

PROJECT CONCEPT ESTIMATES

AUTUMN ROAD (TRUNK ROAD TO FOREST ROAD) FOREST ROAD (CURVE ROAD TO AUTUMN ROAD) PEPLIN ROAD (SOUTH ROAD TO STH 153) SOUTH ROAD (S OAK RD TO KANE LANE)

ROAD REHABILITATION (NO UTILITY WORK INCLUDED)

Date: January 29, 2026

To: Village of Kronenwetter

This memo is intended to provide a high-level planning document for decision making and budget estimate purposes for a specific portion of the above-referenced road segments. For this budgetary purpose, no significant engineering has been completed, but we have relied solely on subsurface pavement roadcores (See attached documentation).

Further, our assessment and estimates are based on the low roadway traffic volumes, which were not documented but were noted by Staff as very low travel roadways. Although all of the above-referenced roads are currently paved with HMA asphalt, the low roadway traffic volume allows the use of a seal coat wear surface versus full HMA so there is an opportunity to reduce cost. Therefore, the estimates are provided with seal coat surfacing, which actually includes a primary seal on the aggregate surface, and then a regular chip seal following.

We have not taken these projects as drainage improvement projects, although we do estimate for culvert replacement where we can see in the aerial that culverts are present. Any ditching or additional drainage work can be taken from contingencies. Also, in this estimate, we combined engineering and contingencies (15%) since engineering will be low to modest in total and will likely be combined for multiple roadways. We are planning to complete a survey and a section-based design with bidding documents but not a full-blown engineering report and planset.

Please note the general character of the work is for a mill and rehabilitation of the base-sections, with some areas being either undercut or new base restoration. From conversations with the Geotech firm, the quality of the subbase aggregate was found to be more of the “rotten granite” that is found in the area, where the quality of the aggregate has broken down over time. But it is still aggregate just not as structural as it once was. We feel that the asphalt material can be pulverized and worked into the base structure to generate the required gradation and roadway structure.

Some areas appear to have high ground water and potentially heavier subsoils and may require a rebuild or undercut. We have accounted for this in some of the roads/estimates based on the elevations, proximity to low-lying or wetland areas, and the geotechnical information. Further design is needed to maximize the Village dollars towards the most appropriate improvement.

BUDGETARY COST AND WORK PROGRAM

The high-level budgetary rehabilitation scope used as the basis of our estimates is as follows:

Autumn Road	\$436,000	Pavement and Base Removal to 10" Geotextile Fabric New Base Material 10" Seal Coat Prep and Finishing Shouldering and Finishing
Forest Road	\$587,000	Pavement and Base Removal to 10" Geotextile Fabric New Base Material 10" Undercut East End 1,000 LF ± Bring up Undercut Areas Seal Coat Prep and Finishing Shouldering and Finishing
Peplin Road	\$522,000	Mill and Removal South 1/3 ± to 12" New Base Material 12" Pulverize In-place North 2/3 ± to 12" Seal Coat Prep and Finishing Shouldering and Finishing
South Road	\$234,000	Pulverize In-place to 4" Utilize Existing Base Depths to 16" Seal Coat Prep and Finishing Shouldering and Finishing

Please contact me with any questions or if any additional information is needed.

Respectfully Submitted,

ROTH PROFESSIONAL SOLUTIONS



Robert J. Roth, PE
Municipal Engineer

