



OXFORD PARKING & TRANSPORTATION BOARD AGENDA:

November 3, 2025

Municipal Building

9:00 AM

Members: Chair: Carla Blackmar, Vice Chair: David Prytherch, Jon Ralinovsky, Lee Fisher, Rick Bailey, Kathy Fawley, Matt Arbuckle

Staff Liaison: Community Development Director, Sam Perry

Approval of Agenda

Approval of Minutes

1. Approval of July 14 Meeting Minutes
2. Approval of August 18 Meeting Minutes

Old Business

1. Update on Bicycle And Pedestrian Master Plan

New Business

1. Discussion of Preliminary 2026 Street Resurfacing Project Areas
2. Resolution Recommendation to Council to Direct Staff to Create 0-3 Year Advance Notice of Potential Streets for Resurfacing Based on Conditions Index

Adjournment



MINUTES:

Date: 14 July 2025

Location: Oxford Municipal Building

Time of Meeting: 9.03 AM

Members present: Rick Bailey, Carla Blackmar, David Prytherch, Kathy Fawley, Jon Ralinovsky

Staff present: Jessica Greene, Sam Perry, Scott Otto

Visitors: Eric Anderson, Caroline Fox Duffy

Approval of Agenda

Motion:

2nd:

Vote:

Approval of Minutes

Motion:

2nd:

Vote:

Old Business: None

New Business: Presentation by KZF Design and 143 Engineers on the draft Bike and Pedestrian Master Plan

Next Meeting: 18 August 2025

Adjournment:

Meeting adjourned at 10.52 AM.



MINUTES:

Date: 18 August 2025

Location: Oxford Municipal Building

Time of Meeting: 9:02 AM

Members present: Matt Arbuckle, Lee Fisher, Rick Bailey, Carla Blackmar, David Prytherch, Kathy Fawley, Jon Ralinovsky

Staff present: Sam Perry

Approval of Agenda

Motion: David

2nd: Lee

Vote: motion passed

Approval of Minutes

Motion: Kathy

2nd: David

Vote: motion passed

Old Business: KZF open house will be on 17 September. KZF and 143 Engineers have developed corridor-specific recommendations based on street width; crash data has also been examined. The goals are: proposed side paths along major transit corridors, fix key intersections, complete the on-road bike network, complete signage and pavement marking, and make daylighting changes. The Locust St. corridor has a narrow roadway in part and topography challenges. The recommendation is for a 12' side path from Sycamore to Spring, a bike lane from Spring to Chestnut, and further study in the long term. Discussion of the corridor details. KZF will put more detail in the 30% plan. Grade separation is not being pursued at this time, but may go for grant money for planning in the future. The Chestnut St. corridor has on-street parking and narrow right-of-way challenges. The recommendation is for a 10-12' side path on one side of the roadway, continue the bike lanes west to Locust, make intersection improvements, install a leading pedestrian interval at Chestnut and Campus, and continue the side path on Brookville Rd. US 27 North has truck traffic and state route challenges along with a wide right-of-way. The recommendation is for a 10-12' side path on one side, buffered bike lanes, traffic calming measures, improve mid-block crossings with flashing beacons, improve signage/stripping at intersections, install signage/wayfinding to locate the

sidepath, crosswalks, and bus stops. The lane width could be reduced from 14' to 11' and the turn lane could be reduced from 12' to 9' with a 5' bike lane on each side. Discussion of plan, number of curb cuts, etc. US 27 South has an opportunity to improve bike safety with a wide right-of-way. No recommendations. Patterson Ave. to Sycamore St. has a recommendation of signage/wayfinding to locate side paths, bus stops, crossings, and striping on sidewalks for bikes. Sycamore St. has challenges with a narrow right-of-way, tree lawn on the westbound side, buildings close to the street, and overhead utilities. The recommendations are for a 10-12' side path on one side, mid-block crossings, and striping/signage improvements. Spring St. has challenges with on-street parking, and the tree lawn. The recommendation is for continuing the existing bike lanes, a 10-12' side path, and improvements to striping. Campus Ave. has a wide right-of-way. The challenges are on-street parking and a tree lawn in some areas. The recommendation is for a 12' side path on one side. Sam will talk with Eric to see if Miami is interested in a corridor on Campus Ave., east side.

New Business:

Next Meeting: 13 October, 9 AM

Adjournment:

Motion: Lee

2nd: David

Vote: motion passed

Meeting adjourned at 10.15 AM.



MEMORANDUM
Community Development Department
513-524-5204

TO: Parking & Transportation Advisory Board

FROM: Sam Perry, AICP
Community Development Director

MEETING DATE: November 3, 2025

RE: **Bicycle & Pedestrian Master Plan**

The Bicycle & Pedestrian Master Plan project has progressed very well since March of this year. The KZF team has completed several outreach, engagement and design activities to get the draft plan to this point. An overall updated project schedule is attached as well as online public engagement input. The website for the plan progress can be found:
<https://engage.kzf.com/oxford>

We are nearing a point where we will need to start wrapping up engagement and decide on priority corridors for cost estimation. The cost estimation is really the heart of where this board wanted to focus efforts; however, the public engagement and refinement does help to build support and clarify community needs. There will be one more engagement opportunity for the draft plan, which will be a Community Bike Ride on Monday, November 10 at 10:30 a.m. The previous one on October 4 was well attended and provided good insight from local residents and stakeholders in an engaging format. This next bike ride is being done on a weekday to hopefully see different traffic patterns and safety risks that can be improved with redesigns of corridors.

OPTAB will have one more opportunity to review the priority corridors report/summary prior to Council review. We are currently targeting December 16 for Council review/approval of priority corridors acceptance. After this step, the KZF team will then take several weeks to conduct design and cost estimation. This process will result in 30% design and cost estimates for the purpose of seeking funding for construction. These results can then be re-included with the report summary to result in the Final Draft of the Bicycle & Pedestrian Master Plan. This will then go back to Council for adoption (in April/May) and be used for capital planning and outside funding requests for the next several years.

OXFORD BIKE-PEDESTRIAN MASTER PLAN
REVISED SCHEDULE
10.30.2025

TASK DESCRIPTION	2025										2026			
	March	April	May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	March	April
Phase 1: Existing Conditions & Analysis														
Project Team Kick-off (internal KZF team)	3/5/2025													
Kickoff Meeting with the City of Oxford	3/12/2025													
Project Update Meetings		4/21/2025	5/19/2025	6/17/2025	7/24/2025	8/18/2025	9/15/2025	10/23/2025	11/17/2025	12/15/2025	1/19/2026	2/16/2026	3/16/2026	
Document Existing Conditions with City GIS Data	3/12/2025													
Develop Base Maps			5/12/2025											
Site Visit to Evaluate Existing Bike & Pedestrian Facilities			5/14/2025		7/8/2025									
Upload GIS Data		4/2/2025												
Interactive Community Map (Online Mapping Tool)		4/7/2025												
Develop Project Website		4/7/2025												
Open House Outreach (Press Release, Email, Flyers, etc.)		4/7/2025												
Online Community Survey		4/27/2025		6/9/2025										
Existing Conditions Open House (virtual)		4/27/2025		6/9/2025										
Review and Analyze Feedback					7/8/2025									
Provide City Staff with Preliminary Route Study Exhibits					7/9/2025									
Present to Oxford Parking & Transportation Advisory					7/14/2025									
Planning Workshop					7/14/2025									
Charrette - Network Master Plan of Facilities						8/12/2025								
Conceptual Street Design							9/10/2025							
OPTAB Review Meeting						8/18/2025								
Open House Outreach (Press Release, Email, Flyers, etc.)						8/20/2025								
Bike/Pedestrian Network Open House (in-person)							9/17/2025							
Community Bicycle Ride								10/4/2025	11/10/2025					
Internal Team Charrette - Revised Recommendations									11/20/2025					
Organize Findings into a Series of Maps														
Draft Summary Report														
Submit Maps and Report to City Staff for Review										12/9/2025				
City Council Update Presentation										12/16/2025				
Revise Maps & Report Based on City Staff Input											1/19/2026			
Produce Final Plan Documents											1/27/2026			
Develop Design Guidelines for (3) Street Sections											1/27/2026			
Phase 2: Share Proposed Routes & 30% Design														
30% Preliminary Design Documents													3/31/2026	
Typical Sections, Schematic Plans, Traffic Control Plans, Critical Cross Sections													3/31/2026	
Prepare Detailed Cost Estimate														4/28/2026
Prepare Facility Funding Recommendations														4/28/2026
Identify Grant Opportunities														4/28/2026
Present final Project to City														

KZF Design Community Engagement

Form Results Summary

Sep 08, 2025 - Oct 23, 2025

Project: City of Oxford Bike-Pedestrian Plan

Form: Untitled

Tool Type: Form

Activity ID: 22

Exported: Oct 23, 2025, 06:03 AM

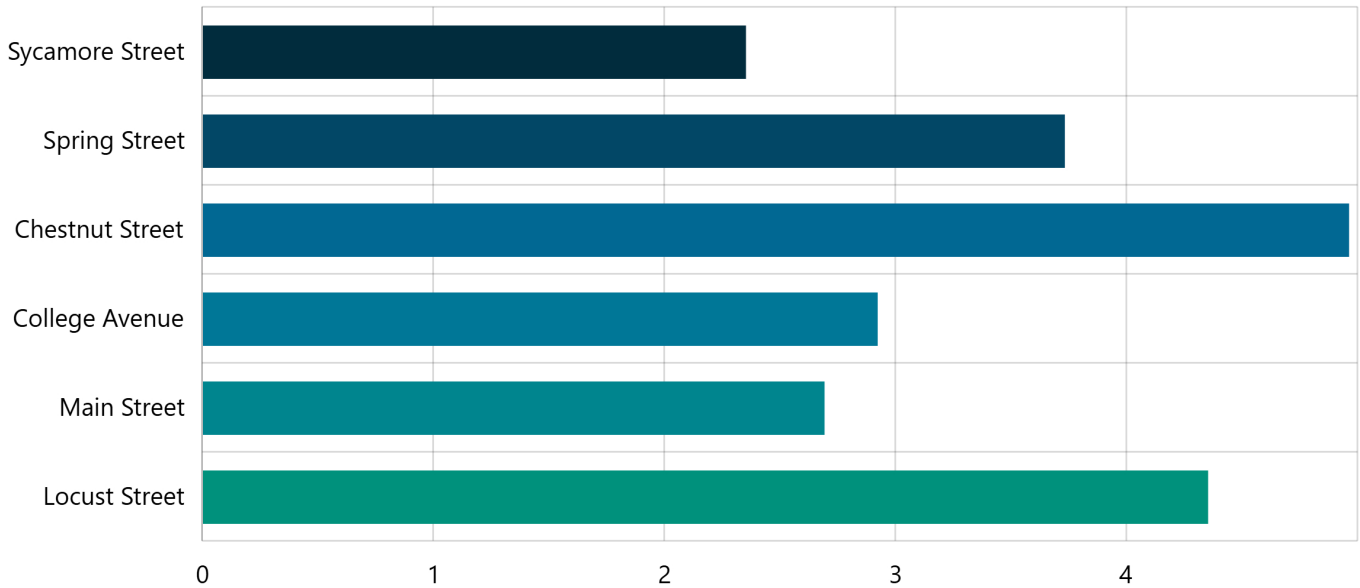
Exported By: EAnderson

Filter By: No filters applied.

Contribution Summary

1. Arrange the following streets from first (top priority) to last (lowest priority):

Ranking | Skipped: 13 | Answered: 26 (66.7%)



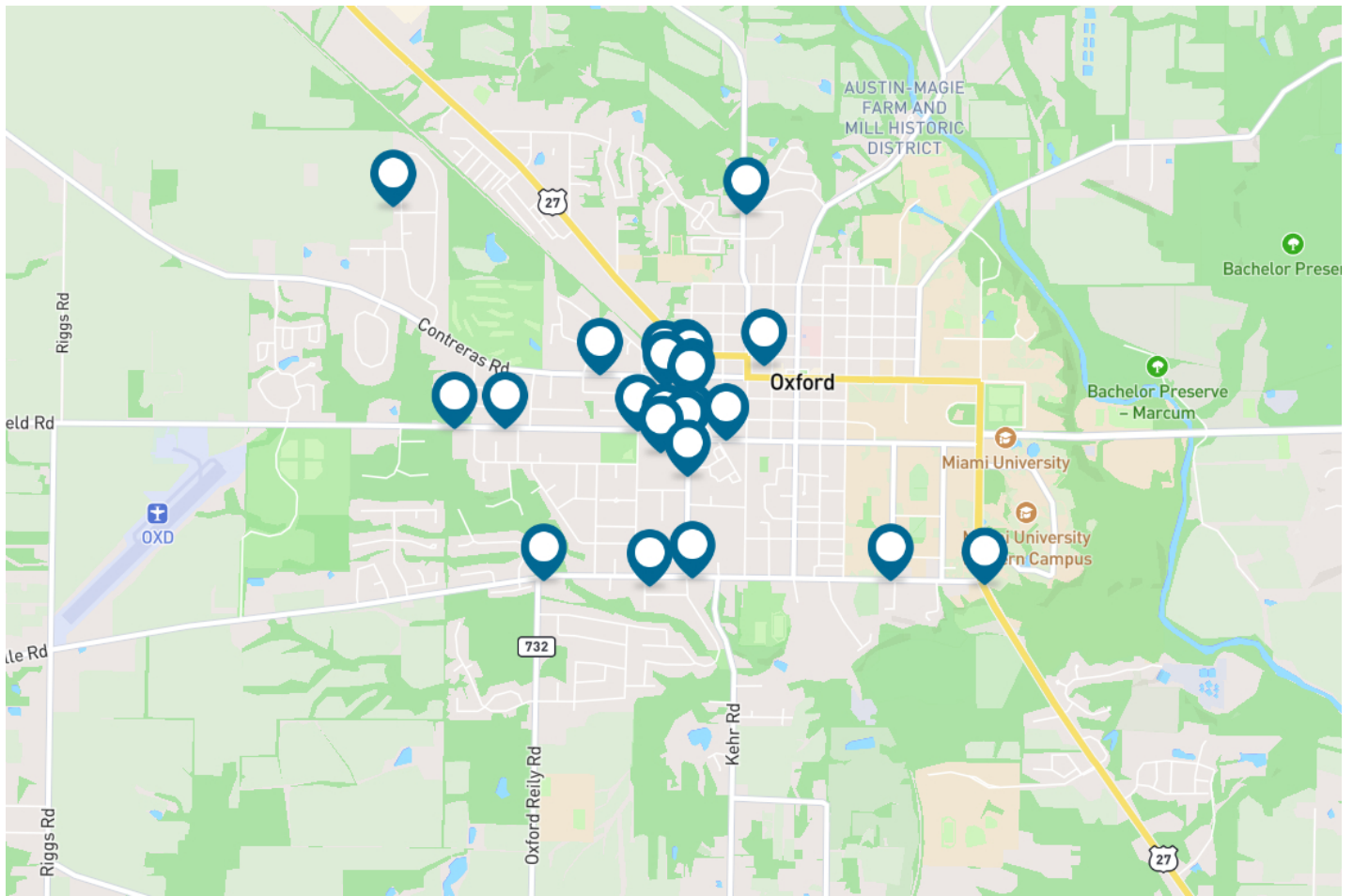
	1	2	3	4	5	6	Count	Score	Avg Rank
Sycamore Street	3.85% 1	0% 0	15.38% 4	23.08% 6	23.08% 6	34.62% 9	26	2.35	4.65
Spring Street	3.85% 1	26.92% 7	26.92% 7	26.92% 7	11.54% 3	3.85% 1	26	3.73	3.27
Chestnut Street	50.00% 13	19.23% 5	19.23% 5	3.85% 1	3.85% 1	3.85% 1	26	4.96	2.04
College Avenue	0% 0	23.08% 6	15.38% 4	7.69% 2	38.46% 10	15.38% 4	26	2.92	4.08
Main Street	3.85% 1	3.85% 1	15.38% 4	34.62% 9	19.23% 5	23.08% 6	26	2.69	4.31
Locust Street	38.46% 10	26.92% 7	7.69% 2	3.85% 1	3.85% 1	19.23% 5	26	4.35	2.65

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.

Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

2. Drop a marker on the map below:

Map | Skipped: 26 | Answered: 13 (33.3%)



General Comments Received:

ID	DATE SUBMITTED	CONTRIBUTION
2021	10/17/2025	We use the trail multiple times a week. Would suggest signage (like Loveland trail) stay right, "on your left" when passing.
2018	10/16/2025	Sidewalk missing on east side of Locust near Chestnut.
2016	10/16/2025	Whatever you do when you get outside of town, don't put that path straight through any farmers property that would be ridiculous And don't try to annex somebody's property just to get it in the city of Oxford that would be absolutely insane and rude
2015	10/16/2025	Thank you for diverting the multi-use path out of Prevalent Drive and Savannah; the old proposal would have reduced home values and turned Prevalent, effectively, into a one-lane residential street. A very poor option for a street with as many children as ours has.
2012	10/16/2025	A path on Contreras Road going to Fairfield Road via Ridge or Fieldcrest Ave would be great. Then a person could go down Fairfield Road to enter Oxford Community Park. A wider sidewalk on Fairfield Road would be great too.
1999	10/14/2025	Oak St. could use to be repaved. Cycling on the road can be quite bumpy.
1983	10/8/2025	Locust street is so challenging for pedestrians. I'd love to see improvements there. Then, I like the bike lanes on Spring and Chestnut to travel E-W. To get from the BCRTA to Uptown, I prefer College Ave. It's more separated.
1941	10/2/2025	improvement to bike lanes, or addition of paved OATS/multi-use path on Fairfield Rd. would be a significant benefit to safety and park access. Improved access, pedestrian and bike pathways, reduced curb cuts, etc. along Locust from Chestnut to College Corner Pike would help support commercial access, school access, and safety. Improved pedestrian access/crossing at Spring St. from Elm St. and/or pedestrian and vehicle underpass across railway would be a significant benefit and reduce the risk of catastrophe in the event of a train cutting Oxford in half.
1936	10/1/2025	1. Prioritize routes that align with other city priorities like economic development. 2. Build upon what exists, there are already bike lanes on Spring and Chestnut. Prioritize upgrading routes that connect to these and the city center(s). 3. Sharrows give the false sense that something has been done to improve biking on that route. It is paint that is ignored, and is just a reminder of already existing policies. Spend money and efforts on real things
1934	10/1/2025	I don't understand what I'm supposed to do here. Are these dotted lines all proposed bike lanes?
1924	9/30/2025	Thank you for all of your work on making Oxford more friendly for pedestrians and cyclists!
1922	9/30/2025	We are new residents to Oxford and try to walk or take the bus whenever we can. Several of the new bus stops don't seem to logically line up with the existing crosswalks. I assume Miami U. is responsible for bus stop placement on campus, but I am not sure who makes the decisions for the community bus stops?

1921	9/30/2025	You have done a great job in improving the walkability of Oxford by making sure the sidewalks are in good condition. It would also help if you made sure that bushes, trees and other foliage were kept trimmed back from the sidewalks to make walking safe.
1917	9/29/2025	Providing safe routes to schools needs to be the priority.
1915	9/29/2025	Love upgrading the sidewalks and crossings, but we should not be taking away on street parking for bike lanes. How many parking spaces have we conceded on Spring, Chestnut and McGuffey for bike lanes that are barely used? There must be ways to preserve parking (that is used) while increasing pedestrian, scooter and bicycle safety.
1803	9/23/2025	Will the city pay to remove snow and ice from these new, wider paths? Who is paying for this maintenance? It is a waste of money to place wider paths in place of existing sidewalks. It would be a better use of money to install sidewalks in neighborhoods where there currently aren't any sidewalks.
1708	9/21/2025	-If you are planning to widen the sidewalks anywhere, you will need to clarify the responsibility of the sidewalk. Will it be the property owner's responsibility to clear the sidewalk from snow? Will it be the property owner's responsibility to repair/maintain/replace the wider-than-usual sidewalk? (wider sidewalks would cost a whole lot more than usual sidewalks.) Or will the city be responsible? -Please do not plant any trees on the grassy areas between the sidewalk/path and the curb/road without the property owner's permission. It may make them hard to see the oncoming traffic coming out of their driveway if you plant a tree. Also, there is more chance of sidewalk damage (tree roots, just like on Fairfield Rd) if you plant trees close to the sidewalk. Again, if the tree was planted and happened to damage the sidewalk, will the city replace it for free? -I hope whatever the decision will be, the city will notify the property owners directly before all the details are decided. Property owners should have some say in it and need opportunities to state their concerns/ask questions. You may not know the area enough. Some things you may not understand unless you live there every day. -There are many houses/properties in Oxford that do not have any sidewalks on them. Even though the property owner is to take care of the sidewalk on their property, it is a public property, just like any public road. I think it is time for those without sidewalk on their property to pay certain fees to contribute toward these projects, unless they want to create a sidewalk on their property. I think it's time for everyone to share the responsibility. It is easy to vote if you don't have any stake or responsibility because those without sidewalk can use them and they don't have to be responsible at all.
1707	9/21/2025	There remains a significant amount of distrust toward the city of Oxford for the less than honest presentations of the OATS trail. I know for a fact that certain personnel of the city have targeted individual households who objected to parts of OATS with whatever could be done with the least suspicion (for example, denial of permits for reasons that were approved for others who did not raise concerns over OATS decisions). It remains difficult to offer an honest opinion here because of the fear of retaliation...I have (and still

do) considered moving from Oxford over this treatment of its citizens. Whatever you do with these non-OATS extensions must be done in a much more transparent and honest manner than has been the case with OATS. And city officials should refrain from publicly insulting those who raise concerns (which unfortunately was not the case in recent years).

That said, there are numerous concerns that need to be answered before a master plan is completed.

For example, who is responsible for the widened sidewalk? Will this be another expense that the City of Oxford offloads to the specific homeowners unfortunate to own property along the expansion routes. I sincerely hope that is not the case as this will just punish some in Oxford while continuing to benefit others (e.g., those who have no sidewalks on their property within the city limits, but use the sidewalks as they wish). The master plan should expressly state that the additional costs of repairing widened sidewalks beyond the standard width will be the burden of the city and not the home or business owner.

Additionally, who will be responsible for clearing the snow on these widened walkways? Is this yet again another additional expense that Oxford will load onto homeowners instead of the general tax base. Do renters simply get to use these additions tax free? Those of us who are property owners are consistently punished through taxes that renters in Oxford do not deal with...ALL SHOULD PAY THEIR FAIR SHARE!

Also, the details provided for these extensions offer only the barest minimum in details about the actual trails. This is insufficient to support any of these proposals. For example, the OATS trail has many sections that are dangerous to even slower recreational cyclists (for example, 90 degree turns and blind curves). While barriers are noted to clearly address safety issues for trail users with motor vehicles, there is literally no detail regarding the trail users safety with each other! Will there be speed limits for non-walkers/runners? Will there be specific rules for dog walkers (who remain a safety concern on OATS)? Will there be safety markings/mirrors/etc.? Responsible planning should include these details.

1699	9/20/2025	There are often people walking and riding bikes on Brown road. It is not current safe as the speed limit is 45 mph and the road is narrow. Large safety concern for bikers and walkers.
1698	9/19/2025	I have numerous concerns about replacing sidewalks with a multi-use path for bikes and pedestrians within the city limits. First, how is the cost of construction being financed? Was this part of the original levy? Second, how are pedestrians supposed to feel safe when bikes are using the same path at much faster speeds? Third, how many driveways does the path cross? Fourth, who will maintain the multi-use path in winter months? Is the homeowner supposed to be shoveling these paths? Are homeowners really supposed to shovel a 10-12 foot wide path? Lastly, why isn't the City adding sidewalks where there is no current sidewalk? I walk daily in the street because there is

		no sidewalk in the neighborhoods near my home. I believe the money would be better spent adding sidewalks where there are no sidewalks, rather than replacing current sidewalks.
1697	9/17/2025	Miami's proposed "entertainment" center is going to disrupt all traffic flow - especially from the East and SE into Oxford. For this reason, Chestnut needs to be a priority, as it is the only reliable way to get to Oxford from 27 for cars, which need to operate with the major pedestrian/bike/scooter traffic on Chestnut. If you can't stop Miami, then please anticipate both the construction horror and the traffic nightmares to come. ALSO: While not included in the ranking exercise, there are other proposed routes that seem to be a bigger priority than some of the N-S routes (college, main, campus), especially on Locust corridor to the west.



MEMORANDUM
Community Development Department
513-524-5204

TO: Parking & Transportation Advisory Board

FROM: Sam Perry, AICP
Community Development Director

MEETING DATE: November 3, 2025

RE: **2026 Preliminary Street Resurfacing Project Areas**

Attached is the Service Department's preliminary street resurfacing project list. One page is the main project list. The second page are additional alternative project areas, which are dependent on bidding results or other factors involving funding and labor/materials costs.

This list does not include all of the Complete Streets improvements that the City will do in 2026, such as trail construction, new intersection signal studies or new flashing beacons for mid-block crossings.

Of interest on this list may be notations about lack of sidewalks in the McKee, Country Club and Melanee neighborhood areas, as well as the addition of sharrow markings on High Street. Other paint markings may be new. "SB" is stop bar. "CW" is crosswalk.

The City Manager has expressed a desire to complete new sidewalks on Country Club Drive; however, an implementation plan has not been developed. No additional staff analysis has been done regarding potential Complete Streets modifications within this resurfacing list. Staff is open to OPTAB feedback.

2026 Resurfacing PRELIMINARY

10/15/2025

															Estimate for each block based on 2025 Project Actual COST		Estimate for each block based on 2025 Cost ADD 5%																
Street Name	From	To	cond	width	length	sq feet	cul-de-sac radius	cul-de-sac sq ft	paving sq yds	Asphalt tonnage Base 301	Asphalt tonnage Surface 448	Type of grind	Base Milling 4"-6" sq yd	Surface Milling 1.5"-4" sq yd			Street Name	RPM B	RPM Y	644 LN ft. CL	644 LN ft. CW	644 LN ft. SB	644 LN ft. EL	644 Channel	644 L Arrow	644 Bike Symbol or Sharrow	NOTES						
McKee Ave.	Butt Joint E of 27	Peabody Dr.	3	30	160	4800		0	533		59	Full		533	\$ 7,664.21	\$ 8,047.42	McKee Ave.	1					12				0	No Sidewalk					
McKee Ave.	Peabody Ave.	Thomson Ct.	2	25	365	9125		0	1014		113	Full		1014	\$ 14,569.99	\$ 15,298.49	McKee Ave.	1					12					No Sidewalk					
McKee Ave.	Thomson Ct.	Tenney Ct.	2	25	255	6375		0	708		79	Full		708	\$ 10,179.03	\$ 10,687.99	McKee Ave.	3										No Sidewalk					
McKee Ave.	Tenney Ct.	E. Terminus	3	25	1250	31250		0	3472		386	Full		3472	\$ 49,897.22	\$ 52,392.08	McKee Ave.	1										Missing Sidewalk					
Peabody Dr.	E. Terminus	McKee Ave.	2	26	725	22697	35	3847	2522		280	Full		2522	\$ 36,239.75	\$ 38,051.74	Peabody Dr.											No Sidewalk					
Tenney Ct.	McKee Ave.	N. Terminus	3	25	180	8347	35	3847	927		103	Full		927	\$ 13,326.95	\$ 13,993.30	Tenney Ct.	1					12					No Sidewalk					
Thomson Ct.	McKee Ave.	N. Terminus	3	25	130	7097	35	3847	789		88	Full		789	\$ 11,331.06	\$ 11,897.61	Thomson Ct.	1										No Sidewalk					
Spartan Dr.	W. Terminus	Oxford Millville	4	25	435	14090	32	3215	1566		174	Full		1566	\$ 22,498.23	\$ 23,623.15	Spartan Dr.	1										No Sidewalk					
TOTAL FOR AREA															\$ 165,706.46	\$ 173,991.78																	
Charleston Dr.	S. Terminus	Chestnut St.	4	25	267	10305	34	3630	1145		127	Full		1145	\$ 16,453.85	\$ 17,276.55	Charleston Dr.	1				80	12										
Clover Cr.	Chestnut St.	N. Terminus	3	25	311	11844	36	4069	1316		146	Full		1316	\$ 18,912.15	\$ 19,857.76	Clover Cr.	1				64	12										
Pamela Dr.	Marilyn Dr.	Locust St.	3	26	767	19942		0	2216		246	Full		2216	\$ 31,841.61	\$ 33,433.69	Pamela Dr.	1				64	12										
Marilyn Dr.	S. Terminus	Pamela	4	26	294	7644		0	849		94	Full		849	\$ 12,205.26	\$ 12,815.52	Marilyn Dr.	1															
Marilyn Dr.	Pamela	Chestnut St.	4	25	327	8175		0	908		101	Full		908	\$ 13,053.11	\$ 13,705.77	Marilyn Dr.					48	12										
Edgehill Dr.	McGuffey Ave.	Locust St.	3	25	939	23475		0	2608		290	Full		2608	\$ 37,482.79	\$ 39,356.93	Edgehill Dr.	1				144	24										
TOTAL FOR AREA															\$ 129,948.78	\$ 136,446.22																	
High Street A	Locust St.	Elm St.	3	36	579	20844		0	2316		258	Full		2316	\$ 33,281.85	\$ 34,945.94	High Street A	1			495	80	26		75	1	6						
High Street B	Elm St.	College St.	3	39	449	17511		0	1946		216	Full		1946	\$ 27,960.01	\$ 29,358.01	High Street B	1			360	80	20				6	Water line project					
															\$ 61,241.85	\$ 64,303.95																	
Chestnut St Repair (6" Base Repairs, Mill Fill to surface, Several Large areas, Both Lanes, Failed Utility Cuts)																																	
Chestnut St. D	McGuffey Ave.	Marilyn Dr.	4	7	150	1050		0	117	39		Full	117		\$ 8,094.24	\$ 8,498.95	Chestnut St. D											Failed Cuts					
Chestnut St. E	Marilyn Dr.	Locust St.	4	7	800	5600		0	622	208		Full	622		\$ 43,169.28	\$ 45,327.74	Chestnut St. E											Failed Cuts					
Chestnut St. F	Locust St.	Kehr Rd.	5	7	120	840		0	93	31		Full	93		\$ 6,475.39	\$ 6,799.16	Chestnut St. F											Failed Cuts					
TOTAL FOR STREET															\$ 57,738.91	\$ 60,625.86																	
Country Club Dr.	Olde Farm Rd.	E. Stub Street.	4	27	1550	41850		0	4650		517	Full		4650	\$ 66,822.36	\$ 70,163.48	Country Club Dr.	3										Missing Sidewalk					
Country Club Dr.	E Stub St	Grace Ln	4	27	60	1620		0	180		20	Full		180	\$ 2,586.67	\$ 2,716.01	Country Club Dr.	3															
Country Club Dr.	Grace Ln.	N. Terminus	4	27	1327	35829		0	3981		443	Full		3981	\$ 57,208.56	\$ 60,068.99	Country Club Dr.	0															
Country Club E Stub	Country Club Dr.	E Terminus	4	25	115	2875		0	319		36	Full		319	\$ 4,590.54	\$ 4,820.07	Country Club E Stub	0															
Grace Ln	Country Club	New Developme	4	27	185	4995		0	555		62	Full		555	\$ 7,975.57	\$ 8,374.35	Grace Ln																
Olde Farm Rd.	Contreras Rd.	Country Club Dr.	6	29	615	17835		0	1982		220	Full		1982	\$ 28,477.34	\$ 29,901.21	Olde Farm Rd.	1				176	35					No Sidewalk					
Olde Farm Rd.	Country Club Dr.	Old N. Terminus	3	27	948	25596		0	2844		316	Full		2844	\$ 40,869.42	\$ 42,912.89	Olde Farm Rd.	2										Missing Sidewalk					
TOTAL FOR AREA															\$ 208,530.47	\$ 218,956.99																	
																	NEW MARKING FOR BICYCLE & PED SAFETY																

Alternate #1

[illegible]

Alternate #2

Alternate #2														Estimate for each block based on 2025 Project Actual COST		Estimate for each block based on 2025 Cost ADD 5%											
Street Name	From	To	cond	width	length	sq feet	cul-de-sac radius	cul-de-sac sq ft	paving sq yds	Asphalt Base	Asphalt tonnage Surface	Type of grind	Base Milling 4"-6" sq yd	Surface Milling 1.5"-4" sq yd			RPM B	RPM Y	644 LN ft. CL	644 LN ft. CW	644 LN ft. SB	644 LN ft. EL	644 Channel	644 R Arrows	644 Bike Sharrow	NOTES	
Bouden Lane	Sycamore St.	Homestead Ave.	4	19	358	6802		0	756		84	Full		756	\$ 10,860.83	\$ 11,403.87	Bouden Lane	0			56	10					No Sidewalk
Campus Ave. O	Sycamore	Homestead Ave.	4	25	358	8950		0	994		111	Full		994	\$ 14,290.56	\$ 15,005.09	Campus Ave. O	0			56						
Campus Ave. P	Homestead	N. Terminus	3	25	340	8500		0	944		105	Full		944	\$ 13,572.04	\$ 14,250.65	Campus Ave. P	2			56						
Homestead Ave. A	Poplar St.	Campus Ave.	4	25	453	11325		0	1258		140	Full		1258	\$ 18,082.75	\$ 18,986.89	Homestead Ave. A	1			56	12					
Homestead Ave. B	Campus Ave.	University Ave	4	26	444	11544		0	1283		143	Full		1283	\$ 18,432.43	\$ 19,354.05	Homestead Ave. B	0			112	24					
Homestead Ave. C	University	Bouden	4	25	195	4875		0	542		60	Full		542	\$ 7,783.97	\$ 8,173.17	Homestead Ave. C	1			56	10					
Poplar St. P	Sycamore	Homestead	3	25	353	8825		0	981		109	Full		981	\$ 14,090.98	\$ 14,795.52	Poplar St. P	0			48	10					
University Ave E	Sycamore St.	Homestead Ave.	4	29	358	10382		0	1154		128	Full		1154	\$ 16,577.05	\$ 17,405.91	University Ave E	1			168	36					
TOTAL FOR ALTERNATE #2														\$ 113,690.62	\$ 119,375.15												
Estimated Totals for Streets >>>&																											

Alternate #3

Alternate #3														Estimate for each block based on 2025 Project Actual COST		Estimate for each block based on 2025 Cost ADD 5%											
Street Name	From	To	cond	width	length	sq feet	cul-de-sac radius	cul-de-sac sq ft	paving sq yds	Asphalt Base	Asphalt Surface	Type of grind	Base Milling 4"-6" sq yd	Surface Milling 1.5"-4" sq yd	RPM B	RPM Y	644 LN ft. CL	644 LN ft. CW	644 LN ft. SB	644 LN ft. EL	644 Channel	644 R Arrows	644 Bike Sharrow	NOTES			
Angela Court	Cul-de-sac	Melanee Ln	3	25	239	10751	39	4775.9	1195		133	Full		1195	\$ 17,166.15	\$ 18,024.45	Angela Court	1							No Sidewalk		
Melanee Lane	Angela	Hester	3	26	280	7280		0	809		90	Full		809	\$ 11,624.06	\$ 12,205.26	Melanee Lane	0							No Sidewalk		
Melanee Lane	CCP Butt Joint	Angela Ct	8	25	65	1625		0	181		20	Full		181	\$ 2,594.66	\$ 2,724.39	Melanee Lane	0							No Sidewalk		
Merry Day Dr.	S. Terminus	College Corner	3	30	662	19860		0	2207		245	Full		2207	\$ 31,710.68	\$ 33,296.22	Merry Day Dr.	0									
Hester Rd. (EW)	CCP Butt Joint	Melanee	4	26	680	17680		0	1964		218	Full		1964	\$ 28,229.85	\$ 29,641.35	Hester Rd. (EW)	3							No Sidewalk on S		
Hester Rd. (EW)	Melanee	Hester	3	26	745	19370		0	2152		239	Full		2152	\$ 30,928.29	\$ 32,474.71	Hester Rd. (EW)	2							No Sidewalk on S		
Hester Rd. (NS)	College Corner Pike	Hester Rd.	4	26	1460	37960		0	4218		469	Full		4218	\$ 60,611.15	\$ 63,641.71	Hester Rd. (NS)	4							No Sidewalk on W		
Westgate Dr.	College Corner Pk	N. Terminus	4	20	951	19020		0	2113		235	Full		2113	\$ 30,369.45	\$ 31,887.92	Westgate Dr.	2							No Sidewalk		
***** CCP is College Corner Pike, this project extended back onto side streets														TOTAL FOR ALTERNATE #3		\$ 213,234.29	\$ 223,896.00										
Estimated Totals for Streets >>																											