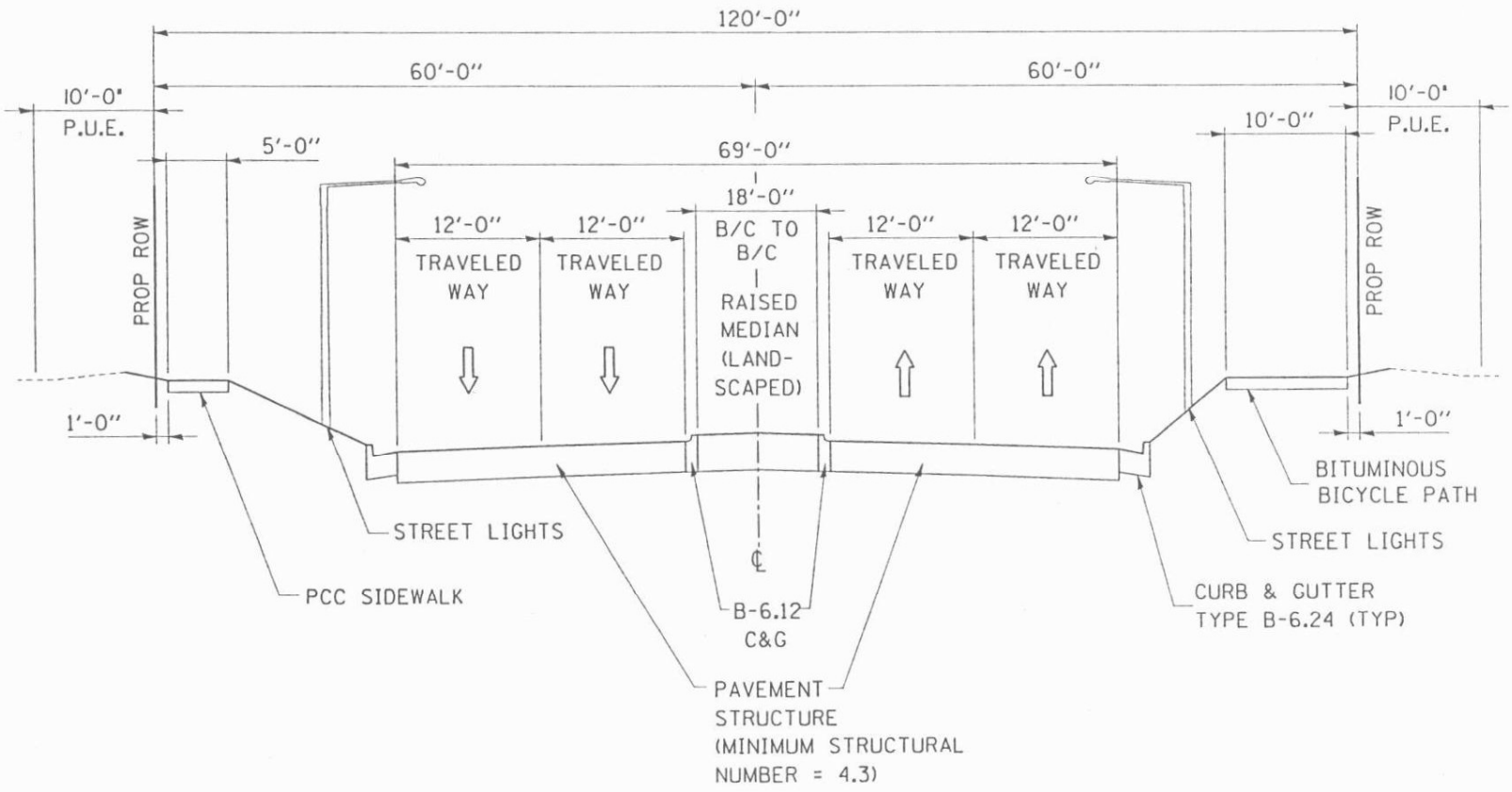


EXHIBIT 2C



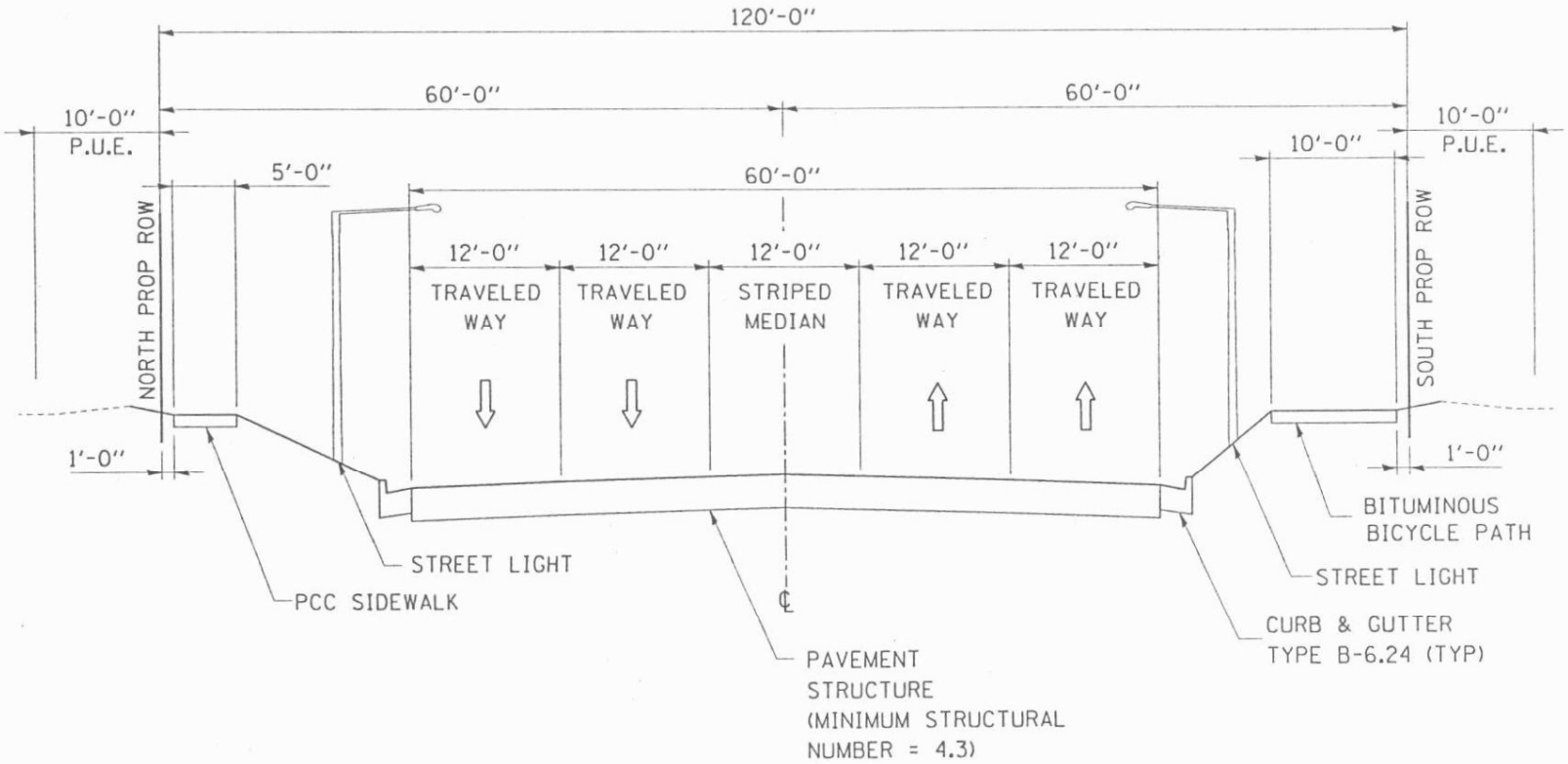
PROPOSED THREE LANE URBAN TYPICAL SECTION
DOUGLAS ROAD (SOUTH OF WOLF'S CROSSING ROAD)
FIFTH STREET
RESERVATION ROAD
ROTH ROAD
GROVE ROAD
RANCE ROAD

EXHIBIT 3



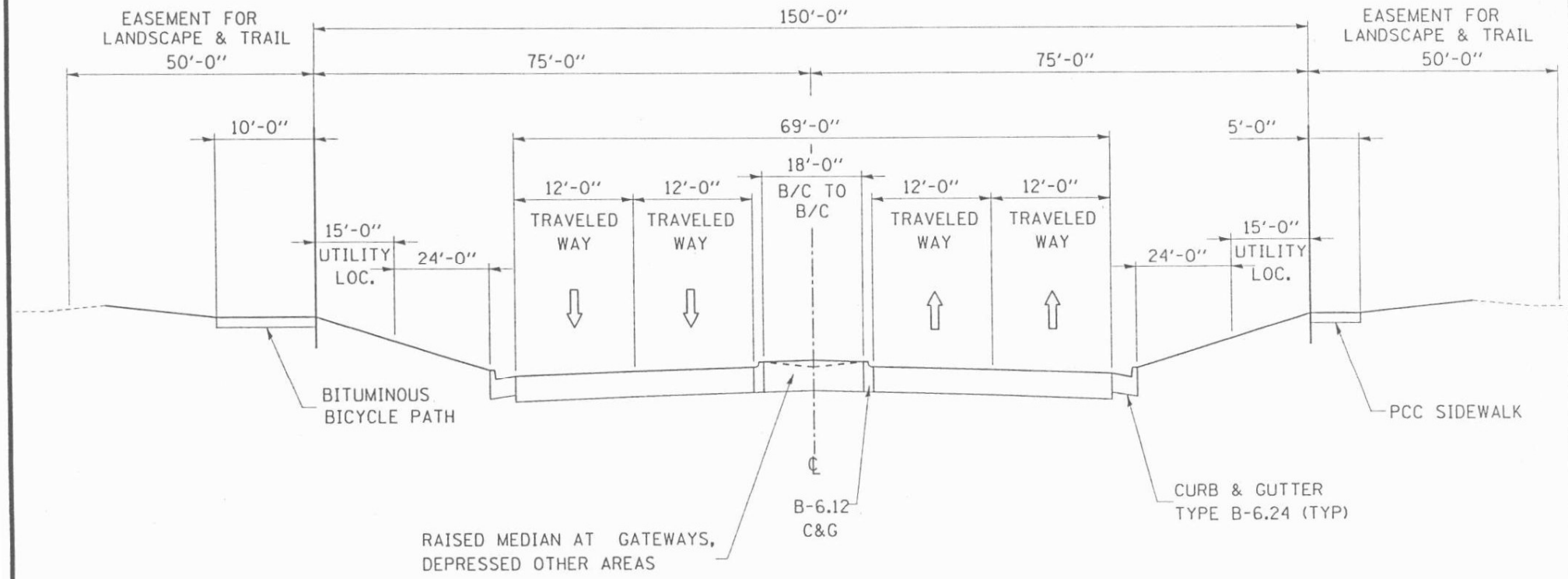
PROPOSED FOUR-LANE URBAN TYPICAL SECTION
COLLINS ROAD

EXHIBIT 4



PROPOSED FIVE LANE TYPICAL SECTION
WOLF'S CROSSING ROAD

EXHIBIT 5



PROPOSED STEWART ROAD/WIKADUKE TRAIL TYPICAL SECTION

EXHIBIT 6

100 Parkers Mill • Oswego, IL. 60543 • (630) 554-3618 • Fax: (630) 554-3306
Website: http://www.oswegoil.org

For Immediate Release

Date:

Contact: Michele Bergeron,
Community Relations Coordinator
Phone No.: (630) 554-3287

PRESS RELEASE

Village of Oswego Transportation Workshop

The Village of Oswego is in the planning process to create a Transportation Plan intended to guide public and private investment decisions regarding roadway improvements for major roads in and around the Village of Oswego in the coming years. The Village previously established a preliminary framework for the transportation network in the Village's 2006 Village of Oswego Strategic Growth Plan. The goal of this planning effort is to narrow the proposed roadway alignments, taking into account the Village's transportation needs, the existing and proposed land uses, and engineering design principals.

The Village of Oswego will be hosting a Workshop Presentation Meeting at the Village Hall, located at 100 Parkers Mill in Oswego on Thursday September 9 at 7:00 pm, and encourages residents and property owners to attend. The Village's consultants, Baxter & Woodman, will provide an overview of the draft transportation plan and share input received during the planning process. The Workshop will offer an opportunity, in an interactive setting, for interested citizens to ask questions and to provide their comments on their desired outcomes for the plan. The feedback received from the Workshop will allow Baxter & Woodman to adjust if necessary and complete the draft transportation plan document.

EXHIBIT 7

For residents that are not able to attend the workshop meeting, the Village will be providing the draft transportation plan road alignments and a comment sheet on the Village's website for their participation in the planning process.

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EXHIBIT 7

VILLAGE OF OSWEGO TRANSPORATION PLAN

PUBLIC MEETING

Open House Format

September 9, 2010
7:00 p.m. to 9:00 p.m.

Oswego Village Hall
100 Parkers Mill Road
Oswego, Illinois 60543

Hosted by: Village of Oswego
and
Baxter & Woodman, Inc.
Consulting Engineers

EXHIBIT 8

PURPOSE OF TODAY'S PUBLIC MEETING

The purpose of today's public meeting is to inform the public that the Village is in the planning process to create a Transportation Plan. The goal of this planning effort is to narrow the proposed roadway alignments, taking into account the Village's Transportation needs, the existing and proposed lane uses, and engineering design principals. The meeting is intended to provide residents an opportunity to examine the exhibits showing the proposed alignments and provide feedback that can be taken into consideration during the transportation planning process.

NEED AND PURPOSE OF THE PROJECT

The Transportation Plan is intended to guide public and private investment decisions regarding roadway improvements for major roads in and around the Village of Oswego in the coming years. The Village of Oswego has an ongoing commitment to sound planning for future infrastructure investments. The use of transportation planning combined with engineering for roadway improvements is a strategic effort to identify what should be built, when implementation is planned, and what are the generalized costs. This effort will allow Oswego to enhance their Comprehensive Plan, refine their Capital Improvement Plan, obtain additional support for ideas and explore additional funding ideas/sources.

PROJECT DESCRIPTION

- Identifying new roadway alignments for 9 of the Village's arterial and collector roads to accommodate proposed extensions,
- Analyzing right-of-way needs and acquisition costs for each roadway,
- Coordination with affected agencies,
- Cost estimating the future roadway improvements,
- Developing a mechanism to provide funds for the implementation of the proposed improvements.

ROADWAYS INCLUDED IN STUDY

- The new roadway alignments include: Wikaduke Trail (Stewart Road), Grove Road, Douglas/Schlapp Road, Collins Road, Fifth Street, Rance Road, Reservation Road, Roth Road, and Wolfs Crossing Road.

QUESTIONS, COMMENTS, AND INFORMATION

Written comments may be submitted during the Public Meeting or mailed after the meeting to:

Mr. Rod Zenner, AICP
Community Development Director
Village of Oswego
100 Parkers Mill Road
Oswego, Illinois 60543

Written comments will be received until Friday, September 24, 2010. Questions regarding the project may be directed to Mr. Zenner at (630) 554-3622.

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Please provide the following information:

Name _____

Organization: □An individual □A government body □A non-profit organization □A business

Please select "individual" unless you are speaking in an official capacity for one of the listed entities

Address _____

City _____

State _____

Zip Code _____

EXHIBIT 8

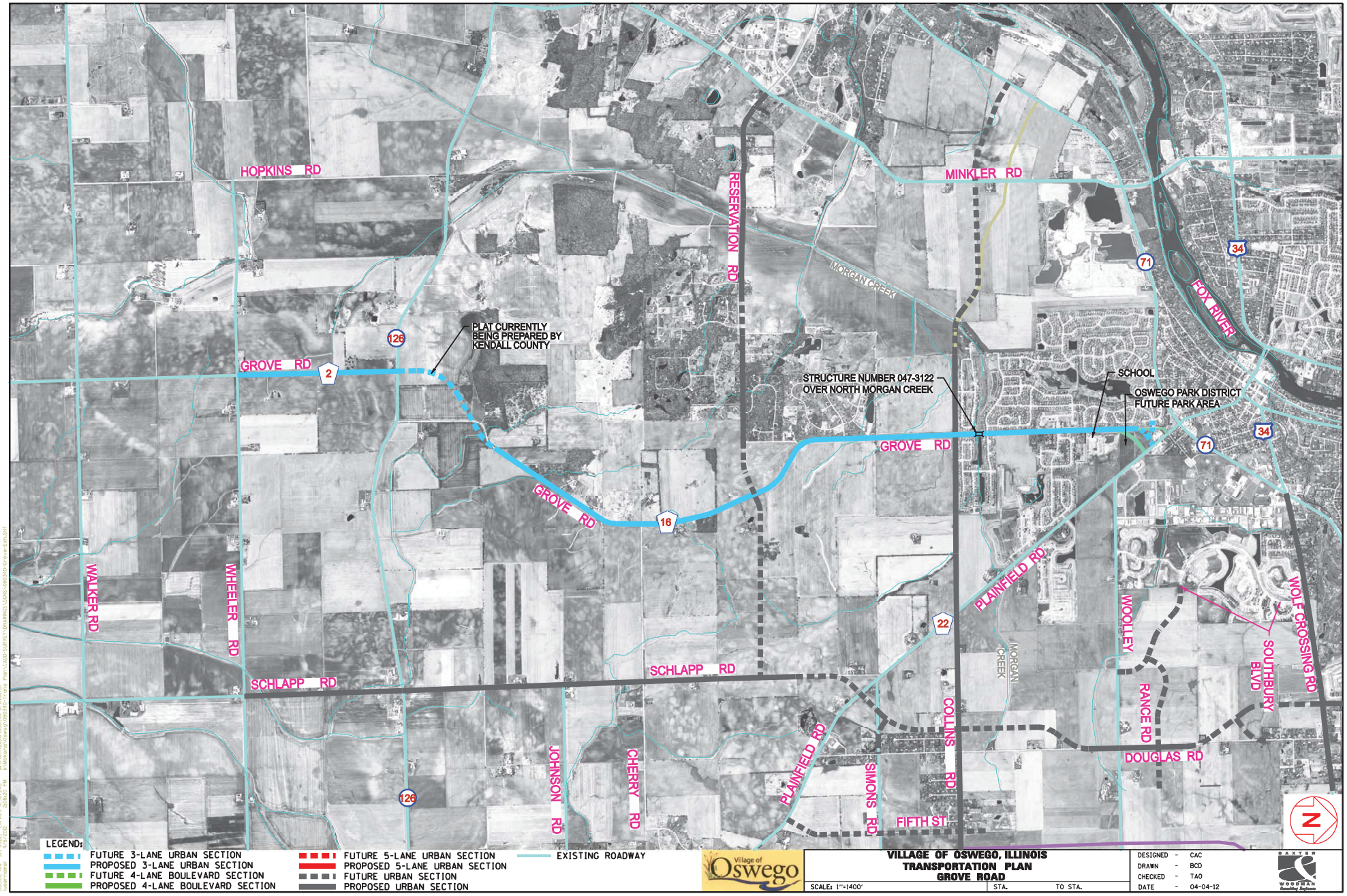
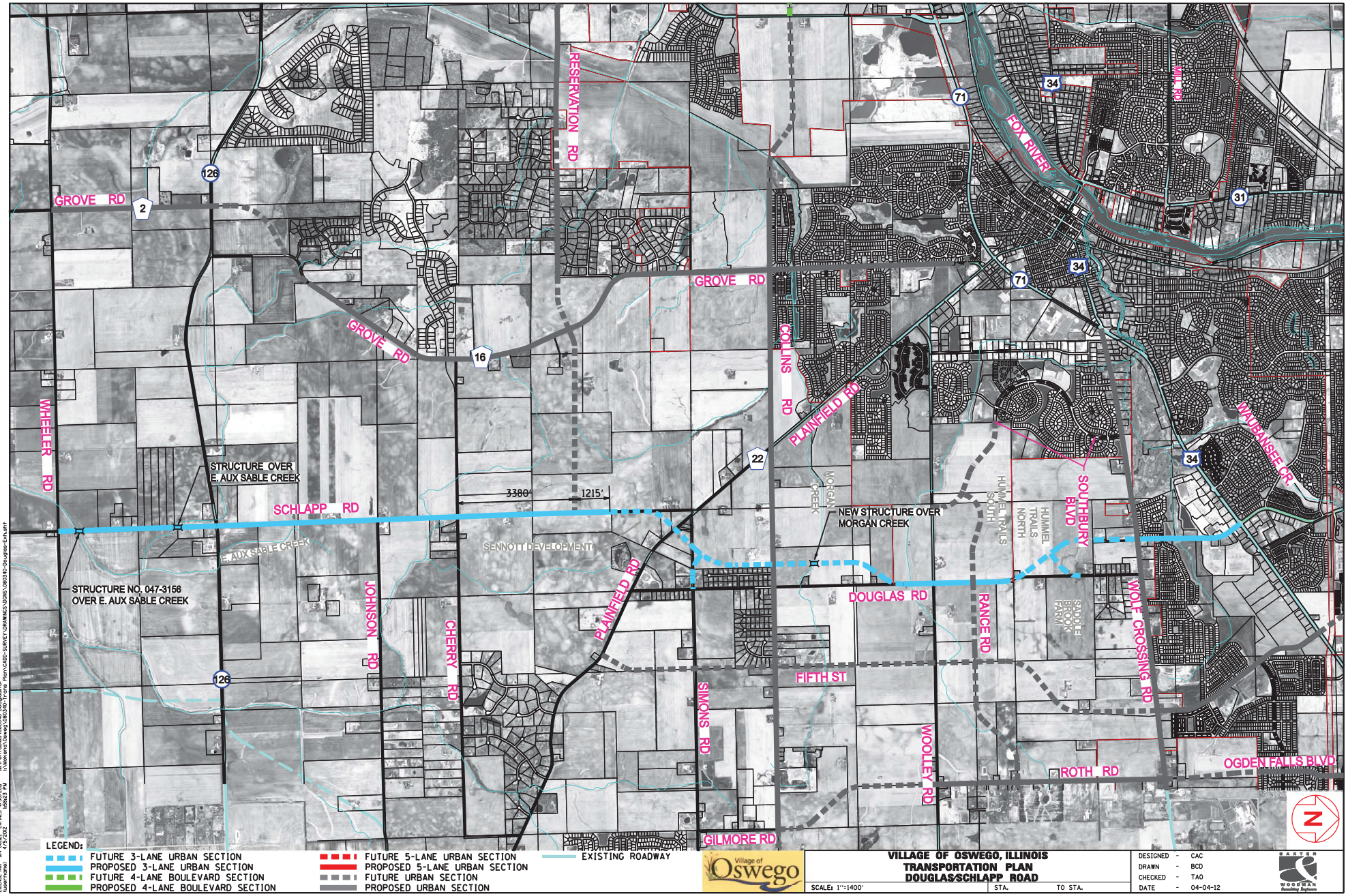

HOPKINS RD
MINKLER RD
RESERVATION RD
MORGAN CREEK
FOX RIVER
PLAT CURRENTLY BEING PREPARED BY KENDALL COUNTY
GROVE RD
STRUCTURE NUMBER 047-3122 OVER NORTH MORGAN CREEK
SCHOOL
OSWEGO PARK DISTRICT FUTURE PARK AREA
WALKER RD
WHEELER RD
SCHLAPP RD
JOHNSON RD
CHERRY RD
PLAINFIELD RD
COLLINS RD
SIMONS RD
FIFTH ST
WOOLLEY
RANCE RD
DOUGLAS RD
SOUTHBURY BLVD
WOLF CROSSING RD
126
2
16
22
71
34
LEGEND:
FUTURE 3-LANE URBAN SECTION
PROPOSED 3-LANE URBAN SECTION
FUTURE 4-LANE BOULEVARD SECTION
PROPOSED 4-LANE BOULEVARD SECTION
FUTURE 5-LANE URBAN SECTION
PROPOSED 5-LANE URBAN SECTION
FUTURE URBAN SECTION
PROPOSED URBAN SECTION
EXISTING ROADWAY
Village of Oswego
VILLAGE OF OSWEGO, ILLINOIS
TRANSPORTATION PLAN
GROVE ROAD
SCALE: 1"=1400'
STA.
TO STA.
DESIGNED - CAC
DRAWN - BCD
CHECKED - TAO
DATE - 04-04-12
BAXTER & WOODMAN Consulting Engineers

EXHIBIT 9



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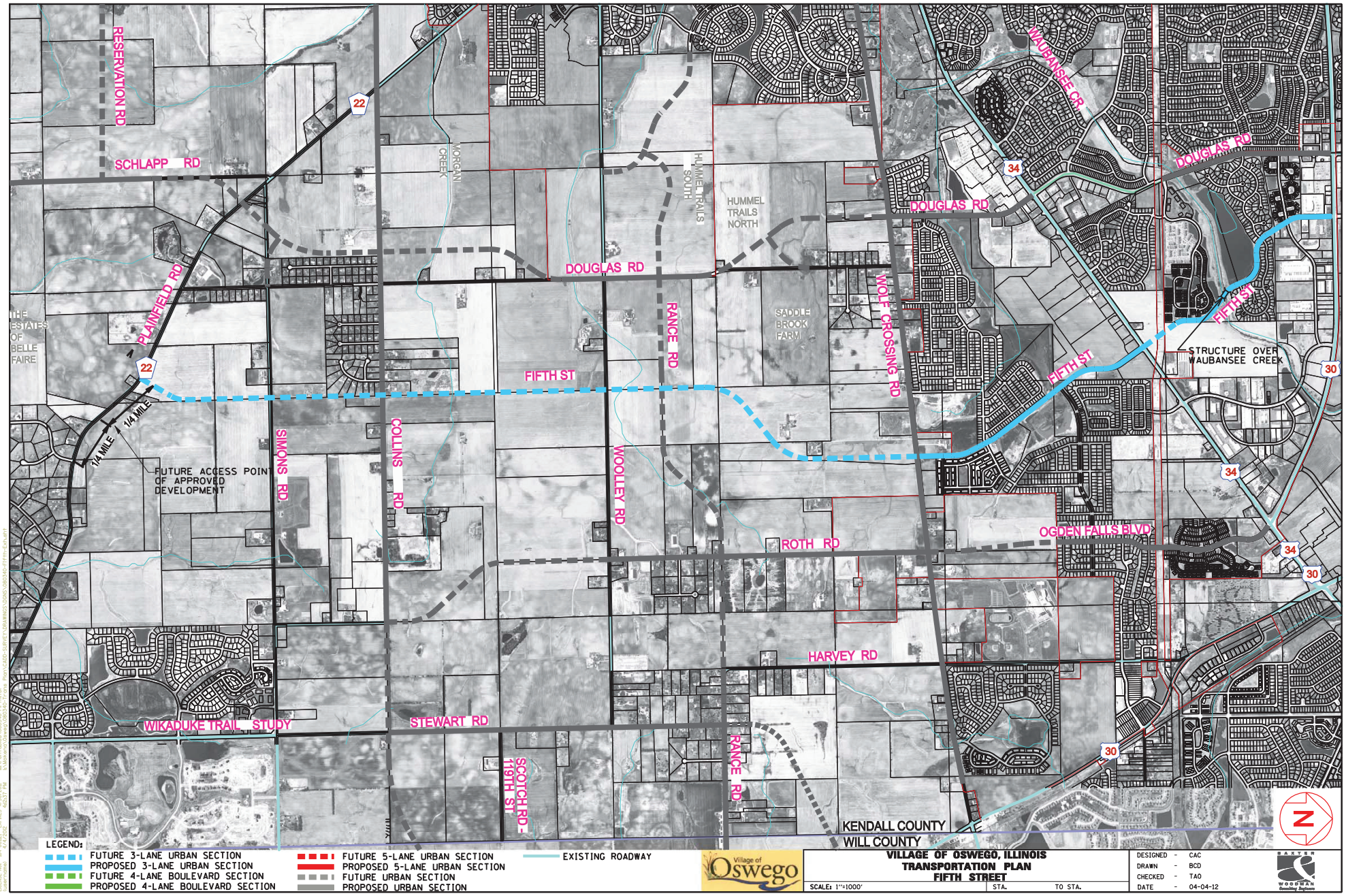
RESERVATION RD
SCHLAPP RD
PLAINFIELD RD
THE ESTATES OF BELLE FAIRE
22
1/4 MILE
1/4 MILE
FUTURE ACCESS POINT OF APPROVED DEVELOPMENT
SIMONS RD
COLLINS RD
MORGAN CREEK
DOUGLAS RD
FIFTH ST
WOOLLEY RD
RANCE RD
HUMMEL TRAILS SOUTH
HUMMEL TRAILS NORTH
SADDLE BROOK FARM
WOLF CROSSING RD
ROTH RD
HARVEY RD
STEWART RD
WIKADUKE TRAIL STUDY
SCOTCH RD - 119TH ST
WAUBANSEE CR
34
30
OGDEN FALLS BLVD
STRUCTURE OVER WAUBANSEE CREEK
KENDALL COUNTY
WILL COUNTY
N
LEGEND:
FUTURE 3-LANE URBAN SECTION
PROPOSED 3-LANE URBAN SECTION
FUTURE 4-LANE BOULEVARD SECTION
PROPOSED 4-LANE BOULEVARD SECTION
FUTURE 5-LANE URBAN SECTION
PROPOSED 5-LANE URBAN SECTION
FUTURE URBAN SECTION
PROPOSED URBAN SECTION
EXISTING ROADWAY
Village of Oswego
VILLAGE OF OSWEGO, ILLINOIS
TRANSPORTATION PLAN
FIFTH STREET
SCALE: 1"=1000'
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TO STA.
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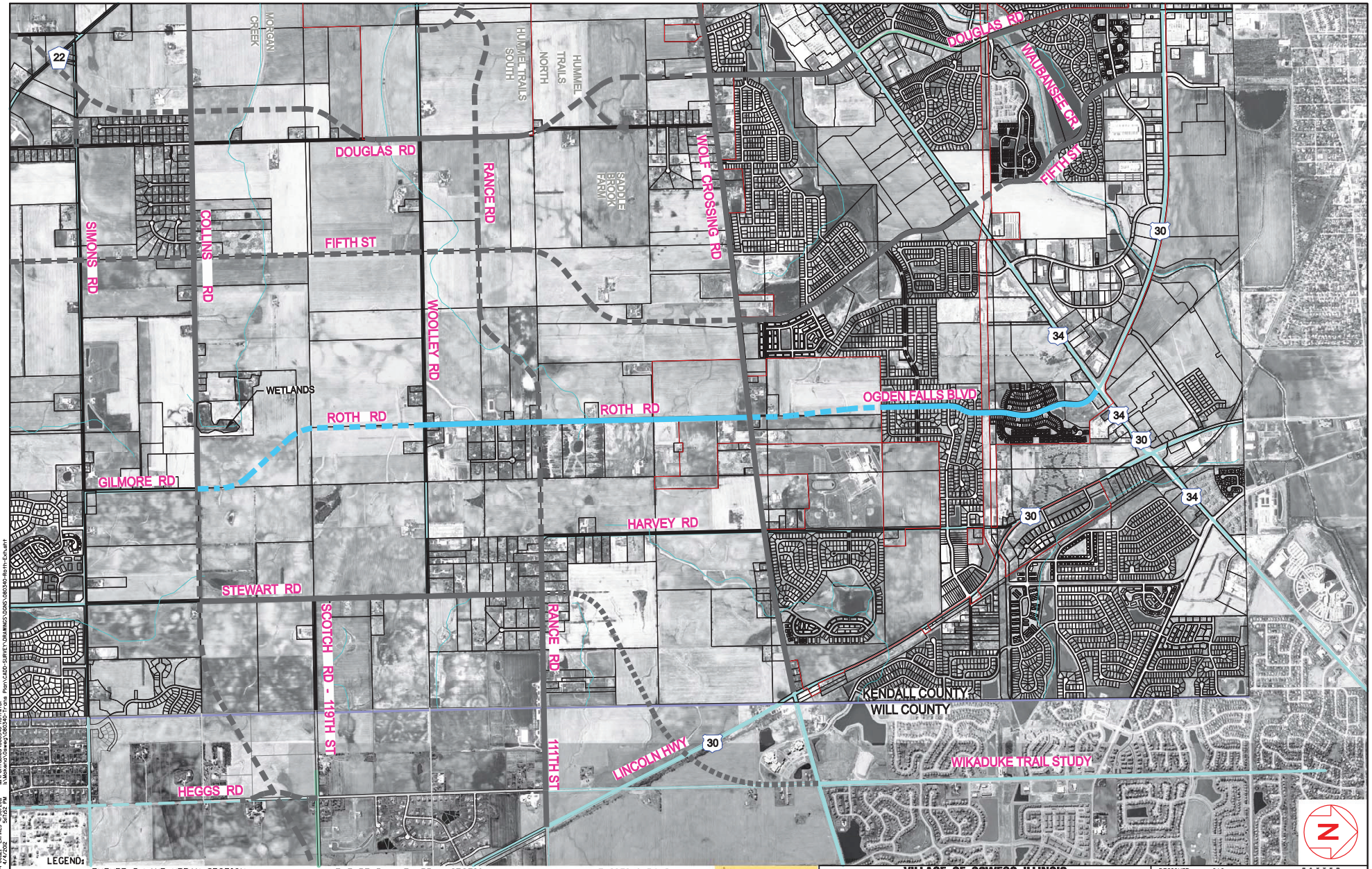
CHECKED - TAO
DATE - 04-04-12
BAXTER & WOODMAN
Consulting Engineers

EXHIBIT 11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HUMMEL TRAILS NORTH
SADDLE BROOK FARM
DOUGLAS RD
WAUBANSEE CR
FIFTH ST
WOLF CROSSING RD
RANCE RD
SIMONS RD
COLLINS RD
WOOLLEY RD
WETLANDS
ROTH RD
OGDEN FALLS BLVD
GILMORE RD
HARVEY RD
STEWART RD
SCOTCH RD - 119TH ST
111TH ST
LINCOLN HWY
HEGGS RD
KENDALL COUNTY
WILL COUNTY
WIKADUKE TRAIL STUDY
22
30
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LEGEND:
FUTURE 3-LANE URBAN SECTION
PROPOSED 3-LANE URBAN SECTION
FUTURE 4-LANE BOULEVARD SECTION
PROPOSED 4-LANE BOULEVARD SECTION
FUTURE 5-LANE URBAN SECTION
PROPOSED 5-LANE URBAN SECTION
FUTURE URBAN SECTION
PROPOSED URBAN SECTION
EXISTING ROADWAY
Village of Oswego
VILLAGE OF OSWEGO, ILLINOIS
TRANSPORTATION PLAN
ROTH ROAD
SCALE: 1"=2000'
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DESIGNED - CAC
DRAWN - BCD
CHECKED - TAO
DATE - 04-04-12
BAXTER & WOODMAN
Consulting Engineers

EXHIBIT 12

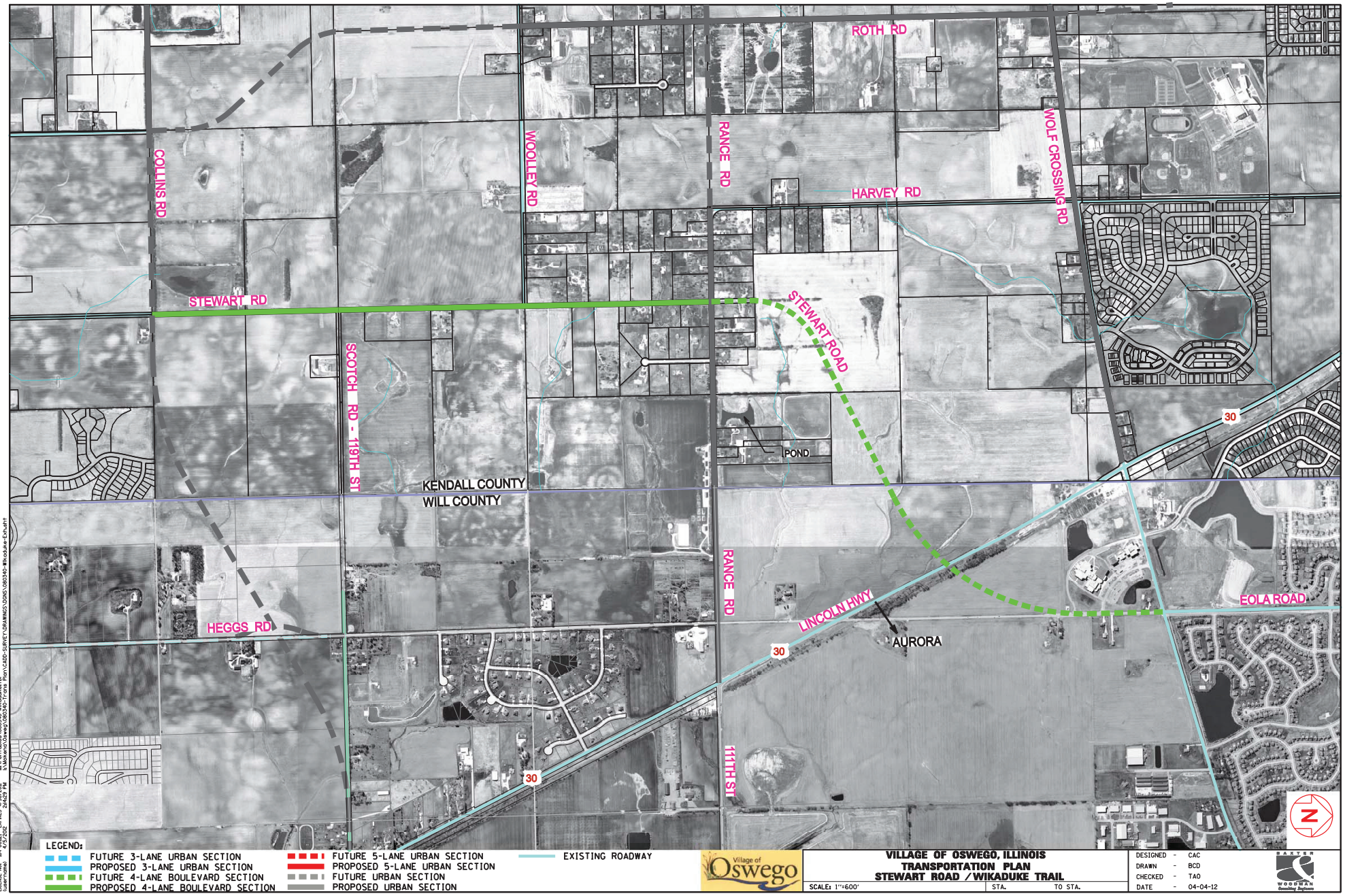

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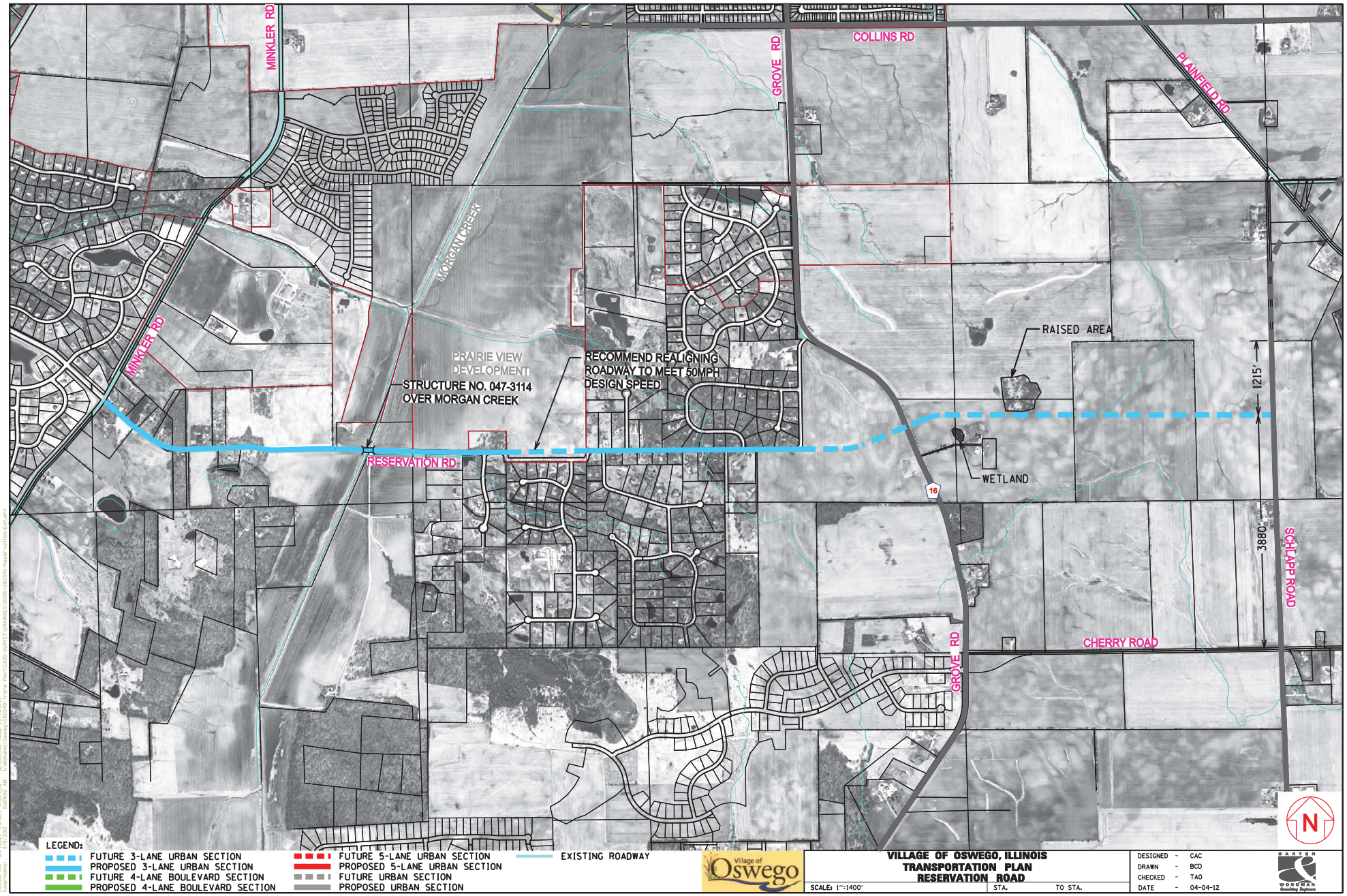
EXHIBIT 13


MINKLER RD
MINKLER RD
COLLINS RD
GROVE RD
PLAINFIELD RD
MORGAN CREEK
PRAIRIE VIEW DEVELOPMENT
STRUCTURE NO. 047-3114 OVER MORGAN CREEK
RECOMMEND REALIGNING ROADWAY TO MEET 50MPH DESIGN SPEED
RESERVATION RD
RAISED AREA
WETLAND
16
1215'
3880'
SCHLAPP ROAD
CHERRY ROAD
GROVE RD
N
LEGEND:
FUTURE 3-LANE URBAN SECTION
PROPOSED 3-LANE URBAN SECTION
FUTURE 4-LANE BOULEVARD SECTION
PROPOSED 4-LANE BOULEVARD SECTION
FUTURE 5-LANE URBAN SECTION
PROPOSED 5-LANE URBAN SECTION
FUTURE URBAN SECTION
PROPOSED URBAN SECTION
EXISTING ROADWAY
Village of Oswego
VILLAGE OF OSWEGO, ILLINOIS
TRANSPORTATION PLAN
RESERVATION ROAD
SCALE: 1"=1400'
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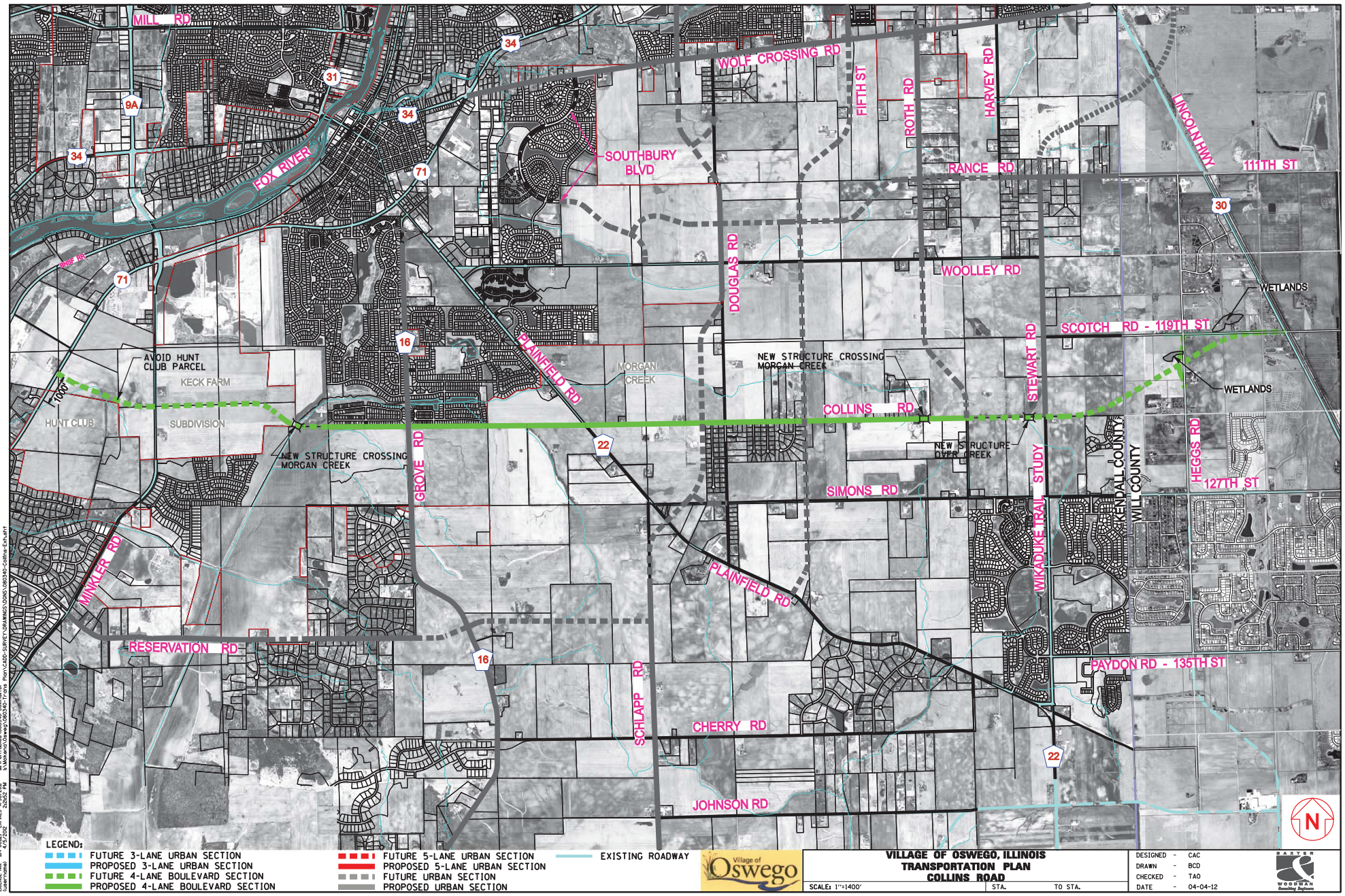
BAXTER & WOODMAN
Consulting Engineers

EXHIBIT 14



LEGEND:

- FUTURE 3-LANE URBAN SECTION
- PROPOSED 3-LANE URBAN SECTION
- FUTURE 4-LANE BOULEVARD SECTION
- PROPOSED 4-LANE BOULEVARD SECTION
- FUTURE 5-LANE URBAN SECTION
- PROPOSED 5-LANE URBAN SECTION
- FUTURE URBAN SECTION
- PROPOSED URBAN SECTION
- EXISTING ROADWAY

Village of Oswego

VILLAGE OF OSWEGO, ILLINOIS
TRANSPORTATION PLAN
COLLINS ROAD

SCALE: 1"=1400' | STA. | TO STA.

DESIGNED	-	CAC
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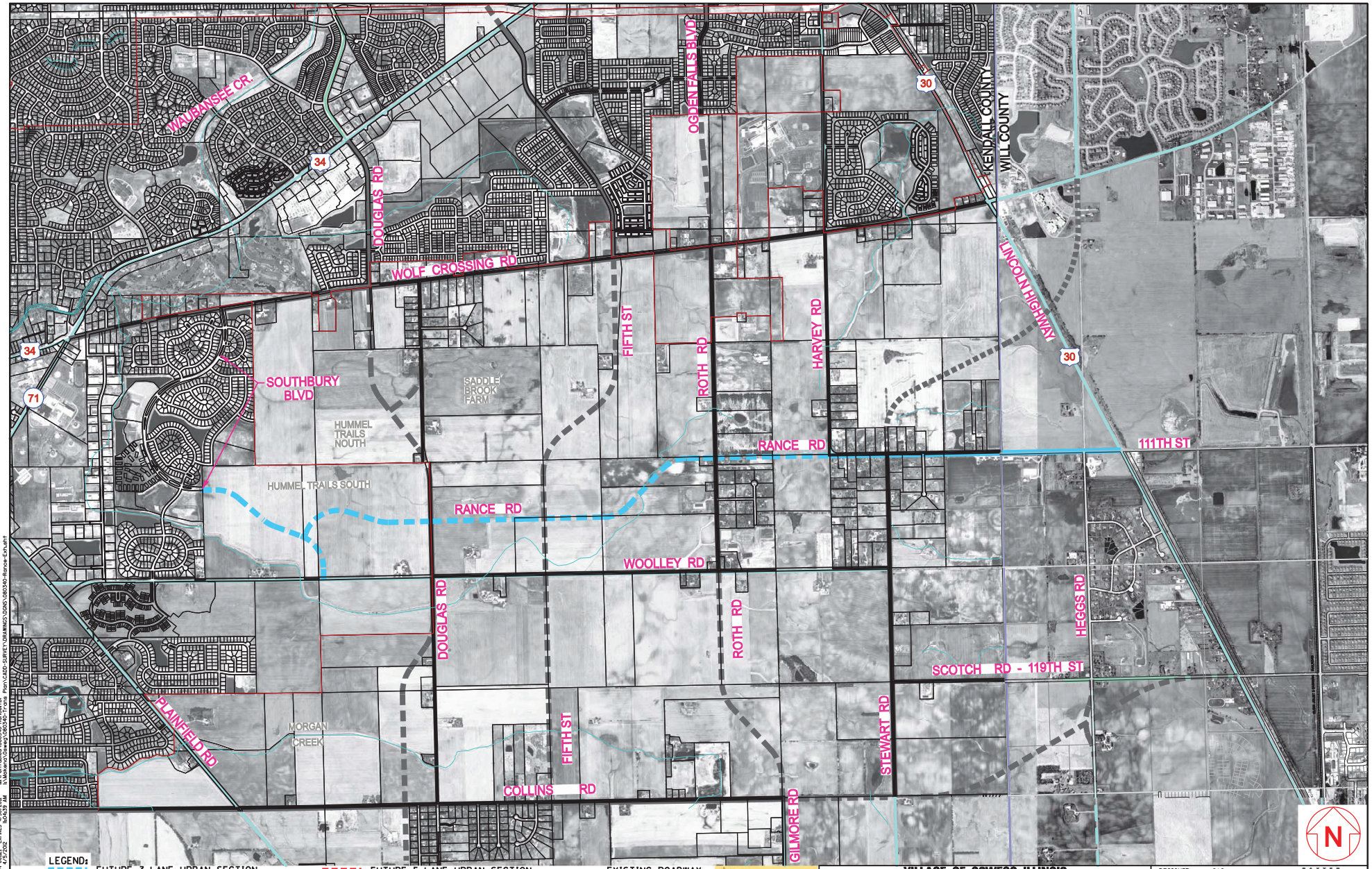

LEGEND:

- FUTURE 3-LANE URBAN SECTION
- PROPOSED 3-LANE URBAN SECTION
- FUTURE 4-LANE BOULEVARD SECTION
- PROPOSED 4-LANE BOULEVARD SECTION
- FUTURE 5-LANE URBAN SECTION
- PROPOSED 5-LANE URBAN SECTION
- FUTURE URBAN SECTION
- PROPOSED URBAN SECTION
- EXISTING ROADWAY

Village of Oswego

VILLAGE OF OSWEGO, ILLINOIS
TRANSPORTATION PLAN
RANCE ROAD

SCALE: 1"=1000' | STA. | TO STA.

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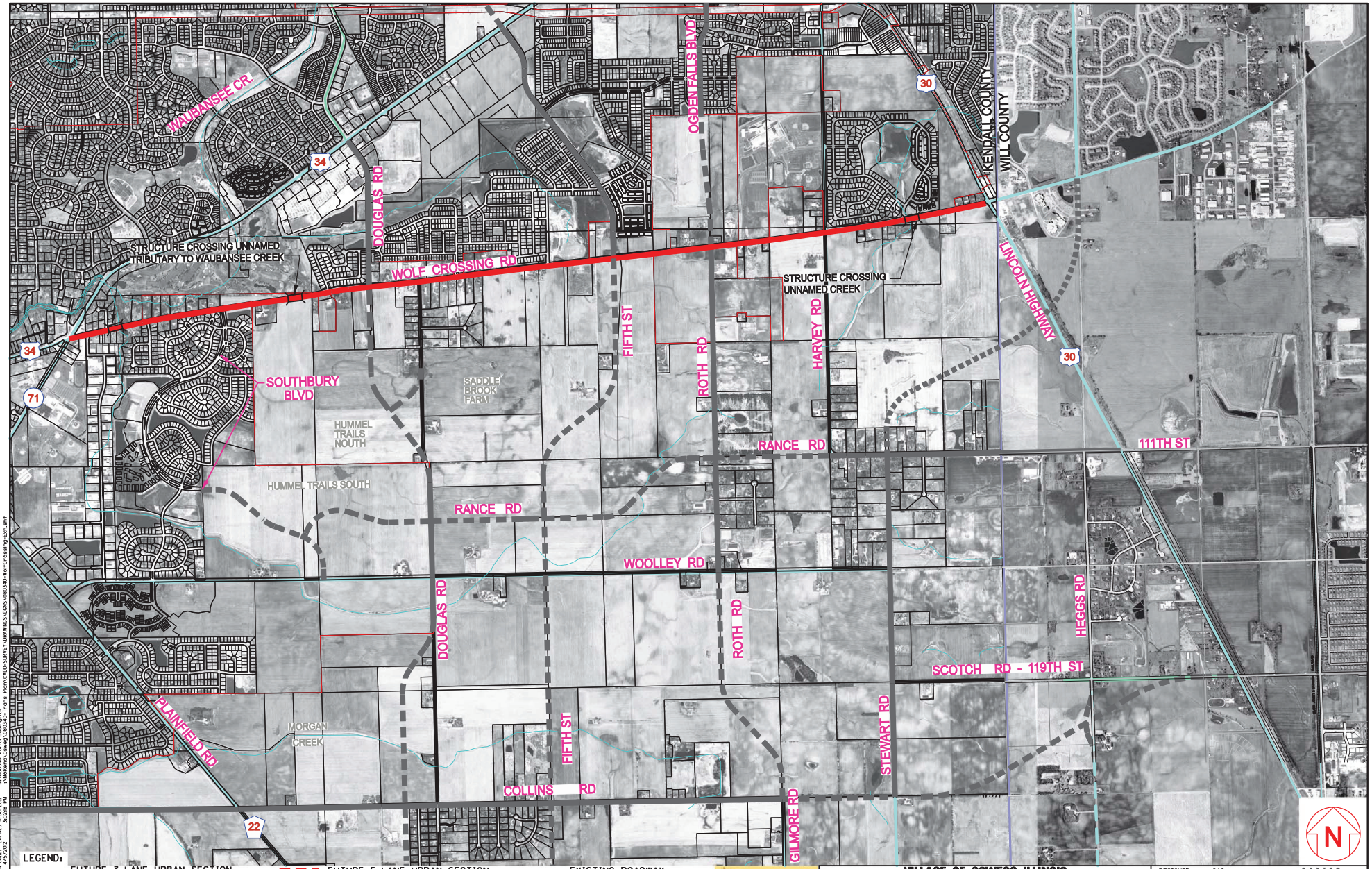

LEGEND:

- FUTURE 3-LANE URBAN SECTION
- PROPOSED 3-LANE URBAN SECTION
- FUTURE 4-LANE BOULEVARD SECTION
- PROPOSED 4-LANE BOULEVARD SECTION
- FUTURE 5-LANE URBAN SECTION
- PROPOSED 5-LANE URBAN SECTION
- FUTURE URBAN SECTION
- PROPOSED URBAN SECTION
- EXISTING ROADWAY

Village of Oswego

VILLAGE OF OSWEGO, ILLINOIS
TRANSPORTATION PLAN
WOLF CROSSING ROAD

SCALE: 1"=1000' | STA. | TO STA.

DESIGNED	-	CAC
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CHECKED	-	TAO
DATE	-	04-04-12

BAXTER & WOODMAN Consulting Engineers

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EXHIBIT 17

Public Meeting
Questions and Answers

Written and oral comments were received at public meeting that was held on September 9, 2010. Below are a list of the types of concerns and comments made by the attendees, along with answers provided by Oswego to address these questions:

1. **Re-route 34 around the downtown-out to Route 71 and over Orchard Road Bridge?**

   As development continues in the region, improvements to the existing roadway system will continue. Impacts along the existing roadway system will have to be thoroughly identified and a feasibility study will need to be implemented to determine if a future bridge over the Fox River will be economical. This particular roadway is outside of the planning boundary area for this study.

2. **A future bridge over the Fox River at Mill Street to Route 25 vehicular?**

   As development continues in the region, improvements to the existing roadway system will continue. Impacts along the existing roadway system will have to be thoroughly identified and a feasibility study will need to be implemented to determine if a future bridge over the Fox River will be economical. This particular roadway is outside of the planning boundary area for this study.

3. **Wolf's Crossing Road needs to be a divided 4-lane with a Landscaped Boulevard median with the profile similar to what Plainfield and Bolingbrook have done with their East/West corridor?**

   Noted. The Village established a Roadway Guideline planning document in 2007, which determined the width of the right-of-way and number of lanes anticipated for all arterial and collector streets in the Village planning area. This document also outlined the design speed, posted speed and functional classifications for each roadway. The corridor alignments were evaluated with respect to future land use plans, topography, and floodplain and wetland maps within the study area. The village determined the roadway cross section to be a 3-lane urban section.

4. **Remove on-street parking from Washington Street at Hometown-near Village Hall?**

   The intent of this study was to delineate a future roadway network to move local and regional traffic through the Village. The location of the on-street parking is outside of the Transportation planning area but consideration can be made by evaluation the safety and traffic congestion.

5. **Will public transit be provided along the future roadway networks?**

   The Village established a preliminary framework for their transportation network in the 2006 Strategic Growth Plan. The purpose of this Transportation Plan is to delineate a future roadway network that can effectively move local and regional traffic through the Village. As development continues in the region, improvements to the existing roadway system will continue. The Village intends to evaluate all possible ways to decrease congestion and improve safety. A public transit system could be an option as urban growth continues.

6. **Will the roadway alignments/extensions provide pedestrian and bicycle linkages?**

   The initial alignments were presented to the Oswegoland Park District to get their input and to provide us with future plans for park areas and bicycle linkages between the roadway alignments. Each roadway alignment was evaluated and cost estimates were prepared which included cost for new bike paths.

7. **How was the Grove Road alignment determined on the north end that ties into Plainfield Road?**

   A realignment of the intersection of Grove Road and Plainfield Road is proposed south of its current location. At a September 2008 coordination meeting with the Oswegoland Park District, it was recommended that the Village move the roadway to the north section of the Park District. This will accommodate future plans for the park in this area.

8. **We recommend revising the legend on the proposed roadway alignment exhibits to explain better what the alignments are and what is being shown.**

   The legend on the proposed roadway alignment exhibits was revised to show what the proposed roadway alignments will be for future 3-lane urban section, 4-lane boulevard section, 5-lane urban section and proposed 3-lane urban section, 4-lane boulevard section, 5-lane urban section which will follow along the existing roadway alignment. The legend was also revised to illustrate what the existing roadways are on the map.

Grove Road				
Roadway Segment Costs				
FROM	**TO**			Total Cost
Wheeler Road	Illinois Route 126			$3,520,000
Illinois Route 126	Reservation Road			$10,718,000
Reservation Road	Collins Road			$4,922,000
Collins Road	Plainfield Road			$5,262,000
Roadway Subtotal:				**$24,422,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
Wheeler Road, IL Rte 126, Reservation Road and Collins Road		4	$1,360,000	$5,440,000
Three-Leg Intersection with: Plainfield Road		1	$1,050,000	$1,050,000
Intersection Subtotal				**$6,490,000**
Structure Crossing North Morgan Creek (Collins to Plainfield)				**$990,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$31,902,000**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
GROVE ROAD
Wheeler Road to IL Route 126

DATE PREPARED: 11/03/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 4410 (5280 minus intersection improvements at Wheeler and IL-126)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	6,370	$ 25.00	$ 159,250
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3,185	$ 20.00	$ 63,700
3	FURNISHED EXCAVATION	CU YD	12,740	$ 20.00	$ 254,800
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	9,555	$ 2.00	$ 19,110
5	STORM SEWER AND STRUCTURES	FOOT	4,410	$ 50.00	$ 220,500
6	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	17,640	$ 30.00	$ 529,200
7	SUBBASE GRANULAR MATERIAL, TYPE B, 8"	SQ YD	19,110	$ 7.00	$ 133,770
8	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	8,820	$ 20.00	$ 176,400
9	SIDEWALK	SQ FT	22,050	$ 4.50	$ 99,225
10	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	4,900	$ 30.00	$ 147,000
11	PARKWAY RESTORATION (W/ SEED)	SQ YD	12,740	$ 10.00	$ 127,400
12	PAVEMENT MARKING AND SIGNAGE	MILE	0.8	$ 15,000.00	$ 12,528
13	STREET LIGHTING	MILE	0.8	$ 845,000.00	$ 705,767
14	ROADWAY CULVERT REPLACEMENT	FOOT	75	$ 300.00	$ 22,500
15	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$52,973
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$52,973
				8% CONTINGENCY	$222,168
				SUBTOTAL=	$ 2,999,264
17	RIGHT OF WAY	ACRE	1.4	$ 50,000.00	$ 70,868

ENGINEERING (15%) $449,890

TOTAL PROJECT COST (2012 DOLLARS) **$3,520,022**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN

GROVE ROAD

IL Route 126 to Reservation Road

DATE PREPARED: 11/03/2010, TMS

LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 13430 (14300' minus intersection improvements at IL-126 and Reservation Road)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	19,399	$ 25.00	$ 484,972
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	9,699	$ 20.00	$ 193,989
3	FURNISHED EXCAVATION	CU YD	38,798	$ 20.00	$ 775,960
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	29,098	$ 2.00	$ 58,197
5	STORM SEWER AND STRUCTURES	FOOT	13,430	$ 50.00	$ 671,500
6	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	53,720	$ 30.00	$ 1,611,600
7	SUBBASE GRANULAR MATERIAL, TYPE B, 8"	SQ YD	58,197	$ 7.00	$ 407,377
8	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	26,860	$ 20.00	$ 537,200
9	SIDEWALK	SQ FT	67,150	$ 4.50	$ 302,175
10	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	14,922	$ 30.00	$ 447,667
11	PARKWAY RESTORATION (W/ SEED)	SQ YD	38,798	$ 10.00	$ 387,978
12	PAVEMENT MARKING AND SIGNAGE	MILE	2.5	$ 15,000.00	$ 38,153
13	STREET LIGHTING	MILE	2.5	$ 845,000.00	$ 2,149,309
14	ROADWAY CULVERT REPLACEMENT	FOOT	225	$ 300.00	$ 67,500
15	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$161,322
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$161,322
				8% CONTINGENCY	$676,498
				SUBTOTAL=	$ 9,132,717
17	RIGHT OF WAY	ACRE	4.3	$ 50,000.00	$ 215,817

ENGINEERING (15%) $1,369,907

TOTAL PROJECT COST (2012 DOLLARS) **$10,718,441**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN

GROVE ROAD

Reservation Road to Collins Road

DATE PREPARED: 11/03/2010, TMS

LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 6180 (7050 minus intersection improvements at Reservation and Collins)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	8,927	$ 25.00	$ 223,167
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	4,463	$ 20.00	$ 89,267
3	FURNISHED EXCAVATION	CU YD	17,854	$ 20.00	$ 357,080
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	13,390	$ 2.00	$ 26,780
5	STORM SEWER AND STRUCTURES	FOOT	6,180	$ 50.00	$ 309,000
6	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	24,720	$ 30.00	$ 741,600
7	SUBBASE GRANULAR MATERIAL, TYPE B, 8"	SQ YD	26,780	$ 7.00	$ 187,460
8	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	12,360	$ 20.00	$ 247,200
9	SIDEWALK	SQ FT	30,900	$ 4.50	$ 139,050
10	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	6,867	$ 30.00	$ 206,000
11	PARKWAY RESTORATION (W/ SEED)	SQ YD	17,853	$ 10.00	$ 178,533
12	PAVEMENT MARKING AND SIGNAGE	MILE	1.2	$ 15,000.00	$ 17,557
13	STREET LIGHTING	MILE	1.2	$ 845,000.00	$ 989,034
14	ROADWAY CULVERT REPLACEMENT	FOOT	75	$ 300.00	$ 22,500
15	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$74,235
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$74,235
				8% CONTINGENCY	$310,616
				SUBTOTAL=	$ 4,193,312
17	RIGHT OF WAY	ACRE	2.0	$ 50,000.00	$ 99,311

ENGINEERING (15%) $628,997

TOTAL PROJECT COST (2012 DOLLARS) **$4,921,621**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
GROVE ROAD
Collins Road to Plainfield Road

DATE PREPARED: 11/03/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 6645 (7080 minus intersection improvements at Collins)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	9,598	$ 25.00	$ 239,958
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	4,799	$ 20.00	$ 95,983
3	FURNISHED EXCAVATION	CU YD	19,197	$ 20.00	$ 383,940
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	14,398	$ 2.00	$ 28,795
5	STORM SEWER AND STRUCTURES	FOOT	6,645	$ 50.00	$ 332,250
6	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	26,580	$ 30.00	$ 797,400
7	SUBBASE GRANULAR MATERIAL, TYPE B, 8"	SQ YD	28,795	$ 7.00	$ 201,565
8	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	13,290	$ 20.00	$ 265,800
9	SIDEWALK	SQ FT	33,225	$ 4.50	$ 149,513
10	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	7,383	$ 30.00	$ 221,500
11	PARKWAY RESTORATION (W/ SEED)	SQ YD	19,197	$ 10.00	$ 191,967
12	PAVEMENT MARKING AND SIGNAGE	MILE	1.3	$ 15,000.00	$ 18,878
13	STREET LIGHTING	MILE	1.3	$ 845,000.00	$ 1,063,452
14	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$79,820
15	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$79,820
				8% CONTINGENCY	$332,051
				SUBTOTAL=	$ 4,482,692
16	RIGHT OF WAY	ACRE	2.1	$ 50,000.00	$ 106,784

ENGINEERING (15%) $672,404

TOTAL PROJECT COST (2012 DOLLARS) **$5,261,879**

Schlapp-Douglas Road				
Roadway Segment Costs				
FROM	**TO**			Total Cost
Wheeler Road	Illinois Route 126			$3,298,000
Illinois Route 126	Johnson Road			$3,868,000
Johnson Road	Cherry Road			$1,779,000
Cherry Road	Reservation Road			$2,715,000
Reservation Road	Plainfield Road			$2,557,000
Plainfield Road	Simons Road			$637,000
Simons Road	Collins Road			$1,694,000
Collins Road	Woolley Road			$3,711,000
Woolley Road	Rance Road			$384,000
Rance Road	Wolfs Crossing Road			$3,924,000
Roadway Subtotal:				**$24,567,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
Wheeler Road, IL Rte 126, Cherry Road, Plainfield Road, Collins Road, Woolley Road, Rance Road and Wolfs Crossing		8	$1,360,000	$10,880,000
Three-Leg Intersection with:				
Johnson Road, Reservation Road and Simons Road		3	$1,050,000	$3,150,000
Intersection Subtotal				**$14,030,000**
Structure Crossing Ditch (Wheeler to IL 126)				**$990,000**
Structure Crossing Ditch (Wheeler to IL 126)				**$990,000**
Structure Crossing Morgan Creek (Collins to Woolley)				**$990,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$41,567,000**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
SCHLAPP-DOUGLAS ROAD
Wheeler to IL Route 126

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 4165 (5235 minus 2-100' structures and intersection improvements at Wheeler and IL 126)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	6,016	$ 25.00	$ 150,403
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3,008	$ 20.00	$ 60,161
3	FURNISHED EXCAVATION	CU YD	12,033	$ 20.00	$ 240,660
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	9,024	$ 2.00	$ 18,048
5	STORM SEWER AND STRUCTURES	FOOT	4,165	$ 50.00	$ 208,250
6	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	16,660	$ 30.00	$ 499,800
7	SUBBASE GRANULAR MATERIALS, TYPE B, 8"	SQ YD	18,048	$ 7.00	$ 126,338
8	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	8,330	$ 20.00	$ 166,600
9	SIDEWALK	SQ FT	20,825	$ 4.50	$ 93,713
10	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	4,628	$ 30.00	$ 138,833
11	PARKWAY RESTORATION (W/ SEED)	SQ YD	12,032	$ 10.00	$ 120,322
12	PAVEMENT MARKING AND SIGNAGE	MILE	0.8	$ 15,000.00	$ 11,832
13	STREET LIGHTING	MILE	0.8	$ 845,000.00	$ 666,558
14	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$50,030
15	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$50,030
				8% CONTINGENCY	$ 208,126
				SUBTOTAL=	$ 2,809,706
16	RIGHT OF WAY	ACRE	1.3	$ 50,000.00	$ 66,931

ENGINEERING (15%) $421,456

TOTAL PROJECT COST (2012 DOLLARS) $ 3,298,092

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
SCHLAPP-DOUGLAS ROAD
IL Route 126 to Johnson Road

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 4885 (5320' minus intersection improvements at IL-126)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	7,056	$ 25.00	$ 176,403
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3,528	$ 20.00	$ 70,561
3	FURNISHED EXCAVATION	CU YD	14,113	$ 20.00	$ 282,260
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	10,584	$ 2.00	$ 21,168
5	STORM SEWER AND STRUCTURES	FOOT	4,885	$ 50.00	$ 244,250
6	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	19,540	$ 30.00	$ 586,200
7	SUBBASE GRANULAR MATERIALS, TYPE B, 8"	SQ YD	21,168	$ 7.00	$ 148,178
8	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	9,770	$ 20.00	$ 195,400
9	SIDEWALK	SQ FT	24,425	$ 4.50	$ 109,913
10	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	5,428	$ 30.00	$ 162,833
11	PARKWAY RESTORATION (W/ SEED)	SQ YD	14,112	$ 10.00	$ 141,122
12	PAVEMENT MARKING AND SIGNAGE	MILE	0.9	$ 15,000.00	$ 13,878
13	STREET LIGHTING	MILE	0.9	$ 845,000.00	$ 781,785
14	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$58,679
15	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$58,679
				8% CONTINGENCY	$ 244,105
				SUBTOTAL=	$ 3,295,414
16	RIGHT OF WAY	ACRE	1.6	$ 50,000.00	$ 78,501

ENGINEERING (15%) $494,312

TOTAL PROJECT COST (2012 DOLLARS) $ 3,868,227

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
SCHLAPP-DOUGLAS ROAD
Johnson Road to Cherry Road

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 2210 (2645 minus intersection improvements at Cherry Road)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	3,192	$ 25.00	$ 79,806
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,596	$ 20.00	$ 31,922
3	FURNISHED EXCAVATION	CU YD	6,385	$ 20.00	$ 127,700
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	4,788	$ 2.00	$ 9,577
5	STORM SEWER AND STRUCTURES	FOOT	2,210	$ 50.00	$ 110,500
6	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	8,840	$ 30.00	$ 265,200
7	SUBBASE GRANULAR MATERIALS, TYPE B, 8"	SQ YD	9,577	$ 7.00	$ 67,037
8	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	4,420	$ 20.00	$ 88,400
9	SIDEWALK	SQ FT	11,050	$ 4.50	$ 49,725
10	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	2,456	$ 30.00	$ 73,667
11	PARKWAY RESTORATION (W/ SEED)	SQ YD	6,384	$ 10.00	$ 63,844
12	PAVEMENT MARKING AND SIGNAGE	MILE	0.4	$ 15,000.00	$ 6,278
13	ROADWAY CULVERT REPLACEMENT	FOOT	75	$ 300.00	$ 22,500
14	STREET LIGHTING	MILE	0.4	$ 845,000.00	$ 353,684
15	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$26,997
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$26,997
				8% CONTINGENCY	$ 112,307
				SUBTOTAL=	$ 1,516,140
17	RIGHT OF WAY	ACRE	0.7	$ 50,000.00	$ 35,514

ENGINEERING (15%) $227,421

TOTAL PROJECT COST (2012 DOLLARS) $ 1,779,075

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
SCHLAPP-DOUGLAS ROAD
Cherry Road to Reservation Road

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 3390 (3825 minus intersection improvements at Cherry Road)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	4,897	$ 25.00	$ 122,417
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2,448	$ 20.00	$ 48,967
3	FURNISHED EXCAVATION	CU YD	9,794	$ 20.00	$ 195,880
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	7,345	$ 2.00	$ 14,690
5	STORM SEWER AND STRUCTURES	FOOT	3,390	$ 50.00	$ 169,500
6	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	13,560	$ 30.00	$ 406,800
7	SUBBASE GRANULAR MATERIALS, TYPE B, 8"	SQ YD	14,690	$ 7.00	$ 102,830
8	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	6,780	$ 20.00	$ 135,600
9	SIDEWALK	SQ FT	16,950	$ 4.50	$ 76,275
10	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	3,767	$ 30.00	$ 113,000
11	PARKWAY RESTORATION (W/ SEED)	SQ YD	9,793	$ 10.00	$ 97,933
12	PAVEMENT MARKING AND SIGNAGE	MILE	0.6	$ 15,000.00	$ 9,631
13	STREET LIGHTING	MILE	0.6	$ 845,000.00	$ 542,528
14	CROSS ROAD CULVERTS	EACH	1	$ 25,000.00	$ 25,000
15	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$40,721
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$40,721
				8% CONTINGENCY	$ 171,399
				SUBTOTAL=	$ 2,313,892
16	RIGHT OF WAY	ACRE	1.1	$ 50,000.00	$ 54,477

ENGINEERING (15%) $347,084

TOTAL PROJECT COST (2012 DOLLARS) $ 2,715,453

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
SCHLAPP-DOUGLAS ROAD
Reservation Road to Plainfield Road

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 3190 (3625 minus intersection improvements at Plainfield)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	4,608	$ 25.00	$ 115,194
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2,304	$ 20.00	$ 46,078
3	FURNISHED EXCAVATION	CU YD	9,216	$ 20.00	$ 184,320
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	6,912	$ 2.00	$ 13,823
5	STORM SEWER AND STRUCTURES	FOOT	3,190	$ 50.00	$ 159,500
6	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	12,760	$ 30.00	$ 382,800
7	SUBBASE GRANULAR MATERIALS, TYPE B, 8"	SQ YD	13,823	$ 7.00	$ 96,763
8	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	6,380	$ 20.00	$ 127,600
9	SIDEWALK	SQ FT	15,950	$ 4.50	$ 71,775
10	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	3,544	$ 30.00	$ 106,333
11	PARKWAY RESTORATION (W/ SEED)	SQ YD	9,216	$ 10.00	$ 92,156
12	PAVEMENT MARKING AND SIGNAGE	MILE	0.6	$ 15,000.00	$ 9,063
13	STREET LIGHTING	MILE	0.6	$ 845,000.00	$ 510,521
14	CROSS ROAD CULVERTS	EACH	1	$ 25,000.00	$ 25,000
15	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$38,319
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$38,319
				8% CONTINGENCY	$ 161,405
				SUBTOTAL=	$ 2,178,968
17	RIGHT OF WAY	ACRE	1.0	$ 50,000.00	$ 51,263

ENGINEERING (15%) $326,845

TOTAL PROJECT COST (2012 DOLLARS) $ 2,557,076

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
SCHLAPP-DOUGLAS ROAD
Plainfield Road to Simons Road

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 765 (1200 minus intersection improvements at Simons)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	1,105	$ 25.00	$ 27,625
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	553	$ 20.00	$ 11,050
3	FURNISHED EXCAVATION	CU YD	2,210	$ 20.00	$ 44,200
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,658	$ 2.00	$ 3,315
5	STORM SEWER AND STRUCTURES	FOOT	765	$ 50.00	$ 38,250
6	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	3,060	$ 30.00	$ 91,800
7	SUBBASE GRANULAR MATERIALS, TYPE B, 8"	SQ YD	3,315	$ 7.00	$ 23,205
8	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	1,530	$ 20.00	$ 30,600
9	SIDEWALK	SQ FT	3,825	$ 4.50	$ 17,213
10	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	850	$ 30.00	$ 25,500
11	PARKWAY RESTORATION (W/ SEED)	SQ YD	2,210	$ 10.00	$ 22,100
12	PAVEMENT MARKING AND SIGNAGE	MILE	0.1	$ 15,000.00	$ 2,173
13	STREET LIGHTING	MILE	0.1	$ 845,000.00	$ 122,429
14	CROSS ROAD CULVERTS	EACH	1	$ 25,000.00	$ 25,000
15	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$9,189
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$9,189
				8% CONTINGENCY	$ 40,227
				SUBTOTAL=	$ 543,065
17	RIGHT OF WAY	ACRE	0.2	$ 50,000.00	$ 12,293

ENGINEERING (15%) $81,460

TOTAL PROJECT COST (2012 DOLLARS) $ 636,818

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
SCHLAPP-DOUGLAS ROAD
Simons Road to Collins Road

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 2100 (2535 minus intersection improvements at Collins)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	3,033	$ 25.00	$ 75,833
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,517	$ 20.00	$ 30,333
3	FURNISHED EXCAVATION	CU YD	6,067	$ 20.00	$ 121,340
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	4,550	$ 2.00	$ 9,100
5	STORM SEWER AND STRUCTURES	FOOT	2,100	$ 50.00	$ 105,000
6	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	8,400	$ 30.00	$ 252,000
7	SUBBASE GRANULAR MATERIALS, TYPE B, 8"	SQ YD	9,100	$ 7.00	$ 63,700
8	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	4,200	$ 20.00	$ 84,000
9	SIDEWALK	SQ FT	10,500	$ 4.50	$ 47,250
10	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	2,333	$ 30.00	$ 70,000
11	PARKWAY RESTORATION (W/ SEED)	SQ YD	6,067	$ 10.00	$ 60,667
12	PAVEMENT MARKING AND SIGNAGE	MILE	0.4	$ 15,000.00	$ 5,966
13	STREET LIGHTING	MILE	0.4	$ 845,000.00	$ 336,080
14	CROSS ROAD CULVERTS	EACH	1	$ 25,000.00	$ 25,000
15	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$25,225
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$25,225
				8% CONTINGENCY	$ 106,938
				SUBTOTAL=	$ 1,443,657
17	RIGHT OF WAY	ACRE	0.7	$ 50,000.00	$ 33,747

ENGINEERING (15%) $216,549

TOTAL PROJECT COST (2012 DOLLARS) $ 1,693,952

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
SCHLAPP-DOUGLAS ROAD
Collins Road to Woolley Road

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 4605 (5475 minus intersection improvements at Collins and Woolley)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	6,652	$ 25.00	$ 166,292
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3,326	$ 20.00	$ 66,517
3	FURNISHED EXCAVATION	CU YD	13,304	$ 20.00	$ 266,080
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	9,978	$ 2.00	$ 19,955
5	STORM SEWER AND STRUCTURES	FOOT	4,605	$ 50.00	$ 230,250
6	CROSS ROAD CULVERTS	EACH	2	$ 25,000.00	$ 50,000
7	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	18,420	$ 30.00	$ 552,600
8	SUBBASE GRANULAR MATERIALS, TYPE B, 8"	SQ YD	19,955	$ 7.00	$ 139,685
9	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	9,210	$ 20.00	$ 184,200
10	SIDEWALK	SQ FT	23,025	$ 4.50	$ 103,613
11	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	5,117	$ 30.00	$ 153,500
12	PARKWAY RESTORATION (W/ SEED)	SQ YD	13,303	$ 10.00	$ 133,033
13	PAVEMENT MARKING AND SIGNAGE	MILE	0.9	$ 15,000.00	$ 13,082
14	STREET LIGHTING	MILE	0.9	$ 845,000.00	$ 736,974
15	MOBILIZATION	L.S.	2% OF ITEMS 1-14	N/A	$56,316
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-14	N/A	$56,316
				8% CONTINGENCY	$ 234,273
				SUBTOTAL=	$ 3,162,685
17	RIGHT OF WAY	ACRE	1.5	$ 50,000.00	$ 74,001

ENGINEERING (15%) $474,403

TOTAL PROJECT COST (2012 DOLLARS) $ 3,711,089

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
SCHLAPP-DOUGLAS ROAD
Woolley Road to Rance Road

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 485 (1355 minus intersection improvements at Woolley and Rance)

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	701	$ 25.00	$ 17,514
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	350	$ 20.00	$ 7,006
3	**FURNISHED EXCAVATION**	CU YD	1,402	$ 20.00	$ 28,040
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	1,051	$ 2.00	$ 2,102
5	**STORM SEWER AND STRUCTURES**	FOOT	485	$ 50.00	$ 24,250
6	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"**	SQ YD	1,940	$ 30.00	$ 58,200
7	**SUBBASE GRANULAR MATERIALS, TYPE B, 8"**	SQ YD	2,102	$ 7.00	$ 14,712
8	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12**	FOOT	970	$ 20.00	$ 19,400
9	**SIDEWALK**	SQ FT	2,425	$ 4.50	$ 10,913
10	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	539	$ 30.00	$ 16,167
11	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	1,401	$ 10.00	$ 14,011
12	**PAVEMENT MARKING AND SIGNAGE**	MILE	0.1	$ 15,000.00	$ 1,378
13	**STREET LIGHTING**	MILE	0.1	$ 845,000.00	$ 77,618
14	**MOBILIZATION**	L.S.	2% OF ITEMS 1-13	N/A	$5,826
15	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-13	N/A	$5,826
				8% CONTINGENCY	$ 24,237
				SUBTOTAL=	$ 327,199
16	**RIGHT OF WAY**	ACRE	0.2	$ 50,000.00	$ 7,794

ENGINEERING (15%) $49,080

TOTAL PROJECT COST (2012 DOLLARS) $ 384,072

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
SCHLAPP-DOUGLAS ROAD
Rance Road to Wolfs Crossing

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 4915 (5785 minus intersection improvements at Rance and Wolfs Crossing)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	7,099	$ 25.00	$ 177,486
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3,550	$ 20.00	$ 70,994
3	FURNISHED EXCAVATION	CU YD	14,199	$ 20.00	$ 283,980
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	10,649	$ 2.00	$ 21,298
5	STORM SEWER AND STRUCTURES	FOOT	4,915	$ 50.00	$ 245,750
6	CROSS ROAD CULVERTS	EACH	1	$ 25,000.00	$ 25,000
7	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	19,660	$ 30.00	$ 589,800
8	SUBBASE GRANULAR MATERIALS, TYPE B, 8"	SQ YD	21,298	$ 7.00	$ 149,088
9	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	9,830	$ 20.00	$ 196,600
10	SIDEWALK	SQ FT	24,575	$ 4.50	$ 110,588
11	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	5,461	$ 30.00	$ 163,833
12	PARKWAY RESTORATION (W/ SEED)	SQ YD	14,199	$ 10.00	$ 141,989
13	PAVEMENT MARKING AND SIGNAGE	MILE	0.9	$ 15,000.00	$ 13,963
14	STREET LIGHTING	MILE	0.9	$ 845,000.00	$ 786,586
15	MOBILIZATION	L.S.	2% OF ITEMS 1-14	N/A	$59,539
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-14	N/A	$59,539
				8% CONTINGENCY	$ 247,683
				SUBTOTAL=	$ 3,343,717
17	RIGHT OF WAY	ACRE	1.6	$ 50,000.00	$ 78,983

ENGINEERING (15%) $501,558

TOTAL PROJECT COST (2012 DOLLARS) $ 3,924,258

Fifth Street				
Roadway Segment Costs				
FROM	**TO**			Total Cost
Plainfield Road	Simons Road			$2,440,000
Simons Road	Collins Road			$1,616,000
Collins Road	Woolley Road			$3,743,000
Woolley Road	Rance Road			$547,000
Rance Road	Wolfs Crossing			$4,816,000
US 34	Farmington Lakes Road			$570,000
Roadway Subtotal:				**$13,732,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
Simons Road, Collins Road, Woolley Road, Rance Road, Wolfs Crossing, and		6	$1,350,000	$8,100,000
Three-Leg Intersection with:				
Plainfield Road		1	$1,050,000	$1,050,000
Intersection Subtotal				**$9,150,000**
Structure Crossing Waubansee Creek (US 34 to Farmington Lakes)				**$990,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$23,872,000**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
FIFTH STREET
Plainfield Road to Simons Road

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 3040 (3360 minus intersection improvements at Simons)

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	4,391	$ 25.00	$ 109,778
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	2,196	$ 20.00	$ 43,911
3	**FURNISHED EXCAVATION**	CU YD	8,783	$ 20.00	$ 175,660
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	6,587	$ 2.00	$ 13,173
5	**STORM SEWER AND STRUCTURES**	FOOT	3,040	$ 50.00	$ 152,000
6	**CROSS ROAD CULVERTS**	EACH	1	$ 25,000.00	$ 25,000
7	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"**	SQ YD	12,160	$ 30.00	$ 364,800
8	**SUBBASE GRANULAR MATERIAL, TYPE B, 8"**	SQ YD	13,173	$ 7.00	$ 92,213
9	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12**	FOOT	6,080	$ 20.00	$ 121,600
10	**SIDEWALK**	SQ FT	15,200	$ 4.50	$ 68,400
11	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	3,378	$ 30.00	$ 101,333
12	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	8,782	$ 10.00	$ 87,822
13	**PAVEMENT MARKING AND SIGNAGE**	MILE	0.6	$ 15,000.00	$ 8,636
14	**STREET LIGHTING**	MILE	0.6	$ 845,000.00	$ 486,515
15	**MOBILIZATION**	L.S.	2% OF ITEMS 1-14	N/A	$37,017
16	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-14	N/A	$37,017
				8% CONTINGENCY	$153,990
				SUBTOTAL=	$ 2,078,866
17	**RIGHT OF WAY**	ACRE	1.0	$ 50,000.00	$ 48,852

ENGINEERING (15%) $311,830

TOTAL PROJECT COST (2012 DOLLARS) **$2,439,549**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN

FIFTH STREET

Simons Road to Collins Road

DATE PREPARED: 11/04/2010, TMS

LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 2000 (2640 minus intersection improvements at Simons and Collins)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	2,889	$ 25.00	$ 72,222
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,444	$ 20.00	$ 28,889
3	FURNISHED EXCAVATION	CU YD	5,778	$ 20.00	$ 115,560
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	4,333	$ 2.00	$ 8,667
5	STORM SEWER AND STRUCTURES	FOOT	2,000	$ 50.00	$ 100,000
6	CROSS ROAD CULVERTS	EACH	1	$ 25,000.00	$ 25,000
7	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	8,000	$ 30.00	$ 240,000
8	SUBBASE GRANULAR MATERIAL, TYPE B, 8"	SQ YD	8,667	$ 7.00	$ 60,667
9	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	4,000	$ 20.00	$ 80,000
10	SIDEWALK	SQ FT	10,000	$ 4.50	$ 45,000
11	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	2,222	$ 30.00	$ 66,667
12	PARKWAY RESTORATION (W/ SEED)	SQ YD	5,778	$ 10.00	$ 57,778
13	PAVEMENT MARKING AND SIGNAGE	MILE	0.4	$ 15,000.00	$ 5,682
14	STREET LIGHTING	MILE	0.4	$ 845,000.00	$ 320,076
15	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$24,524
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$24,524
				8% CONTINGENCY	$102,020
				SUBTOTAL=	$ 1,377,275
17	RIGHT OF WAY	ACRE	0.6	$ 50,000.00	$ 32,140

ENGINEERING (15%) $206,591

TOTAL PROJECT COST (2012 DOLLARS) **$1,616,006**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN

FIFTH STREET

Collins Road to Woolley Road

DATE PREPARED: 11/04/2010, TMS

LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 4645 (5285 minus intersection improvements at Collins and Woolley)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	6,709	$ 25.00	$ 167,736
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3,355	$ 20.00	$ 67,094
3	FURNISHED EXCAVATION	CU YD	13,419	$ 20.00	$ 268,380
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	10,064	$ 2.00	$ 20,128
5	STORM SEWER AND STRUCTURES	FOOT	4,645	$ 50.00	$ 232,250
6	CROSS ROAD CULVERTS	EACH	2	$ 25,000.00	$ 50,000
7	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	18,580	$ 30.00	$ 557,400
8	SUBBASE GRANULAR MATERIAL, TYPE B, 8"	SQ YD	20,128	$ 7.00	$ 140,898
9	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	9,290	$ 20.00	$ 185,800
10	SIDEWALK	SQ FT	23,225	$ 4.50	$ 104,513
11	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	5,161	$ 30.00	$ 154,833
12	PARKWAY RESTORATION (W/ SEED)	SQ YD	13,419	$ 10.00	$ 134,189
13	PAVEMENT MARKING AND SIGNAGE	MILE	0.9	$ 15,000.00	$ 13,196
14	STREET LIGHTING	MILE	0.9	$ 845,000.00	$ 743,376
15	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$56,796
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$56,796
				8% CONTINGENCY	$236,271
				SUBTOTAL=	$ 3,189,657
17	RIGHT OF WAY	ACRE	1.5	$ 50,000.00	$ 74,644

ENGINEERING (15%) $478,448

TOTAL PROJECT COST (2012 DOLLARS) **$3,742,749**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN

FIFTH STREET

Woolley Road to Rance Road

DATE PREPARED: 11/04/2010, TMS

LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 650 (1290 minus intersection improvements at Woolley and Rance)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	939	$ 25.00	$ 23,472
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	469	$ 20.00	$ 9,389
3	FURNISHED EXCAVATION	CU YD	1,878	$ 20.00	$ 37,560
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,408	$ 2.00	$ 2,817
5	STORM SEWER AND STRUCTURES	FOOT	650	$ 50.00	$ 32,500
6	CROSS ROAD CULVERTS	EACH	1	$ 25,000.00	$ 25,000
7	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	2,600	$ 30.00	$ 78,000
8	SUBBASE GRANULAR MATERIAL, TYPE B, 8"	SQ YD	2,817	$ 7.00	$ 19,717
9	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	1,300	$ 20.00	$ 26,000
10	SIDEWALK	SQ FT	3,250	$ 4.50	$ 14,625
11	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	722	$ 30.00	$ 21,667
12	PARKWAY RESTORATION (W/ SEED)	SQ YD	1,878	$ 10.00	$ 18,778
13	PAVEMENT MARKING AND SIGNAGE	MILE	0.1	$ 15,000.00	$ 1,847
14	STREET LIGHTING	MILE	0.1	$ 845,000.00	$ 104,025
15	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$8,308
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$8,308
				8% CONTINGENCY	$34,561
				SUBTOTAL=	$ 466,572
17	RIGHT OF WAY	ACRE	0.2	$ 50,000.00	$ 10,445

ENGINEERING (15%) $69,986

TOTAL PROJECT COST (2012 DOLLARS) **$547,003**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
FIFTH STREET
Rance Road to Wolfs Crossing

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 6000 (6640 minus intersection improvements at Rance and Wolfs Crossing)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	8,667	$ 25.00	$ 216,667
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	4,333	$ 20.00	$ 86,667
3	FURNISHED EXCAVATION	CU YD	17,334	$ 20.00	$ 346,680
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	13,000	$ 2.00	$ 26,000
5	STORM SEWER AND STRUCTURES	FOOT	6,000	$ 50.00	$ 300,000
6	CROSS ROAD CULVERTS	EACH	2	$ 25,000.00	$ 50,000
7	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	24,000	$ 30.00	$ 720,000
8	SUBBASE GRANULAR MATERIAL, TYPE B, 8"	SQ YD	26,000	$ 7.00	$ 182,000
9	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	12,000	$ 20.00	$ 240,000
10	SIDEWALK	SQ FT	30,000	$ 4.50	$ 135,000
11	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	6,667	$ 30.00	$ 200,000
12	PARKWAY RESTORATION (W/ SEED)	SQ YD	17,333	$ 10.00	$ 173,333
13	PAVEMENT MARKING AND SIGNAGE	MILE	1.1	$ 15,000.00	$ 17,045
14	STREET LIGHTING	MILE	1.1	$ 845,000.00	$ 960,227
15	MOBILIZATION	L.S.	2% OF ITEMS 1-14	N/A	$73,072
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-14	N/A	$73,072
				8% CONTINGENCY	$303,981
				SUBTOTAL=	$ 4,103,745
17	RIGHT OF WAY	ACRE	1.9	$ 50,000.00	$ 96,419

ENGINEERING (15%) $615,562

TOTAL PROJECT COST (2012 DOLLARS) **$4,815,726**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
FIFTH STREET
US Rte 34 to Farmington Lakes Road

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 720 (1040 minus intersection improvements at US 34)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	1,040	$ 25.00	$ 26,000
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	520	$ 20.00	$ 10,400
3	FURNISHED EXCAVATION	CU YD	2,080	$ 20.00	$ 41,600
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,560	$ 2.00	$ 3,120
5	STORM SEWER AND STRUCTURES	FOOT	720	$ 50.00	$ 36,000
6	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	2,880	$ 30.00	$ 86,400
7	SUBBASE GRANULAR MATERIAL, TYPE B, 8"	SQ YD	3,120	$ 7.00	$ 21,840
8	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	1,440	$ 20.00	$ 28,800
9	SIDEWALK	SQ FT	3,600	$ 4.50	$ 16,200
10	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	800	$ 30.00	$ 24,000
11	PARKWAY RESTORATION (W/ SEED)	SQ YD	2,080	$ 10.00	$ 20,800
12	PAVEMENT MARKING AND SIGNAGE	MILE	0.1	$ 15,000.00	$ 2,045
13	STREET LIGHTING	MILE	0.1	$ 845,000.00	$ 115,227
14	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$8,649
15	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$8,649
				8% CONTINGENCY	$35,978
				SUBTOTAL=	$ 485,708
16	RIGHT OF WAY	ACRE	0.2	$ 50,000.00	$ 11,570

ENGINEERING (15%) $72,856

TOTAL PROJECT COST (2012 DOLLARS) **$570,135**

Roth Road				
Roadway Segment Costs				
FROM	**TO**			Total Cost
Collins Road	Woolley Road			$4,092,000
Woolley Road	Rance Road			$1,489,000
Rance Road	Wolfs Crossing Road			$3,351,000
Wolfs Crossing Road	Ogden Falls Blvd			$2,215,000
Roadway Subtotal:				**$11,147,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
Collins Road, Woolley Road, Rance Road, Wolfs Crossing		4	$1,355,000	$5,420,000
Intersection Subtotal				**$5,420,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$16,567,000**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN

ROTH ROAD

Collins Road to Woolley Road

DATE PREPARED: 11/04/2010, TMS

LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 5045 (5815 minus intersection improvements at Collins and Woolley)

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	7,287	$ 25.00	$ 182,181
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	3,644	$ 20.00	$ 72,872
3	**FURNISHED EXCAVATION**	CU YD	14,575	$ 20.00	$ 291,500
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	10,931	$ 2.00	$ 21,862
5	**STORM SEWER AND STRUCTURES**	FOOT	5,045	$ 50.00	$ 252,250
6	**CROSS ROAD CULVERTS**	EACH	3	$ 25,000.00	$ 75,000
7	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"**	SQ YD	20,180	$ 30.00	$ 605,400
8	**SUBBASE GRANULAR MATERIALS, TYPE B, 8"**	SQ YD	21,862	$ 7.00	$ 153,032
9	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12**	FOOT	10,090	$ 20.00	$ 201,800
10	**SIDEWALK**	SQ FT	25,225	$ 4.50	$ 113,513
11	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	5,606	$ 30.00	$ 168,167
12	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	14,574	$ 10.00	$ 145,744
13	**PAVEMENT MARKING AND SIGNAGE**	MILE	1.0	$ 15,000.00	$ 14,332
14	**STREET LIGHTING**	MILE	1.0	$ 845,000.00	$ 807,391
15	**MOBILIZATION**	L.S.	2% OF ITEMS 1-14	N/A	$62,101
16	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-14	N/A	$62,101
				8% CONTINGENCY	$ 258,340
				SUBTOTAL=	$ 3,487,585
17	**RIGHT OF WAY**	ACRE	1.6	$ 50,000.00	$ 81,072

ENGINEERING (15%) $523,138

TOTAL PROJECT COST (2012 DOLLARS) $ 4,091,794

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
ROTH ROAD
Woolley Road to Rance Road

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 1880 (2650 minus intersection improvements at Woolley and Rance)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	2,716	$ 25.00	$ 67,889
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,358	$ 20.00	$ 27,156
3	FURNISHED EXCAVATION	CU YD	5,432	$ 20.00	$ 108,640
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	4,073	$ 2.00	$ 8,147
5	STORM SEWER AND STRUCTURES	FOOT	1,880	$ 50.00	$ 94,000
6	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	7,520	$ 30.00	$ 225,600
7	SUBBASE GRANULAR MATERIALS, TYPE B, 8"	SQ YD	8,147	$ 7.00	$ 57,027
8	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	3,760	$ 20.00	$ 75,200
9	SIDEWALK	SQ FT	9,400	$ 4.50	$ 42,300
10	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	2,089	$ 30.00	$ 62,667
11	PARKWAY RESTORATION (W/ SEED)	SQ YD	5,431	$ 10.00	$ 54,311
12	PAVEMENT MARKING AND SIGNAGE	MILE	0.4	$ 15,000.00	$ 5,341
13	STREET LIGHTING	MILE	0.4	$ 845,000.00	$ 300,871
14	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$22,583
15	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$22,583
				8% CONTINGENCY	$ 93,945
				SUBTOTAL=	$ 1,268,259
16	RIGHT OF WAY	ACRE	0.6	$ 50,000.00	$ 30,211

ENGINEERING (15%) $190,239

TOTAL PROJECT COST (2012 DOLLARS) $ 1,488,709

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN

ROTH ROAD

Rance Road to Wolfs Crossing

DATE PREPARED: 11/04/2010, TMS

LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 4110 (4880 minus intersection improvements at Rance and Wolfs Crossing)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	5,937	$ 25.00	$ 148,417
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2,968	$ 20.00	$ 59,367
3	FURNISHED EXCAVATION	CU YD	11,874	$ 20.00	$ 237,480
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	8,905	$ 2.00	$ 17,810
5	STORM SEWER AND STRUCTURES	FOOT	4,110	$ 50.00	$ 205,500
6	CROSS ROAD CULVERTS	EACH	3	$ 25,000.00	$ 75,000
7	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	16,440	$ 30.00	$ 493,200
8	SUBBASE GRANULAR MATERIALS, TYPE B, 8"	SQ YD	17,810	$ 7.00	$ 124,670
9	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	8,220	$ 20.00	$ 164,400
10	SIDEWALK	SQ FT	20,550	$ 4.50	$ 92,475
11	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	4,567	$ 30.00	$ 137,000
12	PARKWAY RESTORATION (W/ SEED)	SQ YD	11,873	$ 10.00	$ 118,733
13	PAVEMENT MARKING AND SIGNAGE	MILE	0.8	$ 15,000.00	$ 11,676
14	STREET LIGHTING	MILE	0.8	$ 845,000.00	$ 657,756
15	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$50,870
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$50,870
				8% CONTINGENCY	$ 211,618
				SUBTOTAL=	$ 2,856,841
17	RIGHT OF WAY	ACRE	1.3	$ 50,000.00	$ 66,047

ENGINEERING (15%) $428,526

TOTAL PROJECT COST (2012 DOLLARS) $ 3,351,414

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
ROTH ROAD
Wolfs Crossing to Ogden Falls Blvd

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 2675 (3060 minus intersection improvements at Wolf's Crossing)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	3,864	$ 25.00	$ 96,597
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,932	$ 20.00	$ 38,639
3	FURNISHED EXCAVATION	CU YD	7,728	$ 20.00	$ 154,560
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	5,796	$ 2.00	$ 11,592
5	STORM SEWER AND STRUCTURES	FOOT	2,675	$ 50.00	$ 133,750
6	CROSS ROAD CULVERTS	EACH	3	$ 25,000.00	$ 75,000
7	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	10,700	$ 30.00	$ 321,000
8	SUBBASE GRANULAR MATERIALS, TYPE B, 8"	SQ YD	11,592	$ 7.00	$ 81,142
9	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	5,350	$ 20.00	$ 107,000
10	SIDEWALK	SQ FT	13,375	$ 4.50	$ 60,188
11	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	2,972	$ 30.00	$ 89,167
12	PARKWAY RESTORATION (W/ SEED)	SQ YD	7,728	$ 10.00	$ 77,278
13	PAVEMENT MARKING AND SIGNAGE	MILE	0.5	$ 15,000.00	$ 7,599
14	STREET LIGHTING	MILE	0.5	$ 845,000.00	$ 428,101
15	MOBILIZATION	L.S.	2% OF ITEMS 1-14	N/A	$33,632
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-14	N/A	$33,632
				8% CONTINGENCY	$ 139,910
				SUBTOTAL=	$ 1,888,787
17	RIGHT OF WAY	ACRE	0.9	$ 50,000.00	$ 42,987

ENGINEERING (15%) $283,318

TOTAL PROJECT COST (2012 DOLLARS) $ 2,215,091

Wikaduke Trail				
Roadway Segment Costs				
FROM	**TO**			Total Cost
Collins Road	Woolley Road			$7,326,000
Woolley Road	Rance Road			$3,362,000
Rance Road	US Rte 30			$6,890,000
US Rte 30	Wolf's Crossing Road			$3,691,000
Roadway Subtotal:				**$21,269,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
Collins Road, Rance Road, US Rte 30 and Wolf's Crossing Road		4	$1,830,000	$7,320,000
Three-Leg Intersection with:				
Woolley Road and Scotch Road		2	$1,050,000	$2,100,000
Intersection Subtotal				**$9,420,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$30,689,000**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
WIKADUKE TRAIL
Collins Road to Woolley Road

DATE PREPARED: 11/09/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FOUR-LANE URBAN WITH MEDIAN
RIGHT-OF-WAY (FEET) = 150
SEGMENT LENGTH (FEET) = 4845 (5280 minus intersectin improvements at Collins)

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	13,279	$ 25.00	$ 331,972
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	6,639	$ 20.00	$ 132,789
3	**FURNISHED EXCAVATION**	CU YD	26,558	$ 20.00	$ 531,160
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	15,073	$ 2.00	$ 30,147
5	**STORM SEWER AND STRUCTURES**	FOOT	4,845	$ 50.00	$ 242,250
6	**CROSS ROAD CULVERTS**	EACH	4	$ 25,000.00	$ 100,000
7	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 10"**	SQ YD	25,840	$ 37.00	$ 956,080
8	**SUBBASE GRANULAR MATERIAL, TYPE B, 8"**	SQ YD	30,147	$ 7.00	$ 211,027
9	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12**	FOOT	9,690	$ 20.00	$ 193,800
10	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24**	FOOT	9,690	$ 22.00	$ 213,180
11	**SIDEWALK**	SQ FT	24,225	$ 4.50	$ 109,013
12	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	5,383	$ 30.00	$ 161,500
13	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	96,362	$ 10.00	$ 963,617
14	**PAVEMENT MARKING AND SIGNAGE**	MILE	0.9	$ 15,000.00	$ 13,764
15	**STREET LIGHTING**	MILE	0.9	$ 845,000.00	$ 775,384
16	**MOBILIZATION**	L.S.	2% OF ITEMS 1-15	N/A	$99,314
17	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-15	N/A	$99,314
				8% CONTINGENCY	$ 413,145
				SUBTOTAL=	$ 5,577,453
18	**EASEMENTS**	ACRE	11.1	$ 40,000.00	$ 444,904
19	**RIGHT OF WAY**	ACRE	9.3	$ 50,000.00	$ 467,149

ENGINEERING (15%) $836,618

TOTAL PROJECT COST (2012 DOLLARS) $ 7,326,124

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
WIKADUKE TRAIL
Woolley Road to Rance Road

DATE PREPARED: 11/09/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FOUR-LANE URBAN WITH MEDIAN
RIGHT-OF-WAY (FEET) = 150
SEGMENT LENGTH (FEET) = 2220 (2655 minus intersection improvements at Rance)

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	6,084	$ 25.00	$ 152,111
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	3,042	$ 20.00	$ 60,844
3	**FURNISHED EXCAVATION**	CU YD	12,169	$ 20.00	$ 243,380
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	6,907	$ 2.00	$ 13,813
5	**STORM SEWER AND STRUCTURES**	FOOT	2,220	$ 50.00	$ 111,000
6	**CROSS ROAD CULVERTS**	EACH	2	$ 25,000.00	$ 50,000
7	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 10"**	SQ YD	11,840	$ 37.00	$ 438,080
8	**SUBBASE GRANULAR MATERIAL, TYPE B, 8"**	SQ YD	13,813	$ 7.00	$ 96,693
9	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12**	FOOT	4,440	$ 20.00	$ 88,800
10	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24**	FOOT	4,440	$ 22.00	$ 97,680
11	**SIDEWALK**	SQ FT	11,100	$ 4.50	$ 49,950
12	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	2,467	$ 30.00	$ 74,000
13	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	44,153	$ 10.00	$ 441,533
14	**PAVEMENT MARKING AND SIGNAGE**	MILE	0.4	$ 15,000.00	$ 6,307
15	**STREET LIGHTING**	MILE	0.4	$ 845,000.00	$ 355,284
16	**MOBILIZATION**	L.S.	2% OF ITEMS 1-15	N/A	$45,590
17	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-15	N/A	$45,590
				8% CONTINGENCY	$ 189,652
				SUBTOTAL=	$ 2,560,308
18	**EASEMENTS**	ACRE	5.1	$ 40,000.00	$ 203,857
19	**RIGHT OF WAY**	ACRE	4.3	$ 50,000.00	$ 214,050

ENGINEERING (15%) $384,046

TOTAL PROJECT COST (2012 DOLLARS) $ 3,362,260

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
WIKADUKE TRAIL
Rance Road to US Rte 30

DATE PREPARED: 11/09/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FOUR-LANE URBAN WITH MEDIAN
RIGHT-OF-WAY (FEET) = 150
SEGMENT LENGTH (FEET) = 4595 (5465 minus intersection improvements at Rance and US-30)

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	12,594	$ 25.00	$ 314,843
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	6,297	$ 20.00	$ 125,937
3	**FURNISHED EXCAVATION**	CU YD	25,188	$ 20.00	$ 503,760
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	14,296	$ 2.00	$ 28,591
5	**STORM SEWER AND STRUCTURES**	FOOT	4,595	$ 50.00	$ 229,750
6	**CROSS ROAD CULVERTS**	EACH	2	$ 25,000.00	$ 50,000
7	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 10"**	SQ YD	24,507	$ 37.00	$ 906,747
8	**SUBBASE GRANULAR MATERIAL, TYPE B, 8"**	SQ YD	28,591	$ 7.00	$ 200,138
9	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12**	FOOT	9,190	$ 20.00	$ 183,800
10	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24**	FOOT	9,190	$ 22.00	$ 202,180
11	**SIDEWALK**	SQ FT	22,975	$ 4.50	$ 103,388
12	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	5,106	$ 30.00	$ 153,167
13	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	91,389	$ 10.00	$ 913,894
14	**PAVEMENT MARKING AND SIGNAGE**	MILE	0.9	$ 15,000.00	$ 13,054
15	**STREET LIGHTING**	MILE	0.9	$ 845,000.00	$ 735,374
16	**MOBILIZATION**	L.S.	2% OF ITEMS 1-15	N/A	$93,292
17	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-15	N/A	$93,292
				8% CONTINGENCY	$ 388,097
				SUBTOTAL=	$ 5,239,303
18	**EASEMENTS**	ACRE	10.5	$ 40,000.00	$ 421,947
19	**RIGHT OF WAY**	ACRE	8.9	$ 50,000.00	$ 443,044

ENGINEERING (15%) $785,895

TOTAL PROJECT COST (2012 DOLLARS) $ 6,890,189

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
WIKADUKE TRAIL
US Rte 30 to Wolfs Crossing

DATE PREPARED: 11/09/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FOUR-LANE URBAN WITH MEDIAN
RIGHT-OF-WAY (FEET) = 150
SEGMENT LENGTH (FEET) = 2441

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	6,690	$ 25.00	$ 167,254
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	3,345	$ 20.00	$ 66,901
3	**FURNISHED EXCAVATION**	CU YD	13,381	$ 20.00	$ 267,620
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	7,594	$ 2.00	$ 15,188
5	**STORM SEWER AND STRUCTURES**	FOOT	2,441	$ 50.00	$ 122,050
6	**CROSS ROAD CULVERTS**	EACH	2	$ 25,000.00	$ 50,000
7	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 10"**	SQ YD	13,019	$ 37.00	$ 481,691
8	**SUBBASE GRANULAR MATERIAL, TYPE B, 8"**	SQ YD	15,188	$ 7.00	$ 106,319
9	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12**	FOOT	4,882	$ 20.00	$ 97,640
10	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24**	FOOT	4,882	$ 22.00	$ 107,404
11	**SIDEWALK**	SQ FT	12,205	$ 4.50	$ 54,923
12	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	2,712	$ 30.00	$ 81,367
13	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	48,549	$ 10.00	$ 485,488
14	**PAVEMENT MARKING AND SIGNAGE**	MILE	0.5	$ 15,000.00	$ 6,935
15	**STREET LIGHTING**	MILE	0.5	$ 845,000.00	$ 390,652
16	**MOBILIZATION**	L.S.	2% OF ITEMS 1-14	N/A	$50,029
17	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-14	N/A	$50,029
				8% CONTINGENCY	$ 208,119
				SUBTOTAL=	$ 2,809,608
18	**EASEMENTS**	ACRE	5.6	$ 40,000.00	$ 224,151
19	**RIGHT OF WAY**	ACRE	4.7	$ 50,000.00	$ 235,358

ENGINEERING (15%) $421,441

TOTAL PROJECT COST (2012 DOLLARS) $ 3,690,558

Reservation Road				
Roadway Segment Costs				
FROM	**TO**			Total Cost
Minkler Road	Grove Road			$10,038,000
Grove Road	Schlapp/Douglas Road			$4,257,000
Roadway Subtotal:				**$14,295,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
Minkler Road and Grove Road		2	$1,360,000	$2,720,000
Three-Leg Intersection with:				
Schlapp/Douglas Road		1	$1,050,000	$1,050,000
Intersection Subtotal				**$3,770,000**
Structure Crossing Morgan Creek (Minkler to Grove)				**$990,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$19,055,000**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
RESERVATION ROAD
Minkler Road to Grove Road

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 12595 (13565 minus 100' structure and intersection improvements at Minkler and Grove)

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	18,193	$ 25.00	$ 454,819
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	9,096	$ 20.00	$ 181,928
3	**FURNISHED EXCAVATION**	CU YD	36,386	$ 20.00	$ 727,720
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	27,289	$ 2.00	$ 54,578
5	**STORM SEWER AND STRUCTURES**	FOOT	12,595	$ 50.00	$ 629,750
6	**CROSS ROAD CULVERTS**	EAC	2	$ 25,000.00	$ 50,000
7	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 11.25"**	SQ YD	50,380	$ 30.00	$ 1,511,400
8	**AGGREGATE SUBGRADE, 12"**	SQ YD	54,578	$ 7.00	$ 382,048
9	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12**	FOOT	25,190	$ 20.00	$ 503,800
10	**SIDEWALK**	SQ FT	62,975	$ 4.50	$ 283,388
11	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	13,994	$ 30.00	$ 419,833
12	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	36,386	$ 10.00	$ 363,856
13	**PAVEMENT MARKING AND SIGNAGE**	MILE	2.4	$ 15,000.00	$ 35,781
14	**STREET LIGHTING**	MILE	2.4	$ 845,000.00	$ 2,015,677
15	**MOBILIZATION**	L.S.	2% OF ITEMS 1-13	N/A	$152,292
16	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-13	N/A	$152,292
				8% CONTINGENCY	$633,533
				SUBTOTAL=	$ 8,552,695
17	**RIGHT OF WAY**	ACRE	4.0	$ 50,000.00	$ 202,399

ENGINEERING (15%) $1,282,904

TOTAL PROJECT COST (2012 DOLLARS) $ 10,037,998

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
RESERVATION ROAD
Grove Road to Schlapp/Douglas Road

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 5295 (6165 minus intersection improvements at Grove and Schlapp)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	7,648	$ 25.00	$ 191,208
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3,824	$ 20.00	$ 76,483
3	FURNISHED EXCAVATION	CU YD	15,297	$ 20.00	$ 305,940
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	11,473	$ 2.00	$ 22,945
5	STORM SEWER AND STRUCTURES	FOOT	5,295	$ 50.00	$ 264,750
6	CROSS ROAD CULVERTS	EAC	2	$ 25,000.00	$ 50,000
7	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 11.25"	SQ YD	21,180	$ 30.00	$ 635,400
8	AGGREGATE SUBGRADE, 12"	SQ YD	22,945	$ 7.00	$ 160,615
9	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	10,590	$ 20.00	$ 211,800
10	SIDEWALK	SQ FT	26,475	$ 4.50	$ 119,138
11	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	5,883	$ 30.00	$ 176,500
12	PARKWAY RESTORATION (W/ SEED)	SQ YD	15,297	$ 10.00	$ 152,967
13	PAVEMENT MARKING AND SIGNAGE	MILE	1.0	$ 15,000.00	$ 15,043
14	STREET LIGHTING	MILE	1.0	$ 845,000.00	$ 847,401
15	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$64,604
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$64,604
				8% CONTINGENCY	$268,752
				SUBTOTAL=	$ 3,628,148
17	RIGHT OF WAY	ACRE	1.7	$ 50,000.00	$ 85,090

ENGINEERING (15%) $544,222

TOTAL PROJECT COST (2012 DOLLARS) $ 4,257,460

Collins Road				
Roadway Segment Costs				
FROM	**TO**			Total Cost
IL Rte 71	Minkler Road			$3,949,000
Minkler Road	Grove Road			$9,372,000
Grove Road	Plainfield Road			$6,047,000
Plainfield Road	Douglas Road			$3,789,000
Douglas Road	Fifth Street			$3,079,000
Fifth Street	Roth Road			$5,579,000
Roth Road	Wikaduke Trail			$2,071,000
Wikaduke Trail	Heggs Road			$6,092,000
Heggs Road	US Rte 30			$3,150,000
Roadway Subtotal:				**$43,128,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
Minkler Road, Grove Road, Plainfield Road, Douglas Road, Fifth Street, Roth Road, Stewart Road, Heggs Road and US Rte 30		9	$1,800,000	$16,200,000
Three-Leg Intersection with:				
IL Rte 71		1	$1,050,000	$1,050,000
Intersection Subtotal				**$17,250,000**
Structure Crossing Morgan Creek (IL Rte 71 to Minkler)				**$2,640,000**
Structure Crossing Creek				**$1,056,000**
Structure Crossing Creek				**$990,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$65,064,000**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
COLLINS ROAD
IL Rte 71 to Minkler Road

DATE PREPARED: 11/09/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FOUR-LANE URBAN WITH MEDIAN
RIGHT-OF-WAY (FEET) = 120
SEGMENT LENGTH (FEET) = 3185 (3620 minus intersection improvements at Minkler Road)

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	8,729	$ 25.00	$ 218,231
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	4,365	$ 20.00	$ 87,293
3	**FURNISHED EXCAVATION**	CU YD	17,459	$ 20.00	$ 349,180
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	9,909	$ 2.00	$ 19,818
5	**STORM SEWER AND STRUCTURES**	FOOT	3,185	$ 50.00	$ 159,250
6	**CROSS ROAD CULVERTS**	EACH	2	$ 25,000.00	$ 50,000
7	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 10"**	SQ YD	16,987	$ 37.00	$ 628,507
8	**SUBBASE GRANULAR MATERIAL, TYPE B, 8"**	SQ YD	19,818	$ 7.00	$ 138,724
9	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12**	FOOT	6,370	$ 20.00	$ 127,400
10	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24**	FOOT	6,370	$ 22.00	$ 140,140
11	**SIDEWALK**	SQ FT	15,925	$ 4.50	$ 71,663
12	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	3,539	$ 30.00	$ 106,167
13	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	24,418	$ 10.00	$ 244,183
14	**PAVEMENT MARKING AND SIGNAGE**	MILE	0.6	$ 15,000.00	$ 9,048
15	**STREET LIGHTING**	MILE	0.6	$ 845,000.00	$ 509,721
16	**MOBILIZATION**	L.S.	2% OF ITEMS 1-15	N/A	$57,186
17	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-15	N/A	$57,186
				8% CONTINGENCY	$ 237,896
				SUBTOTAL=	$ 3,211,593
18	**EASEMENTS**	ACRE	1.5	$ 40,000.00	$ 58,494
19	**RIGHT OF WAY**	ACRE	3.9	$ 50,000.00	$ 197,417

ENGINEERING (15%) $481,739

TOTAL PROJECT COST (2012 DOLLARS) $ 3,949,244

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
COLLINS ROAD
Minkler Road to Grove Road

DATE PREPARED: 11/09/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FOUR-LANE URBAN WITH MEDIAN
RIGHT-OF-WAY (FEET) = 120
SEGMENT LENGTH (FEET) = 7605 (8675 minus structure length of 200' and intersection improvements at Minkler and Grove)

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	20,843	$ 25.00	$ 521,083
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	10,422	$ 20.00	$ 208,433
3	**FURNISHED EXCAVATION**	CU YD	41,687	$ 20.00	$ 833,740
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	23,660	$ 2.00	$ 47,320
5	**STORM SEWER AND STRUCTURES**	FOOT	7,605	$ 50.00	$ 380,250
6	**CROSS ROAD CULVERTS**	EACH	3	$ 25,000.00	$ 75,000
7	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 10"**	SQ YD	40,560	$ 37.00	$ 1,500,720
8	**SUBBASE GRANULAR MATERIAL, TYPE B, 8"**	SQ YD	47,320	$ 7.00	$ 331,240
9	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12**	FOOT	15,210	$ 20.00	$ 304,200
10	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24**	FOOT	15,210	$ 22.00	$ 334,620
11	**SIDEWALK**	SQ FT	38,025	$ 4.50	$ 171,113
12	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	8,450	$ 30.00	$ 253,500
13	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	58,305	$ 10.00	$ 583,050
14	**PAVEMENT MARKING AND SIGNAGE**	MILE	1.4	$ 15,000.00	$ 21,605
15	**STREET LIGHTING**	MILE	1.4	$ 845,000.00	$ 1,217,088
16	**MOBILIZATION**	L.S.	2% OF ITEMS 1-14	N/A	$ 135,659
17	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-14	N/A	$ 135,659
				8% CONTINGENCY	$ 564,342
				SUBTOTAL=	$ 7,618,623
18	**EASEMENTS**	ACRE	3.5	$ 40,000.00	$ 139,669
19	**RIGHT OF WAY**	ACRE	9.4	$ 50,000.00	$ 471,384

ENGINEERING (15%) $1,142,793

TOTAL PROJECT COST (2012 DOLLARS) $ 9,372,470

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
COLLINS ROAD
Grove Road to Plainfield Road

DATE PREPARED: 11/09/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FOUR-LANE URBAN WITH MEDIAN
RIGHT-OF-WAY (FEET) = 120
SEGMENT LENGTH (FEET) = 4905 (5855 minus structure length of 80' and intersection improvements at Grove and Plainfield)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	13,443	$ 25.00	$ 336,083
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	6,722	$ 20.00	$ 134,433
3	FURNISHED EXCAVATION	CU YD	26,887	$ 20.00	$ 537,740
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	15,260	$ 2.00	$ 30,520
5	STORM SEWER AND STRUCTURES	FOOT	4,905	$ 50.00	$ 245,250
6	CROSS ROAD CULVERTS	EACH	2	$ 25,000.00	$ 50,000
7	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 10"	SQ YD	26,160	$ 37.00	$ 967,920
8	SUBBASE GRANULAR MATERIAL, TYPE B, 8"	SQ YD	30,520	$ 7.00	$ 213,640
9	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	9,810	$ 20.00	$ 196,200
10	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24	FOOT	9,810	$ 22.00	$ 215,820
11	SIDEWALK	SQ FT	24,525	$ 4.50	$ 110,363
12	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	5,450	$ 30.00	$ 163,500
13	PARKWAY RESTORATION (W/ SEED)	SQ YD	37,605	$ 10.00	$ 376,050
14	PAVEMENT MARKING AND SIGNAGE	MILE	0.9	$ 15,000.00	$ 13,935
15	STREET LIGHTING	MILE	0.9	$ 845,000.00	$ 784,986
16	MOBILIZATION	L.S.	2% OF ITEMS 1-14	N/A	$ 87,529
17	EROSION CONTROL	L.S.	2% OF ITEMS 1-14	N/A	$ 87,529
				8% CONTINGENCY	$ 364,120
				SUBTOTAL=	$ 4,915,617
18	EASEMENTS	ACRE	2.3	$ 40,000.00	$ 90,083
19	RIGHT OF WAY	ACRE	6.1	$ 50,000.00	$ 304,029

ENGINEERING (15%) $737,343

TOTAL PROJECT COST (2012 DOLLARS) $ 6,047,072

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
COLLINS ROAD
Plainfield Road to Douglas Road

DATE PREPARED: 11/09/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FOUR-LANE URBAN WITH MEDIAN
RIGHT-OF-WAY (FEET) = 120
SEGMENT LENGTH (FEET) = 3080 (3950 minus intersection improvements at Plainfield and Douglas)

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	8,441	$ 25.00	$ 211,037
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	4,221	$ 20.00	$ 84,415
3	**FURNISHED EXCAVATION**	CU YD	16,883	$ 20.00	$ 337,660
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	9,582	$ 2.00	$ 19,164
5	**STORM SEWER AND STRUCTURES**	FOOT	3,080	$ 50.00	$ 154,000
6	**CROSS ROAD CULVERTS**	EACH	1	$ 25,000.00	$ 25,000
7	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 10"**	SQ YD	16,427	$ 37.00	$ 607,787
8	**SUBBASE GRANULAR MATERIAL, TYPE B, 8"**	SQ YD	19,164	$ 7.00	$ 134,151
9	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12**	FOOT	6,160	$ 20.00	$ 123,200
10	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24**	FOOT	6,160	$ 22.00	$ 135,520
11	**SIDEWALK**	SQ FT	15,400	$ 4.50	$ 69,300
12	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	3,422	$ 30.00	$ 102,667
13	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	23,613	$ 10.00	$ 236,133
14	**PAVEMENT MARKING AND SIGNAGE**	MILE	0.6	$ 15,000.00	$ 8,750
15	**STREET LIGHTING**	MILE	0.6	$ 845,000.00	$ 492,917
16	**MOBILIZATION**	L.S.	2% OF ITEMS 1-14	N/A	$ 54,834
17	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-14	N/A	$ 54,834
				8% CONTINGENCY	$ 228,110
				SUBTOTAL=	$ 3,079,478
18	**EASEMENTS**	ACRE	1.4	$ 40,000.00	$ 56,566
19	**RIGHT OF WAY**	ACRE	3.8	$ 50,000.00	$ 190,909

ENGINEERING (15%) $461,922

TOTAL PROJECT COST (2012 DOLLARS) $ 3,788,875

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
COLLINS ROAD
Douglas Road to Fifth Street

DATE PREPARED: 11/09/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FOUR-LANE URBAN WITH MEDIAN
RIGHT-OF-WAY (FEET) = 120
SEGMENT LENGTH (FEET) = 2445 (3,315' minus intersection improvements at Douglas and Fifth)

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	6,701	$ 25.00	$ 167,528
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	3,351	$ 20.00	$ 67,011
3	**FURNISHED EXCAVATION**	CU YD	13,403	$ 20.00	$ 268,060
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	7,607	$ 2.00	$ 15,213
5	**STORM SEWER AND STRUCTURES**	FOOT	2,445	$ 50.00	$ 122,250
6	**CROSS ROAD CULVERTS**	EACH	3	$ 25,000.00	$ 75,000
7	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 10"**	SQ YD	13,040	$ 37.00	$ 482,480
8	**SUBBASE GRANULAR MATERIAL, TYPE B, 8"**	SQ YD	15,213	$ 7.00	$ 106,493
9	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12**	FOOT	4,890	$ 20.00	$ 97,800
10	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24**	FOOT	4,890	$ 22.00	$ 107,580
11	**SIDEWALK**	SQ FT	12,225	$ 4.50	$ 55,013
12	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	2,717	$ 30.00	$ 81,500
13	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	18,745	$ 10.00	$ 187,450
14	**PAVEMENT MARKING AND SIGNAGE**	MILE	0.5	$ 15,000.00	$ 6,946
15	**STREET LIGHTING**	MILE	0.5	$ 845,000.00	$ 391,293
16	**MOBILIZATION**	L.S.	2% OF ITEMS 1-14	N/A	$ 44,632
17	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-14	N/A	$ 44,632
				8% CONTINGENCY	$ 185,671
				SUBTOTAL=	$ 2,506,552
18	**EASEMENTS**	ACRE	1.1	$ 40,000.00	$ 44,904
19	**RIGHT OF WAY**	ACRE	3.0	$ 50,000.00	$ 151,550

ENGINEERING (15%) $375,983

TOTAL PROJECT COST (2012 DOLLARS) $ 3,078,988

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
COLLINS ROAD
Fifth Street to Roth Road

DATE PREPARED: 11/09/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FOUR-LANE URBAN WITH MEDIAN
RIGHT-OF-WAY (FEET) = 120
SEGMENT LENGTH (FEET) = 4495 (5,365' minus intersection improvements at Fifth and Roth)

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	12,320	$ 25.00	$ 307,991
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	6,160	$ 20.00	$ 123,196
3	**FURNISHED EXCAVATION**	CU YD	24,640	$ 20.00	$ 492,800
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	13,984	$ 2.00	$ 27,969
5	**STORM SEWER AND STRUCTURES**	FOOT	4,495	$ 50.00	$ 224,750
6	**CROSS ROAD CULVERTS**	EACH	3	$ 25,000.00	$ 75,000
7	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 10"**	SQ YD	23,973	$ 37.00	$ 887,013
8	**SUBBASE GRANULAR MATERIAL, TYPE B, 8"**	SQ YD	27,969	$ 7.00	$ 195,782
9	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12**	FOOT	8,990	$ 20.00	$ 179,800
10	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24**	FOOT	8,990	$ 22.00	$ 197,780
11	**SIDEWALK**	SQ FT	22,475	$ 4.50	$ 101,138
12	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	4,994	$ 30.00	$ 149,833
13	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	34,462	$ 10.00	$ 344,617
14	**PAVEMENT MARKING AND SIGNAGE**	MILE	0.9	$ 15,000.00	$ 12,770
15	**STREET LIGHTING**	MILE	0.9	$ 845,000.00	$ 719,370
16	**MOBILIZATION**	L.S.	2% OF ITEMS 1-14	N/A	$ 80,796
17	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-14	N/A	$ 80,796
				8% CONTINGENCY	$ 336,112
				SUBTOTAL=	$ 4,537,514
18	**EASEMENTS**	ACRE	2.1	$ 40,000.00	$ 82,553
19	**RIGHT OF WAY**	ACRE	5.6	$ 50,000.00	$ 278,616

ENGINEERING (15%) $680,627

TOTAL PROJECT COST (2012 DOLLARS) $ 5,579,309

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
COLLINS ROAD
Roth Road to Wikaduke Trail

DATE PREPARED: 11/09/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FOUR-LANE URBAN WITH MEDIAN
RIGHT-OF-WAY (FEET) = 120
SEGMENT LENGTH (FEET) = 1645 (2590' minus structure length of 70' and intersection improvements at Roth and Wikaduke)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	4,509	$ 25.00	$ 112,713
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2,254	$ 20.00	$ 45,085
3	FURNISHED EXCAVATION	CU YD	9,018	$ 20.00	$ 180,360
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	5,118	$ 2.00	$ 10,236
5	STORM SEWER AND STRUCTURES	FOOT	1,645	$ 50.00	$ 82,250
6	CROSS ROAD CULVERTS	EACH	2	$ 25,000.00	$ 50,000
7	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 10"	SQ YD	8,773	$ 37.00	$ 324,613
8	SUBBASE GRANULAR MATERIAL, TYPE B, 8"	SQ YD	10,236	$ 7.00	$ 71,649
9	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	3,290	$ 20.00	$ 65,800
10	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24	FOOT	3,290	$ 22.00	$ 72,380
11	SIDEWALK	SQ FT	8,225	$ 4.50	$ 37,013
12	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	1,828	$ 30.00	$ 54,833
13	PARKWAY RESTORATION (W/ SEED)	SQ YD	12,612	$ 10.00	$ 126,117
14	PAVEMENT MARKING AND SIGNAGE	MILE	0.3	$ 15,000.00	$ 4,673
15	STREET LIGHTING	MILE	0.3	$ 845,000.00	$ 263,262
16	MOBILIZATION	L.S.	2% OF ITEMS 1-14	N/A	$ 30,020
17	EROSION CONTROL	L.S.	2% OF ITEMS 1-14	N/A	$ 30,020
				8% CONTINGENCY	$ 124,882
				SUBTOTAL=	$ 1,685,905
18	EASEMENTS	ACRE	0.8	$ 40,000.00	$ 30,211
19	RIGHT OF WAY	ACRE	2.0	$ 50,000.00	$ 101,963

ENGINEERING (15%) $252,886

TOTAL PROJECT COST (2012 DOLLARS) $ 2,070,965

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
COLLINS ROAD
Wikaduke Trail to Heggs Road

DATE PREPARED: 11/09/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FOUR-LANE URBAN WITH MEDIAN
RIGHT-OF-WAY (FEET) = 120
SEGMENT LENGTH (FEET) = 4915 (5785 minus intersection improvements at Wikaduke and Heggs)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	13,471	$ 25.00	$ 336,769
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	6,735	$ 20.00	$ 134,707
3	FURNISHED EXCAVATION	CU YD	26,942	$ 20.00	$ 538,840
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	15,291	$ 2.00	$ 30,582
5	STORM SEWER AND STRUCTURES	FOOT	4,915	$ 50.00	$ 245,750
6	CROSS ROAD CULVERTS	EACH	3	$ 25,000.00	$ 75,000
7	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 10"	SQ YD	26,213	$ 37.00	$ 969,893
8	SUBBASE GRANULAR MATERIAL, TYPE B, 8"	SQ YD	30,582	$ 7.00	$ 214,076
9	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	9,830	$ 20.00	$ 196,600
10	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24	FOOT	9,830	$ 22.00	$ 216,260
11	SIDEWALK	SQ FT	24,575	$ 4.50	$ 110,588
12	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	5,461	$ 30.00	$ 163,833
13	PARKWAY RESTORATION (W/ SEED)	SQ YD	37,682	$ 10.00	$ 376,817
14	PAVEMENT MARKING AND SIGNAGE	MILE	0.9	$ 15,000.00	$ 13,963
15	STREET LIGHTING	MILE	0.9	$ 845,000.00	$ 786,586
16	MOBILIZATION	L.S.	2% OF ITEMS 1-14	N/A	$ 88,205
17	EROSION CONTROL	L.S.	2% OF ITEMS 1-14	N/A	$ 88,205
				8% CONTINGENCY	$ 366,934
				SUBTOTAL=	$ 4,953,608
18	EASEMENTS	ACRE	2.3	$ 40,000.00	$ 90,266
19	RIGHT OF WAY	ACRE	6.1	$ 50,000.00	$ 304,649

ENGINEERING (15%) $743,041

TOTAL PROJECT COST (2012 DOLLARS) $ 6,091,564

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
COLLINS ROAD
Heggs Road to US 30

DATE PREPARED: 11/09/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FOUR-LANE URBAN WITH MEDIAN
RIGHT-OF-WAY (FEET) = 120
SEGMENT LENGTH (FEET) = 2530 (3400 minus intersection improvements at Heggs and US-30)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	6,934	$ 25.00	$ 173,352
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3,467	$ 20.00	$ 69,341
3	FURNISHED EXCAVATION	CU YD	13,869	$ 20.00	$ 277,380
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	7,871	$ 2.00	$ 15,742
5	STORM SEWER AND STRUCTURES	FOOT	2,530	$ 50.00	$ 126,500
6	CROSS ROAD CULVERTS	EACH	2	$ 25,000.00	$ 50,000
7	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 10"	SQ YD	13,493	$ 37.00	$ 499,253
8	SUBBASE GRANULAR MATERIAL, TYPE B, 8"	SQ YD	15,742	$ 7.00	$ 110,196
9	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	5,060	$ 20.00	$ 101,200
10	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24	FOOT	5,060	$ 22.00	$ 111,320
11	SIDEWALK	SQ FT	12,650	$ 4.50	$ 56,925
12	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	2,811	$ 30.00	$ 84,333
13	PARKWAY RESTORATION (W/ SEED)	SQ YD	19,397	$ 10.00	$ 193,967
14	PAVEMENT MARKING AND SIGNAGE	MILE	0.5	$ 15,000.00	$ 7,188
15	STREET LIGHTING	MILE	0.5	$ 845,000.00	$ 404,896
16	MOBILIZATION	L.S.	2% OF ITEMS 1-14	N/A	$ 45,632
17	EROSION CONTROL	L.S.	2% OF ITEMS 1-14	N/A	$ 45,632
				8% CONTINGENCY	$ 189,828
				SUBTOTAL=	$ 2,562,684
18	EASEMENTS	ACRE	1.2	$ 40,000.00	$ 46,465
19	RIGHT OF WAY	ACRE	3.1	$ 50,000.00	$ 156,818

ENGINEERING (15%) $384,403

TOTAL PROJECT COST (2012 DOLLARS) $ 3,150,370

Rance Road				
Roadway Segment Costs				
FROM	**TO**			Total Cost
Southbury Blvd	Woolley Road			$3,030,000
Rance Road	Douglas Road			$2,405,000
Douglas Road	Fifth Street			$1,529,000
Fifth Street	Roth Road			$3,007,000
Roth Road	Harvey Road			$1,826,000
Harvey Road	Stewart Road			$800,000
Steward Road	US Rte 30			$3,739,000
Roadway Subtotal:				**$16,336,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
Douglas Road, Fifth Street, Roth Road, Stewart Road and US Rte 30		5	$1,355,000	$6,775,000
Three-Leg Intersection with:				
Rance Road, Woolley Road and Harvey Road		3	$1,050,000	$3,150,000
Intersection Subtotal				**$9,925,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$26,261,000**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
RANCE ROAD
Southbury Blvd to Woolley Road

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 3745 (no length deduction for TEE intersections)

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	5,409	$ 25.00	$ 135,236
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	2,705	$ 20.00	$ 54,094
3	**FURNISHED EXCAVATION**	CU YD	10,819	$ 20.00	$ 216,380
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	8,114	$ 2.00	$ 16,228
5	**STORM SEWER AND STRUCTURES**	FOOT	3,745	$ 50.00	$ 187,250
6	**CROSS ROAD CULVERTS**	EACH	2	$ 25,000.00	$ 50,000
7	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"**	SQ YD	14,980	$ 30.00	$ 449,400
8	**SUBBASE GRANULAR MATERIAL, TYPE B, 8"**	SQ YD	16,228	$ 7.00	$ 113,598
9	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12**	FOOT	7,490	$ 20.00	$ 149,800
10	**SIDEWALK**	SQ FT	18,725	$ 4.50	$ 84,263
11	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	4,161	$ 30.00	$ 124,833
12	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	10,819	$ 10.00	$ 108,189
13	**PAVEMENT MARKING AND SIGNAGE**	MILE	0.7	$ 15,000.00	$ 10,639
14	**STREET LIGHTING**	MILE	0.7	$ 845,000.00	$ 599,342
15	**MOBILIZATION**	L.S.	2% OF ITEMS 1-13	N/A	$45,985
16	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-13	N/A	$45,985
				8% CONTINGENCY	$ 191,298
				SUBTOTAL=	$ 2,582,521
17	**RIGHT OF WAY**	ACRE	1.2	$ 50,000.00	$ 60,181

ENGINEERING (15%) $387,378

TOTAL PROJECT COST (2012 DOLLARS) $ 3,030,080

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
RANCE ROAD
Rance Road to Douglas Road

DATE PREPARED: 11/04/2010, TMS
LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 2955 (3340 minus intersection improvements at Douglas)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	4,268	$ 25.00	$ 106,708
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2,134	$ 20.00	$ 42,683
3	FURNISHED EXCAVATION	CU YD	8,537	$ 20.00	$ 170,740
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	6,403	$ 2.00	$ 12,805
5	STORM SEWER AND STRUCTURES	FOOT	2,955	$ 50.00	$ 147,750
6	CROSS ROAD CULVERTS	EACH	2	$ 25,000.00	$ 50,000
7	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	11,820	$ 30.00	$ 354,600
8	SUBBASE GRANULAR MATERIAL, TYPE B, 8"	SQ YD	12,805	$ 7.00	$ 89,635
9	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	5,910	$ 20.00	$ 118,200
10	SIDEWALK	SQ FT	14,775	$ 4.50	$ 66,488
11	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	3,283	$ 30.00	$ 98,500
12	PARKWAY RESTORATION (W/ SEED)	SQ YD	8,537	$ 10.00	$ 85,367
13	PAVEMENT MARKING AND SIGNAGE	MILE	0.6	$ 15,000.00	$ 8,395
14	STREET LIGHTING	MILE	0.6	$ 845,000.00	$ 472,912
15	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$36,496
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$36,496
				8% CONTINGENCY	$ 151,822
				SUBTOTAL=	$ 2,049,596
17	RIGHT OF WAY	ACRE	0.9	$ 50,000.00	$ 47,486

ENGINEERING (15%) $307,439

TOTAL PROJECT COST (2012 DOLLARS) $ 2,404,521

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN

RANCE ROAD

Douglas Road to Fifth Street

DATE PREPARED: 11/04/2010, TMS

LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 1890 (2660 minus intersection improvements at Douglas and Fifth)

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	2,730	$ 25.00	$ 68,250
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	1,365	$ 20.00	$ 27,300
3	**FURNISHED EXCAVATION**	CU YD	5,460	$ 20.00	$ 109,200
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	4,095	$ 2.00	$ 8,190
5	**STORM SEWER AND STRUCTURES**	FOOT	1,890	$ 50.00	$ 94,500
6	**CROSS ROAD CULVERTS**	EACH	1	$ 25,000.00	$ 25,000
7	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"**	SQ YD	7,560	$ 30.00	$ 226,800
8	**SUBBASE GRANULAR MATERIAL, TYPE B, 8"**	SQ YD	8,190	$ 7.00	$ 57,330
9	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12**	FOOT	3,780	$ 20.00	$ 75,600
10	**SIDEWALK**	SQ FT	9,450	$ 4.50	$ 42,525
11	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	2,100	$ 30.00	$ 63,000
12	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	5,460	$ 10.00	$ 54,600
13	**PAVEMENT MARKING AND SIGNAGE**	MILE	0.4	$ 15,000.00	$ 5,369
14	**STREET LIGHTING**	MILE	0.4	$ 845,000.00	$ 302,472
15	**MOBILIZATION**	L.S.	2% OF ITEMS 1-13	N/A	$23,203
16	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-13	N/A	$23,203
				8% CONTINGENCY	$ 96,523
				SUBTOTAL=	$ 1,303,065
17	**RIGHT OF WAY**	ACRE	0.6	$ 50,000.00	$ 30,372

ENGINEERING (15%) $195,460

TOTAL PROJECT COST (2012 DOLLARS) $ 1,528,896

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN

RANCE ROAD

Fifth Street to Roth Road

DATE PREPARED: 11/04/2010, TMS

LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 3675 (4445' minus intersection improvements at Fifth and Roth)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	5,308	$ 25.00	$ 132,708
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2,654	$ 20.00	$ 53,083
3	FURNISHED EXCAVATION	CU YD	10,617	$ 20.00	$ 212,340
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	7,963	$ 2.00	$ 15,925
5	STORM SEWER AND STRUCTURES	FOOT	3,675	$ 50.00	$ 183,750
6	CROSS ROAD CULVERTS	EACH	3	$ 25,000.00	$ 75,000
7	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	14,700	$ 30.00	$ 441,000
8	SUBBASE GRANULAR MATERIAL, TYPE B, 8"	SQ YD	15,925	$ 7.00	$ 111,475
9	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	7,350	$ 20.00	$ 147,000
10	SIDEWALK	SQ FT	18,375	$ 4.50	$ 82,688
11	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	4,083	$ 30.00	$ 122,500
12	PARKWAY RESTORATION (W/ SEED)	SQ YD	10,617	$ 10.00	$ 106,167
13	PAVEMENT MARKING AND SIGNAGE	MILE	0.7	$ 15,000.00	$ 10,440
14	STREET LIGHTING	MILE	0.7	$ 845,000.00	$ 588,139
15	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$45,644
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$45,644
				8% CONTINGENCY	$ 189,880
				SUBTOTAL=	$ 2,563,384
17	RIGHT OF WAY	ACRE	1.2	$ 50,000.00	$ 59,056

ENGINEERING (15%) $384,508

TOTAL PROJECT COST (2012 DOLLARS) $ 3,006,948

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN

RANCE ROAD

Roth Road to Harvey Road

DATE PREPARED: 11/04/2010, TMS

LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 2265 (2650 minus intersection improvements at Roth)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	3,272	$ 25.00	$ 81,792
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,636	$ 20.00	$ 32,717
3	FURNISHED EXCAVATION	CU YD	6,544	$ 20.00	$ 130,880
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	4,908	$ 2.00	$ 9,815
5	STORM SEWER AND STRUCTURES	FOOT	2,265	$ 50.00	$ 113,250
6	CROSS ROAD CULVERTS	EACH	1	$ 25,000.00	$ 25,000
7	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	9,060	$ 30.00	$ 271,800
8	SUBBASE GRANULAR MATERIAL, TYPE B, 8"	SQ YD	9,815	$ 7.00	$ 68,705
9	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	4,530	$ 20.00	$ 90,600
10	SIDEWALK	SQ FT	11,325	$ 4.50	$ 50,963
11	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	2,517	$ 30.00	$ 75,500
12	PARKWAY RESTORATION (W/ SEED)	SQ YD	6,543	$ 10.00	$ 65,433
13	PAVEMENT MARKING AND SIGNAGE	MILE	0.4	$ 15,000.00	$ 6,435
14	STREET LIGHTING	MILE	0.4	$ 845,000.00	$ 362,486
15	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$27,707
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$27,707
				8% CONTINGENCY	$ 115,263
				SUBTOTAL=	$ 1,556,053
17	RIGHT OF WAY	ACRE	0.7	$ 50,000.00	$ 36,398

ENGINEERING (15%) $233,408

TOTAL PROJECT COST (2012 DOLLARS) $ 1,825,859

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN

RANCE ROAD

Harvey Road to Stewart Road

DATE PREPARED: 11/04/2010, TMS

LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 970 (1355 minus intersection improvements at Stewart)

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	1,401	$ 25.00	$ 35,028
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	701	$ 20.00	$ 14,011
3	FURNISHED EXCAVATION	CU YD	2,803	$ 20.00	$ 56,060
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	2,102	$ 2.00	$ 4,203
5	STORM SEWER AND STRUCTURES	FOOT	970	$ 50.00	$ 48,500
6	CROSS ROAD CULVERTS	EACH	1	$ 25,000.00	$ 25,000
7	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"	SQ YD	3,880	$ 30.00	$ 116,400
8	SUBBASE GRANULAR MATERIAL, TYPE B, 8"	SQ YD	4,203	$ 7.00	$ 29,423
9	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	1,940	$ 20.00	$ 38,800
10	SIDEWALK	SQ FT	4,850	$ 4.50	$ 21,825
11	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	1,078	$ 30.00	$ 32,333
12	PARKWAY RESTORATION (W/ SEED)	SQ YD	2,802	$ 10.00	$ 28,022
13	PAVEMENT MARKING AND SIGNAGE	MILE	0.2	$ 15,000.00	$ 2,756
14	STREET LIGHTING	MILE	0.2	$ 845,000.00	$ 155,237
15	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$12,152
16	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$12,152
				8% CONTINGENCY	$ 50,552
				SUBTOTAL=	$ 682,455
17	RIGHT OF WAY	ACRE	0.3	$ 50,000.00	$ 15,588

ENGINEERING (15%) $102,368

TOTAL PROJECT COST (2012 DOLLARS) $ 800,411

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN

RANCE ROAD

Stewart Road to US Rte 30

DATE PREPARED: 11/04/2010, TMS

LAST REVISED: 4/4/12, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO THREE-LANE URBAN
RIGHT-OF-WAY (FEET) = 80
SEGMENT LENGTH (FEET) = 4640 (5410 minus intersection improvements at Stewart and US 30)

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	6,702	$ 25.00	$ 167,556
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	3,351	$ 20.00	$ 67,022
3	**FURNISHED EXCAVATION**	CU YD	13,405	$ 20.00	$ 268,100
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	10,053	$ 2.00	$ 20,107
5	**STORM SEWER AND STRUCTURES**	FOOT	4,640	$ 50.00	$ 232,000
6	**CROSS ROAD CULVERTS**	EACH	2	$ 25,000.00	$ 50,000
7	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 8"**	SQ YD	18,560	$ 30.00	$ 556,800
8	**SUBBASE GRANULAR MATERIAL, TYPE B, 8"**	SQ YD	20,107	$ 7.00	$ 140,747
9	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12**	FOOT	9,280	$ 20.00	$ 185,600
10	**SIDEWALK**	SQ FT	23,200	$ 4.50	$ 104,400
11	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	5,156	$ 30.00	$ 154,667
12	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	13,404	$ 10.00	$ 134,044
13	**PAVEMENT MARKING AND SIGNAGE**	MILE	0.9	$ 15,000.00	$ 13,182
14	**STREET LIGHTING**	MILE	0.9	$ 845,000.00	$ 742,576
15	**MOBILIZATION**	L.S.	2% OF ITEMS 1-13	N/A	$56,736
16	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-13	N/A	$56,736
				8% CONTINGENCY	$ 236,022
				SUBTOTAL=	$ 3,186,294
17	**RIGHT OF WAY**	ACRE	1.5	$ 50,000.00	$ 74,564

ENGINEERING (15%) $477,944

TOTAL PROJECT COST (2012 DOLLARS) $ 3,738,801

Wolf Crossing Road				
Roadway Segment Costs				
FROM	**TO**			Total Cost
US Rte 34	Douglas Road			$7,852,000
Douglas Road	Fifth Street			$6,239,000
Fifth Street	Roth Road			$1,811,000
Roth Road	Harvey Road			$2,317,000
Harvey Road	US Rte 30			$3,763,000
Roadway Subtotal:				**$21,982,000**
Intersection Costs				
Four-Leg Intersection with:		Intersections	Unit Cost	Total Cost
US 34, Douglas Road, Fifth Street, Roth Road, Harvey Road, and US 30		6	$2,100,000	$12,600,000
Intersection Subtotal:				**$12,600,000**
Structure Crossing Unnamed Tributary to Waubansee Creek				**$1,663,000**
Structure Crossing Unnamed Tributary to Waubansee Creek				**$990,000**
Structure Crossing Unnamed Creek				**$554,000**
Total Estimated Cost For Improvement (2012 Dollars)				**$37,789,000**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
WOLF'S CROSSING ROAD
US Rte 34 to Douglas Road

DATE PREPARED: 11/06/2010, TMS
LAST REVISED: 4/4/2012, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FIVE-LANE URBAN
RIGHT-OF-WAY (FEET) = 120
SEGMENT LENGTH (FEET) = 6093 (7068' minus structure lengths of 120' & 100', minus intersection improvements at US 34 and Douglas)

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	14,668	$ 25.00	$ 366,708
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	7,334	$ 20.00	$ 146,683
3	**FURNISHED EXCAVATION**	CU YD	29,337	$ 20.00	$ 586,740
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	44,005	$ 2.00	$ 88,010
5	**STORM SEWERS AND STRUCTURES**	FOOT	6,093	$ 50.00	$ 304,650
6	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 11.25"**	SQ YD	44,005	$ 40.00	$ 1,760,200
7	**AGGREGATE SUBGRADE, 12"**	SQ YD	44,005	$ 10.00	$ 440,050
8	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24**	FOOT	12,186	$ 22.00	$ 268,092
9	**SIDEWALK**	SQ FT	30,465	$ 4.50	$ 137,093
10	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	6,770	$ 30.00	$ 203,100
11	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	40,620	$ 10.00	$ 406,200
12	**PAVEMENT MARKING AND SIGNAGE**	MILE	1.2	$ 15,000.00	$ 17,310
13	**STREET LIGHTING**	MILE	1.2	$ 845,000.00	$ 975,111
14	**MOBILIZATION**	L.S.	2% OF ITEMS 1-13	N/A	$113,999
15	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-13	N/A	$113,999
				8% CONTINGENCY	$474,236
				SUBTOTAL=	$6,402,180
16	**EASEMENTS**	ACRE	2.8	$ 40,000.00	$ 111,901
17	**RIGHT OF WAY**	ACRE	7.6	$ 50,000.00	$ 377,665

ENGINEERING (15%) $960,327

TOTAL PROJECT COST (2012 DOLLARS) **$7,852,073**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
WOLF'S CROSSING ROAD
Douglas Road to Fifth Street

DATE PREPARED: 11/06/2010, TMS
LAST REVISED: 4/4/2012, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FIVE-LANE URBAN
RIGHT-OF-WAY (FEET) = 120
SEGMENT LENGTH (FEET) = 4841 subtracted intersection improvements at Douglas and Fifth Street

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	11,654	$ 25.00	$ 291,356
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	5,827	$ 20.00	$ 116,543
3	**FURNISHED EXCAVATION**	CU YD	23,309	$ 20.00	$ 466,180
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	34,963	$ 2.00	$ 69,926
5	**STORM SEWERS AND STRUCTURES**	FOOT	4,841	$ 50.00	$ 242,050
6	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 11.25"**	SQ YD	34,963	$ 40.00	$ 1,398,511
7	**AGGREGATE SUBGRADE, 12"**	SQ YD	34,963	$ 10.00	$ 349,628
8	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24**	FOOT	9,682	$ 22.00	$ 213,004
9	**SIDEWALK**	SQ FT	24,205	$ 4.50	$ 108,923
10	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	5,379	$ 30.00	$ 161,367
11	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	32,273	$ 10.00	$ 322,733
12	**PAVEMENT MARKING AND SIGNAGE**	MILE	0.9	$ 15,000.00	$ 13,753
13	**STREET LIGHTING**	MILE	0.9	$ 845,000.00	$ 774,743
14	**MOBILIZATION**	L.S.	2% OF ITEMS 1-13	N/A	$90,574
15	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-13	N/A	$90,574
				8% CONTINGENCY	$376,789
				SUBTOTAL=	$5,086,654
16	**EASEMENTS**	ACRE	2.2	$ 40,000.00	$ 88,907
17	**RIGHT OF WAY**	ACRE	6.0	$ 50,000.00	$ 300,062

ENGINEERING (15%) $762,998

TOTAL PROJECT COST (2012 DOLLARS) **$6,238,621**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
WOLF'S CROSSING ROAD
Fifth Street to Roth Road

DATE PREPARED: 11/06/2010, TMS
LAST REVISED: 4/4/2012, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FIVE-LANE URBAN
RIGHT-OF-WAY (FEET) = 120
SEGMENT LENGTH (FEET) = 1405 subtracted intersection improvements at Fifth Street and Roth Road

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	3,382	$ 25.00	$ 84,560
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	1,691	$ 20.00	$ 33,824
3	**FURNISHED EXCAVATION**	CU YD	6,765	$ 20.00	$ 135,300
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	10,147	$ 2.00	$ 20,294
5	**STORM SEWERS AND STRUCTURES**	FOOT	1,405	$ 50.00	$ 70,250
6	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 11.25"**	SQ YD	10,147	$ 40.00	$ 405,889
7	**AGGREGATE SUBGRADE, 12"**	SQ YD	10,147	$ 10.00	$ 101,472
8	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24**	FOOT	2,810	$ 22.00	$ 61,820
9	**SIDEWALK**	SQ FT	7,025	$ 4.50	$ 31,613
10	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	1,561	$ 30.00	$ 46,833
11	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	9,367	$ 10.00	$ 93,667
12	**PAVEMENT MARKING AND SIGNAGE**	MILE	0.3	$ 15,000.00	$ 3,991
13	**STREET LIGHTING**	MILE	0.3	$ 845,000.00	$ 224,853
14	**MOBILIZATION**	L.S.	2% OF ITEMS 1-13	N/A	$26,287
15	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-13	N/A	$26,287
				8% CONTINGENCY	$109,355
				SUBTOTAL=	$1,476,297
16	**EASEMENTS**	ACRE	0.6	$ 40,000.00	$ 25,803
17	**RIGHT OF WAY**	ACRE	1.7	$ 50,000.00	$ 87,087

ENGINEERING (15%) $221,445

TOTAL PROJECT COST (2012 DOLLARS) **$1,810,632**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
WOLF'S CROSSING ROAD
Roth Road to Harvey Road

DATE PREPARED: 11/06/2010, TMS
LAST REVISED: 4/4/2012, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FIVE-LANE URBAN
RIGHT-OF-WAY (FEET) = 120
SEGMENT LENGTH (FEET) = 1798 subtracted intersection improvements at Roth Road and Harvey Road

		UNIT	QTY	UNIT PRICE	TOTAL
1	EARTH EXCAVATION	CU YD	4,329	$ 25.00	$ 108,213
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2,164	$ 20.00	$ 43,285
3	FURNISHED EXCAVATION	CU YD	8,658	$ 20.00	$ 173,160
4	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	12,986	$ 2.00	$ 25,971
5	STORM SEWERS AND STRUCTURES	FOOT	1,798	$ 50.00	$ 89,900
6	HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 11.25"	SQ YD	12,986	$ 40.00	$ 519,422
7	AGGREGATE SUBGRADE, 12"	SQ YD	12,986	$ 10.00	$ 129,856
8	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24	FOOT	3,596	$ 22.00	$ 79,112
9	SIDEWALK	SQ FT	8,990	$ 4.50	$ 40,455
10	BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")	SQ YD	1,998	$ 30.00	$ 59,933
11	PARKWAY RESTORATION (W/ SEED)	SQ YD	11,987	$ 10.00	$ 119,867
12	PAVEMENT MARKING AND SIGNAGE	MILE	0.3	$ 15,000.00	$ 5,108
13	STREET LIGHTING	MILE	0.3	$ 845,000.00	$ 287,748
14	MOBILIZATION	L.S.	2% OF ITEMS 1-13	N/A	$33,641
15	EROSION CONTROL	L.S.	2% OF ITEMS 1-13	N/A	$33,641
				8% CONTINGENCY	$139,945
				SUBTOTAL=	$1,889,256
16	EASEMENTS	ACRE	0.8	$ 40,000.00	$ 33,021
17	RIGHT OF WAY	ACRE	2.2	$ 50,000.00	$ 111,446

ENGINEERING (15%) $283,388

TOTAL PROJECT COST (2012 DOLLARS) **$2,317,112**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

OSWEGO TRANSPORTATION PLAN
WOLF'S CROSSING ROAD
Harvey Road to US Rte 30

DATE PREPARED: 11/06/2010, TMS
LAST REVISED: 4/4/2012, CAC

PROPOSED CROSS SECTION = RECONSTRUCT TO FIVE-LANE URBAN
RIGHT-OF-WAY (FEET) = 120
SEGMENT LENGTH (FEET) = 2920 subtracted intersection improvements at Harvey Road and US 30

		UNIT	QTY	UNIT PRICE	TOTAL
1	**EARTH EXCAVATION**	CU YD	7,030	$ 25.00	$ 175,741
2	**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**	CU YD	3,515	$ 20.00	$ 70,296
3	**FURNISHED EXCAVATION**	CU YD	14,060	$ 20.00	$ 281,200
4	**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**	SQ YD	21,089	$ 2.00	$ 42,178
5	**STORM SEWERS AND STRUCTURES**	FOOT	2,920	$ 50.00	$ 146,000
6	**HOT MIX ASPHALT PAVEMENT (FULL DEPTH) 11.25"**	SQ YD	21,089	$ 40.00	$ 843,556
7	**AGGREGATE SUBGRADE, 12"**	SQ YD	21,089	$ 10.00	$ 210,889
8	**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24**	FOOT	5,840	$ 22.00	$ 128,480
9	**SIDEWALK**	SQ FT	14,600	$ 4.50	$ 65,700
10	**BIKE PATH (HMA SURFACE COURSE 3" ON AGG. BASE 8")**	SQ YD	3,244	$ 30.00	$ 97,333
11	**PARKWAY RESTORATION (W/ SEED)**	SQ YD	19,467	$ 10.00	$ 194,667
12	**PAVEMENT MARKING AND SIGNAGE**	MILE	0.6	$ 15,000.00	$ 8,295
13	**STREET LIGHTING**	MILE	0.6	$ 845,000.00	$ 467,311
14	**MOBILIZATION**	L.S.	2% OF ITEMS 1-13	N/A	$54,633
15	**EROSION CONTROL**	L.S.	2% OF ITEMS 1-13	N/A	$54,633
				8% CONTINGENCY	$227,273
				SUBTOTAL=	$3,068,184
16	**EASEMENTS**	ACRE	1.3	$ 40,000.00	$ 53,627
17	**RIGHT OF WAY**	ACRE	3.6	$ 50,000.00	$ 180,992

ENGINEERING (15%) $460,228

TOTAL PROJECT COST (2012 DOLLARS) **$3,763,031**