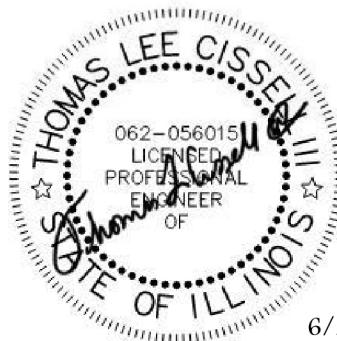


## Bicycle and Pedestrian Master Plan

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6/22/22

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## 1. Introduction/ Executive Summary

The Troy, Illinois “Bike and Pedestrian Master Plan” emerged as part of the city’s overall efforts to expand its small but growing network of trails and wide sidewalks. This effort builds on initial planning that began in 2008 from recommendations made during the development of the City’s “Comprehensive Plan”. Two major city-wide priorities related to bike and pedestrians came from this plan. The citizens of Troy wanted to make Troy more *walkable*, and they wanted Troy to connect trails to the Madison County Transit (MCT) bike trail network. The City’s Planning Commission took the direction from the “Comprehensive Plan” and drew up the city’s first “Future Pedestrian Routes Plan” in 2008.

In the early 2010’s, the City planned and built 8’-wide sidewalks with street improvement projects on Dewey Street and Staunton Road. These two streets constituted the city’s first efforts to build a more robust pedestrian and bike trail system. Building on those efforts, in 2013 a partnership formed with MCT around planning for the Park N Ride lot at S. Main Street and US 40. MCT agreed to build a 1<sup>st</sup> class Park N Ride facility with the City’s first bike trail, which opened in 2015. This trail, now called the Silver Creek Trail is a ¾-mile long trail from S. Main Street to Spring Valley Road along US 40 using the Park N Ride as a trailhead.

The City’s existing pedestrian and trail network has expanded since the initial trail was built as shown in **Figure 1**. In 2021, bike trails were constructed along Spring Valley Road and into the Tri Township Park to Riggan Road and to Wickliffe Street. Wide sidewalks were also constructed along West Clay Street. MCT extended the Silver Creek Trail along US 40 from Spring Valley Road to Formosa Road. In addition, the Planning Commission updated the “Future Pedestrian Routes Plan” in 2018 to include new planned trails as shown in **Figure 1**.

This “Bike and Pedestrian Master Plan” is intended to prioritize the next steps needed to make the City more walkable and connect to the MCT trail network. To help identify the next pedestrian and bike projects, the City’s staff has researched potential trail alignments and costs identified on the “Future Land Use Bike Plan”. After a short-list of potential trails was selected by city-staff, a presentation and community survey were developed to garner public input. Troy residents were asked to rank future pedestrian and bike facilities for further development and provide other related feedback. Survey results were presented to the City’s Planning Commission and the Planning Commission developed a recommendation for future actions.

The outcome from the city’s work and the public’s feedback is a short and long-range plan with prioritized projects for developing pedestrian facilities in the future. This plan can be used as a framework for updating the City’s “Comprehensive Plan”, developing pedestrian friendly policies, reserving pedestrian corridors for future projects, identifying grants or other funding sources for construction, and working on further designs for the projects identified in this plan.

## 1.1 City Vision

The City of Troy will thoughtfully grow as be a very livable, engaged, and financially responsible community that is both attractive to young families and supportive to life-long residency by fostering a sense of community and family, encouraging an active lifestyle, and supporting a wide-range of business opportunities to promote a prosperous economy.

## 1.2 Plan Goals

Goals are destinations the City will take to achieve its vision.

To help make the city more livable and attractive, the city's goal is to continue to become more "walkable". A walkable community is one that includes connecting sidewalks and bicycle amenities that lead to neighborhoods and destinations. As this is accomplished, recreational opportunities increase which supports an active lifestyle. An active lifestyle promotes a sense of community and lifelong residency. Not only will a walkable community support recreation, but it supports a typical young family's desire for alternative transportation modes. Alternative transportation provides more access to our businesses, which supports a vibrant and divers economy.

Also, this plan will be developed through community engagement and consensus building. This is part of Troy's overall efforts to connect people with the trail network.

## 1.3 Plan Objectives

Objectives are the routes the City will take to achieve its goals.

To connect residents to more opportunities, one of the goals for this Plan is for pedestrian facilities in Troy to be completed (not fragmented) for longer recreational opportunities and more meaningful destinations. Another goal is to make trail locations more readily accessible to the greatest number of people by connecting them into major subdivisions. Another goal to support the development of an alternative transportation network is to create a diverse pedestrian network with walking and bicycling opportunities. A final goal is to engage our citizens to help make destinations and designs responsive to what Troy residents want.

## 1.4 Plan Deliverables

Deliverables are the outcomes and documents that will be produced from the Plan.

At the conclusion of the "Troy Bike and Pedestrian Master Plan", the City will have an updated plan for a pedestrian network with short and long-term projects and commitments. The plan will identify prioritized projects for connecting destinations within the city. The project also aims at identifying continuing support for projects that are being planned by the city and other agencies. The plan should also identify connections that support recreational opportunities by connecting trail to the Tri-Township Park and to the Madison County Transit (MCT) bike trail network. Other outcomes are to identify and support the incorporation of pedestrian facilities on future road projects, lend support to future grant applications and other funding sources, and identify potential partners to expand the pedestrian and trail network.

## 2. Existing Trail Network

Troy’s Planning Commission keeps and maintains a “Comprehensive Plan” for Pedestrian Routes, see **Figure 1**. The Planning Commission updates this plan as a need is identified, which is typically about every 5 to 10-years. It was last updated in 2018. The green dashed lines represent new trails, red dashed lines indicate new wide sidewalk routes, and cyan dashed lines represent new bike lanes that the city is looking to build or have built with future developments.

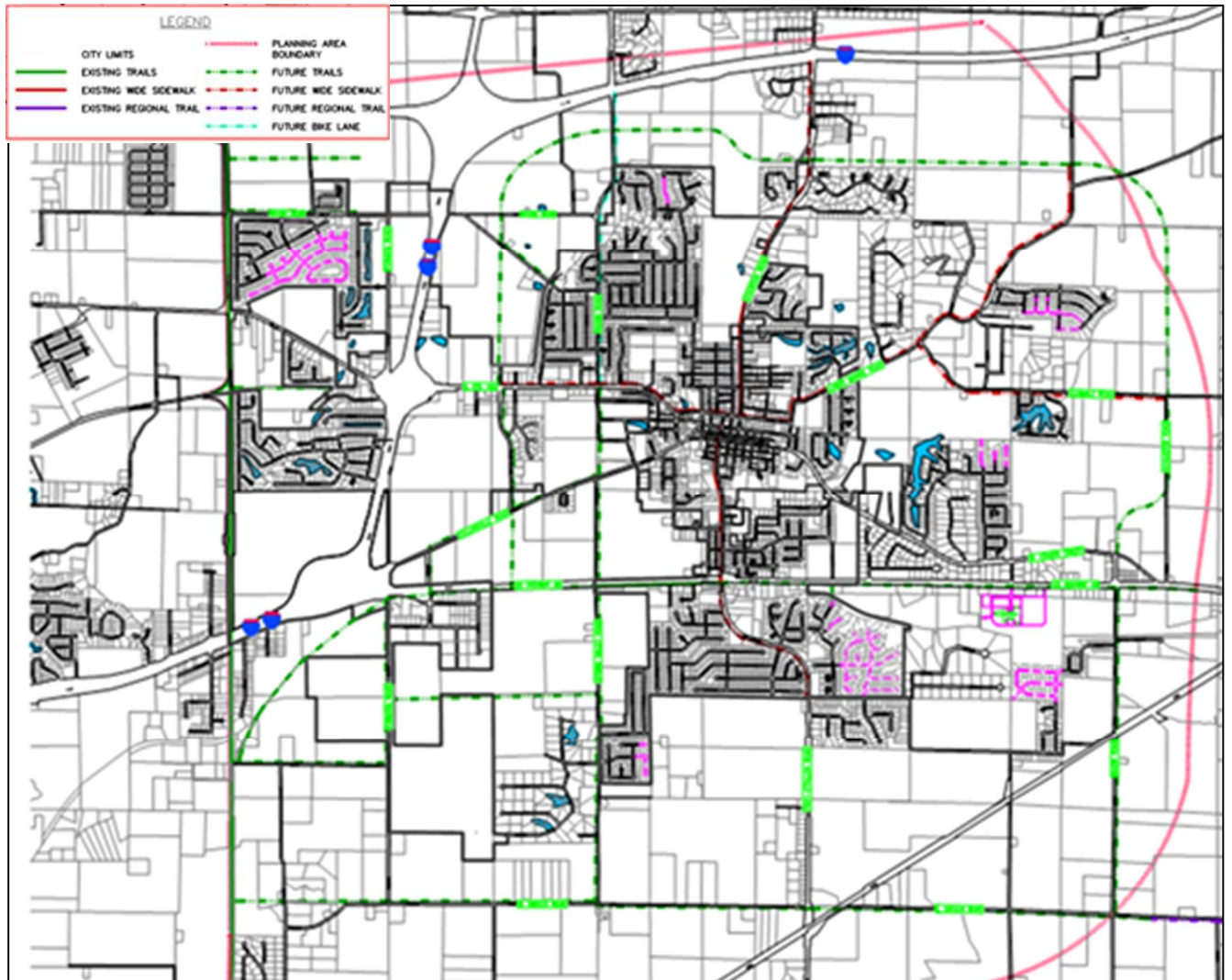


Figure 1 – Comprehensive Plan for Pedestrian Routes

## 2.1 Currently Planned or Completed Trails

In the early 2010's, the City built 8'-wide sidewalks with street improvement projects on Dewey Street and Staunton Road. These two streets constituted the city's first efforts to build a more robust pedestrian and bike trail system. Building on those efforts, in 2013 a partnership formed with MCT around planning for the Park N Ride lot at S. Main Street and US 40. MCT agreed to build a 1<sup>st</sup> class Park N Ride facility with the City's first bike trail, which opened in 2015. This trail, now called the Silver Creek Trail is a ¾-mile long trail from S. Main Street to Spring Valley Road along US 40 using the Park N Ride as a trailhead.

In the last few years, five projects have added pedestrian routes to the existing trail network. The City and MCT expanded the Silver Creek trail by ¾-miles making the trail a total 1 ½-miles. The Silver Creek Trail now runs along US 40 from Formosa Road to South Main Street. The city also built the Tri-Township Park Trail, 1 ½-mile long trail along Spring Valley Road into and thru Tri Township Park to Wickliffe Street. Another trail section called the Serenade Trail was completed from the Tri-Township Park to Sr. Airman Brad Smith Blvd where a water play feature park is currently being planned. Wide sidewalks along Troy O'Fallon Road to Turtle Ck Road and pedestrian push buttons were added at the traffic signal across US 40 at S. Main Street. Most recently in 2020, wide sidewalks were built on West Clay Street as part of a major street improvement project.

There are two more major trail sections that are currently being designed for construction within the next few years. MCT is planning to connect the west end of the Silver Creek Trail (at Formosa Road) to the Goshen Trail. Troy is planning to extend the east end of the Silver Creek Trail to CA Henning Elementary. Another major wide sidewalk project is also being planned on East Clay Street to connect the wide sidewalks on West Clay Street with the ones on Staunton Road and Dewey Street. **Figure 1** shows the existing network in Troy, including the recently constructed trails.

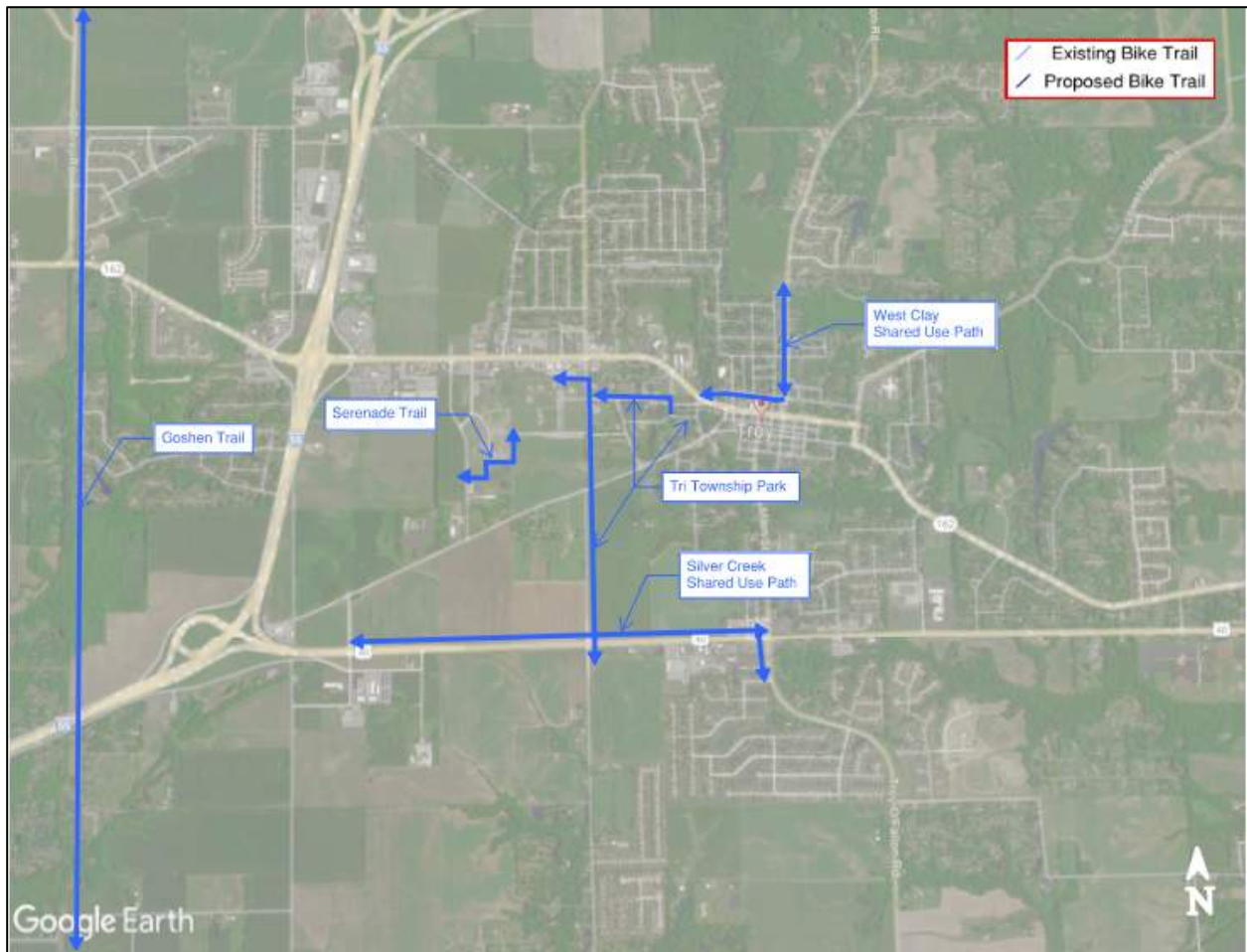


Figure 2 – Existing Network

### 3. Proposed Connections

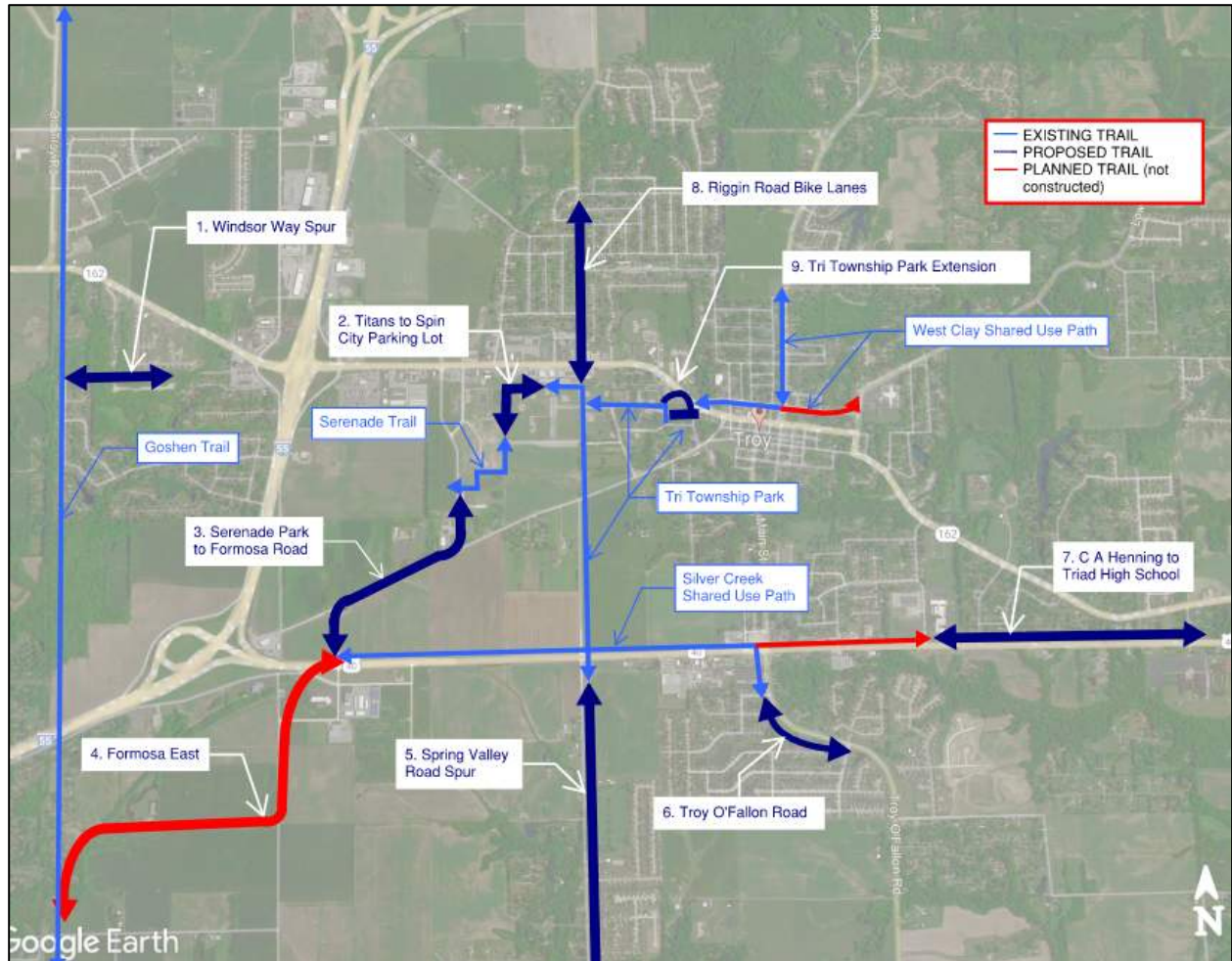
There are eight potential trail connections the city is considering for future projects.

- Riggin Road: The city would like to install bike lanes along Riggin Road to connect the Park Trail to the large subdivisions that surround Riggin Road. There are approximately 709 housing units that would be provided access to the trail network with this project.
- Spring Valley Road: Another project the city is considering is to connect the N. Spring Valley Road trail south to Spring Valley Estates and Charleston Subdivisions.
- Windsor Way: This project would connect the 37 villas at Windsor Way to the Goshen Trail using an abandoned railroad alignment that travels thru the new Winding Rose Subdivision.
- Troy O’Fallon Road: The city is considering a plan to extend the wide-sidewalks from Turtle Creek Drive to Fair Oaks Drive connecting to 447 homes in FairOaks and Meadowbrook.



- Titans to Spin City parking Lot: The completion of the 2021 trail work in the Park left a 1,700 foot long gap of unpaved trail from the Titans Field Parking Lot to the Spin City/ Little Caesars Trailhead Parking Lot. The city is considering a plan to pave this section.
- CA Henning to Triad High School: The city sees value to extending the US 40 trail from CA Henning to Triad High School to connect residential areas to schools (which also happen to have play areas like tennis courts, large fields, etc.)
- Serenade Park to Formosa Road: To create another bike loop, the city could connect the Water Feature Park on Sr. Airman Brad Smith Blvd. to the western end of the US 40/ Silver Creek Trail. This trail would create a loop so bikers won't have to go down and back. This connection would enhance access to the future park.
- Tri Township Park Extension: The trail thru the park, completed in 2021, was not connected to the wide sidewalks on West Clay Street which ultimately leads to downtown. Originally, there were two potential options for this trail to connect to West Clay Street, but during public coordination a third option was explored.
  - Option 1 - The trail could be constructed along the north side of Wickliffe street. This option includes road improvements and wide sidewalks all the way down Wickliffe to the push button crossing on IL-162.
  - Option 2 – The trail could be constructed along Parkside Drive until it reaches IL-162. The trail would then run alongside IL-162 and past the strip center where City Scoops is in until it reaches the West Clay Street trail at the pedestrian push button.
  - Option 3 – The trail could be constructed along Wynona Street. This trail would continue the Park trail south until it reaches Wynona Street. The trail would then run along the north side of Wynona Street until it reaches Sarah Street. The trail would then turn north to connect to IL-162 via Wickliffe Street.

Figure 3 shows the potential trails and planned trails in Troy. Trails that are shown in red are currently planned trails that have not been constructed.



**Figure 3: Potential Trails for Network Expansion**

Concepts and cost estimates for each of the potential connections were developed to further evaluate the feasibility of each trail.

### 3.1 Concepts

Each potential project was evaluated further to determine its feasibility. The route for each project was imposed on aerials to help identify obstacles or challenges a trail would encounter along the chosen alignment. Some projects were short in length or did not require much preliminary development while other concepts needed to be further explored. The concepts that were further developed were designed at a concept-level to determine available widths for the trail along with any possible easements that are needed. Some of the more complex projects required a cost estimate to help in determining its feasibility.

### 3.1.1 Riggin Road Bike Lanes

This project would add bike lanes along Riggin Road instead of constructing a separate designated trail. The bike lane would connect to the Tri Township Park Trail that crosses Riggin Road near Parkside Drive. The bike lane would head north and cross IL-162 at the signalized intersection. About 800 feet north of this intersection, Riggin Road enters a large residential area. This bike lane would provide access to the bike trails for many of these residential units. **Figure 4** below shows the conceptual layout for the proposed bike lane. The bike lane would follow along Riggin Road and end at Reid Avenue, with the possibility of extending to Northwoods Drive as road improvement projects are constructed. No additional easements would be required, and the project would utilize the available road width. This project would involve primarily striping and signage. Intersection improvements would possibly be needed at IL-162 to ensure a better crossing for bicyclist.

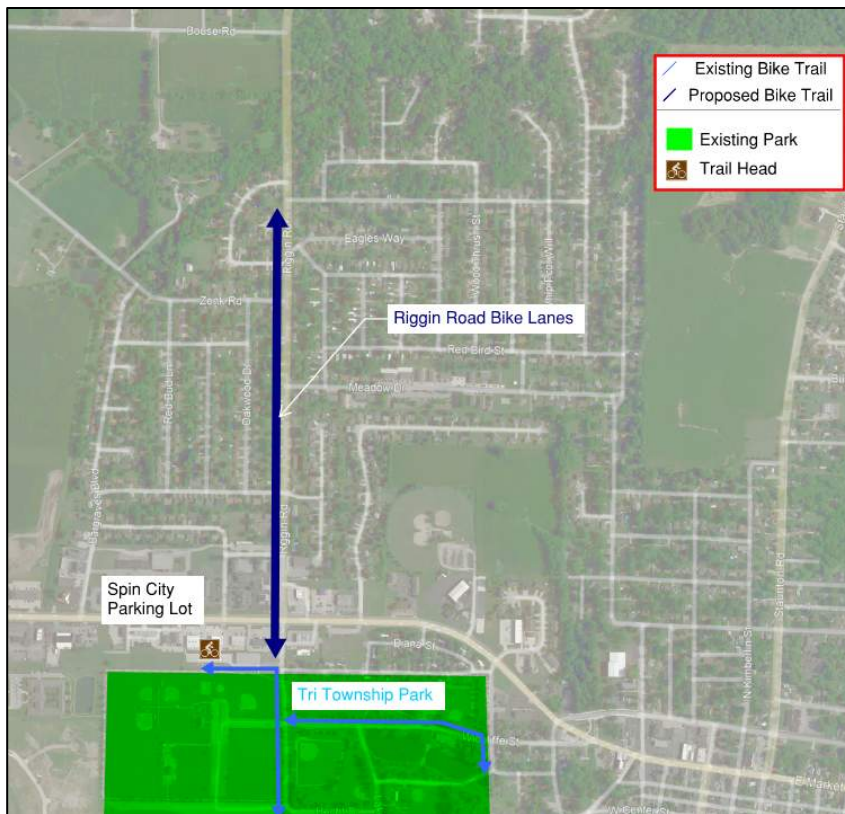


Figure 4: Riggin Road Bike Lane

### 3.1.2 Spring Valley Road Shared-Use Path

This project would extend the trail network south along Spring Valley Road. This trail would connect to the N. Spring Valley Road trail at its intersection with US 40. The trail would continue south on the east side of Spring Valley Road and connect to the Spring Valley Estates and Charleston Subdivisions at the southern city limit. **Figure 5** below shows the conceptual layout for the proposed trail. Since south of

US 40 is sparsely developed and Spring Valley Road is narrow, a separate bike trail is more logical than a designated bike lane. Additional road Right-of-Way will be needed to add a separate trail. In the highlighted section below, street reconstruction with a shared-use path is planned for fiscal year 2024-2025. The remaining shared-use path could be combined with road improvement projects, or the trail project could be constructed independent of road improvements.

This project would help complete a major north-south trail for the city.

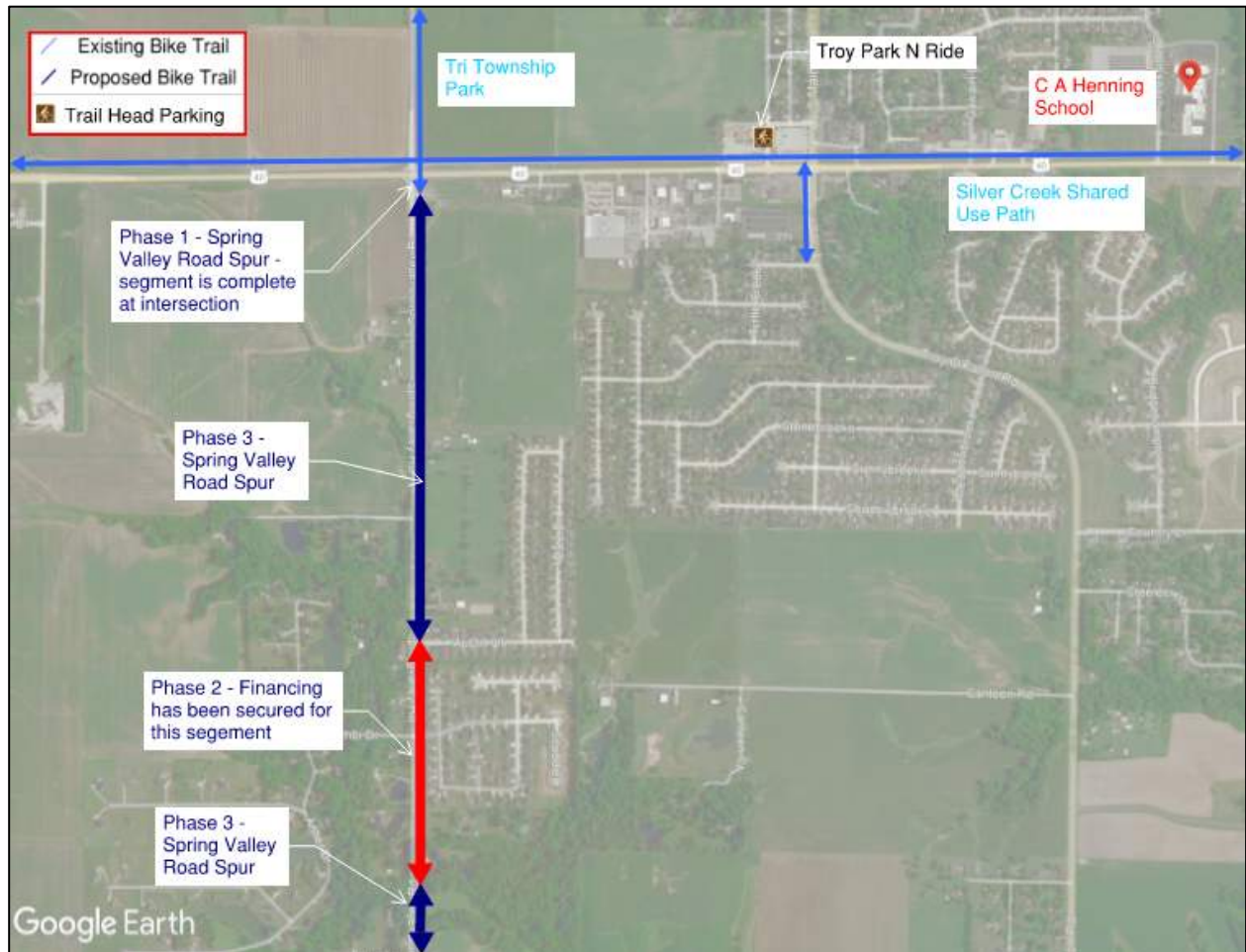


Figure 5: Spring Valley – South Extension

### 3.1.3 Windsor Way Shared-Use Path

This project would be the first Troy trail on the west side of Interstate-55. This trail would follow an abandoned railroad alignment that cuts through the new Winding Rose Subdivision. This project would utilize the existing railroad easement to connect the 37 villas at Windsor Way to MCT’s Goshen Trail.

Figure 6 below shows the expected alignment of Windsor Way.



**Figure 6: Windsor Way**

Most of the Windsor Way trail alignment follows an existing easement. On the west side of the easement, the trail will connect to the Goshen Trail. On the east side of the easement, the trail will need to connect to Gliddon Boulevard. There is an existing detention basin at Gliddon Boulevard that is designed for the villas at Windsor Way. There is also a stream with steep slopes the trail will need to cross to get from the existing easements to Gliddon Boulevard. There are two options for the trail to cross the stream and circumvent the basin.

**Figure 7** and **Figure 8** below illustrates both options for the trail to connect to Gliddon Boulevard. Option A would require a large 6' box culvert to cross the stream. This option allows the trail to follow the existing easement so no new property takings would be required. East of the existing easement, the terrain levels out. Option B would continue east to where this terrain levels and would cross the stream at an existing culvert under the railroad. A box culvert would not be needed but since the trail extends past the existing easement, additional easement would be required.

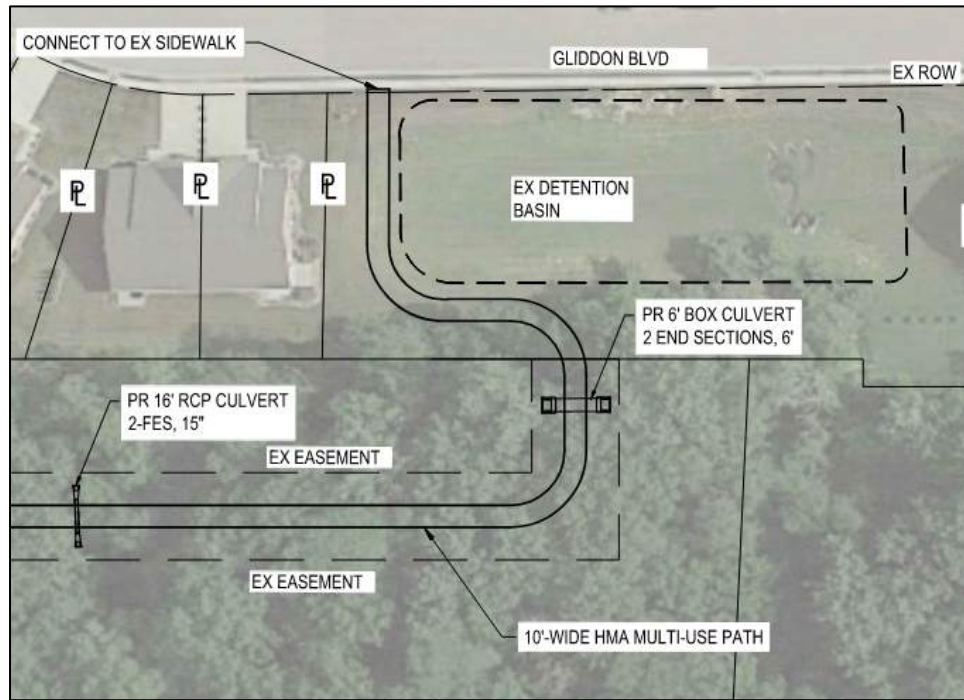


Figure 7: Option A Connection to Gliddon Blvd

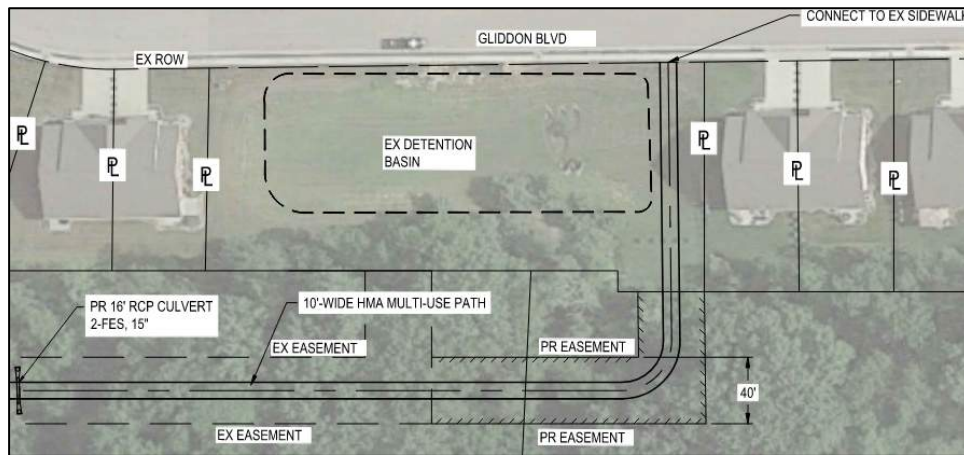


Figure 8: Option B Connection to Gliddon Blvd

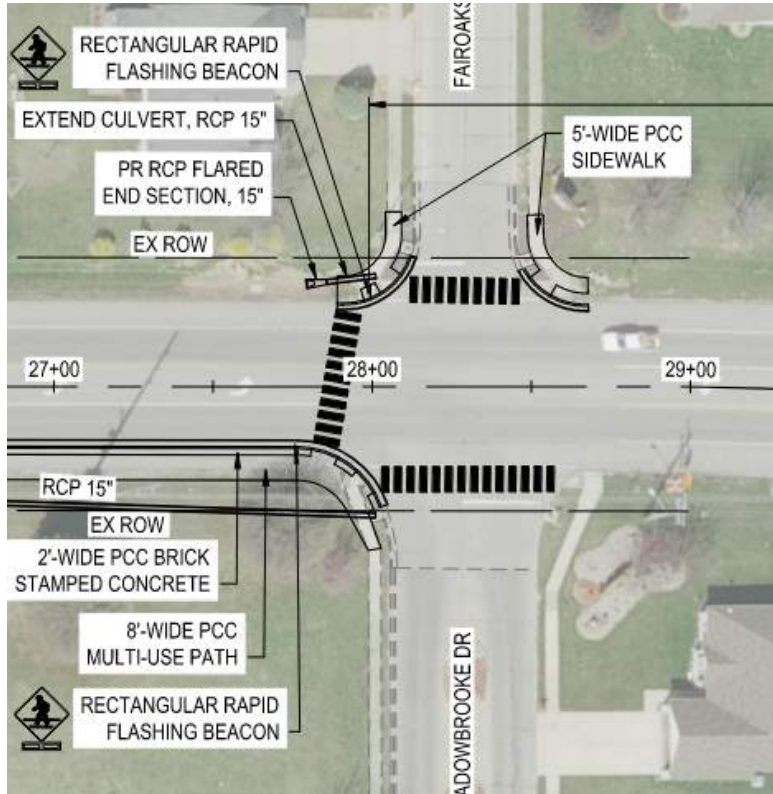
A cost estimate for both options can be found in **Appendix B**. The total cost for Option A is \$1,271,000 and for Option B is \$623,900. These costs include preliminary engineering and additional right-of-way purchases and are in 2022 dollars.

### 3.1.4 Troy O'Fallon Road Wide Sidewalks

This project would extend the wide sidewalk project MCT built in 2020 along Troy O'Fallon Road. This project would extend the wide sidewalks along Troy O'Fallon Road to Fair Oaks Drive. This extension will provide access to the trail network to the FairOaks and Meadowbrook subdivisions. **Figure 9** below illustrates the limits of the proposed sidewalks. The sidewalk would be located along the west side of Troy O'Fallon Road. At the FairOaks/ Meadowbrooke intersection, cross walks along with flashing beacons will be installed. These improvements will provide a level of safety when crossing Troy O'Fallon Road. **Figure 10** illustrates the concept of these improvements.



Figure 9: Troy O'Fallon Road



**Figure 10: FairOaks/Meadowbrooke intersection**

The estimated project cost for this project is \$704,000 in 2022 dollars. This cost includes preliminary and construction engineering. A detailed cost estimate can be found in **Appendix B**.

This project will provide direct bike and pedestrian access to the Park N Ride facility to the subdivisions directly south of the facility.

### **3.1.5 Titans to Spin City Parking Lot**

This project would pave the 1,700 feet of currently unpaved trail from the Titans Field parking Lot (in Tri Township Park) to the Spin City/ Little Caesars Trailhead Parking Lot. The Serenade Trail completed in 2021 creating a gap in paved trail by leaving a portion of the existing trail in Tri Township Park unpaved. This trail would follow the alignment of the existing trail in the park. **Figure 11** illustrates the conceptual layout of this trail. This project would cost approximately \$255,000 in 2022 dollars. Most of this cost includes excavating for the trail and the asphalt material. A full breakdown of the cost estimate can be found in **Appendix B**.





Figure 11: Titans to Spin City Parking Lot

### 3.1.6 CA Henning to Triad High School

This project would extend the US 40 trail from CA Henning to Triad High School. This project would connect to Bethany Park Subdivision and possibly the Stonebriar Subdivision providing them access to the trail network. This connection will also provide access to Triad High School which has 1,128 (2021) enrolled students and play areas like tennis courts, large fields, etc.

This project would create one long continuous trail from Formosa Road to Triad High School.

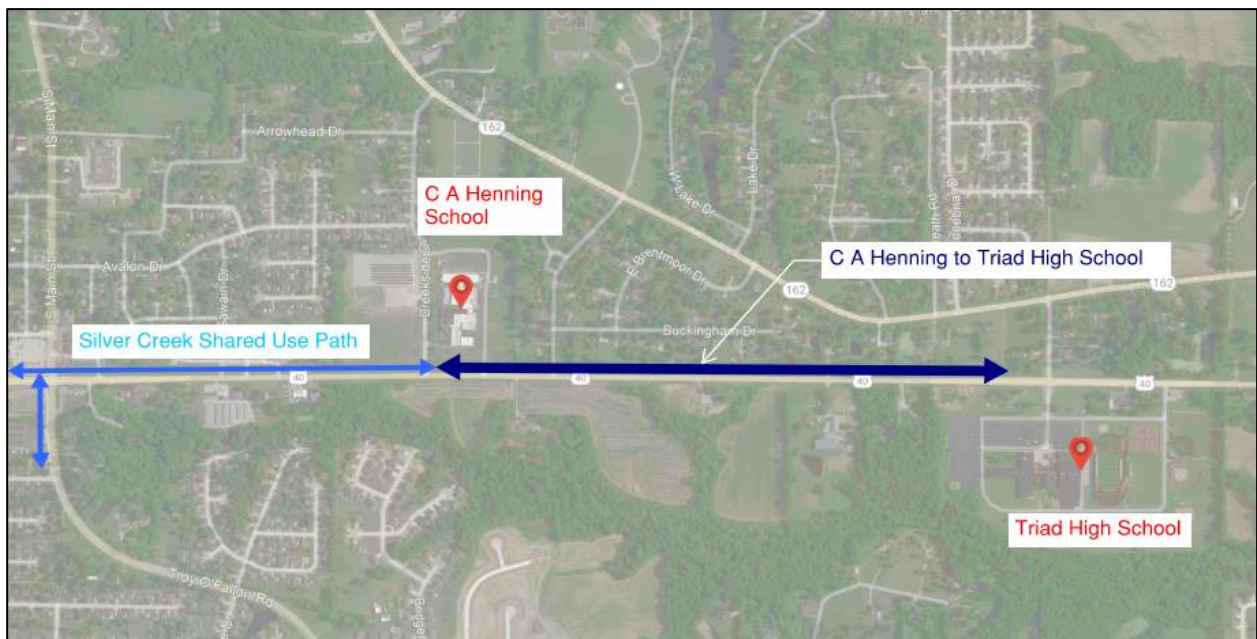
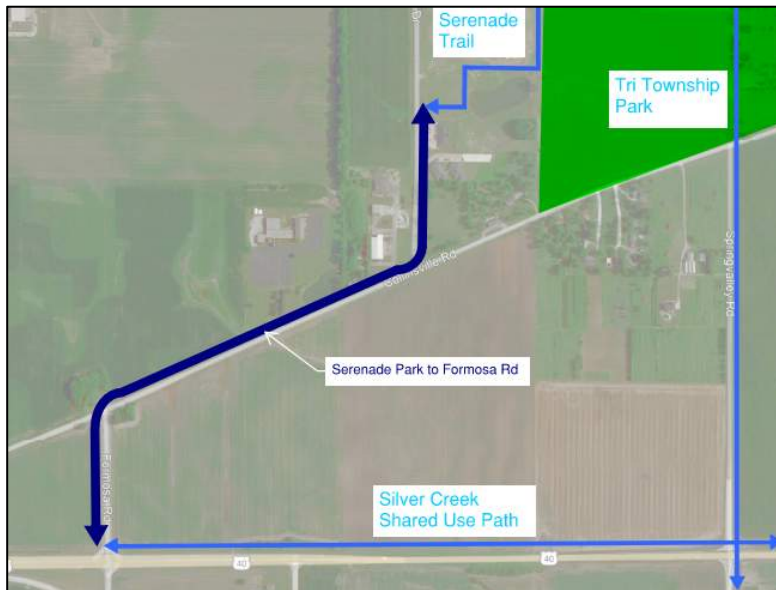


Figure 12: CA Henning to Triad High School

### 3.1.7 Serenade Park to Formosa Road

This project would create a bike loop by connecting the Water Feature Park on St. Airman Brad Smith Boulevard to the western end of the US 40/ Silver Creek Trail. This project would create a great benefit to the trail network by creating a trail loop. The layout for this trail is shown in **Figure 13**.



**Figure 13: Serenade Park to Formosa Road**

The estimated cost of this project is \$1,079,000 in 2022 dollars. A complete cost estimate can be found in **Appendix B**. A challenge with this project is it requires right-of-way acquisition. These negotiations can take time and will add cost to the project, but the benefit of creating a 3.3-mile bike loop, enhancing access to the water feature park, and adding to the enjoyment of the trail network is worth considering. Old Collinsville Road is in poor condition, so the shared-use path along Old Collinsville Road could be combined with a road improvement project, or the trail project could be constructed independent of road improvements. Old Collinsville Road is an unmarked state route that the State of Illinois owns and maintains, so the City would have to coordinate with IDOT or take jurisdiction over Old Collinsville Road to construct a shared-use path along this route.

### 3.1.8 Tri Township Park Extension to Clay Street

This project would connect the Tri Township Park trail to the wide sidewalks on West Clay Street. The wide sidewalk on West Clay Street ultimately leads to downtown. This project would complete a fragmented trail from the park to the downtown area.

**Figure 14** shows three different alignment options this path could take to connect to West Clay Street.



**Figure 14: Tri Township Park Extension**

The public was asked to choose their preference in the survey between Options 1 and 2 shown in **Figure 14**. Option 1 would continue the trail along Wickliffe Street. This option would include road improvements and wide sidewalks along Wickliffe Street from the Park to IL-162. The trail would end at the push button crossing on IL-162. An enlarged view of this option's concept can be seen in **Figure 15**. Option 2 would follow along IL-162. The trail in Option 2 would first be constructed along Parkside Drive until it meets IL-162. The trail would then run along the south side of IL-162 past the strip center that City Scoops is in. This trail would end at the same pedestrian push button in Option 1. An enlarged view of this option's concept can be seen in **Figure 16**. A full conceptual design for both options can be found in **Appendix A**.

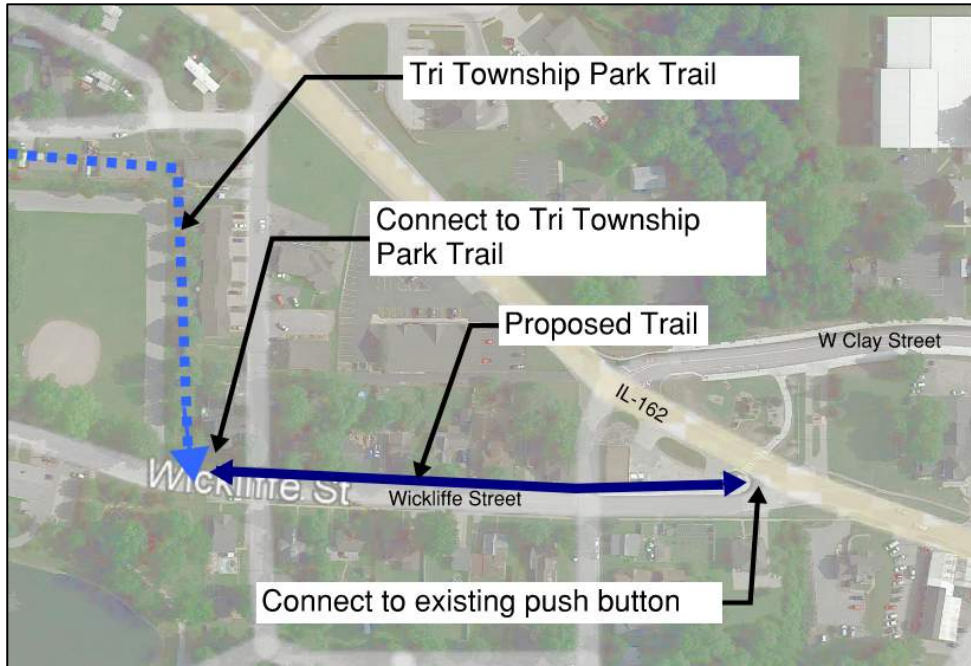


Figure 15: Option 1 (along Wickliffe Street)



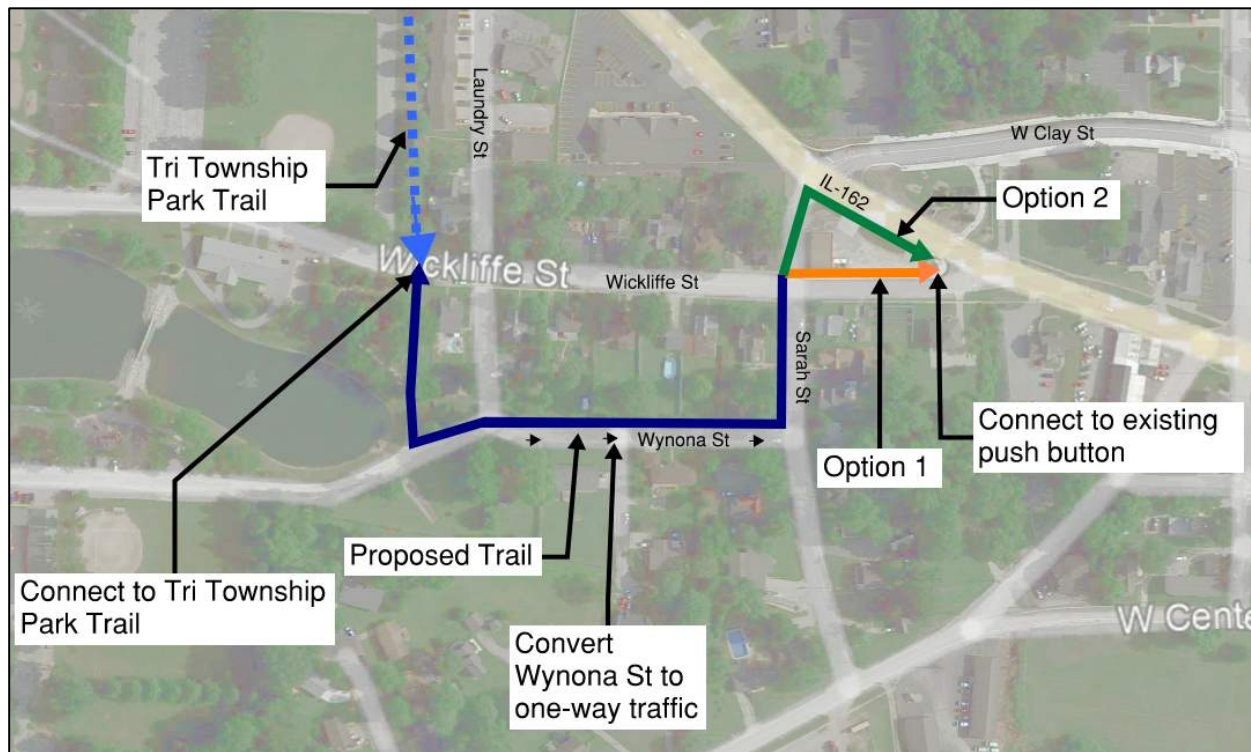
Figure 16: Option 2 (along Edwardsville Road/IL-162)

A route along Edwardsville Road would be outside of the paved roadway and cause minimal disturbance to the existing pavement but is along a high traffic, high speed highway. Wickliffe Road is a low speed,

wide street with small residential front yards. Adding a bike trail along this street would require road reconstruction with the removal of a parking lane or additional right of way.

Option 1 and Option 2 would both cost about \$104,800 and \$364,000 in 2022 dollars. A detailed cost estimate for these two options can be found in **Appendix B**. Option 1 (Wickliffe) was initially chosen because it didn't travel along a busy high-speed road and it was safer, but Option 1 would remove the parking to residents. A public meeting was held in April 2022 to discuss these two options. Residents along Wickliffe opposed the idea of removing parking in front of their homes for the trail. At the meeting, a third option was proposed by the residents and evaluated by the city.

Option 3 shown in **Figure 17** would be constructed along Wynona Street. This trail would continue the Park trail south until it reaches Wynona Street and then turn to run along the north side of Wynona. Wynona Street would be converted to a one-way street. Arrows shown in **Figure 17** denote the direction of traffic. When the trail reaches Sarah Street, it would turn north toward Wickliffe Street. This option would involve the reconstruction of Wynona Street and road improvements along Sarah Street. Once the trail reaches Wickliffe Street, there are two options the trail could take to connect to IL-162.



**Figure 17: Option 3 (along Wynona Street)**

The first option to connect the Wynona Trail to IL-162, shown in **Figure 18**, would involve widening the sidewalk along the north side of Wickliffe Street. As an alternate to this option, the trail would also continue north along Sarah Street to a small 5-space parking area that would be added to the entrance

to the strip mall along IL-162. The alternate would turn this section of Sarah Street into a one-way section.

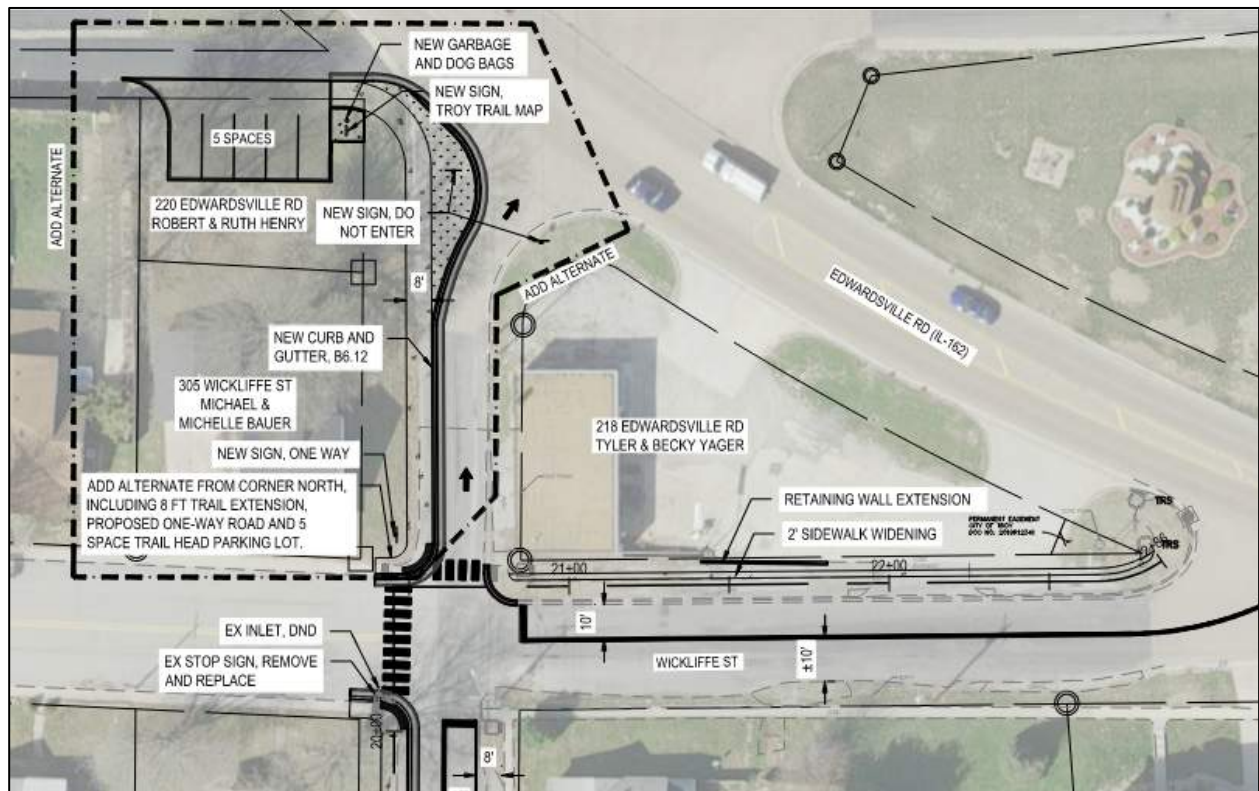


Figure 18: Wynona Trail (Option 1)

Figure 19 shows the second option for the Wynona trail to connect to IL-162. This option would continue the trail north along Sarah Street until it meets IL-162. The trail would then run along the south side of IL-162 until it means the pushbutton at the end of Wickliffe Street. This option would completely remove the section of Sarah Street between Wickliffe Street and IL-162. This option contains the same alternate of creating the small 5-space parking area to the strip mall. Full conceptual designs for the Wynona trail option can be found in **Appendix A**.

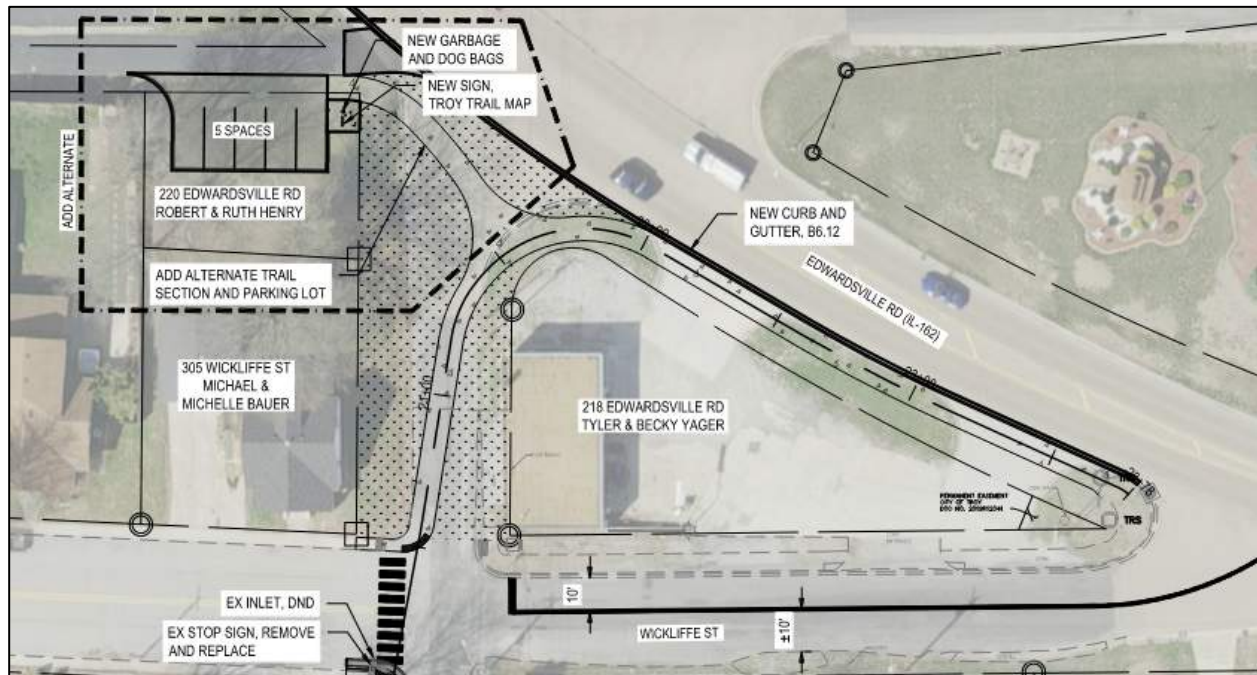


Figure 19: Wynona Trail (Option 2)

The cost for option 1 and option 2 is \$300,000 and \$334,000, respectively in 2022 dollars. A detailed cost estimate for these two options can be found in **Appendix B**.

## 4. Evaluation

### 4.1 Evaluation Matrix

To evaluate each potential project and compare the benefits with the other potential projects, an evaluation matrix was developed. The matrix ranks each potential project based on five categories; Existing Greenways, Trails and Parks, Safety, Cost, Sustainability, and Accessibility.

#### Existing Greenways, Trails, and Parks

This category considers trails that connect to other greenways, trails, and parks. These trails expand the public spaces for people to enjoy and increase the number of destinations. Considerations for ranking are as follows.

- Number of Key Connections - How much the connections formed by this corridor contribute to the overall goal of a connected trail network.
- Reduces Fragmentation - How well the corridor connects existing trails and greenways to create longer continuous trail lengths.

- Number of Key Destinations - Important recreational, cultural, social and workplace destinations along this corridor.
- Length of Trail Created - Total length of trail created compared to other options.
- Connecting Schools – K-12 Schools are connected by the trail.
- Potential for Increased Use of Existing Trails - How much the new corridor will connect new residential areas with existing trails.

### **Safety**

These trails minimize on-road bike lanes and limiting trail intersections with high traffic, high-speed roads. Considerations on ranking are as follows.

- Minimizes On-Road - A higher rating means the corridor does not follow roads.
- Minimized At-Grade Crossings - A higher rating for fewer at-grade crossings.
- Separated from Vehicle Traffic – Trails are physically separated from roadways.

### **Cost**

Greenways and trails are planned, designed, engineered, built, operated, and maintained using taxpayer dollars supplemented by grants and donations. All trail development and maintenance must use these funds responsibly. Considerations are as follows.

- Land Acquisition Effort - Effort and funds required to secure land for the corridor, affected by parcels and property owners involved and property values.
- Length of Trail - A lower number represents a longer trail length and higher cost.
- Property Easements Required - Probable effort to acquire easements.
- Permitting/Approvals - Lower rating equals more densely populated and developed areas that require more effort for permitting and approvals.
- Trail Infrastructure - A lower rating represents more costly infrastructure that will be required, such as bridges, underpasses or retaining walls.
- Potential to Leverage Other Funding Sources - A higher number represents a greater potential to leverage other sources of funding.
- Maintenance Costs - A longer trail length with more infrastructure costs more to maintain, which is represented by a lower number.

### **Sustainability**

Through design and maintenance, trails can manage stormwater, improve water quality, and create healthy habitats for people and for native plants and animals in the region. Trail construction using locally sourced, recycled, and rapidly renewable materials reduces the environmental impact.

Considerations on ranking are as follows.

- Frequency of Flooding – Lower rating represents higher likelihood of flooding
- Opportunity to Conserve Natural Resources - Higher rating represents an opportunity for the project to have an environmental preservation component.
- Level of Maintenance Required - Lower rating equals more maintenance effort.



## Accessibility

Trails without steep slopes are easier for people of all ages to enjoy whether you are walking, bicycling, pushing a stroller or using a wheelchair. Considerations on ranking are as follows.

- Topography over 10% Grade – Lower number for more steep slopes to traverse
- Trail Access Points - Number of access points compared to other options.
- Number of Trailheads Accessible within a 5-minute Walk - Number of existing trailheads located nearby.

## 4.2 Evaluation Results

After an evaluation matrix was developed, each potential project was reviewed against each category. Each potential project could be scored with a number between 1 and 3 for each category. A score of one was the lowest available score per category. The reason a zero was not the lowest score available was that all potential projects were chosen because they provide some benefit to the community. Ranking a project zero would give the impression it does not provide any benefit with regards to the category it is being ranked on.

A ranking of three is the highest rank a potential project could earn. A project earned this ranking if it met most of the considerations for each category. The final rank are as follows.

- Riggin Road Bike Lanes Score: 11
- Spring Valley Road Spur Score: 9
- Windsor Way Score: 6
- Troy O’Fallon Road Score: 10
- Titans to Spin City parking Lot Score: 15
- CA Henning to Triad High School Score: 13
- Serenade Park to Formosa Road Score: 13
- Tri Township park Extension to W. Clay Score: 13

The complete scoring of each potential project can be found in **Appendix C**. The trails that scored the lowest are Troy O’Fallon Road, Riggin Road, Spring Valley Spur and Windsor Way.

Another part of the evaluation matrix is ranking each project by community preference. A survey was developed asking the public to rank the potential projects from least desirable to most desirable. Troy has 8 potential projects to choose from and to prevent overwhelming the public with too many choices, the bottom three potential projects were removed from choices. Even though Riggin Road, Spring Valley Spur, and Windsor Way were not voted on by the public, the potential projects remain viable options for the city to explore in the future.

## 5. Survey Results

A survey was developed and posted on Troy’s website asking the public feedback regarding the City’s trail network. The survey asked a total of nine questions and requested respondents to rank five possible trails from 1 being the most desirable and 5 being the least. **Figure 20** is a map showing the possible trails that were asked to vote on.

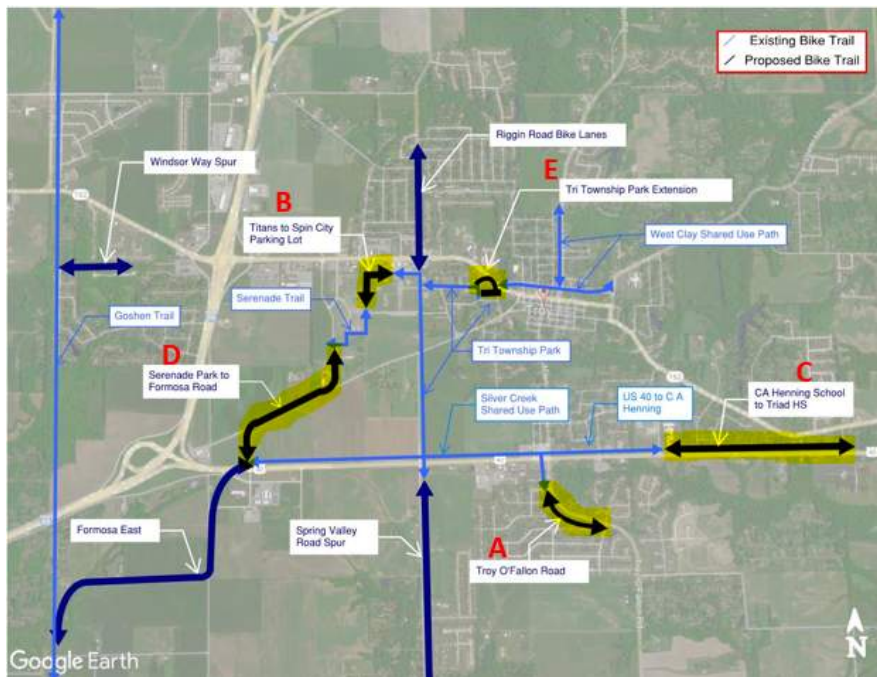


Figure 20: Question 4 in the survey

The responses to these questions suggest that the public are generally monthly trail users that would use the trail more if it were readily available to them.

After ranking the five trail options, most people (35%) listed option C (Extending the trail along US 40 to Triad Highschool) as their number 1 choice. Option D (Extending the trail from St. Airman Brad Smith Boulevard to the western end of the US 40 trail at Formosa Road to create a loop trail) received 30% of the vote as their top choice. The two choices to connect from the Park to West Clay Street were evenly split.

The survey was also used to help the city determine destinations for future trail routes. The available destinations to choose from included:

- Subdivisions
- Parks
- Institutional (schools, libraries)

- Entertainment (theater, bowling alley)
- Restaurants (including fast food)
- Retail shops
- Other businesses (offices, clinics)
- Other trails

Of the 80 respondents to this question, 79% and 78% chose other trails and parks. Subdivisions was the next top choice for respondents with 59% choosing it as a destination. These responses reinforce the initial idea that most people utilize the trails monthly and for mainly recreational purposes.

Respondents would like to be able to leave their home/ neighborhood, be connected to the trail network and either enter parks for recreation activity or continue to other networks for long distances. Other Destinations respondents suggested was for Troy to make a connection to MCT trails, extend trails to the Charleston/ Spring Valley subdivisions, and would like to see the US40 trail to go farther East.

Some additional comments for the city to consider for future trail planning and design are as follows:

- One response would prefer more unpaved trail sections for running purposes.
- Another respondent commented that when trails are constructed parallel to roads, they would like to see trees, flowers and other foliage added. It was also added that a trail next to a busy highway makes it psychologically uncomfortable to travel.

The full survey results can be found in **Appendix D**.

## 6. Conclusions

The public is very supportive of what the city is doing with regards to their trail program. The City of Troy should continue to fund the expansion of trails and wide sidewalks as the public understands the benefit.

The survey results suggest there are preferred destinations for trails. Parks and other trails are great destinations for the citizens of Troy, followed by subdivisions. A connection to the MCT regional system is strongly desired. With other trails being a great destination, the city should continue to support the Formosa East Trail Connection that MCT is planning. Respondents also desired a complete looped system. The city should continue to plan for trails to connect the Park to downtown and other ways to connect the southern entrance of the park to the US 40 trail.

Finally, respondents to the survey indicated they want the city to extend the US 40 trail and the trail along Collinsville Road east. Both extensions are out of the city limits so Troy will need partners or other creative solutions such as Jurisdictional Transfers. Troy should look for opportunities to connect their trail system to other regional trail networks. As the city expands the network, they should look for regional partners to extend east on US 40. Potential partners could be Agency for Community Transit (ACT), Madison County, Metro East Park and Recreation District (MEPRD) and Illinois Department of Transportation (IDOT).

## 7. Future Plans / Recommendations

After review of the survey results, it is clear the city should continue to develop their bike and pedestrian network. The public is very supportive of Troy’s bike trail system and usage is likely to grow as the network increases. To increase the trail network in Troy, several objectives are identified to aid in creating a larger network. These objectives will help the city identify new routes and pursue new avenues for network expansion that are safe and logical (**Figure 21**). The objectives are separated into three categories: Trail Routes, Partners, and Regional Trail Connections. The ‘Trail Route’ objectives are ways the city can better encourage and plan for pedestrian facilities including city-wide trails. The ‘Partners’ objectives are ways the city can either fully or partially finance trail projects by partnering with other agencies or organizations. The ‘Regional Connections’ objectives are ways to extend Troy’s network outside the city’s jurisdiction or the city limits that residents desire and would benefit from.

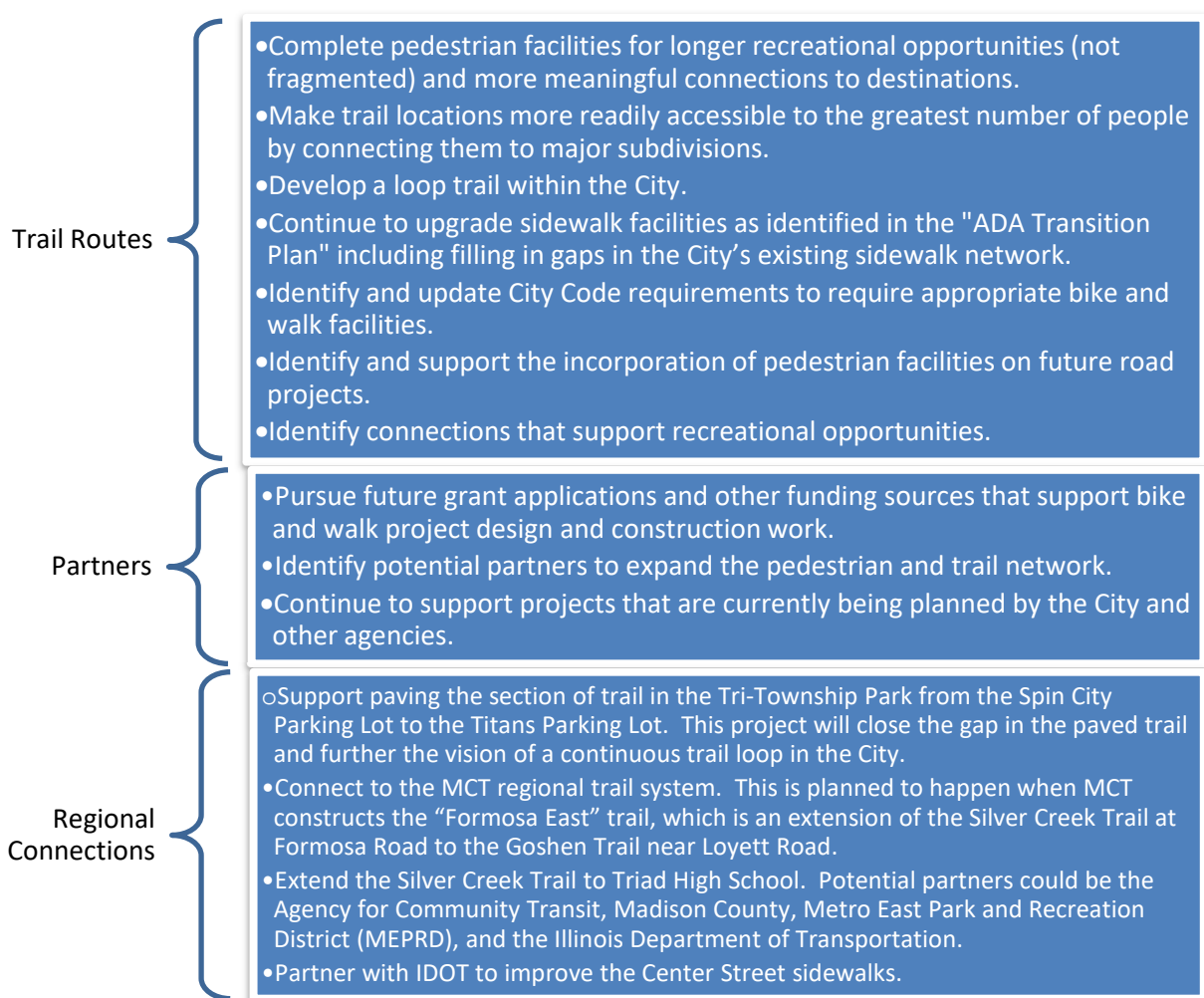
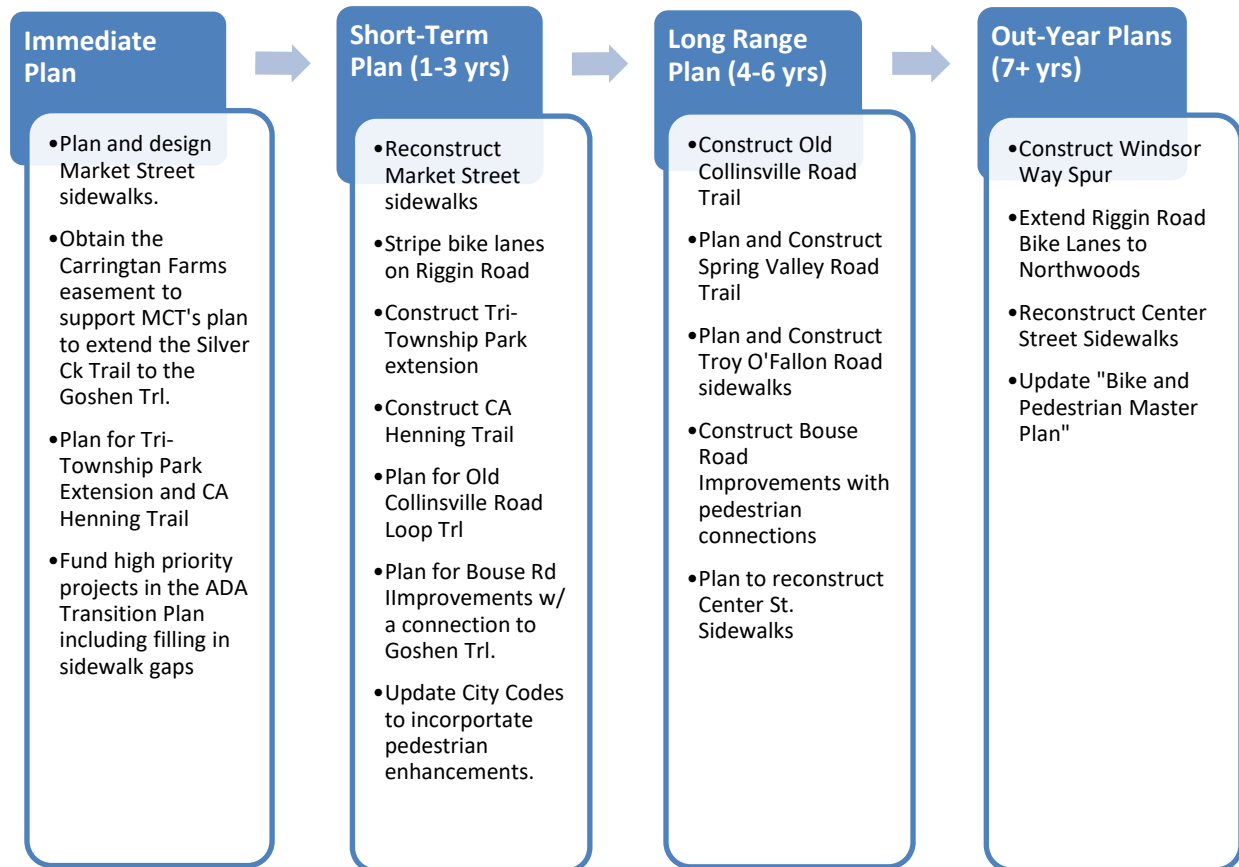


Figure 21: Overarching Objectives

The overarching goals and objectives are a way for the city to continue to develop their network of bike and pedestrian facilities. Meeting the objectives listed in **Figure 21** in conjunction with the proposed trail routes earlier identified were used to develop a short and long-term plan for the city to begin the expansion of their trail network. This plan is shown in **Figure 22**.



**Figure 22: Recommended Master Plan**

*Note: Planning includes obtaining grants or other funding sources.*

A description of each plan category is below:

- Immediate Plans – The city can use readily available funds and resources to achieve these immediate goals for trail expansion. These goals can be achieved soon with little additional planning involved. The first set of the immediate goals is for the three projects that are currently in the pipeline to be completed.
- Short-Term Plans (1-3 years) – The short-term plans require additional funds to be secured and require more time to complete. These plans can reasonably be completed in a timeframe of 1-3 years.
- Long-Range Plan (4-6 years) – The Long-Range Plan sets projects that will require several years from the planning phase to the completion of construction.
- Out-Year Plans (7+ years) – These objectives aren't initial priorities for the city. They are trail connections that enhance the network but don't directly connect to the other Troy's trails. They are also reminders like updating the "Bicycle and Pedestrian Master Plan." Lastly, they are projects outside the City's jurisdiction that need to be done, but they are outside the City's control to a large degree.

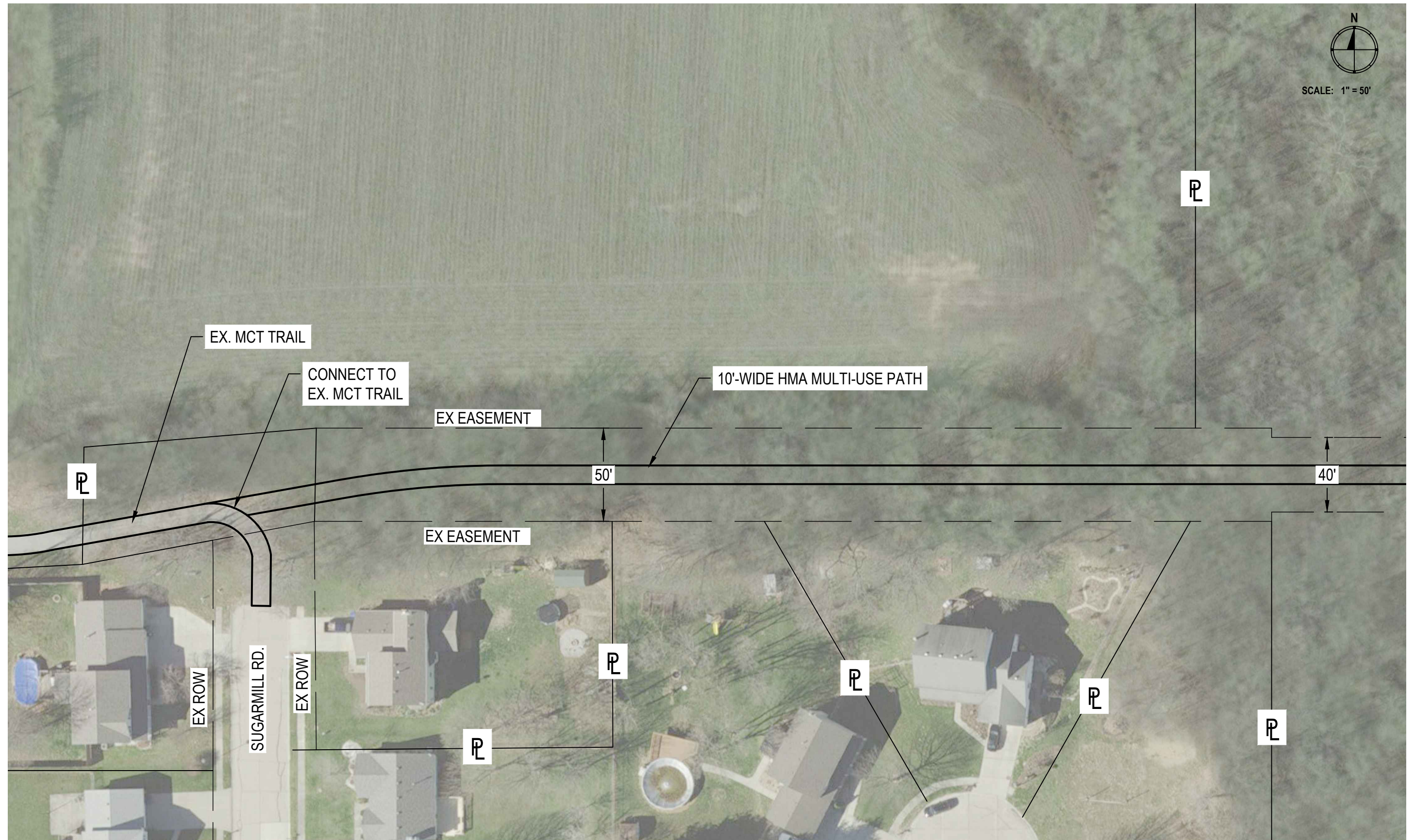
## 8. Acknowledgement

The City of Troy would like to acknowledge the contribution of the Metro East Park and Recreation District (MEPRD) to the development of Troy's Bicycle and Pedestrian Master Plan. This plan was funded in part by a MEPRD FY20 Community Planning Grant.

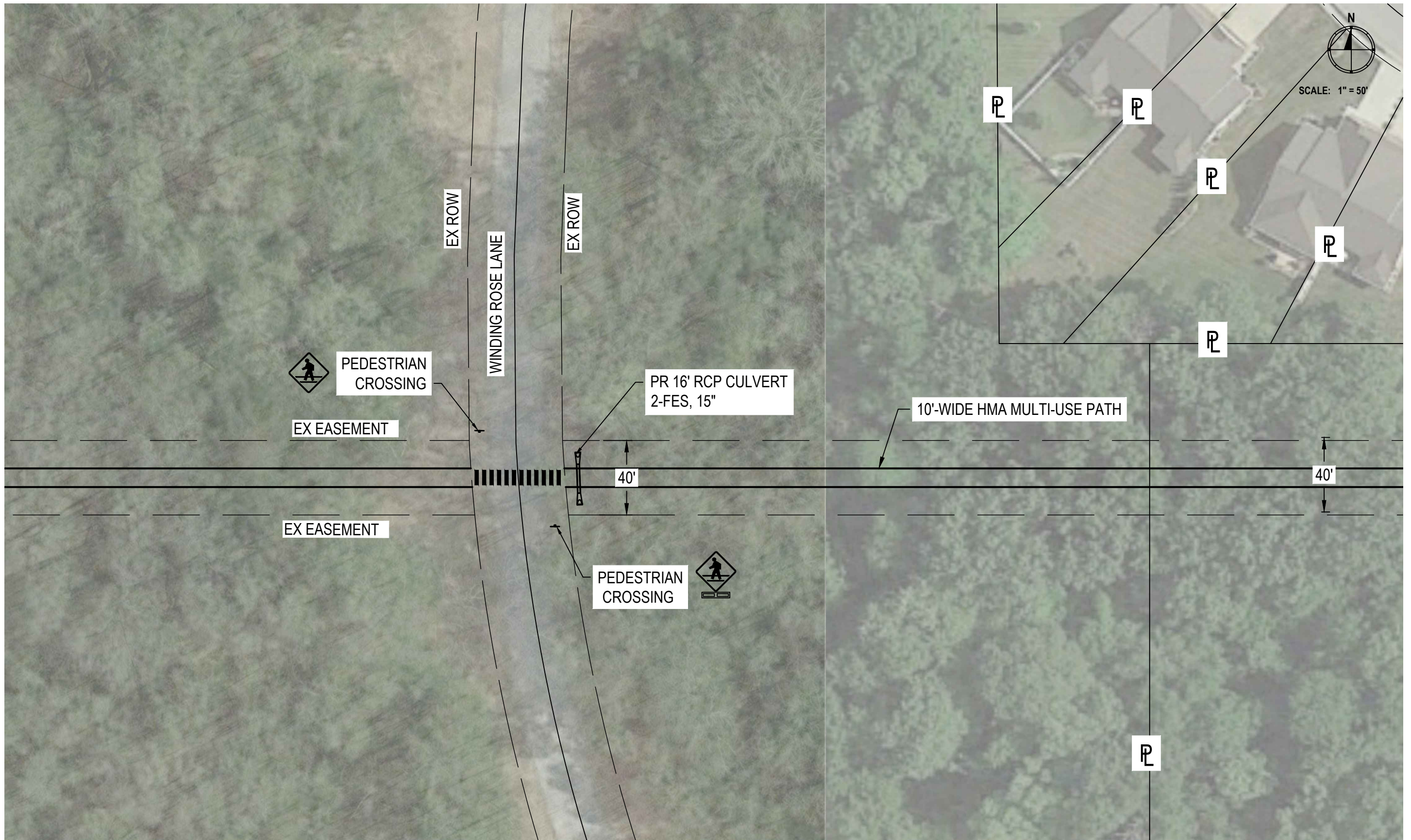


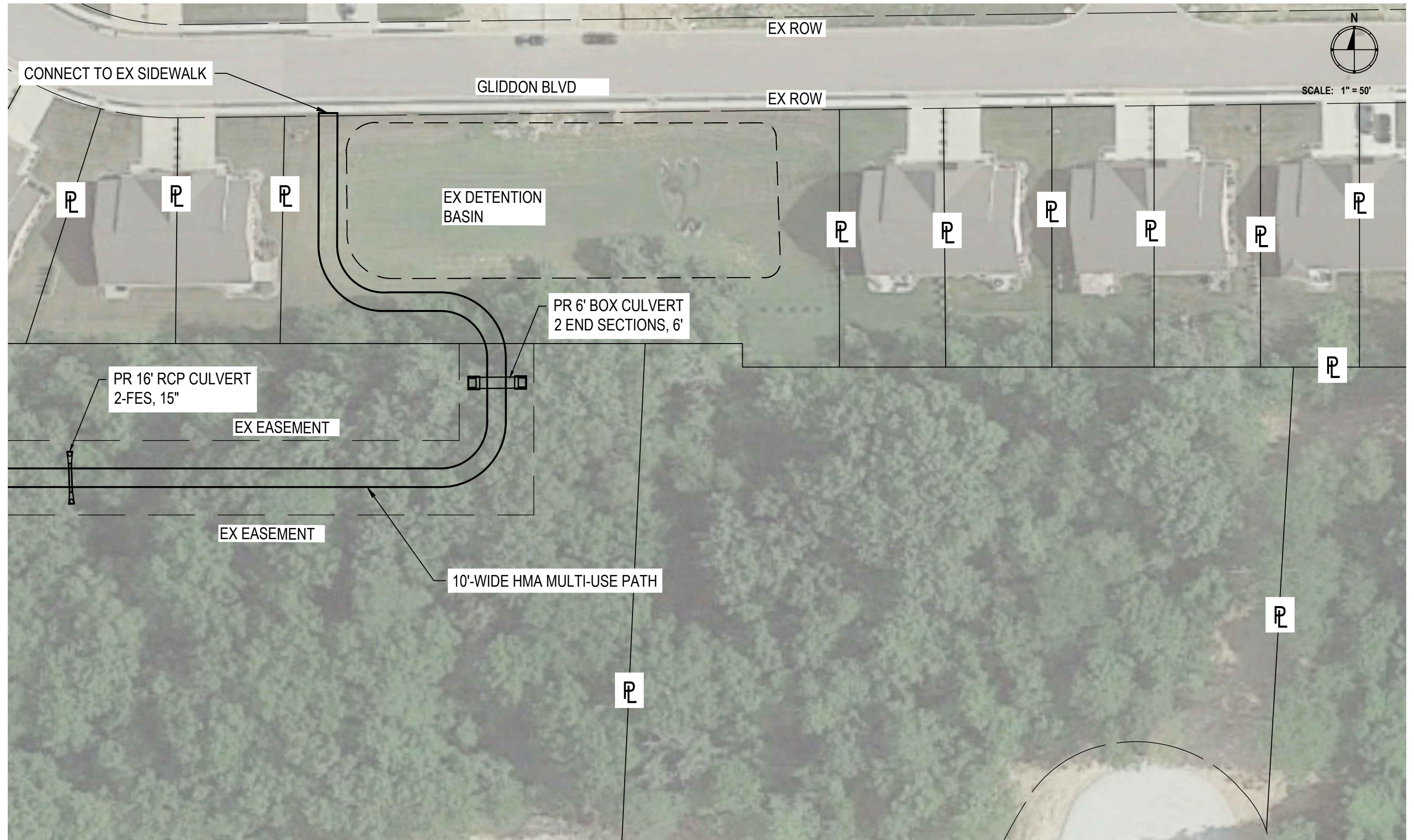
# Appendix A

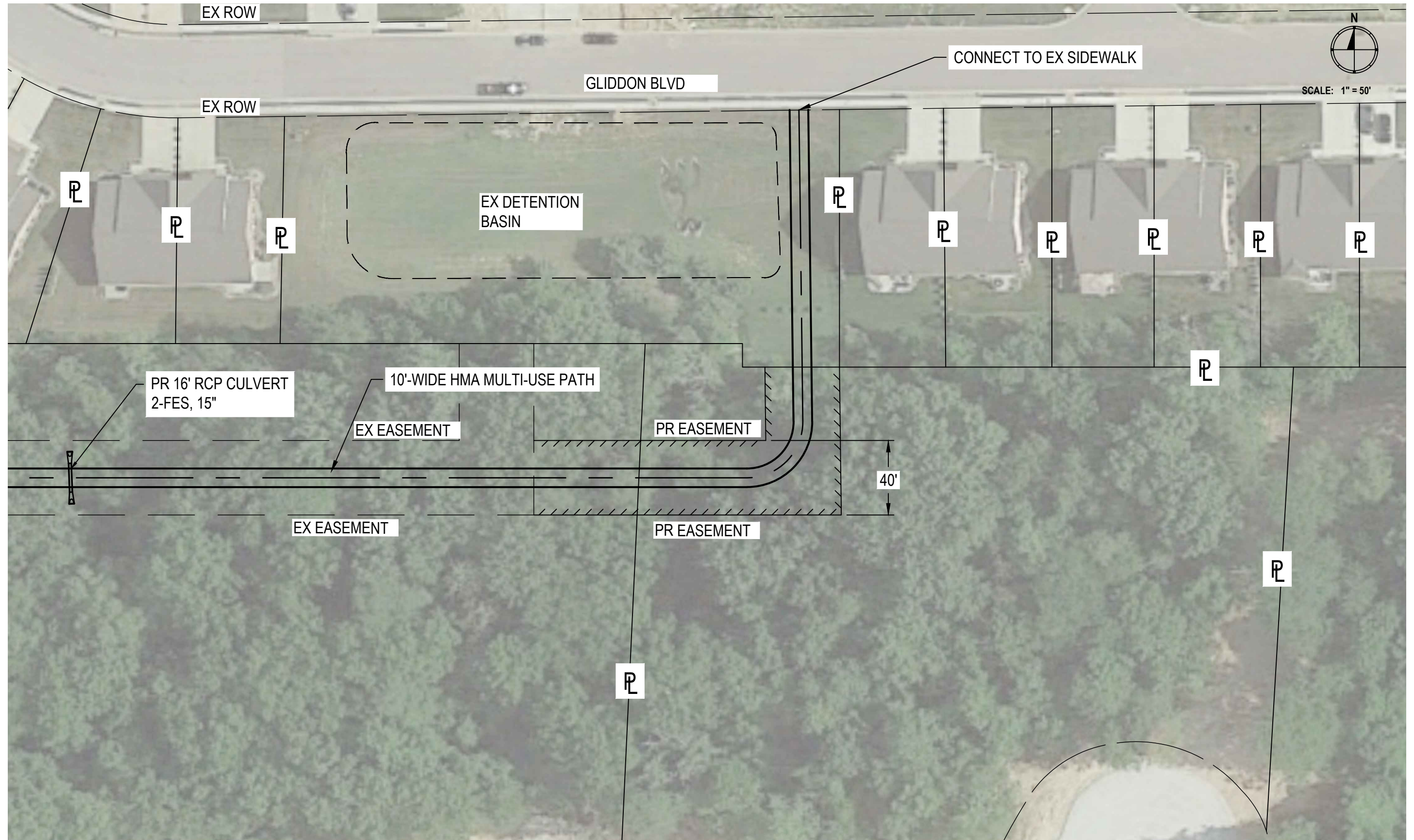
## CONCEPT PLANS

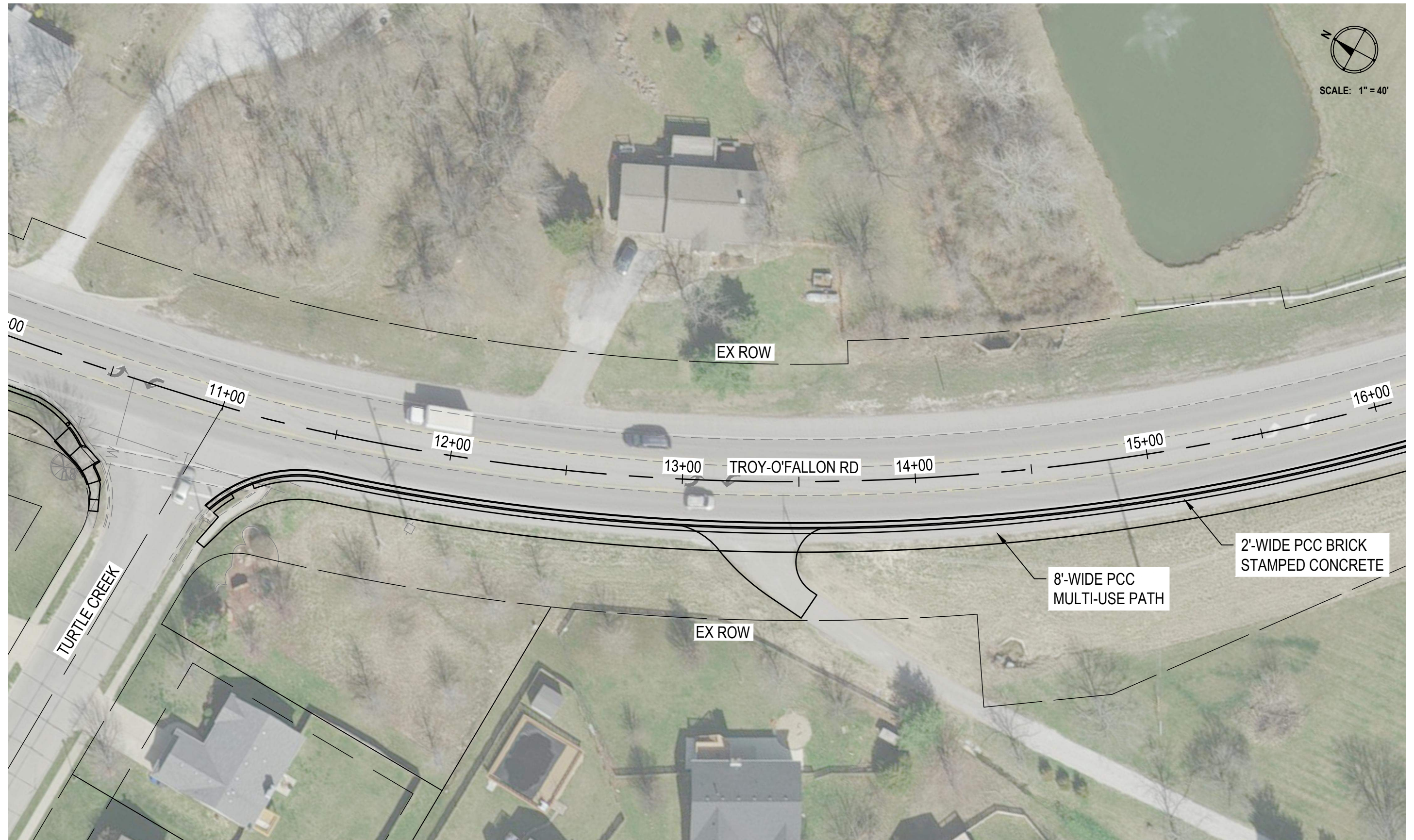


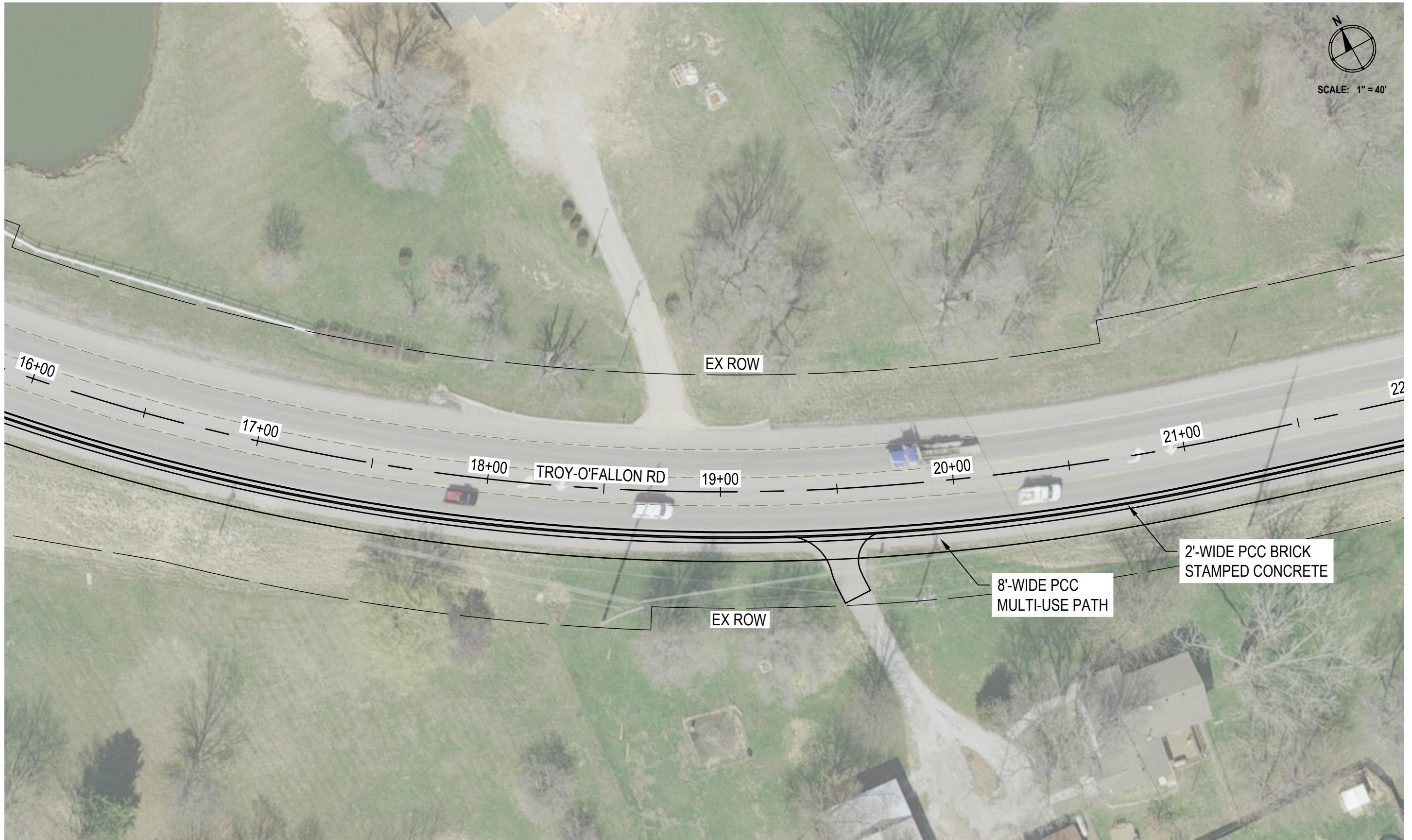


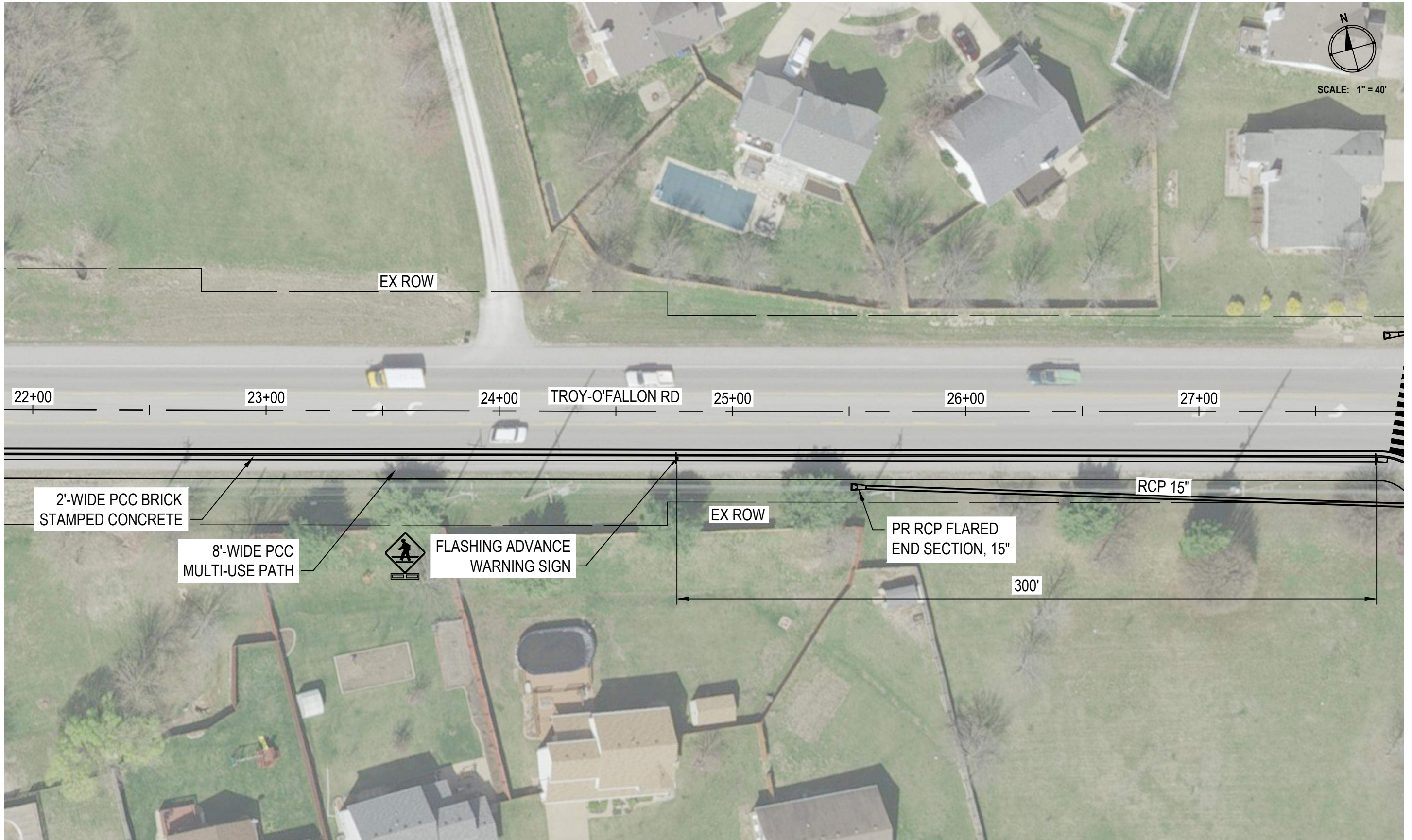


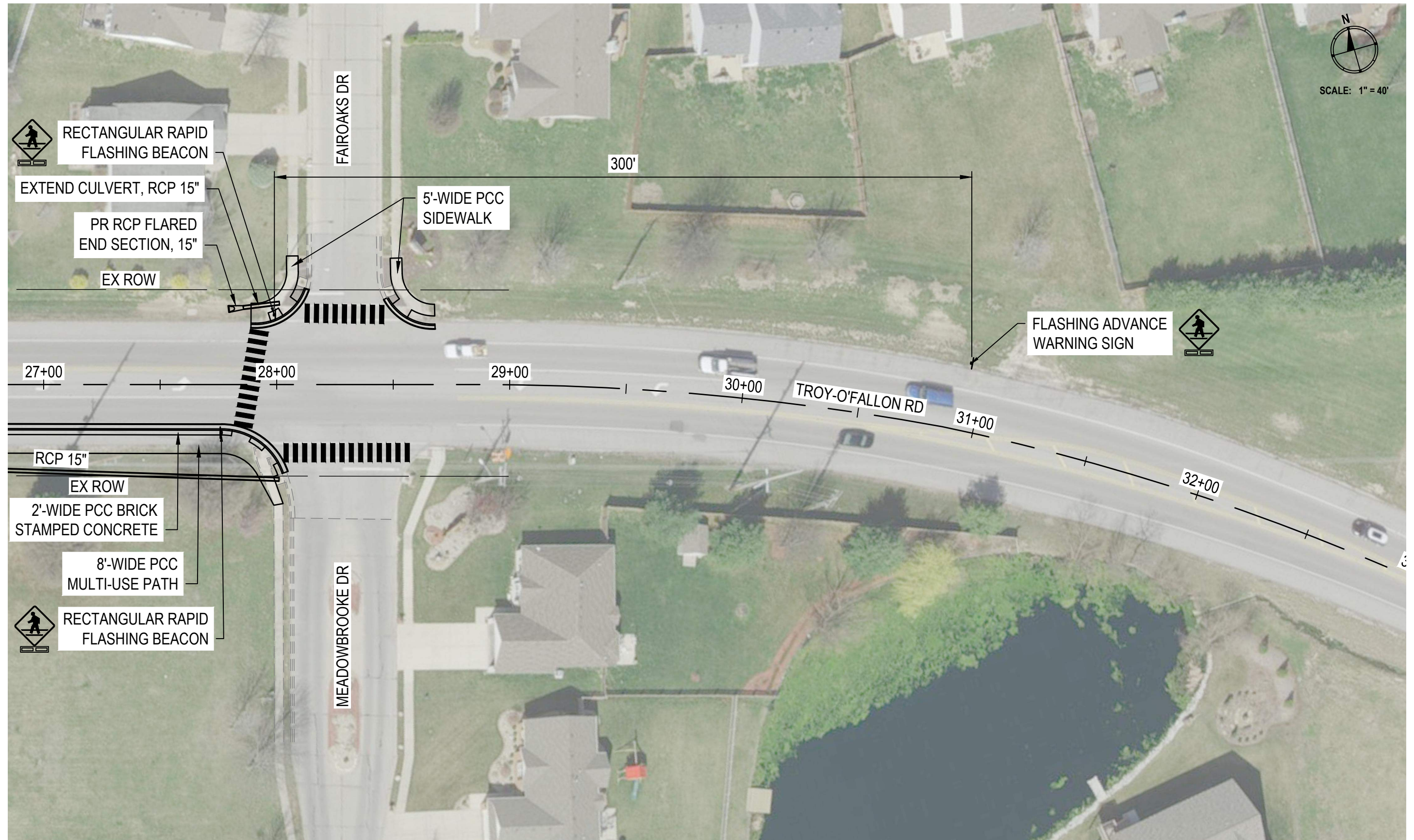


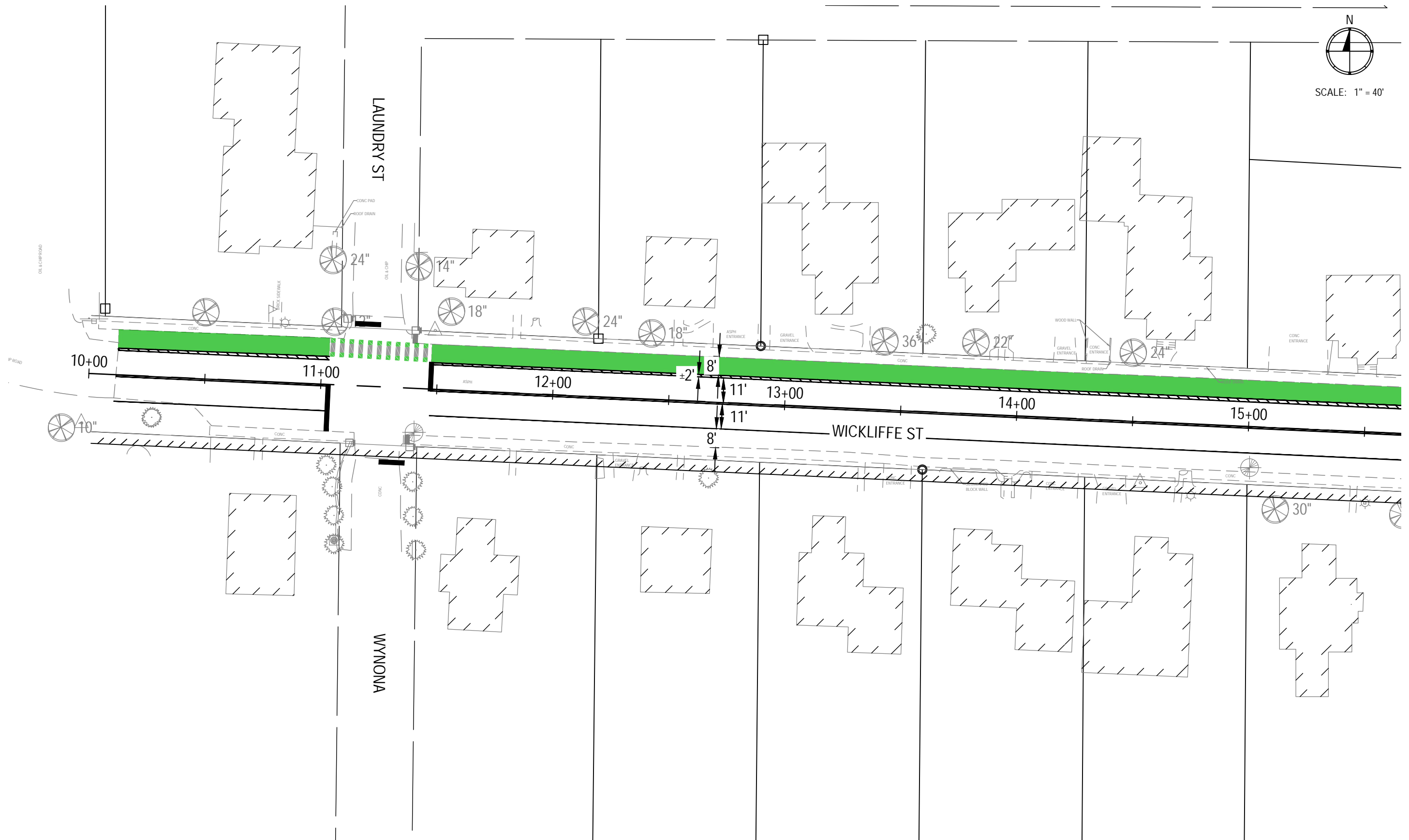




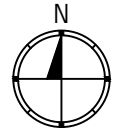




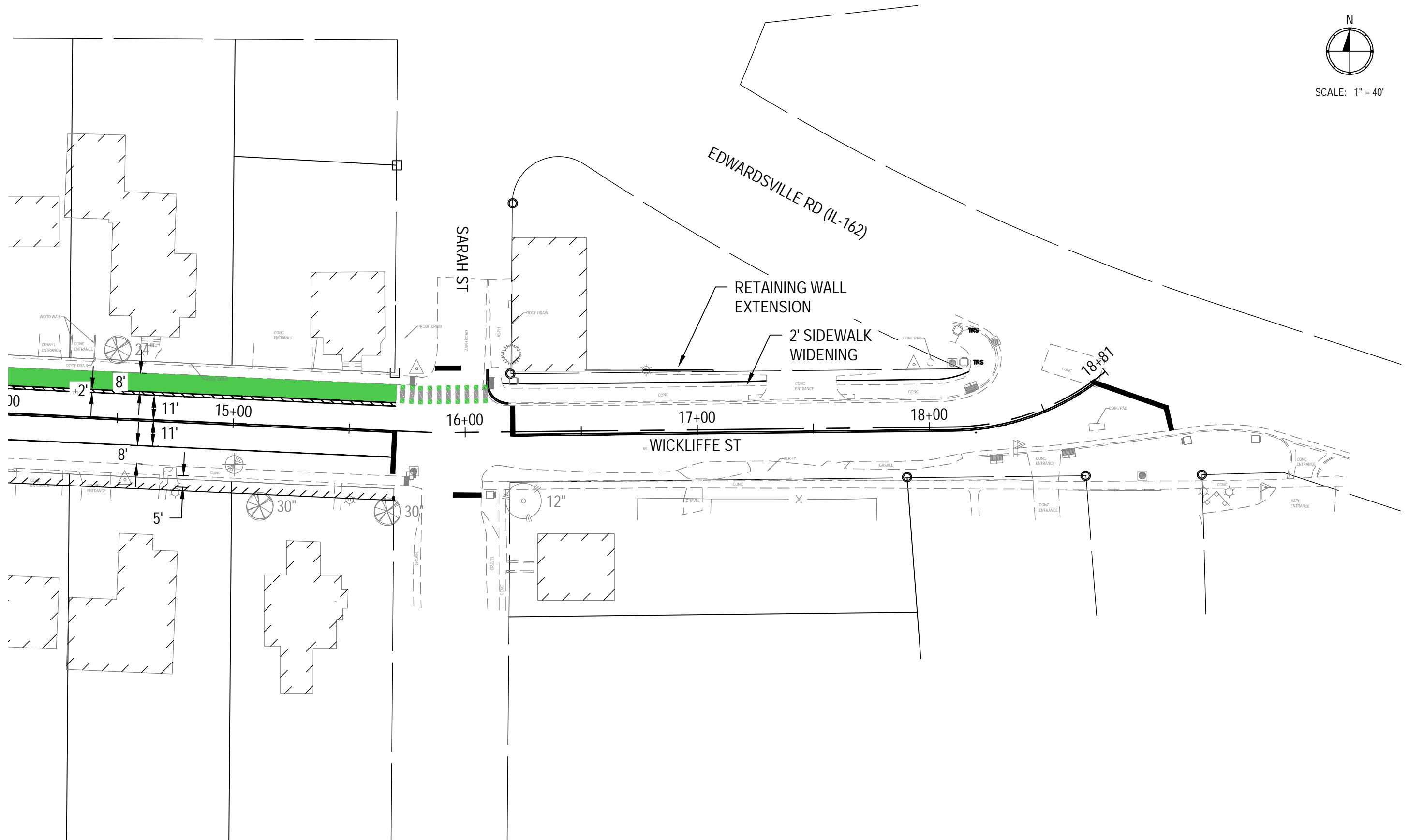


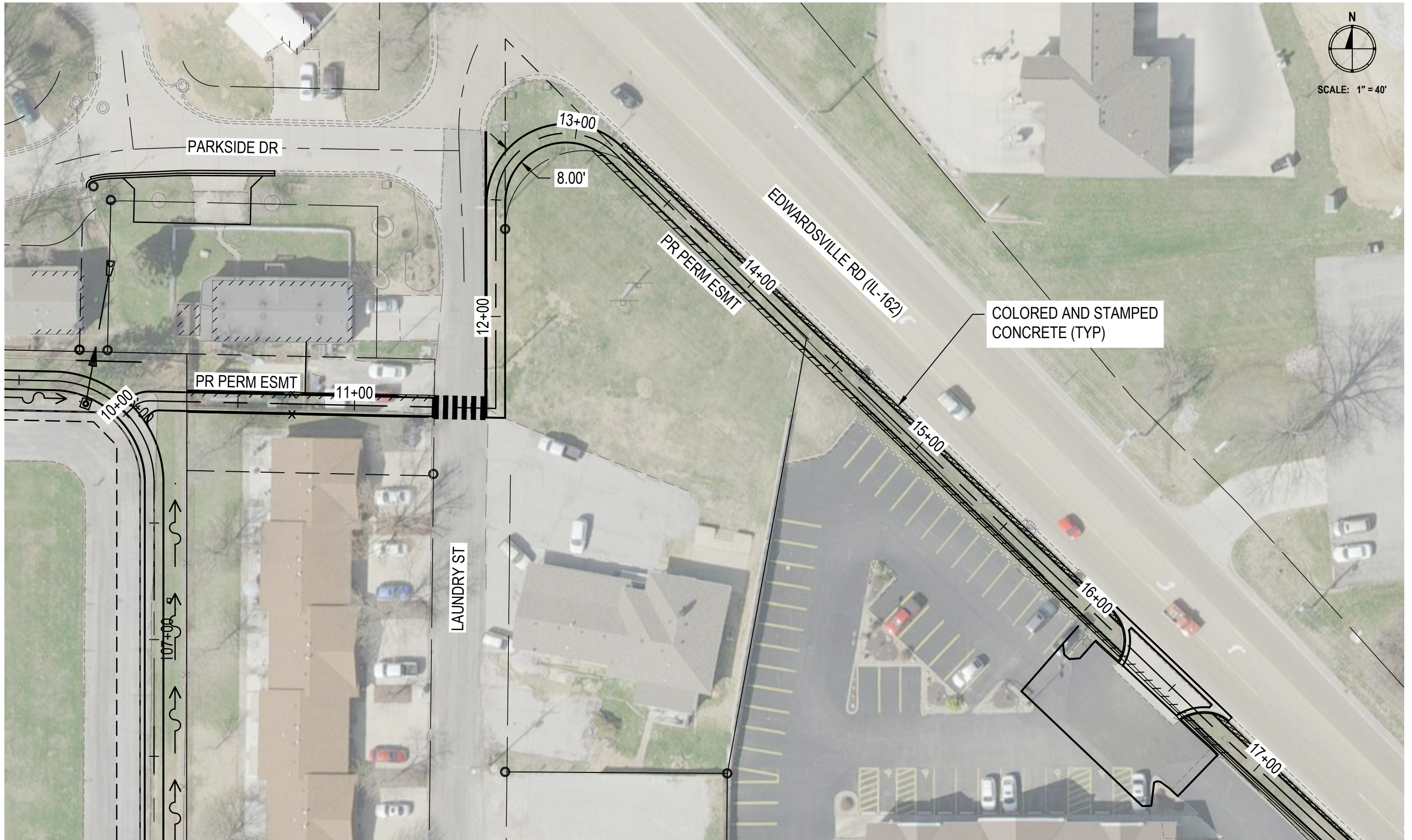


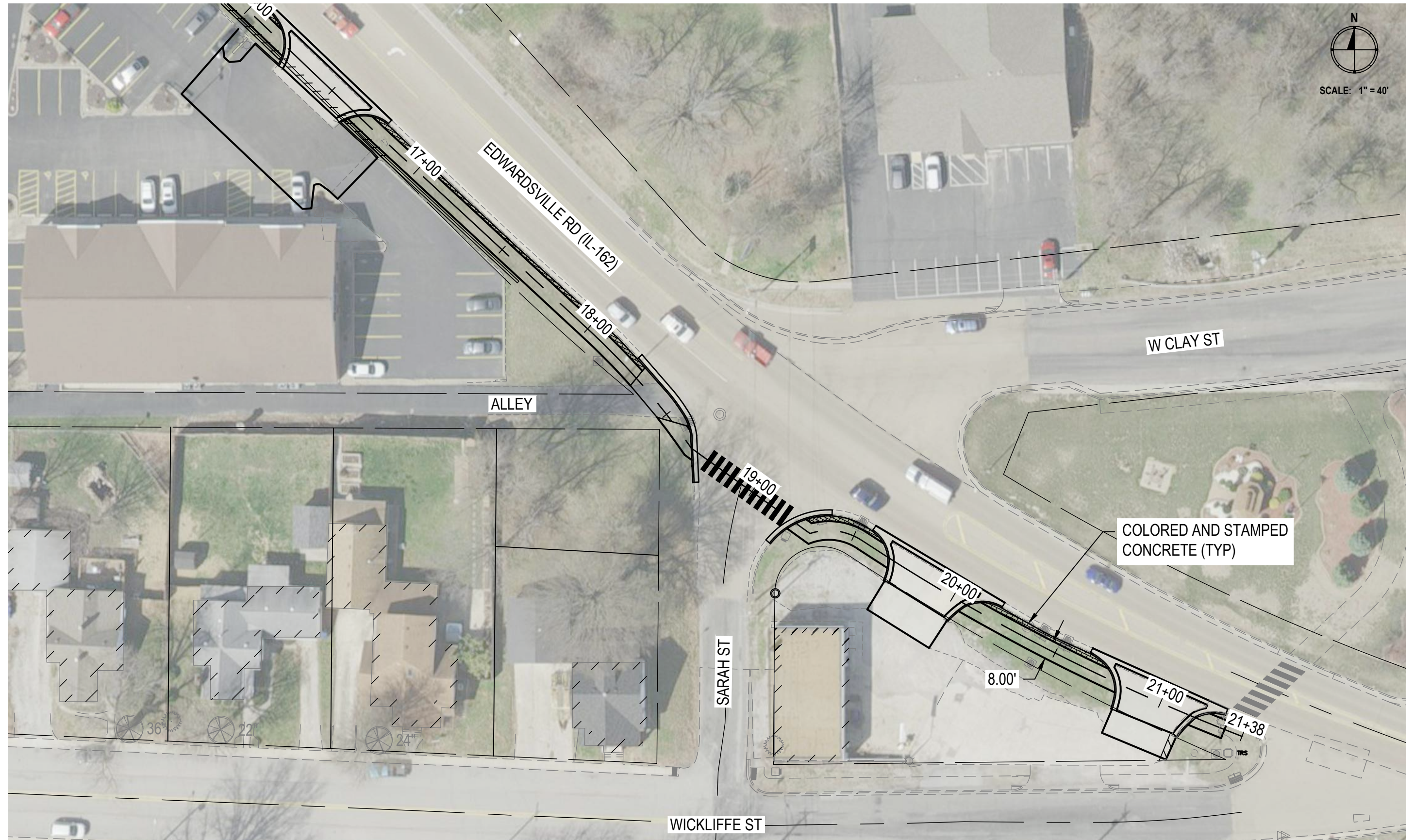


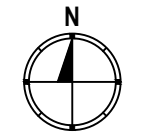
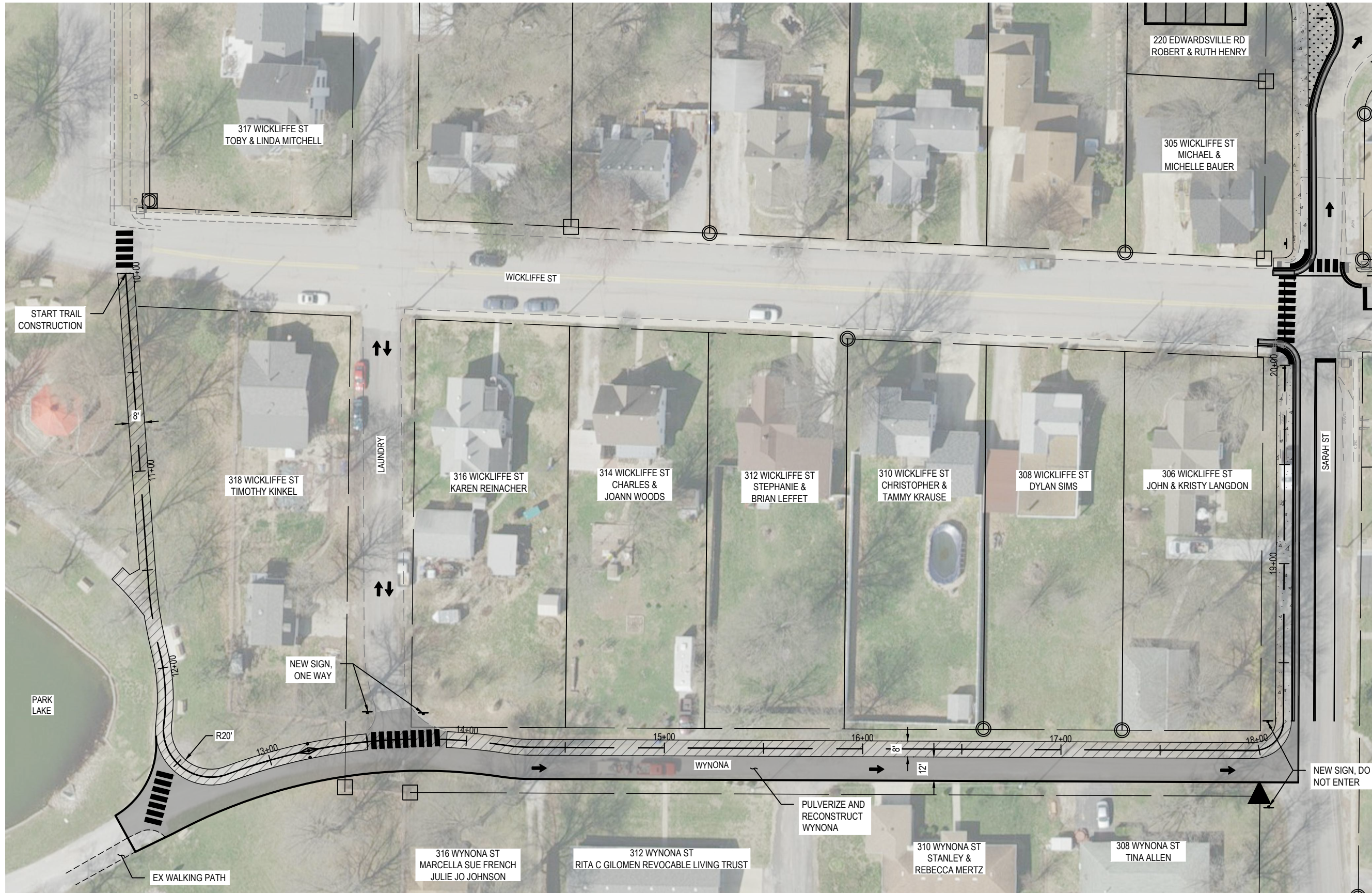


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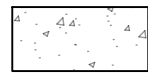



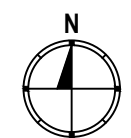
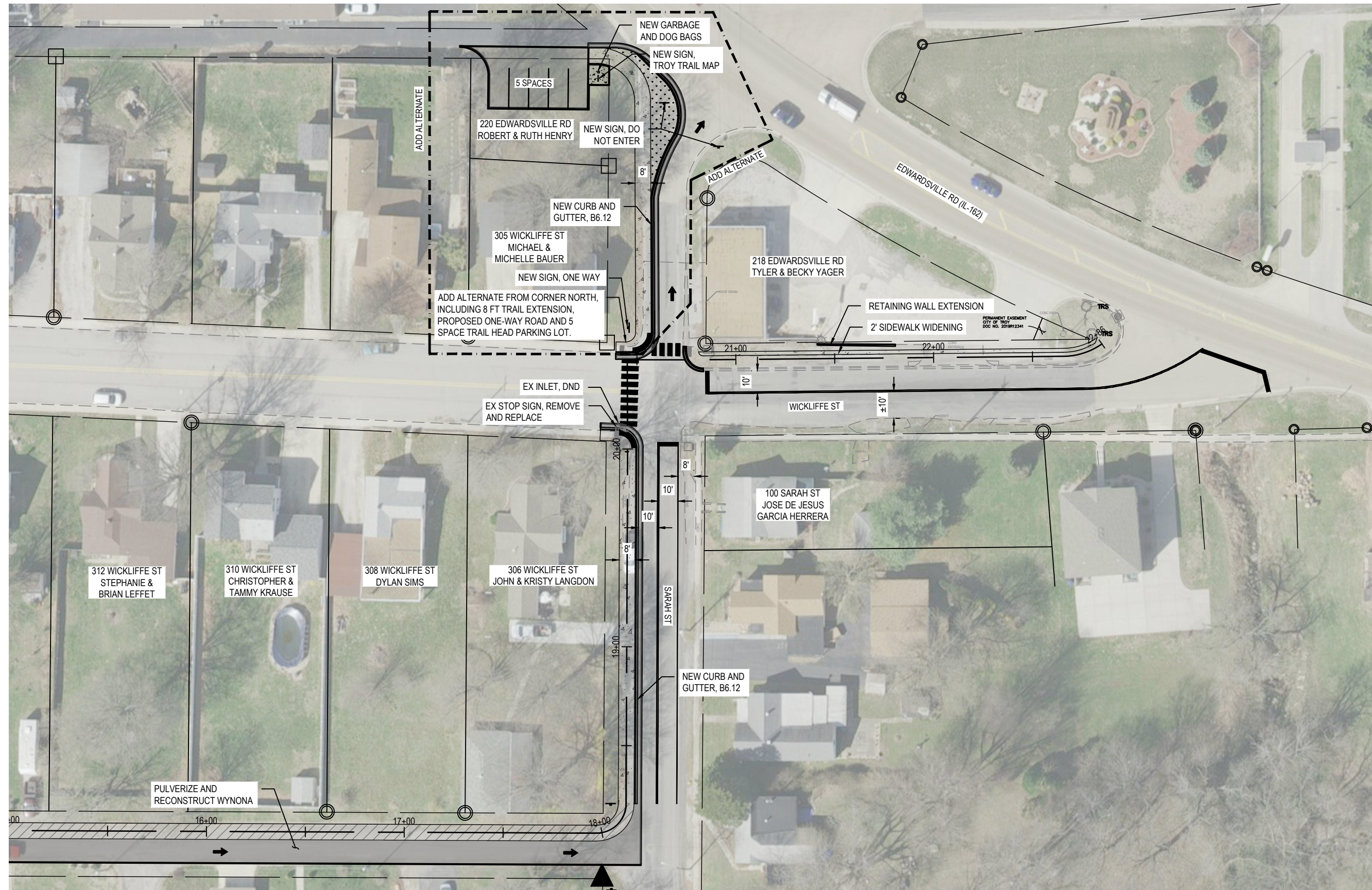









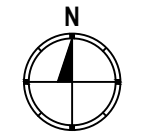
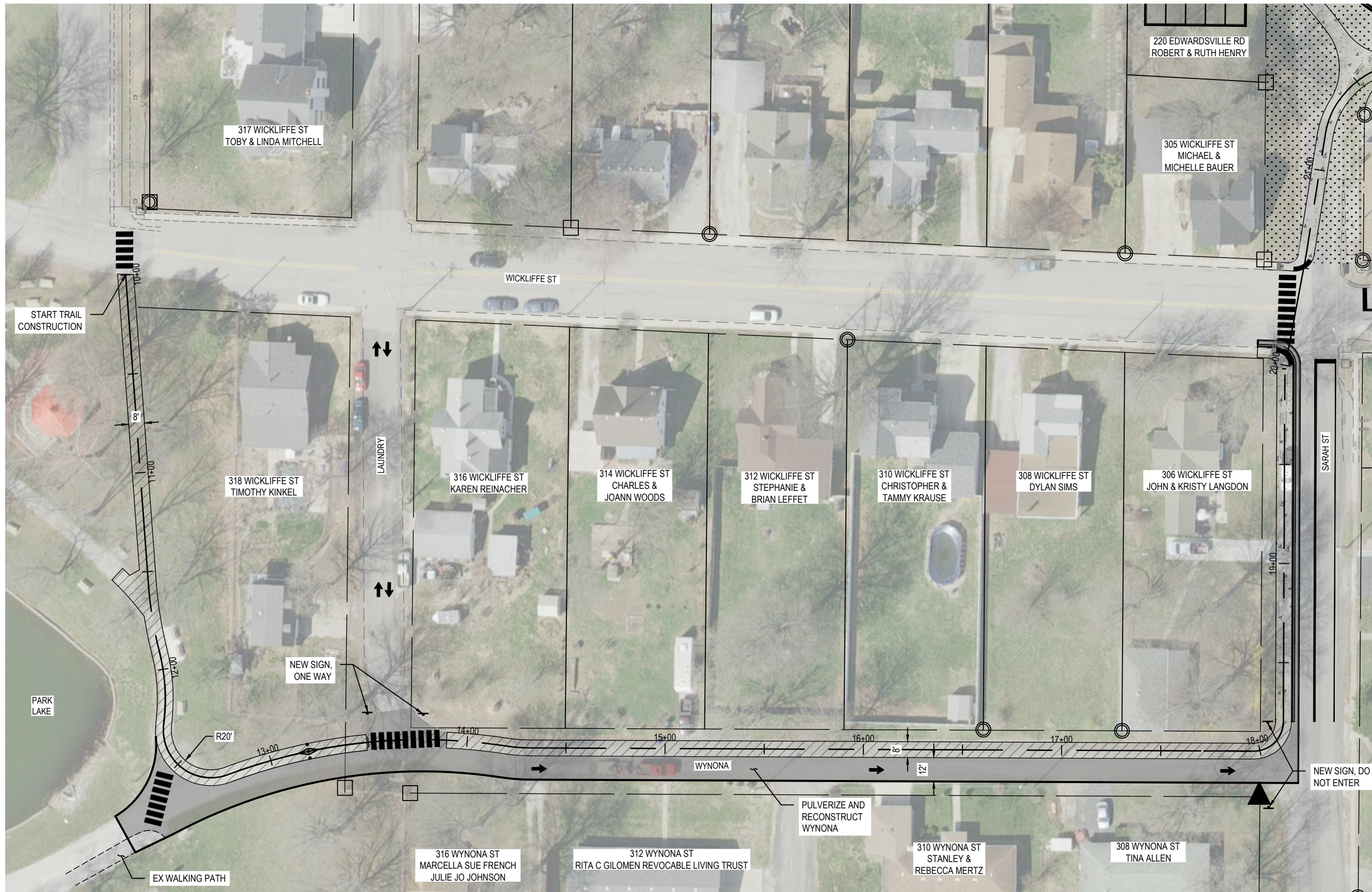
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-  NEW CONCRETE TRAIL
-  NEW ASPHALT ROAD


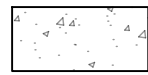



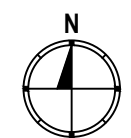
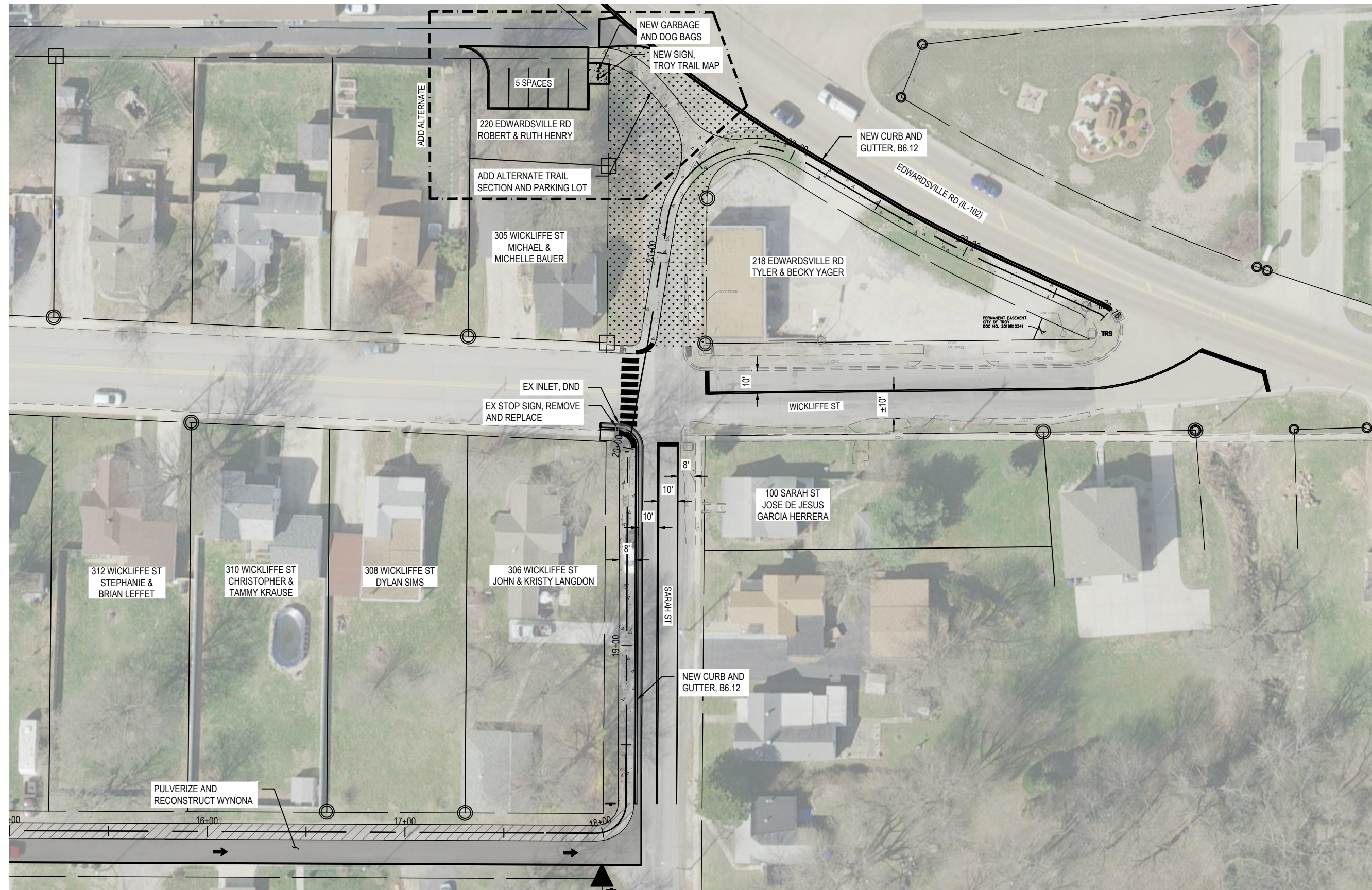
SCALE: 1" = 50'

-  NEW ASPHALT TRAIL
-  NEW CONCRETE TRAIL
-  NEW ASPHALT ROAD






SCALE: 1" = 50'

-  NEW ASPHALT TRAIL
-  NEW CONCRETE TRAIL
-  NEW ASPHALT ROAD



SCALE: 1" = 50'

-  NEW ASPHALT TRAIL
-  NEW CONCRETE TRAIL
-  NEW ASPHALT ROAD

# Appendix B

## COST ESTIMATES



**Estimate of Project Costs**

Project Sponsor: City of Troy, IL  
 Project Title: Windsor Way Trail (Option A)  
 Date: 6/18/2021  
 Length: 1,882'

**Specific Pedestrian Items**

| Item   | Quantity | Unit  | Unit Price  | Amount              |
|--|----------|-------|-------------|---------------------|
| EARTH EXCAVATION - 2' DEEP                               | 4,100    | CU YD | \$35.00     | \$143,500.00        |
| LIME MODIFIED SOIL, 12"                                  | 2,300    | SQ YD | \$8.00      | \$18,400.00         |
| SUBGRADE GRANULAR MATERIAL, TY A 4"                      | 2,300    | SQ YD | \$10.00     | \$23,000.00         |
| HOT-MIX ASPHALT, SURFACE COURSE, MIX "D", N70 - 4" THICK | 460      | TON   | \$120.00    | \$55,200.00         |
| DETECTABLE WARNINGS                                      | 40       | SQ FT | \$40.00     | \$1,600.00          |
| SIGN PANEL - TYPE 1                                      | 20       | SQ FT | \$25.00     | \$500.00            |
| TELESCOPING STEEL SIGN SUPPORT                           | 55       | FOOT  | \$17.00     | \$935.00            |
| PAVEMENT MARKING - 4" SKIP DASH                          | 470      | FOOT  | \$1.00      | \$470.00            |
| PAVEMENT MARKING - LINE 24"                              | 110      | FOOT  | \$12.00     | \$1,320.00          |
| COMB CC&G REMOVAL  | 30       | FOOT  | \$25.00     | \$750.00            |
| COMB CC&G (TB-6.24)                                      | 30       | FOOT  | \$40.00     | \$1,200.00          |
| MOBILIZATION   | 1        | L SUM | \$40,000.00 | \$40,000.00         |
|  |          |       |             |                     |
|  |          |       |             |                     |
|  |          |       |             |                     |
|  |          |       |             |                     |
| <b>SUBTOTAL</b>  |          |       |             | <b>\$286,875.00</b> |

**Miscellaneous Other Items**

| Item                          | Quantity | Unit  | Unit Price  | Amount              |
|-------------------------------|----------|-------|-------------|---------------------|
| TREE REMOVAL                  | 1.25     | ACRE  | \$10,000.00 | \$12,500.00         |
| TOPSOIL FURNISH AND PLACE, 4" | 2,500    | SQ YD | \$8.00      | \$20,000.00         |
| SEEDING, CLASS 1A             | 0.50     | ACRE  | \$5,000.00  | \$2,500.00          |
| PERIMETER EROSION BARRIER     | 3,900    | FOOT  | \$3.00      | \$11,700.00         |
| STORM SEWER - CULVERTS        | 32       | FOOT  | \$100.00    | \$3,200.00          |
| FLARED END SECTIONS           | 4        | EACH  | \$1,500.00  | \$6,000.00          |
| SPECIAL BOX CULVERT           | 70       | FOOT  | \$7,000.00  | \$490,000.00        |
|                               |          |       |             |                     |
|                               |          |       |             |                     |
|                               |          |       |             |                     |
|                               |          |       |             |                     |
| <b>SUBTOTAL</b>               |          |       |             | <b>\$533,400.00</b> |

|  |                       |
|--|-----------------------|
| <b>Construction Cost Total</b>                   | <b>\$820,275.00</b>   |
| <b>Contingency (20%)</b>                         | <b>\$164,000.00</b>   |
| <b>Inflation (7.5%)</b>                          | <b>\$62,000.00</b>    |
| <b>Preliminary Engineering (15%)</b>             | <b>\$123,000.00</b>   |
| <b>Right-of-Way (\$1/SQFT)</b>                   | <b>\$3,120.00</b>     |
| <b>Construction Engineering/Inspection (12%)</b> | <b>\$98,500.00</b>    |
| <b>Project Total *</b>                           | <b>\$1,270,895.00</b> |

### Estimate of Project Costs

Project Sponsor: City of Troy, IL  
 Project Title: Windsor Way Trail (Option B)  
 Date: 6/18/2021  
 Length: 1,985'

#### Specific Pedestrian Items

| Item   | Quantity | Unit  | Unit Price      | Amount              |
|--|----------|-------|-----------------|---------------------|
| EARTH EXCAVATION - 2' DEEP                               | 4,350    | CU YD | \$35.00         | \$152,250.00        |
| EARTH EXCAVATION - AT DETENTION BASIN                    | 2,050    | CU YD | \$35.00         | \$71,750.00         |
| LIME MODIFIED SOIL, 12"                                  | 2,400    | SQ YD | \$8.00          | \$19,200.00         |
| SUBGRADE GRANULAR MATERIAL, TY A 4"                      | 2,400    | SQ YD | \$10.00         | \$24,000.00         |
| HOT-MIX ASPHALT, SURFACE COURSE, MIX "D", N70 - 4" THICK | 500      | TON   | \$120.00        | \$60,000.00         |
| DETECTABLE WARNINGS                                      | 40       | SQ FT | \$40.00         | \$1,600.00          |
| SIGN PANEL - TYPE 1                                      | 20       | SQ FT | \$25.00         | \$500.00            |
| TELESCOPING STEEL SIGN SUPPORT                           | 55       | FOOT  | \$17.00         | \$935.00            |
| PAVEMENT MARKING - 4" SKIP DASH                          | 500      | FOOT  | \$1.00          | \$500.00            |
| PAVEMENT MARKING - LINE 24"                              | 110      | FOOT  | \$12.00         | \$1,320.00          |
| COMB CC&G REMOVAL  | 30       | FOOT  | \$25.00         | \$750.00            |
| COMB CC&G (TB-6.24)                                      | 30       | FOOT  | \$40.00         | \$1,200.00          |
| MOBILIZATION   | 1        | L SUM | \$20,000.00     | \$20,000.00         |
|  |          |       | <b>SUBTOTAL</b> | <b>\$354,005.00</b> |

#### Miscellaneous Other Items

| Item                          | Quantity | Unit  | Unit Price      | Amount             |
|-------------------------------|----------|-------|-----------------|--------------------|
| TREE REMOVAL                  | 1.25     | ACRE  | \$10,000.00     | \$12,500.00        |
| TOPSOIL FURNISH AND PLACE, 4" | 2,600    | SQ YD | \$8.00          | \$20,800.00        |
| SEEDING, CLASS 1A             | 0.50     | ACRE  | \$5,000.00      | \$2,500.00         |
| PERIMETER EROSION BARRIER     | 3,900    | FOOT  | \$3.00          | \$11,700.00        |
| STORM SEWER - CULVERTS        | 32       | FOOT  | \$100.00        | \$3,200.00         |
| FLARED END SECTIONS           | 4        | EACH  | \$1,500.00      | \$6,000.00         |
|                               |          |       | <b>SUBTOTAL</b> | <b>\$44,200.00</b> |

|   |                     |
|---|---------------------|
| Construction Cost Total                   | \$398,205.00        |
| Contingency (20%)                         | \$80,000.00         |
| Inflation (7.5%)                          | \$30,000.00         |
| Preliminary Engineering (15%)             | \$59,500.00         |
| Right-of-Way (\$1/SQFT)                   | \$8,165.00          |
| Construction Engineering/Inspection (12%) | \$48,000.00         |
| <b>Project Total *</b>                    | <b>\$623,870.00</b> |

**Estimate of Project Costs**

Project Sponsor: City of Troy, IL  
 Project Title: Troy-O'Fallon Rd Extension  
 Date: 3/29/2021  
 Length: 1752'

| <b>Specific Roadway Items</b>       |          |       |             |                     |
|-------------------------------------|----------|-------|-------------|---------------------|
| Item                                | Quantity | Unit  | Unit Price  | Amount              |
| EARTH EXCAVATION                    | 1,250    | CU YD | \$35.00     | \$43,750.00         |
| SUBGRADE GRANULAR MATERIAL, TY A 4" | 2,550    | SQ YD | \$10.00     | \$25,500.00         |
| SHOULDER PAVEMENT REMOVAL           | 1,700    | SQ YD | \$20.00     | \$34,000.00         |
| DRIVEWAY PAVEMENT REMOVAL           | 110      | SQ YD | \$20.00     | \$2,200.00          |
| PCC DRIVEWAY PAVEMENT, 6"           | 160      | SQ YD | \$80.00     | \$12,800.00         |
| COMB CC&G REMOVAL                   | 200      | FOOT  | \$25.00     | \$5,000.00          |
| COMB CC&G (TB-6.24)                 | 1,790    | FOOT  | \$40.00     | \$71,600.00         |
| SIGN PANEL - TYPE 1                 | 65       | SQ FT | \$25.00     | \$1,625.00          |
| TELESCOPING STEEL SIGN SUPPORT      | 155      | FOOT  | \$17.00     | \$2,635.00          |
| PAVEMENT MARKING - LINE 24"         | 270      | FOOT  | \$12.00     | \$3,240.00          |
|                                     |          |       |             | \$0.00              |
| TRAFFIC CONTROL AND PROTECTION      | 1        | L SUM | \$30,000.00 | \$30,000.00         |
| MOBILIZATION                        | 1        | L SUM | \$20,000.00 | \$20,000.00         |
|                                     |          |       |             | \$0.00              |
|                                     |          |       |             | \$0.00              |
| <b>SUBTOTAL</b>                     |          |       |             | <b>\$252,350.00</b> |

| <b>Specific Pedestrian Items</b>         |          |       |             |                     |
|--|----------|-------|-------------|---------------------|
| Item                                     | Quantity | Unit  | Unit Price  | Amount              |
| PCC CONCRETE SIDEWALK, 5"                | 13,925   | SQ FT | \$7.00      | \$97,475.00         |
| PCC CONCRETE SIDEWALK, 5" BRICK PATTERN) | 3,250    | SQ FT | \$12.00     | \$39,000.00         |
| DETECTABLE WARNINGS                      | 100      | SQ FT | \$40.00     | \$4,000.00          |
| SIDEWALK REMOVAL                         | 525      | SQ FT | \$4.00      | \$2,100.00          |
| RECTANGULAR RAPID FLASHING BEACONS       | 1        | EACH  | \$12,000.00 | \$12,000.00         |
|  |          |       |             | \$0.00              |
|  |          |       |             | \$0.00              |
| <b>SUBTOTAL</b>                          |          |       |             | <b>\$154,575.00</b> |

| <b>Miscellaneous Other Items</b> |          |       |            |                    |
|----------------------------------|----------|-------|------------|--------------------|
| Item                             | Quantity | Unit  | Unit Price | Amount             |
| TOPSOIL FURNISH AND PLACE, 4"    | 2,600    | SQ YD | \$8.00     | \$20,800.00        |
| SEEDING, CLASS 1A                | 0.50     | ACRE  | \$5,000.00 | \$2,500.00         |
| PERIMETER EROSION BARRIER        | 1,750    | FOOT  | \$3.00     | \$5,250.00         |
| INLET AND PIPE PROTECTION        | 5        | EACH  | \$100.00   | \$500.00           |
| STORM SEWER                      | 260      | FOOT  | \$50.00    | \$13,000.00        |
| STORM SEWER INLET ADJUST         | 2        | EACH  | \$2,000.00 | \$4,000.00         |
| FLARED END SECTIONS              | 2        | EACH  | \$1,500.00 | \$3,000.00         |
|                                  |          |       |            |                    |
| <b>SUBTOTAL</b>                  |          |       |            | <b>\$49,050.00</b> |

|  |                     |
|--|---------------------|
| <b>Construction Cost Total</b>                   | <b>\$455,975.00</b> |
| <b>Contingency (20%)</b>                         | <b>\$91,000.00</b>  |
| <b>Inflation (7.5%)</b>                          | <b>\$34,000.00</b>  |
| <b>Preliminary Engineering (15%)</b>             | <b>\$68,500.00</b>  |
| <b>Right-of-Way (\$2/SQFT)</b>                   | <b>\$0.00</b>       |
| <b>Construction Engineering/Inspection (12%)</b> | <b>\$54,500.00</b>  |
| <b>Project Total *</b>                           | <b>\$703,975.00</b> |

**Estimate of Project Costs**

Project Sponsor: City of Troy, IL  
 Project Title: Pave from Titans to Spin City Parking Lot  
 Date: 10/18/2021  
 Length: 1700

**Specific Pedestrian Items**

| Item  | Quantity | Unit  | Unit Price | Amount              |
|---|----------|-------|------------|---------------------|
| EARTH EXCAVATION - 1' DEEP                                  | 700      | CU YD | \$35.00    | \$24,500.00         |
| LIME MODIFIED SOIL, 12"                                     | 1,950    | SQ YD | \$8.00     | \$15,600.00         |
| SUBGRADE GRANULAR MATERIAL, TY A 4"                         | 1,950    | SQ YD | \$10.00    | \$19,500.00         |
| HOT-MIX ASPHALT, SURFACE COURSE, MIX "D",<br>N70 - 4" THICK | 450      | TON   | \$120.00   | \$54,000.00         |
| PAVEMENT MARKING - 4" SKIP DASH                             | 500      | FOOT  | \$1.00     | \$500.00            |
| BOLLARD ASSEMBLY  | 1        | EACH  | \$3,000.00 | \$3,000.00          |
| SIGN PANEL - TYPE 1   | 5        | SQ FT | \$25.00    | \$125.00            |
| TELESCOPING STEEL SIGN SUPPORT                              | 14       | FOOT  | \$17.00    | \$238.00            |
| MOBILIZATION (5%)   | 1        | L SUM | \$8,000.00 | \$8,000.00          |
| <b>SUBTOTAL</b>   |          |       |            | <b>\$125,463.00</b> |

**Miscellaneous Other Items**

| Item                          | Quantity | Unit  | Unit Price | Amount             |
|-------------------------------|----------|-------|------------|--------------------|
| TREE REMOVAL                  | 4        | EACH  | \$500.00   | \$2,000.00         |
| TOPSOIL FURNISH AND PLACE, 4" | 3,800    | SQ YD | \$8.00     | \$30,400.00        |
| SEEDING, CLASS 1A             | 1.0      | ACRE  | \$5,000.00 | \$5,000.00         |
| PERIMETER EROSION BARRIER     | 3,400    | FOOT  | \$3.00     | \$10,200.00        |
| STORM SEWER - CULVERTS        | 12       | FOOT  | \$80.00    | \$960.00           |
| FLARED END SECTION            | 2        | EACH  | \$2,000.00 | \$4,000.00         |
| PIPE PROTECTION               | 2        | EACH  | \$110.00   | \$220.00           |
| <b>SUBTOTAL</b>               |          |       |            | <b>\$50,560.00</b> |

|  |                     |
|--|---------------------|
| <b>Construction Cost Total</b>                   | <b>\$176,023.00</b> |
| <b>Contingency (10%)</b>                         | <b>\$18,000.00</b>  |
| <b>Inflation (7.5%)</b>                          | <b>\$13,000.00</b>  |
| <b>Preliminary Engineering (15%)</b>             | <b>\$26,500.00</b>  |
| <b>Right-of-Way (\$1/SQFT)</b>                   | <b>\$0.00</b>       |
| <b>Construction Engineering/Inspection (12%)</b> | <b>\$21,000.00</b>  |
| <b>Project Total *</b>                           | <b>\$255,000.00</b> |

### Estimate of Project Costs

|                  |                               |
|------------------|-------------------------------|
| Project Sponsor: | City of Troy, IL              |
| Project Title:   | Serenade Park to Formosa Road |
| Date:            | 10/18/2021                    |
| Length:          | 4800                          |

#### Specific Roadway Items

| Item                           | Quantity | Unit  | Unit Price  | Amount              |
|--------------------------------|----------|-------|-------------|---------------------|
| DRIVEWAY PAVEMENT REMOVAL      | 230      | SQ YD | \$20.00     | \$4,600.00          |
| PCC DRIVEWAY PAVEMENT, 6"      | 230      | SQ YD | \$80.00     | \$18,400.00         |
| COMB CC&G REMOVAL              | 120      | FOOT  | \$25.00     | \$3,000.00          |
| COMB CC&G (TB-6.24)            | 120      | FOOT  | \$40.00     | \$4,800.00          |
| SIGN PANEL - TYPE 1            | 35       | SQ FT | \$25.00     | \$875.00            |
| TELESCOPING STEEL SIGN SUPPORT | 100      | FOOT  | \$17.00     | \$1,700.00          |
| PEDISTRIAN PUSH BUTTON         | 2        | EACH  | \$50,000.00 | \$100,000.00        |
| PUSH-BUTTON POST               | 2        | EACH  | \$1,200.00  | \$2,400.00          |
| TRAFFIC CONTROL AND PROTECTION | 1        | L SUM | \$30,000.00 | \$30,000.00         |
| MOBILIZATION                   | 1        | L SUM | \$31,000.00 | \$31,000.00         |
|                                |          |       |             |                     |
|                                |          |       |             |                     |
| <b>SUBTOTAL</b>                |          |       |             | <b>\$196,775.00</b> |

#### Specific Pedestrian Items

| Item  | Quantity | Unit  | Unit Price | Amount              |
|---|----------|-------|------------|---------------------|
| EARTH EXCAVATION - 2' DEEP                                  | 2,700    | CU YD | \$35.00    | \$94,500.00         |
| LIME MODIFIED SOIL, 12"                                     | 5,800    | SQ YD | \$8.00     | \$46,400.00         |
| SUBGRADE GRANULAR MATERIAL, TY A 4"                         | 5,800    | SQ YD | \$10.00    | \$58,000.00         |
| HOT-MIX ASPHALT, SURFACE COURSE, MIX "D",<br>N70 - 4" THICK | 460      | TON   | \$120.00   | \$55,200.00         |
| DETECTABLE WARNINGS   | 280      | SQ FT | \$40.00    | \$11,200.00         |
| PCC CONCRETE SIDEWALK, 5"                                   | 180      | SQ FT | \$7.00     | \$1,260.00          |
| SIDEWALK REMOVAL  | 2,360    | SQ FT | \$4.00     | \$9,440.00          |
| SIGN PANEL - TYPE 1   | 200      | SQ FT | \$25.00    | \$5,000.00          |
| TELESCOPING STEEL SIGN SUPPORT                              | 560      | FOOT  | \$17.00    | \$9,520.00          |
| PAVEMENT MARKING - 4" SKIP DASH                             | 1,650    | FOOT  | \$1.00     | \$1,650.00          |
| PAVEMENT MARKING - LINE 24"                                 | 800      | FOOT  | \$12.00    | \$9,600.00          |
| BOLLARD ASSEMBLY  | 7        | EACH  | \$3,000.00 | \$21,000.00         |
| INFO KIOSK  | 1        | EACH  | \$2,492.00 | \$2,492.00          |
|   |          |       |            |                     |
|   |          |       |            |                     |
|   |          |       |            |                     |
|   |          |       |            |                     |
| <b>SUBTOTAL</b>   |          |       |            | <b>\$325,262.00</b> |

| <b>Miscellaneous Other Items</b> |                 |             |                   |                     |
|----------------------------------|-----------------|-------------|-------------------|---------------------|
| <b>Item</b>                      | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Amount</b>       |
| TREE REMOVAL                     | 0.2             | ACRE        | \$10,000.00       | \$2,000.00          |
| TREE REMOVAL                     | 7               | EACH        | \$3,000.00        | \$21,000.00         |
| TOPSOIL FURNISH AND PLACE, 4"    | 6,400           | SQ YD       | \$8.00            | \$51,200.00         |
| SEEDING, CLASS 1A                | 1.25            | ACRE        | \$5,000.00        | \$6,250.00          |
| PERIMETER EROSION BARRIER        | 8,700           | FOOT        | \$3.00            | \$26,100.00         |
| STORM SEWER - CULVERTS           | 56              | FOOT        | \$80.00           | \$4,480.00          |
| FLARED END SECTIONS              | 8               | EACH        | \$2,000.00        | \$16,000.00         |
| PIPE PROTECTION                  | 4               | EACH        | \$110.00          | \$440.00            |
|                                  |                 |             |                   |                     |
|                                  |                 |             |                   |                     |
| <b>SUBTOTAL</b>                  |                 |             |                   | <b>\$127,470.00</b> |

|  |                       |
|--|-----------------------|
| <b>Construction Cost Total</b>                   | <b>\$649,507.00</b>   |
| <b>Contingency (20%)</b>                         | <b>\$130,000.00</b>   |
| <b>Inflation (7.5%)</b>                          | <b>\$49,000.00</b>    |
| <b>Preliminary Engineering (15%)</b>             | <b>\$97,500.00</b>    |
| <b>Right-of-Way (\$2/SQFT)</b>                   | <b>\$75,000.00</b>    |
| <b>Construction Engineering/Inspection (12%)</b> | <b>\$78,000.00</b>    |
| <b>Project Total *</b>                           | <b>\$1,079,000.00</b> |

### Estimate of Project Costs

Project Sponsor: City of Troy, IL  
 Project Title: Wickliffe St Reconstruction  
 Date: 12/14/2021  
 Length: 881'

#### Specific Trail Items

| Item  | Quantity | Unit  | Unit Price  | Amount             |
|---|----------|-------|-------------|--------------------|
| EARTH EXCAVATION                              | 40       | CU YD | \$35.00     | \$1,400.00         |
| LIME MODIFIED SOIL, 12"                       | 0        | SQ YD | \$8.00      | \$0.00             |
| SUBGRADE GRANULAR MATERIAL, TY A 4"           | 15       | SQ YD | \$10.00     | \$150.00           |
| HOT-MIX ASPHALT, SURFACE COURSE, MIX "D", N70 | 0        | TON   | \$120.00    | \$0.00             |
| PCC DRIVEWAY PAVEMENT, 6"                     | 0        | SQ YD | \$80.00     | \$0.00             |
| COMB CC&G REMOVAL                             | 0        | FOOT  | \$25.00     | \$0.00             |
| COMB CC&G (TB-6.12)                           | 0        | FOOT  | \$35.00     | \$0.00             |
| SIGN PANEL - TYPE 1                           | 18       | SQ FT | \$25.00     | \$450.00           |
| TELESCOPING STEEL SIGN SUPPORT                | 84       | FOOT  | \$17.00     | \$1,428.00         |
| PAVEMENT MARKING - LINE 4"                    | 2,500    | FOOT  | \$1.50      | \$3,750.00         |
| PAVEMENT MARKING - LINE 24"                   | 150      | FOOT  | \$12.00     | \$1,800.00         |
| MMA SURFACE TREATMENT GREEN                   | 4,100    | SQ FT | \$3.00      | \$12,300.00        |
| TRAFFIC CONTROL AND PROTECTION                | 1        | L SUM | \$20,000.00 | \$20,000.00        |
| MOBILIZATION                                  | 1        | L SUM | \$27,000.00 | \$27,000.00        |
| PCC CONCRETE SIDEWALK, 4"                     | 344      | SQ FT | \$7.00      | \$2,408.00         |
| DETECTABLE WARNINGS                           | 0        | SQ FT | \$40.00     | \$0.00             |
| SIDEWALK REMOVAL                              | 0        | SQ FT | \$4.00      | \$0.00             |
| <b>SUBTOTAL</b>                               |          |       |             | <b>\$70,686.00</b> |

#### Miscellaneous Other Items

| Item                            | Quantity | Unit  | Unit Price | Amount             |
|---------------------------------|----------|-------|------------|--------------------|
| TRENCH BACKFILL                 | 0        | CU YD | \$35.00    | \$0.00             |
| TOPSOIL FURNISH AND PLACE, 4"   | 10       | SQ YD | \$8.00     | \$80.00            |
| SEEDING, CLASS 1A               | 0.10     | ACRE  | \$5,000.00 | \$500.00           |
| PERIMETER EROSION BARRIER       | 180      | FOOT  | \$3.00     | \$540.00           |
| INLET AND PIPE PROTECTION       | 0        | EACH  | \$100.00   | \$0.00             |
| STORM SEWER                     | 0        | FOOT  | \$50.00    | \$0.00             |
| STORM SEWER INLET               | 0        | EACH  | \$3,500.00 | \$0.00             |
| RETAINING WALL 3' WITH HANDRAIL | 30       | FOOT  | \$300.00   | \$9,000.00         |
| <b>SUBTOTAL</b>                 |          |       |            | <b>\$10,120.00</b> |

|   |                     |
|---|---------------------|
| <b>Construction Cost Total</b>                  | <b>\$80,806.00</b>  |
| <b>Contingency (10%)</b>                        | <b>\$8,000.00</b>   |
| <b>Inflation (5%)</b>                           | <b>\$4,000.00</b>   |
| <b>Preliminary Engineering (10%)</b>            | <b>\$8,000.00</b>   |
| <b>Right-of-Way</b>                             | <b>\$0.00</b>       |
| <b>Construction Engineering/Inspection (5%)</b> | <b>\$4,000.00</b>   |
| <b>Project Total *</b>                          | <b>\$104,806.00</b> |

### Estimate of Project Costs

Project Sponsor: City of Troy, IL  
 Project Title: Edwardsville Rd (IL-162) Trail  
 Date: 3/25/2021  
 Length: 1138'

#### Specific Roadway Items

| Item                                | Quantity | Unit  | Unit Price  | Amount              |
|-------------------------------------|----------|-------|-------------|---------------------|
| EARTH EXCAVATION                    | 550      | CU YD | \$35.00     | \$19,250.00         |
| SUBGRADE GRANULAR MATERIAL, TY A 4" | 900      | SQ YD | \$10.00     | \$9,000.00          |
| DRIVEWAY PAVEMENT REMOVAL           | 510      | SQ YD | \$20.00     | \$10,200.00         |
| PCC DRIVEWAY PAVEMENT, 6"           | 570      | SQ YD | \$80.00     | \$45,600.00         |
| COMB CC&G REMOVAL                   | 280      | FOOT  | \$25.00     | \$7,000.00          |
| COMB CC&G (TB-6 24)                 | 400      | FOOT  | \$40.00     | \$16,000.00         |
| PCC V-GUTTER REMOVAL                | 80       | FOOT  | \$25.00     | \$2,000.00          |
| PCC V-GUTTER                        | 80       | FOOT  | \$30.00     | \$2,400.00          |
| SIGN PANEL - TYPE 1                 | 65       | SQ FT | \$25.00     | \$1,625.00          |
| TELESCOPING STEEL SIGN SUPPORT      | 180      | FOOT  | \$17.00     | \$3,060.00          |
| PAVEMENT MARKING - LINE 24"         | 170      | FOOT  | \$12.00     | \$2,040.00          |
|                                     |          |       |             | \$0.00              |
| TRAFFIC CONTROL AND PROTECTION      | 1        | L SUM | \$30,000.00 | \$30,000.00         |
| MOBILIZATION                        | 1        | L SUM | \$12,000.00 | \$12,000.00         |
|                                     |          |       |             | \$0.00              |
|                                     |          |       |             | \$0.00              |
| <b>SUBTOTAL</b>                     |          |       |             | <b>\$160,175.00</b> |

#### Specific Pedestrian Items

| Item                                     | Quantity | Unit  | Unit Price | Amount             |
|--|----------|-------|------------|--------------------|
| PCC CONCRETE SIDEWALK, 5"                | 7,225    | SQ FT | \$7.00     | \$50,575.00        |
| PCC CONCRETE SIDEWALK, 5" BRICK PATTERN) | 1,100    | SQ FT | \$12.00    | \$13,200.00        |
| DETECTABLE WARNINGS                      | 64       | SQ FT | \$40.00    | \$2,560.00         |
|  |          |       |            | \$0.00             |
|  |          |       |            | \$0.00             |
| <b>SUBTOTAL</b>                          |          |       |            | <b>\$66,335.00</b> |

#### Miscellaneous Other Items

| Item                              | Quantity | Unit  | Unit Price | Amount             |
|-----------------------------------|----------|-------|------------|--------------------|
| TOPSOIL FURNISH AND PLACE, 4"     | 1,300    | SQ YD | \$8.00     | \$10,400.00        |
| SEEDING, CLASS 1A                 | 0.25     | ACRE  | \$5,000.00 | \$1,250.00         |
| PERIMETER EROSION BARRIER         | 900      | FOOT  | \$3.00     | \$2,700.00         |
| INLET AND PIPE PROTECTION         | 10       | EACH  | \$100.00   | \$1,000.00         |
| STORM SEWER INLET ADJUST          | 1        | EACH  | \$2,000.00 | \$2,000.00         |
| CONCRETE BLOCK RETAINING WALL, 3' | 770      | SQ FT | \$50.00    | \$38,500.00        |
| FENCE REMOVAL                     | 120      | FOOT  | \$8.00     | \$960.00           |
| SIGHT SCREEN (WOODEN FENCE), 8'   | 200      | FOOT  | \$40.00    | \$8,000.00         |
|                                   |          |       |            | \$0.00             |
|                                   |          |       |            | \$0.00             |
| <b>SUBTOTAL</b>                   |          |       |            | <b>\$64,810.00</b> |

|  |                     |
|--|---------------------|
| <b>Construction Cost Total</b>             | <b>\$291,320.00</b> |
| <b>Contingency</b>                         | <b>\$15,000.00</b>  |
| <b>Inflation</b>                           | <b>\$0.00</b>       |
| <b>Preliminary Engineering</b>             | <b>\$29,000.00</b>  |
| <b>Right-of-Way</b>                        | <b>\$14,190.00</b>  |
| <b>Construction Engineering/Inspection</b> | <b>\$14,500.00</b>  |
| <b>Project Total *</b>                     | <b>\$364,010.00</b> |



**Estimate of Project Costs**

Project Sponsor: City of Troy, IL  
 Project Title: Wynona Trail Construction - Option 1  
 Date: 5/3/2022  
 Length: 1286'

**Specific Roadway Items**

| Item  | Quantity | Unit  | Unit Price  | Amount              |
|---|----------|-------|-------------|---------------------|
| EARTH EXCAVATION                                  | 330      | CU YD | \$35.00     | \$11,550.00         |
| LIME MODIFIED SOIL, 12"                           | 0        | SQ YD | \$8.00      | \$0.00              |
| SUBGRADE GRANULAR MATERIAL, TY A 4"               | 50       | SQ YD | \$10.00     | \$500.00            |
| HOT-MIX ASPHALT, SURFACE COURSE, MIX "D", N70, 6" | 330      | TON   | \$120.00    | \$39,600.00         |
| PCC DRIVEWAY PAVEMENT, 6"                         | 60       | SQ YD | \$80.00     | \$4,800.00          |
| COMB CC&G REMOVAL                                 | 30       | FOOT  | \$25.00     | \$750.00            |
| COMB CC&G (TB-6.12)                               | 220      | FOOT  | \$35.00     | \$7,700.00          |
| SIGN PANEL - TYPE 1                               | 10       | SQ FT | \$25.00     | \$250.00            |
| TELESCOPING STEEL SIGN SUPPORT                    | 55       | FOOT  | \$17.00     | \$935.00            |
| PAVEMENT MARKING - LINE 4"                        | 1,300    | FOOT  | \$1.50      | \$1,950.00          |
| PAVEMENT MARKING - LINE 24"                       | 260      | FOOT  | \$12.00     | \$3,120.00          |
| PAVEMENT MARKING SYMBOLS                          | 40       | SQ FT | \$5.00      | \$200.00            |
| TRAFFIC CONTROL AND PROTECTION MOBILIZATION       | 1        | L SUM | \$20,000.00 | \$20,000.00         |
|   | 1        | L SUM | \$10,000.00 | \$10,000.00         |
| <b>SUBTOTAL</b>                                   |          |       |             | <b>\$101,355.00</b> |

**Specific Pedestrian Items**

| Item                      | Quantity | Unit  | Unit Price | Amount        |
|---------------------------|----------|-------|------------|---------------|
| PCC CONCRETE SIDEWALK, 4" | 0        | SQ FT | \$7.00     | \$0.00        |
| DETECTABLE WARNINGS       | 0        | SQ FT | \$40.00    | \$0.00        |
| SIDEWALK REMOVAL          | 0        | SQ FT | \$4.00     | \$0.00        |
| <b>SUBTOTAL</b>           |          |       |            | <b>\$0.00</b> |

**Specific Trail Items**

| Item  | Quantity | Unit  | Unit Price | Amount             |
|---|----------|-------|------------|--------------------|
| EARTH EXCAVATION                                  | 920      | CU YD | \$35.00    | \$32,200.00        |
| LIME MODIFIED SOIL, 12"                           | 160      | SQ YD | \$8.00     | \$1,280.00         |
| SUBGRADE GRANULAR MATERIAL, TY A 4"               | 920      | SQ YD | \$10.00    | \$9,200.00         |
| HOT-MIX ASPHALT, SURFACE COURSE, MIX "D", N70, 3" | 40       | TON   | \$120.00   | \$4,800.00         |
| HOT-MIX ASPHALT, SURFACE COURSE, MIX "D", N70, 6" | 150      | TON   | \$120.00   | \$18,000.00        |
| PCC DRIVEWAY PAVEMENT, 6"                         | 10       | SQ YD | \$80.00    | \$800.00           |
| PCC CONCRETE SIDEWALK, 5"                         | 1,880    | SQ FT | \$8.00     | \$15,040.00        |
| DETECTABLE WARNINGS                               | 25       | SQ FT | \$40.00    | \$1,000.00         |
| BOLLARDS  | 3        | EACH  | \$800.00   | \$2,400.00         |
| SIDEWALK REMOVAL                                  | 50       | SQ FT | \$4.00     | \$200.00           |
| <b>SUBTOTAL</b>                                   |          |       |            | <b>\$51,440.00</b> |

**Miscellaneous Other Items**

| Item                            | Quantity | Unit  | Unit Price | Amount             |
|---------------------------------|----------|-------|------------|--------------------|
| TRENCH BACKFILL                 | 0        | CU YD | \$35.00    | \$0.00             |
| TOPSOIL FURNISH AND PLACE, 4"   | 2,600    | SQ YD | \$8.00     | \$20,800.00        |
| SEEDING, CLASS 1A               | 0.50     | ACRE  | \$5,000.00 | \$2,500.00         |
| PERIMETER EROSION BARRIER       | 1,181    | FOOT  | \$3.00     | \$3,543.00         |
| INLET AND PIPE PROTECTION       | 3        | EACH  | \$100.00   | \$300.00           |
| STORM SEWER                     | 0        | FOOT  | \$50.00    | \$0.00             |
| STORM SEWER INLET               | 0        | EACH  | \$3,500.00 | \$0.00             |
| RETAINING WALL 3' WITH HANDRAIL | 40       | FOOT  | \$300.00   | \$12,000.00        |
| <b>SUBTOTAL</b>                 |          |       |            | <b>\$39,143.00</b> |

| <b>Add Alternate Trail Section</b>            |                 |             |                   |                    |
|---|-----------------|-------------|-------------------|--------------------|
| <b>Item</b>                                   | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Amount</b>      |
| LIME MODIFIED SOIL, 12"                       | 330             | SQ YD       | \$8.00            | \$2,640.00         |
| SUBGRADE GRANULAR MATERIAL, TY A 4"           | 330             | SQ YD       | \$10.00           | \$3,300.00         |
| HOT-MIX ASPHALT, SURFACE COURSE, MIX 'D', N70 | 40              | TON         | \$120.00          | \$4,800.00         |
| PCC CONCRETE SIDEWALK, 5"                     | 1,480           | SQ FT       | \$8.00            | \$11,840.00        |
| DETECTABLE WARNINGS                           | 25              | SQ FT       | \$40.00           | \$1,000.00         |
| COMB CC&G (TB-6.12) OR 6" BARRIER CURB        | 310             | FOOT        | \$35.00           | \$10,850.00        |
| SIGN PANEL - TYPE 1                           | 10              | SQ FT       | \$25.00           | \$250.00           |
| TELESCOPING STEEL SIGN SUPPORT                | 40              | FOOT        | \$17.00           | \$680.00           |
| PAVEMENT MARKING - LINE 4"                    | 1,300           | FOOT        | \$1.50            | \$1,950.00         |
| PAVEMENT MARKING SYMBOLS                      | 10              | SQ FT       | \$5.00            | \$50.00            |
| TROY TRAILS KIOSK                             | 1               | EACH        | \$1,500.00        | \$1,500.00         |
| TOPSOIL FURNISH AND PLACE, 4"                 | 100             | SQ YD       | \$8.00            | \$800.00           |
| SEEDING, CLASS 1A                             | 0.01            | ACRE        | \$5,000.00        | \$50.00            |
| PAVEMENT REMOVAL                              | 110             | SQ YD       | \$15.00           | \$1,650.00         |
|   |                 |             | <b>SUBTOTAL</b>   | <b>\$38,720.00</b> |

|   |                     |
|---|---------------------|
| <b>Construction Cost Total</b>                  | <b>\$192,000.00</b> |
| <b>Contingency (10%)</b>                        | <b>\$19,000.00</b>  |
| <b>Inflation (5%)</b>                           | <b>\$9,500.00</b>   |
| <b>Preliminary Engineering (10%)</b>            | <b>\$19,000.00</b>  |
| <b>Right-of-Way</b>                             | <b>\$0.00</b>       |
| <b>Construction Engineering/Inspection (5%)</b> | <b>\$9,500.00</b>   |
| <b>Project Total *</b>                          | <b>\$249,000.00</b> |
| <b>Project Total + Add Alternate</b>            | <b>\$300,000.00</b> |

**Estimate of Project Costs**

|                  |                                      |
|------------------|--------------------------------------|
| Project Sponsor: | City of Troy, IL                     |
| Project Title:   | Wynona Trail Construction - Option 2 |
| Date:            | 5/6/2022                             |
| Length:          | 1378'                                |

| <b>Specific Roadway Items</b>                     |          |       |             |                     |
|---|----------|-------|-------------|---------------------|
| Item  | Quantity | Unit  | Unit Price  | Amount              |
| EARTH EXCAVATION                                  | 330      | CU YD | \$35.00     | \$11,550.00         |
| LIME MODIFIED SOIL, 12"                           | 0        | SQ YD | \$8.00      | \$0.00              |
| SUBGRADE GRANULAR MATERIAL, TY A 4"               | 50       | SQ YD | \$10.00     | \$500.00            |
| HOT-MIX ASPHALT, SURFACE COURSE, MIX "D", N70, 6" | 340      | TON   | \$120.00    | \$40,800.00         |
| PCC DRIVEWAY PAVEMENT, 6"                         | 60       | SQ YD | \$80.00     | \$4,800.00          |
| COMB CC&G REMOVAL                                 | 340      | FOOT  | \$25.00     | \$8,500.00          |
| COMB CC&G (TB-6.12)                               | 520      | FOOT  | \$35.00     | \$18,200.00         |
| SIGN PANEL - TYPE 1                               | 10       | SQ FT | \$25.00     | \$250.00            |
| TELESCOPING STEEL SIGN SUPPORT                    | 55       | FOOT  | \$17.00     | \$935.00            |
| PAVEMENT MARKING - LINE 4"                        | 1,300    | FOOT  | \$1.50      | \$1,950.00          |
| PAVEMENT MARKING - LINE 24"                       | 260      | FOOT  | \$12.00     | \$3,120.00          |
| PAVEMENT MARKING SYMBOLS                          | 40       | SQ FT | \$5.00      | \$200.00            |
| PAVEMENT REMOVAL                                  | 650      | SQ YD | \$15.00     | \$9,750.00          |
| TRAFFIC CONTROL AND PROTECTION                    | 1        | L SUM | \$20,000.00 | \$20,000.00         |
| MOBILIZATION                                      | 1        | L SUM | \$12,000.00 | \$12,000.00         |
| <b>SUBTOTAL</b>                                   |          |       |             | <b>\$132,555.00</b> |

| <b>Specific Trail Items</b>                       |          |       |            |                    |
|---|----------|-------|------------|--------------------|
| Item  | Quantity | Unit  | Unit Price | Amount             |
| EARTH EXCAVATION                                  | 1180     | CU YD | \$35.00    | \$41,300.00        |
| LIME MODIFIED SOIL, 12"                           | 160      | SQ YD | \$8.00     | \$1,280.00         |
| SUBGRADE GRANULAR MATERIAL, TY A 4"               | 1,180    | SQ YD | \$10.00    | \$11,800.00        |
| HOT-MIX ASPHALT, SURFACE COURSE, MIX "D", N70, 3" | 40       | TON   | \$120.00   | \$4,800.00         |
| HOT-MIX ASPHALT, SURFACE COURSE, MIX "D", N70, 6" | 150      | TON   | \$120.00   | \$18,000.00        |
| PCC DRIVEWAY PAVEMENT, 6"                         | 80       | SQ YD | \$80.00    | \$6,400.00         |
| PCC CONCRETE SIDEWALK, 5"                         | 4,540    | SQ FT | \$8.00     | \$36,320.00        |
| DETECTABLE WARNINGS                               | 50       | SQ FT | \$40.00    | \$2,000.00         |
| BOLLARDS  | 3        | EACH  | \$800.00   | \$2,400.00         |
| SIDEWALK REMOVAL                                  | 75       | SQ FT | \$4.00     | \$300.00           |
| <b>SUBTOTAL</b>                                   |          |       |            | <b>\$82,020.00</b> |

| <b>Miscellaneous Other Items</b> |          |       |            |                    |
|----------------------------------|----------|-------|------------|--------------------|
| Item                             | Quantity | Unit  | Unit Price | Amount             |
| TRENCH BACKFILL                  | 0        | CU YD | \$35.00    | \$0.00             |
| TOPSOIL FURNISH AND PLACE, 4"    | 1,800    | SQ YD | \$8.00     | \$14,400.00        |
| SEEDING, CLASS 1A                | 0.25     | ACRE  | \$5,000.00 | \$1,250.00         |
| PERIMETER EROSION BARRIER        | 1,273    | FOOT  | \$3.00     | \$3,819.00         |
| INLET AND PIPE PROTECTION        | 6        | EACH  | \$100.00   | \$600.00           |
| STORM SEWER                      | 0        | FOOT  | \$50.00    | \$0.00             |
| STORM SEWER INLET                | 0        | EACH  | \$3,500.00 | \$0.00             |
| <b>SUBTOTAL</b>                  |          |       |            | <b>\$20,069.00</b> |

| <b>Add Alternate Trail Section</b>            |                 |             |                   |                    |
|---|-----------------|-------------|-------------------|--------------------|
| <b>Item</b>                                   | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b> | <b>Amount</b>      |
| LIME MODIFIED SOIL, 12"                       | 200             | SQ YD       | \$8.00            | \$1,600.00         |
| SUBGRADE GRANULAR MATERIAL, TY A 4"           | 200             | SQ YD       | \$10.00           | \$2,000.00         |
| HOT-MIX ASPHALT, SURFACE COURSE, MIX "D", N70 | 40              | TON         | \$120.00          | \$4,800.00         |
| PCC CONCRETE SIDEWALK, 5"                     | 800             | SQ FT       | \$8.00            | \$6,400.00         |
| COMB CC&G (TB-6.12) OR 6" BARRIER CURB        | 110             | FOOT        | \$35.00           | \$3,850.00         |
| PAVEMENT MARKING - LINE 4"                    | 1,300           | FOOT        | \$1.50            | \$1,950.00         |
| TROY TRAILS KIOSK                             | 1               | EACH        | \$1,500.00        | \$1,500.00         |
| PAVEMENT REMOVAL                              | 110             | SQ YD       | \$15.00           | \$1,650.00         |
|   |                 |             | <b>SUBTOTAL</b>   | <b>\$22,150.00</b> |

|   |                     |
|---|---------------------|
| <b>Construction Cost Total</b>                  | <b>\$235,000.00</b> |
| <b>Contingency (10%)</b>                        | <b>\$23,500.00</b>  |
| <b>Inflation (5%)</b>                           | <b>\$12,000.00</b>  |
| <b>Preliminary Engineering (10%)</b>            | <b>\$23,500.00</b>  |
| <b>Right-of-Way</b>                             | <b>\$0.00</b>       |
| <b>Construction Engineering/Inspection (5%)</b> | <b>\$12,000.00</b>  |
| <b>Project Total *</b>                          | <b>\$306,000.00</b> |
| <b>Project Total + Add Alternate</b>            | <b>\$334,000.00</b> |

# Appendix C

## EVALUATION MATRIX

### EVALUATION MATRIX - Troy Bike and Pedestrian Plan

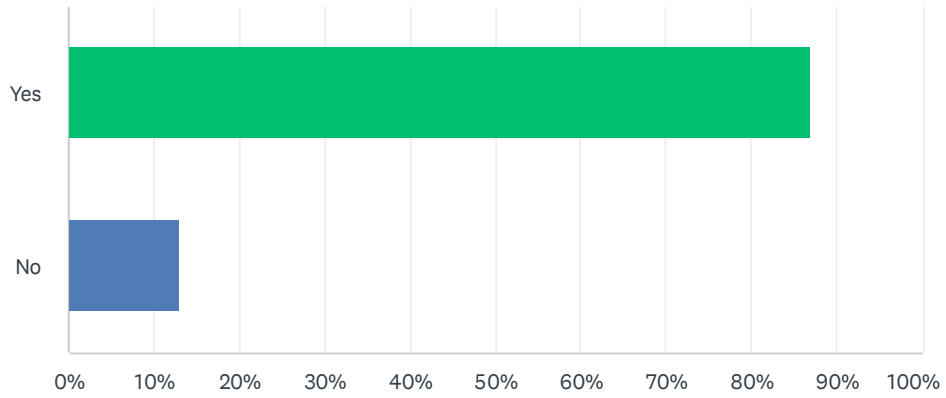
| Bike Trail Evaluation Criteria       | Option   |                                     |                                   |                             |                        |  |                            |                                 |
|--------------------------------------|--|-------------------------------------|-----------------------------------|-----------------------------|------------------------|--|----------------------------|---------------------------------|
|                                      | 1  | 2                                   | 3                                 | 4                           | 5                      | 6  | 7                          | 8                               |
|                                      | 1 - Trail Extension: Windsor Way to Goshen Trail | 2 - Titans to Spin City Parking Lot | 3 - Serenade Park to Formosa Road | 4 - Spring Valley Road Spur | 5 - Troy O'Fallon Road | 6 - Trail Extension: CA Henning to Triad | 7 - Riggan Road Bike Lanes | 8 - Tri Township Park Extension |
| <b>Corridor Total</b>                | 6  | 15                                  | 13                                | 9                           | 10                     | 13                                       | 11                         | 13                              |
| Existing Greenways, Trails and Parks | 1  | 3                                   | 3                                 | 2                           | 2                      | 2  | 3                          | 3                               |
| Safety                               | 3  | 3                                   | 2                                 | 2                           | 2                      | 2  | 2                          | 2                               |
| Cost                                 | 1  | 3                                   | 2                                 | N/A                         | 1                      | 3  | N/A                        | 2                               |
| Community Preference                 | Ranked by Survey                                 |                                     |                                   |                             |                        |  |                            |                                 |
| Sustainability                       | 1  | 3                                   | 3                                 | 3                           | 2                      | 3  | 3                          | 3                               |
| Accessibility                        | No score   | 3                                   | 3                                 | 2                           | 3                      | 3  | 3                          | 3                               |

# Appendix D

## SURVEY RESULTS

# Q1 Do you use the current trail system?

Answered: 100 Skipped: 0

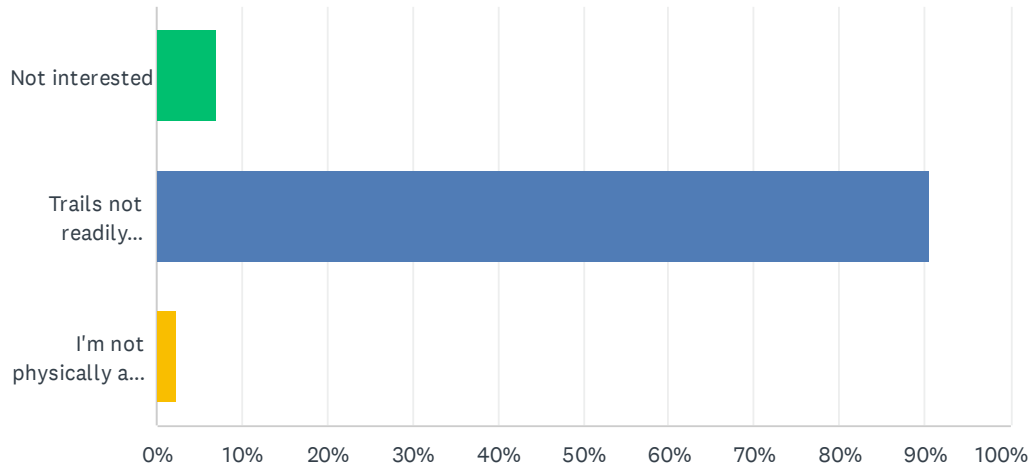


| ANSWER CHOICES | RESPONSES |     |
|----------------|-----------|-----|
| Yes            | 87.00%    | 87  |
| No             | 13.00%    | 13  |
| TOTAL          |           | 100 |



## Q2 Why don't you use the current trails?

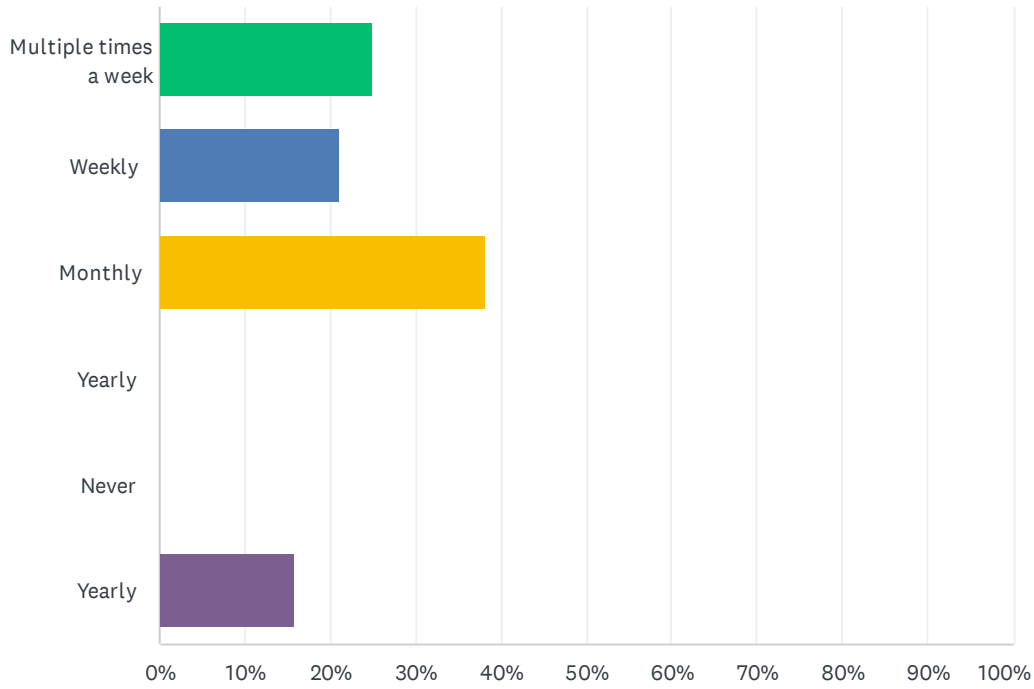
Answered: 43 Skipped: 57



| ANSWER CHOICES                     | RESPONSES |
|------------------------------------|-----------|
| Not interested                     | 6.98% 3   |
| Trails not readily available to me | 90.70% 39 |
| I'm not physically able to         | 2.33% 1   |
| <b>TOTAL</b>                       | <b>43</b> |

### Q3 How often do you use the current trail system?

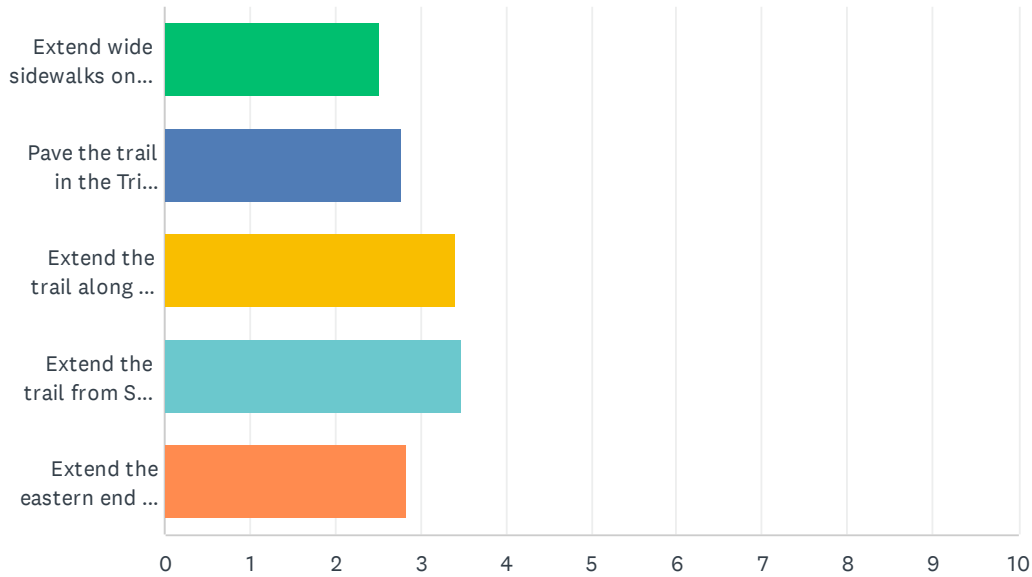
Answered: 76 Skipped: 24



| ANSWER CHOICES        | RESPONSES |           |
|-----------------------|-----------|-----------|
| Multiple times a week | 25.00%    | 19        |
| Weekly                | 21.05%    | 16        |
| Monthly               | 38.16%    | 29        |
| Yearly                | 0.00%     | 0         |
| Never                 | 0.00%     | 0         |
| Yearly                | 15.79%    | 12        |
| <b>TOTAL</b>          |           | <b>76</b> |

### Q4 Please rank 1-5 the trail connection you would want to see next with 1 being the most desirable and 5 being the least.

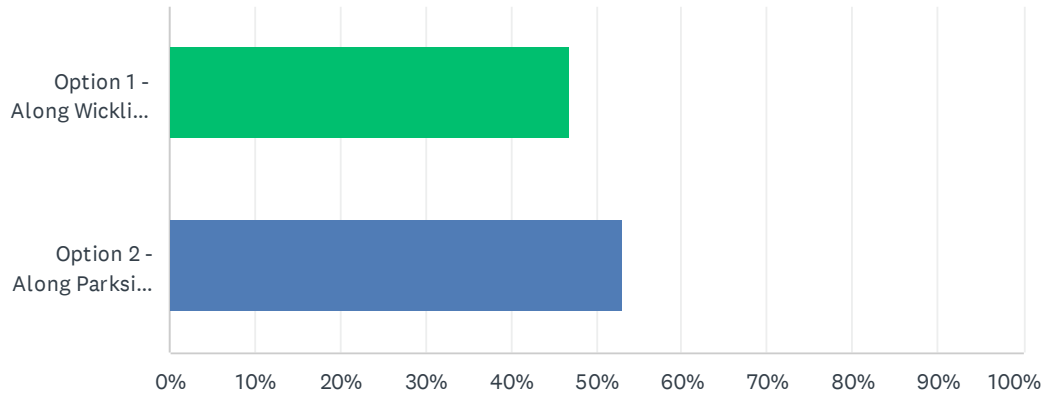
Answered: 80 Skipped: 20



|  | 1            | 2            | 3            | 4            | 5            | TOTAL | SCORE |
|--|--------------|--------------|--------------|--------------|--------------|-------|-------|
| Extend wide sidewalks on Troy O'Fallon Road to Fair Oaks Drive   | 11.69%<br>9  | 14.29%<br>11 | 15.58%<br>12 | 29.87%<br>23 | 28.57%<br>22 | 77    | 2.51  |
| Pave the trail in the Tri Township Park from the Titans Field parking lot to the Spin City parking lot trailhead                   | 11.84%<br>9  | 14.47%<br>11 | 34.21%<br>26 | 18.42%<br>14 | 21.05%<br>16 | 76    | 2.78  |
| Extend the trail along US 40 to Triad High School  | 34.62%<br>27 | 21.79%<br>17 | 11.54%<br>9  | 14.10%<br>11 | 17.95%<br>14 | 78    | 3.41  |
| Extend the trail from Sr. Airman Brad Smith Blvd to the western end of the US 40 trail at Formosa Road to create a loop trail      | 30.38%<br>24 | 25.32%<br>20 | 20.25%<br>16 | 10.13%<br>8  | 13.92%<br>11 | 79    | 3.48  |
| Extend the eastern end of the Tri Township Park trail to the wide sidewalks on West Clay Street to create a connection to downtown | 12.50%<br>10 | 22.50%<br>18 | 18.75%<br>15 | 27.50%<br>22 | 18.75%<br>15 | 80    | 2.83  |

## Q5 Please vote on on your favorite connection from the Park to West Clay Street

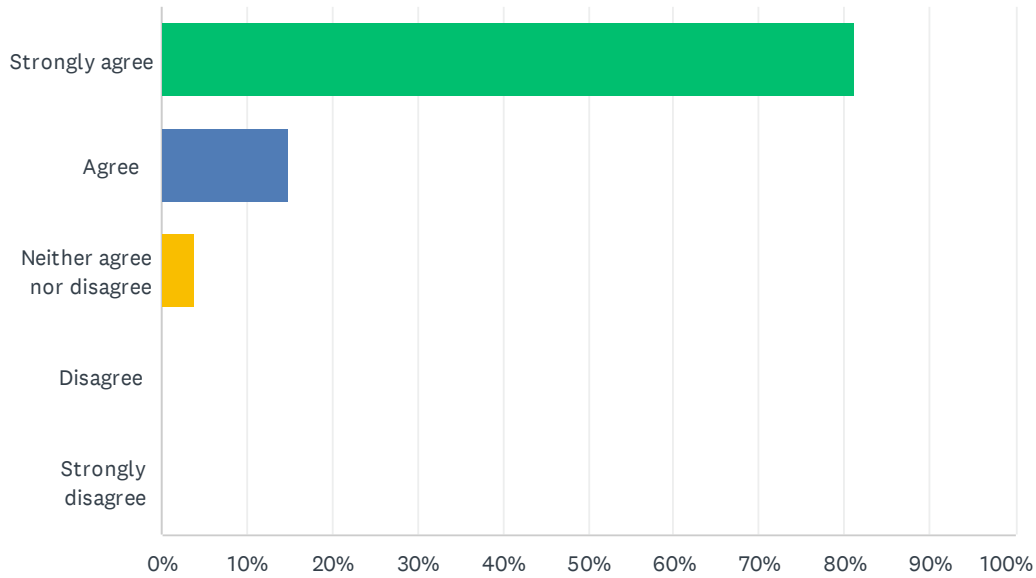
Answered: 79 Skipped: 21



| ANSWER CHOICES                                    | RESPONSES |    |
|---|-----------|----|
| Option 1 - Along Wickliffe with road improvements | 46.84%    | 37 |
| Option 2 - Along Parkside and IL-162              | 53.16%    | 42 |
| Total Respondents: 79                             |           |    |

## Q6 Safe, clean trails add to our quality of life here

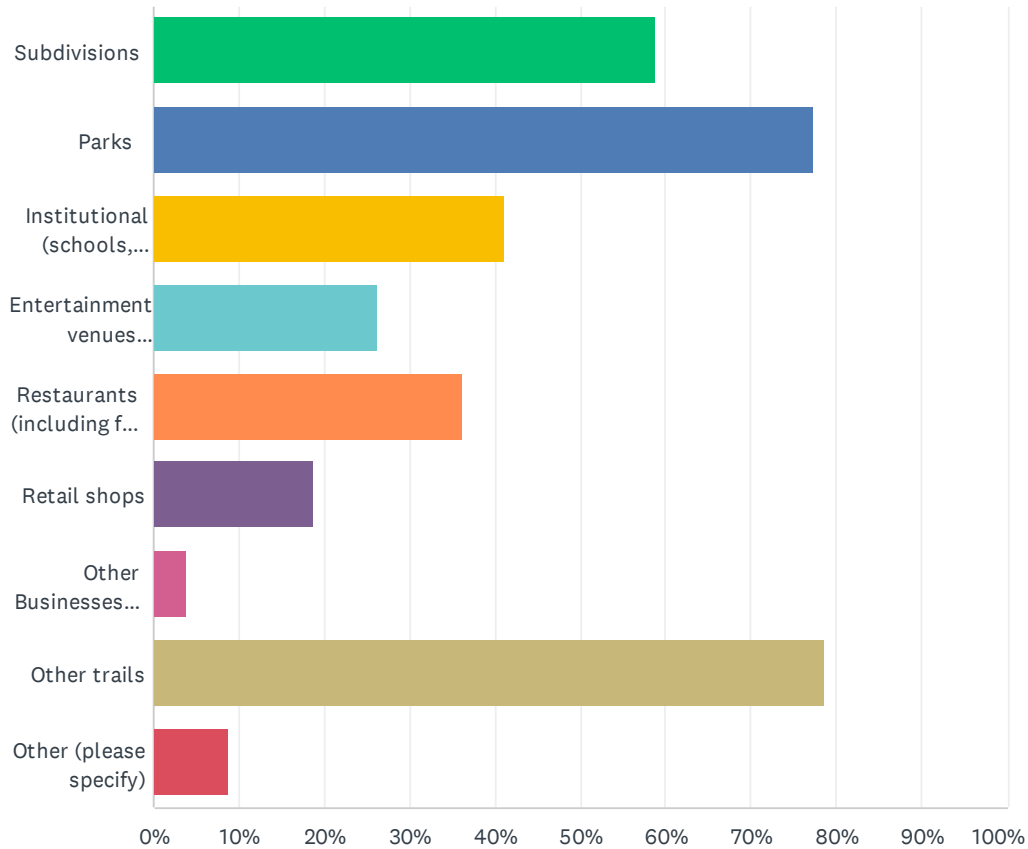
Answered: 80 Skipped: 20



| ANSWER CHOICES             | RESPONSES |           |
|----------------------------|-----------|-----------|
| Strongly agree             | 81.25%    | 65        |
| Agree                      | 15.00%    | 12        |
| Neither agree nor disagree | 3.75%     | 3         |
| Disagree                   | 0.00%     | 0         |
| Strongly disagree          | 0.00%     | 0         |
| <b>TOTAL</b>               |           | <b>80</b> |

# Q7 What destinations would you prefer the trails to connect to? (check all that apply)

Answered: 80 Skipped: 20



| ANSWER CHOICES                                     | RESPONSES |    |
|--|-----------|----|
| Subdivisions                                       | 58.75%    | 47 |
| Parks  | 77.50%    | 62 |
| Institutional (schools, libraries, city hall)      | 41.25%    | 33 |
| Entertainment venues (teater, bowling alley, etc.) | 26.25%    | 21 |
| Restaurants (including fast food)                  | 36.25%    | 29 |
| Retail shops                                       | 18.75%    | 15 |
| Other Businesses (offices, clinics)                | 3.75%     | 3  |
| Other trails                                       | 78.75%    | 63 |
| Other (please specify)                             | 8.75%     | 7  |
| Total Respondents: 80                              |           |    |

## Q8 Are there any suggested pedestrian or bicycle routes that were not mentioned?

Answered: 40 Skipped: 60

## Compiled Responses

### Q8: Are there any suggested pedestrian or bicycle routes that were not mentioned?

| Respondents | Comments  |
|-------------|---|
| 1           | I would like to see a trail added in the Northern part of the city  |
| 2           | Connect Troy Trails to Ronald J. Foster Heritage Trail (Glen Carbon to Marine Trail)  |
| 3           | Connect to mct on otherside of 55   |
| 4           | Connect the St Clair system to this one.  |
| 5           | No  |
| 6           | No  |
| 7           | Troy really needs good pedestrian (wide-sidewalks) along one side of 162. It is expensive, I know, but I see a lot of people walking and riding from Riggins Road to the I-55 overpass.   |
| 8           | The connection to the main Goshen Trail Network would be preferred for a connection to the Edwardsville amenities.  |
| 9           | It would be awesome to connect to the same trails going into Edwardsville   |
| 10          | A way to get from hotels on Formosa to Goshen trail, either along 162, or north to Bouse rd, then west to Goshen trail. MCT trails attract out of towners to hotels, and they want to ride from the hotel to the trail.   |
| 11          | Adding "sharrows" along Digging would be nice, just because I know there isn't a whole lot of room to expand for a whole protected bike lane.   |
| 12          | Connect to the MCT Goshen trail to O'Fallon.  |
| 13          | Connect to Hampton Glen   |
| 14          | Staunton rd.  |
| 15          | Connecting to the main system west by Maryville. Then people may be able to ride to work or longer rides.   |
| 16          | Charleston subdivision to trail on Highway 40   |
| 17          | Get us connected to the "Edwardsville" loops  |
| 18          | No  |
| 19          | Continue east down Highway 40 past the high school to the end of town to allow a safe way for pedestrians from those subdivisions to walk/bike into town.   |
| 20          | No  |
| 21          | Run current trail by Formosa/40 lights to meet existing trails... Also extend current point at park and ride all the way to highland as was originally forecasted   |
| 22          | None  |
| 23          | Springvalley to Charleston  |
| 24          | No  |
| 25          | Sidewalks/paths connecting to the fast food sections in town.   |
| 26          | Extend trail down spring valley to Charleston neighborhood  |
| 27          | The Gerl Sherman historic Property near RP Lumber   |
| 28          | Connecting to the O'fallon troy trail along the south frontage roads  |
| 29          | n/a   |
| 30          | A way to connect from Riggins Rd to the MCT network   |
| 31          | No  |
| 32          | South park entrance at Collinsville road.   |
| 33          | There was supposed to be a trail extension from the Park all the way down Spring Valley Rd allowing multiple subdivisions a safe route to the park, then it was also supposed to tie into the MCT Trails. This will provide hundred of kids in those neighborhoods safe access to the park. |
| 34          | To TMS even though that is considered county. Better quality of life when kids/students can bike to school. It is healthier and it promotes independence  |
| 35          | A direct connection to any existing MCT trails starting down town or from the newly completed trails near 40 are appreciated.   |
| 36          | Connect with other MCT trails   |
| 37          | No  |
| 38          | No  |
| 39          | I would like to see wider sidewalks/trail down Market St to Silver Creek.   |
| 40          | No  |



## Q9 Do you have any other comments, questions, or concerns?

Answered: 23 Skipped: 77

## Compiled Responses

### Q9: Do you have any other comments, questions or concerns

| Respondent | Comment   |
|------------|---|
| 1          | You're doing a great job!   |
| 2          | N   |
| 3          | Connect to the ST. clair bike link trails   |
| 4          | No  |
| 5          | no  |
| 6          | Great presentation, thank you for doing all this.   |
| 7          | I think the trail system is a great way to get people outside.  |
| 8          | Thank you for doing this. We have to drive to Edwardsville every time we wanted to bike in the trail for a longer route.  |
| 9          | Thank you for asking the public for their input. And for realizing the importance of the trails.  |
| 10         | Troy has the potential to be very bike friendly. That's important to me, just because the amount of people now who don't have safe bike access to the park or businesses. I'd ride to get to Pete's or go eat, but I don't want to get run over.  |
| 11         | Need true sidewalk and shoulders from Fair Oaks subdivision to Rt 40  |
| 12         | Thank you for opportunity   |
| 13         | No  |
| 14         | Please maintain current on road spots with street sweepers (along Scott Troy road.. 162 gutters.. etc).. we have street sweepers, use them!   |
| 15         | None  |
| 16         | Hoping that there is still a plan to connect the trail to the park at Springvalley/Highway 40 to Springvalley Estates and Charleston Subdivision.   |
| 17         | No  |
| 18         | No  |
| 19         | 1. Please do not pave the park trail from Titans field to the Spin City parking lot ("project 2"). I run on that trail multiple times a week and appreciate the slight softness the unpaved trail offers, as paved trails are very hard on the knees and hips. Being out there frequently, I never see bicyclists use this stretch, only walkers and runners. 2. Make the connection between the park and Clay Street run along Wickliffe. I would not want to be [traveling east] and going downhill into a sharp turn, which if I miss, would put me in the middle of a busy road. Wickliffe Street is a much safer option. 3. When building trails that parallel roads, please add trees, flowers, or other foliage. The path that currently runs along Rt 40 is very exposed, and being next to a busy highway makes it psychologically uncomfortable to travel. Ideally, no paths would parallel a road at an offset of less than 100 yards. |
| 20         | Avoid any bike paths along Collinsville road.   |
| 21         | 0   |
| 22         | No  |
| 23         | No. Thank you.  |

# Appendix E

## CITY OF TROY RESOLUTION

**RETURN TO:**

**CLERK, CITY OF TROY  
116 E. MARKET  
TROY, IL 62294**

**CITY OF TROY**

**RESOLUTION 2022 – 28**

---

**RESOLUTION OF THE CITY OF TROY ILLINOIS TO ADOPT  
THE BICYCLE AND PEDESTRIAN MASTER PLAN**

---

**ADOPTED BY THE CITY COUNCIL OF THE CITY OF TROY, ILLINOIS  
THIS 20TH DAY OF JUNE, 2022**

---

**CITY OF TROY  
RESOLUTION 2022 – 28**

**RESOLUTION OF THE CITY OF TROY ILLINOIS TO ADOPT  
THE BICYCLE AND PEDESTRIAN MASTER PLAN**

**WHEREAS**, based on the recommendations of the City of Troy’s Comprehensive Plan, developed in 2008, the City is working to expand its small but growing network of trails and wide sidewalks for pedestrian and bicyclist use; and

**WHEREAS**, the City’s Planning Commission, using the City Comprehensive Plan recommendations, drew up the city’s first “Future Pedestrian Routes Plan” in 2008, and updated this plan in 2018, adding new proposed trails; and

**WHEREAS**, the City’s existing pedestrian and trail network has expanded in various locations throughout the City, however, the City requires a prioritized plan to move to the next steps needed to make the city more “walkable” and connect to the existing Madison County Transit (MCT) trail network; and

**WHEREAS**, the City’s engineering staff has researched potential trail alignments and costs and conducted a public survey to determine and prioritize the desires of its citizens concerning city trails; and

**WHEREAS**, the results of this survey were presented to the City Planning Commission who developed recommendations, and recommended the City Council adopt the plan for future actions; and

**WHEREAS**, based on the recommendations of the City Planning Commission and the approval of these recommendations by the City Council, a short and long range plan was developed to improve and enhance the City of Troy’s pedestrian and bike trail network.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Troy, Illinois, adopt the proposed “Bicycle and Pedestrian Plan” dated June 2022.

**PASSED** by the City Council of the City of Troy, Madison County, Illinois, approved by the Mayor, and deposited in the office of the City Clerk this 20th day of June, 2022.

Aldermen:

|                    |            |              |            |          |          |
|--------------------|------------|--------------|------------|----------|----------|
| Dan Dawson         | <u>AYE</u> | Sam Italiano | <u>AYE</u> | Ayes:    | <u>8</u> |
| Tim Flint          | <u>AYE</u> | Debbie Knoll | <u>AYE</u> | Nays:    | <u>0</u> |
| Elizabeth Hellrung | <u>AYE</u> | Tony Manley  | <u>AYE</u> | Absent:  | <u>0</u> |
| Nathan Henderson   | <u>AYE</u> | Troy Turner  | <u>AYE</u> | Abstain: | <u>0</u> |

APPROVED

  
\_\_\_\_\_  
David Nonn, Mayor, City of Troy

ATTEST

  
\_\_\_\_\_  
Kimberly Thomas, Clerk, City of Troy

