



Bike Trail Master Plan

Approved by Council December 2, 2024

PRESENTED BY: TWM, INC.

4940 OLD COLLINSVILLE ROAD
SWANSEA, IL 62226





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1. EXECUTIVE SUMMARY

O'Fallon offers a wide variety of recreation opportunities and amenities, including 10 unique parks, Parks and Recreation-sponsored activities, and numerous cyclist events sponsored by Bike Surgeon, located in the bustling Downtown District. Additionally, numerous trails throughout the City connect to a wider trail network maintained by other entities (Shiloh, Fairview Heights, SCCTD, and Madison County Transit). These amenities and trails appear to be great opportunities for cyclists and pedestrians, but a lack of connectivity often makes these opportunities unsafe or difficult to access by cycling or walking. Through the Bike Trail Master Plan, O'Fallon hopes to create new trails and develop strategic connections between its trails, parks, and other places of recreation and leisure. Trail system users relying less on cars promotes a healthier lifestyle, which aligns with the 15-minute city concept and goals identified in the City's 2040 Master Plan. With more interconnectedness, residents and visitors of O'Fallon alike can fully utilize its parks and trail system safely with ease of access.

Drafting the Plan first consisted of a data gathering process, which included reviewing the following plans: 2005 Bicycle Facilities Plan, 2040 Master Plan, Parks Master Plan 2021 Update, and Forward 50 Great Streets Plan. Additionally, the plans of neighboring communities such as Shiloh, Fairview Heights, Lebanon, and Scott Air Force Base were reviewed to identify areas of cooperation with the incoming O'Fallon Plan. All relevant information has been incorporated into the City's GIS system and includes detailed information about existing trails, heat maps reflecting the preference of cyclists and pedestrians, crash data, barriers to future trail growth, and opportunities for future growth. While incorporating best practices and adhering to industry guidelines, this data—along with public input—will serve as the basis for the O'Fallon Bike Trail Master Plan.

Please see next page for final Master Plan map.



2. INTRODUCTION

The City of O'Fallon engaged Thouvenot, Wade and Moerchen, Inc. (TWM) to update the City's 2005 Bicycle Facilities Plan. The purpose of this Plan is to form a roadmap for expansion of the City's trail system over the next 20 years. The Plan addresses both recreation and transportation needs in the City. This Plan provides connectivity for residents who might not have access to vehicular transportation. Many individuals either cannot afford vehicular transportation or choose to forgo it for a variety of reasons. A multi-modal transportation network allows for better access for all residents.

Please note that this Plan covers various bicycle facilities (e.g., bikeable shoulders, on-road facilities, and separated shared-use paths) but does not include the City's sidewalk network. Sidewalks are considered solely for pedestrians and do not address additional bicycling needs.

Information was gathered from a variety of sources, including a public meeting. From this information, the Master Plan was formulated. Specific corridors were prioritized and studied in more detail to provide suggested phasing/sequencing for construction and possible grant opportunities to assist with costs. Finally, a second public meeting was held to present the final Plan to the public.

The City's goals for this Plan include:

- Provide clear, concise guidelines for future trail development
- Be well-positioned to receive grant funding
- Offer a well-connected means of safe pedestrian/bike transportation to local schools, parks, civic buildings, and commercial zones
- Connect to the planned regional trail system
- Streamline, economize, and eliminate redundant routes the network envisioned in the original Master Plan into a more refined, streamlined trail map
- Reflect recommendations from the Forward 50 Great Streets Plan
- Prioritize and categorize various routes and phasing of routes to align with future, known grant funding opportunities
- Compare O'Fallon's Plan to neighboring communities and agencies to ensure alignment



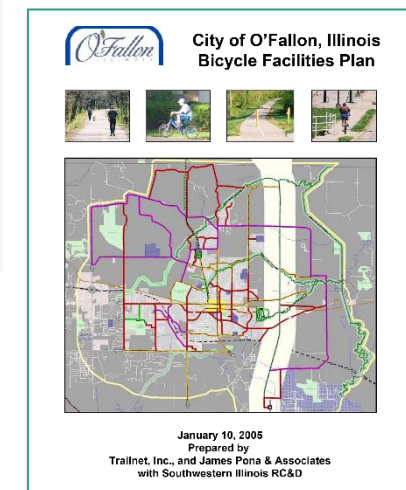
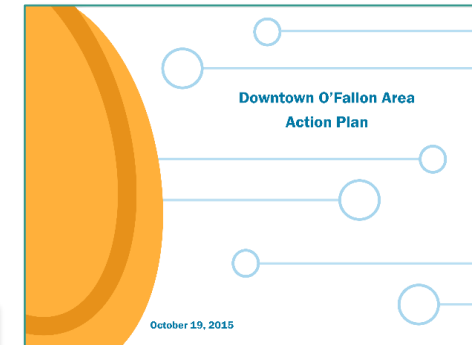
Acknowledgement: Metro East Park and Recreation District (MEPRD) provided funding assistance for this Master Plan. MEPRD's Community Planning Grant reimbursement program is designed to promote the development of Bicycle Master Plans within the two counties that comprise the MEPRD, to facilitate meaningful enhancements to bicycle/pedestrian infrastructure for users of all ages and abilities. MEPRD contributed 40% of the cost of this Plan.

3. EXISTING PLANNING STUDIES

A review of other City of O'Fallon planning documents as well as adjacent communities' planning documents was completed, to understand and build upon previous work completed. The individual studies were compared between each other to make the most out of the neighboring community plans as well. The review included the following:

- O'Fallon 2040 Master Plan (2021)
- Parks Master Plan (2021)
- Forward 50 Great Streets Plan (2024)
- Downtown O'Fallon Area Action Plan (2015)
- O'Fallon Bicycle Facility Plan (2005)
- Adjacent Communities' Plans
 - Shiloh (2018)
 - Fairview Heights (2013)
 - SAFB Bicycle/Pedestrian Commuter Plan (2013)
- SCCTD Development Plan (Spring 2024)
- MCT Development Plan (2024)
- MEPRD Long Range Development Plan (2011)

Please see Exhibit 1 for a planning map from each study.

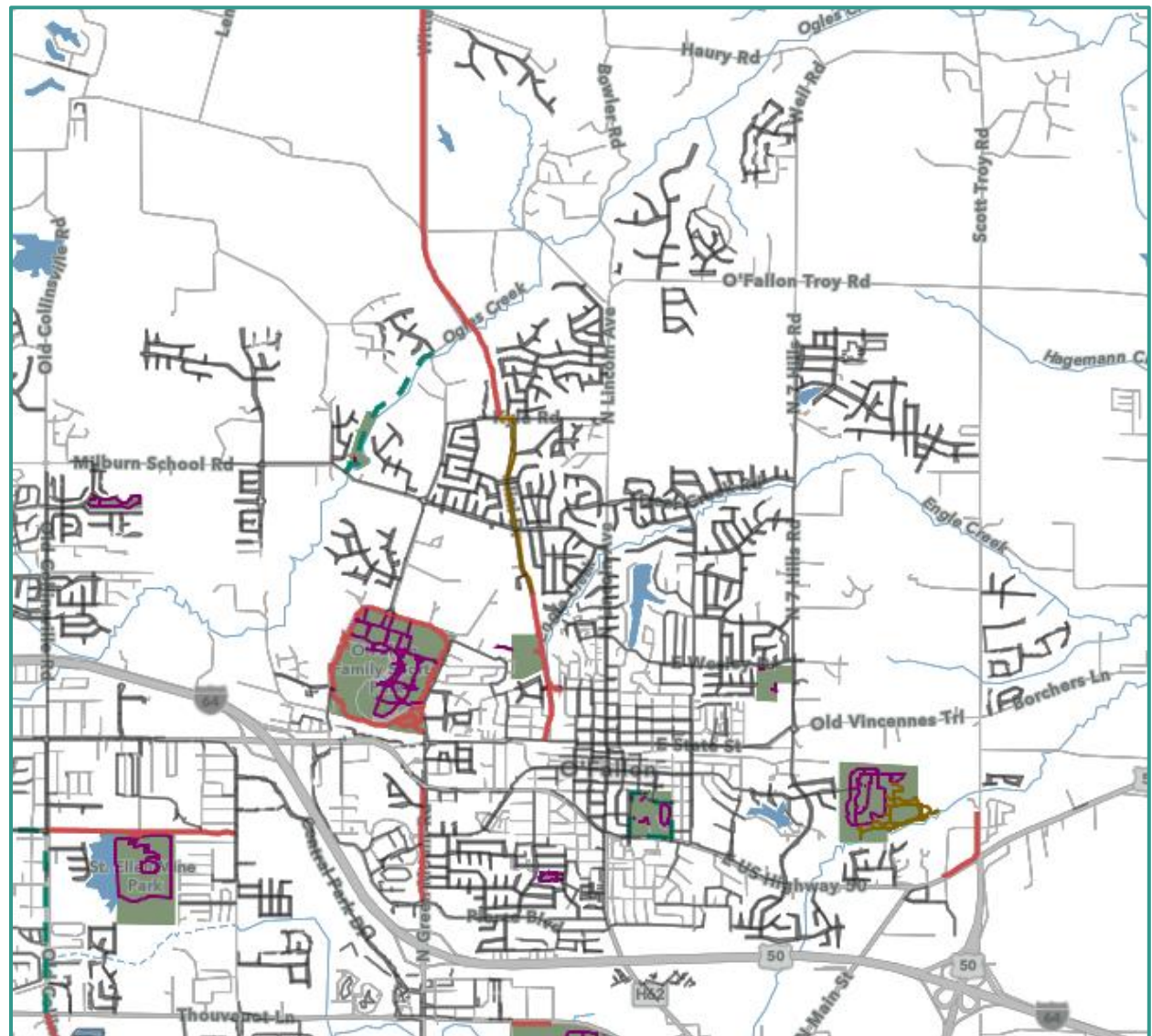


4. EXISTING INVENTORY

Like many suburban cities, O'Fallon has a historic urban core made up of typical blocks in grid shapes, with sidewalks on each side of the street (although gaps in sidewalks do exist). Younger children often use these sidewalks for bike riding, while adults ride on the low-volume roadways.

However, there was a nationwide trend between 1950s – 1990s for suburban neighborhoods to exclude sidewalks. Many subdivisions were built so far away from the urban core that vehicular travel was necessary for basic services, so a sidewalk network was never established. Over time, sidewalks are again popular for recreational use.

O'Fallon's sidewalk (dark gray) and trail (red) network imposed on roadway system (light gray) – from MEPRD website



Additionally, subdivisions away from the grid layout of downtowns often have more winding roadways. These twists and turns are more interesting to travel but create a less bike-friendly ecosystem. Some subdivisions in the City have no pedestrian or bicycle accommodations at all and are unsafe for anything but vehicular travel.

Both Madison and St. Clair Counties have growing trail networks, and O’Fallon is in a prime location to enjoy both systems. The City is the southernmost link to the MCT trail system via the Goshen Trail, which terminates at Kyle Road on the north side of O’Fallon. However, the City lacks a direct off-road link to the SCCTD trail system. There is an on-road/shoulder link via Lincoln Avenue to the system, but it is not considered safe by many users. A direct trail link for O’Fallon’s core to the SCCTD system is identified and proposed in this Plan.

O’Fallon’s existing off-road trails/shared-use paths:			
Existing Facility	Width	Length (mi)	Location
1. Illini Trail	10’	0.80	Illini Drive dead end to State Street
2. Madison St Connector	10’	0.11	Connects Hesse Park and neighborhood to Illini Trail
3. O’Fallon Sports Park	10’	2.10	Loop trails within park
4. Rock Springs Park	6’	1.50	Loop trails within park
5. Green Mount Road Shared-Use Path	10’	0.60	Regency Park Drive to Hwy 50
6. Rec Plex Shared-Use Path	10’	0.25	1100’ Hwy 50 and 1200’ Scott Troy Road
7. Savannah Hills Park	8’	0.60	Loop trail within park
8. Thoman Park	6’	0.35	Loop trail within park
9. Community Park Trail	10’	0.8	Loop trail within park
		7.1	Total Miles of Off-Road Trails/Shared-Use Paths
10. St. Ellen Shared-Use Path (SCCTD)	10’	1.00	Old Collinsville Road to Hartman Lane
11. St. Ellen Park (County)	8’	1.80	Loop trail within park
12. Goshen Trail (MCT)	10’	15.60	Kyle Road to MCT Watershed Trail

Note: The City of O’Fallon has an agreement in place with the Village of Shiloh to manage the Village’s Park facilities. The Shiloh facilities were not included in the above inventory, nor were they included in the planning process for this report.

O’Fallon’s existing share-the-road/bikeable shoulders:

Existing Facility	Length (mi)	Location
1. Illini Drive	1.0	Signed share-the-road - Kyle Rd to dead-end (bike facilities continue south as Illini Trail)
2. State Street	0.33	Signed share-the-road (Illini Trail to Lincoln)
3. Lincoln Avenue	0.50	Signed share-the-road (State to Hwy 50)
4. Lincoln Avenue	0.75	Bikeable Shoulders (Hwy 50 to I-64) (and beyond to south on Cross St)
5. Fairwood Hills Road / Deer Creek	0.75	On-road, 2-way painted bike lane north side (Simmons Rd to Deer Creek Rd)
6. O’Fallon Troy Road / Lincoln	3.15	Bikeable Shoulders (Deer Creek Rd to Scott Troy Rd)
	6.5	Total Miles of On-Road Facilities

O’Fallon’s future bike facilities currently in development:

Proposed Facility	Width	Length (mi)	Location	Status
1. Ogles Creek Trail	10’	0.8	Milburn School Road to Timber Ridge Trace Drive	2025 Construction
2. Apple Street	8’	0.2	1 st Street to 5 th Street	2024 Construction
3. Brandywine Trail	10’	1.0	By Subdivision Developer	2024 Construction
4. Pierce Boulevard	10’	1.0	Green Mount Road to Lincoln Avenue (by Meijer Development)	2025 Construction
5. Hwy 50	10’	1.5	Community Park to Rec Plex	Engineering Started
		3.8	Total Miles Facilities Currently in Development (Design and/or Construction)	

5. OBSTACLES, GAPS, AND BARRIERS

Gaps Between Existing Facilities

In general, the existing shared-use paths are specific site locations and are not interconnected. The following connections exist currently:

- Illini Trail has a connection to Madison Street Connector Trail
- Goshen Trail is connected to Illini Trail along a share-the-road section of roadway

Obstacles and Barriers to Cycling

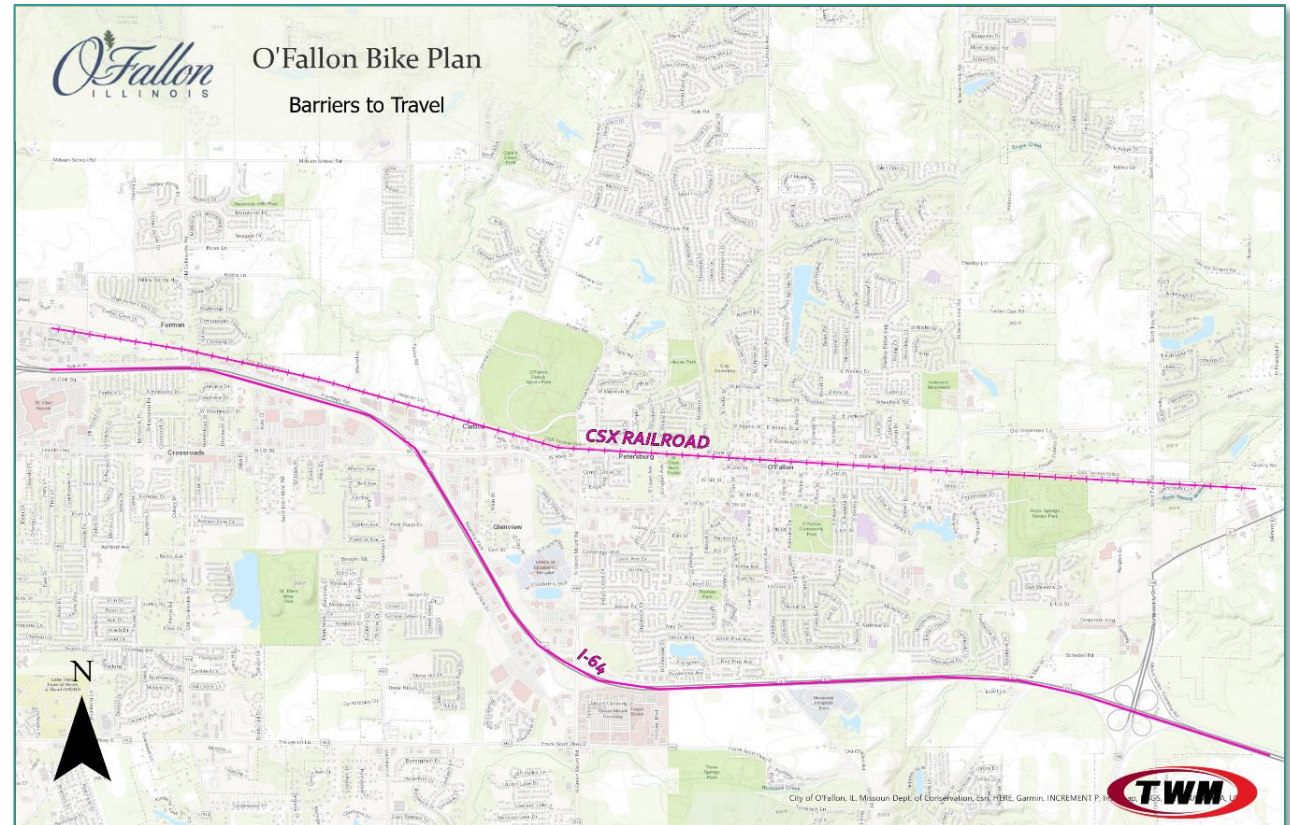
Interstate I-64 is a significant barrier to biking throughout the City. I-64 bisects the west side of O’Fallon and bounds the east side on the south. The interstate is generally three lanes in each direction, with a center median and wide shoulders. This is a long distance to bridge or tunnel, making it a very expensive barrier to cross. This creates significant adverse travel for bicyclists and pedestrians wishing to traverse in the north-south direction.

The City participated in an exploratory meeting a few years ago with neighboring partners on the possibility of a pedestrian/bike bridge over I-64 linking Fairview Heights and O’Fallon. The proposed corridor considered at that time was along the Ashland Avenue/St. Ellen Trail corridor, within the existing right-of-way (west of I-64) and St. Elizabeth property (east of I-64). The idea of the project has somewhat stalled out, but there was great interest from Fairview Heights and St. Clair County Transit District, and IDOT was not opposed to the project.

Existing streets crossing I-64				
Location	Crossing Type	Description	Sidewalk	Bicycle
Old Collinsville Road	Viaduct under I-64	2-lane, 30 mph	East side of street	None
Hwy 50	Bridge over I-64	4-lane, diamond interchange	None	None
Green Mount Road	Bridge over I-64	4-lane, diamond interchange	None	None
Lincoln/Cross	Bridge over I-64	2-lane, 40 mph	None	Bikeable Shoulder
(Shiloh) Main Street	Bridge over I-64	2-lane, 50 mph	None	Bikeable Shoulder
Scott Troy Road/IL 158	Bridge over I-64	4-lane, cloverleaf interchange	None	None
Rieder Road	Bridge over I-64	4-lane diamond interchange, (transitions to narrow 2-lane)	None	None

The CSX Railroad is also a major barrier. The rail line generally runs east-west, bisecting the City. Grade crossings are generally spaced about 0.5 to 1.0 miles in O’Fallon, except for the downtown area where there are four consecutive blocks with grade crossings (Oak, Cherry, Lincoln, and Vine). This gap in continuity creates significant adverse travel for bicyclists and pedestrians wishing to traverse in the north-south direction within the city limits.

Once a main line, the railroad often caused vehicular traffic back-ups in the City at the various grade crossings. Service was discontinued in August 2015 after many years of decreased rail activity. The rail was intentionally cut to prevent any rail traffic, and both crossing protection and signals were, and are currently, deactivated. Since then, CSX has officially stated numerous times that it is not officially abandoning the line, which would make a rail-to-trail type of development a possibility.



Major commercial corridors (Hwy 50, Green Mount Rd, Scott Troy Rd, etc.) are also barriers to bicycle travel. O’Fallon is home to many commercial hubs featuring a variety of retail stores and restaurants. Most are relatively easy to access with vehicles, however, there are challenges for those wishing to cycle or walk to these destinations. The commercial corridors do not have designated bike lanes or off-road bike facilities, so cyclists must either carefully navigate the busy multi-lane roadway or traverse on the sidewalk, potentially interacting with pedestrians.

6. COMMUNITY POINTS OF INTEREST

Bicycle master planning often includes seeking connections to pedestrian traffic areas of interest, such as schools, hospitals, libraries, bus stops, places of employment, shopping areas, group living communities, etc. The following destinations were considered as connection points for future trails:

Parks and Recreation Destinations

- Sports Park
- Community Park
- St. Ellen Park
- Hesse Park
- Rock Springs Rotary Park
- Rec Plex
- YMCA and various gyms
- Goshen Trailhead/MCT Trail System

Commercial Areas

- Downtown District
- Green Mount Road/Central Park
- Hwy 50
- Four Points/Aberdeen Village

Schools

- 6 – Grade Schools (K-5)
- 3 – Junior High Schools (6-8)
- 1 – Freshman-only High School (9)
- 1 – High School (10-12)
- 2 – Private/Parochial Grade Schools (K-8 and K-12)

Multi-Modal Connections

- MetroBus Route #12 bus stops (Central Park, Regency, State, Hwy 50, Shiloh/Scott Metro Station)
- MetroBus Route #15 bus stops (Lincoln Avenue, Vine Street/Downtown District)

Large Employers

- Scott Air Force Base
- St. Elizabeth’s Hospital
- O’Fallon District 90 and OTHS District 203
- Various commercial zones

Civic Buildings

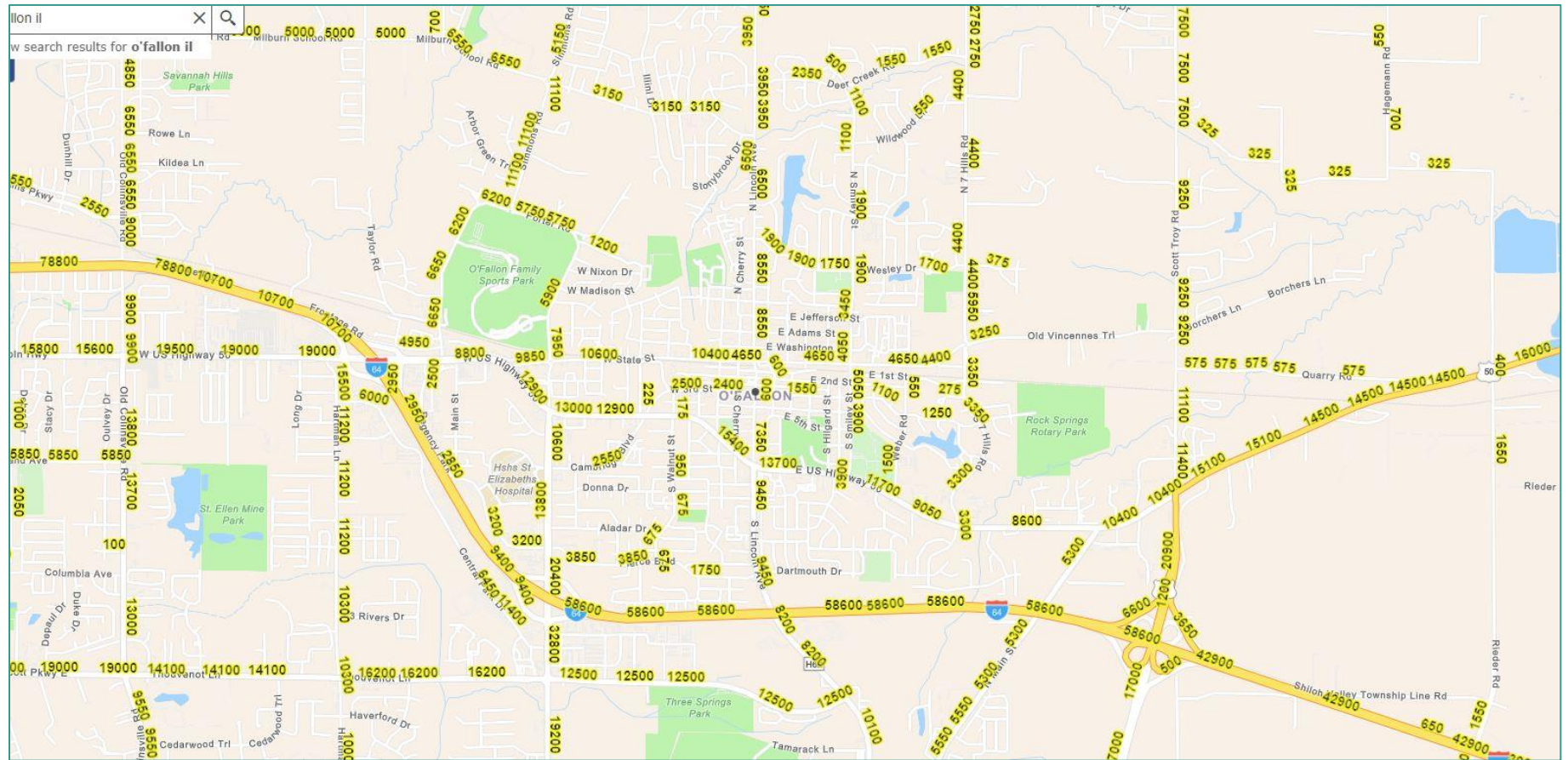
- Library
- Post Office
- City Hall
- Public Safety Facility

Please see Exhibit 2 for plotting of community points of interest.

7. TRAFFIC COUNTS, PEDESTRIAN COUNTS, AND CRASH DATA

Traffic Counts

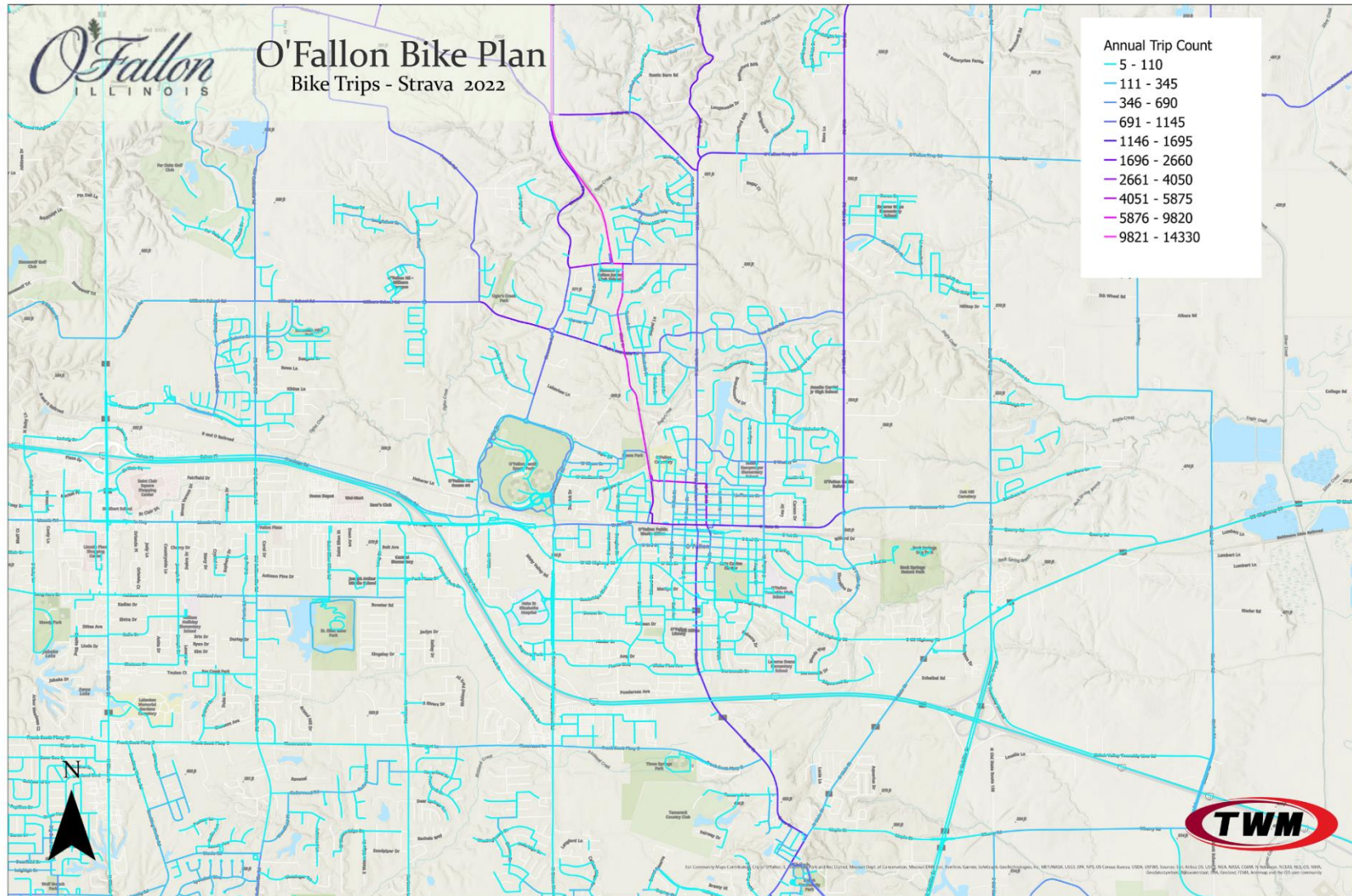
Average Daily Traffic (ADT) counts were taken from the current IDOT website for this report.



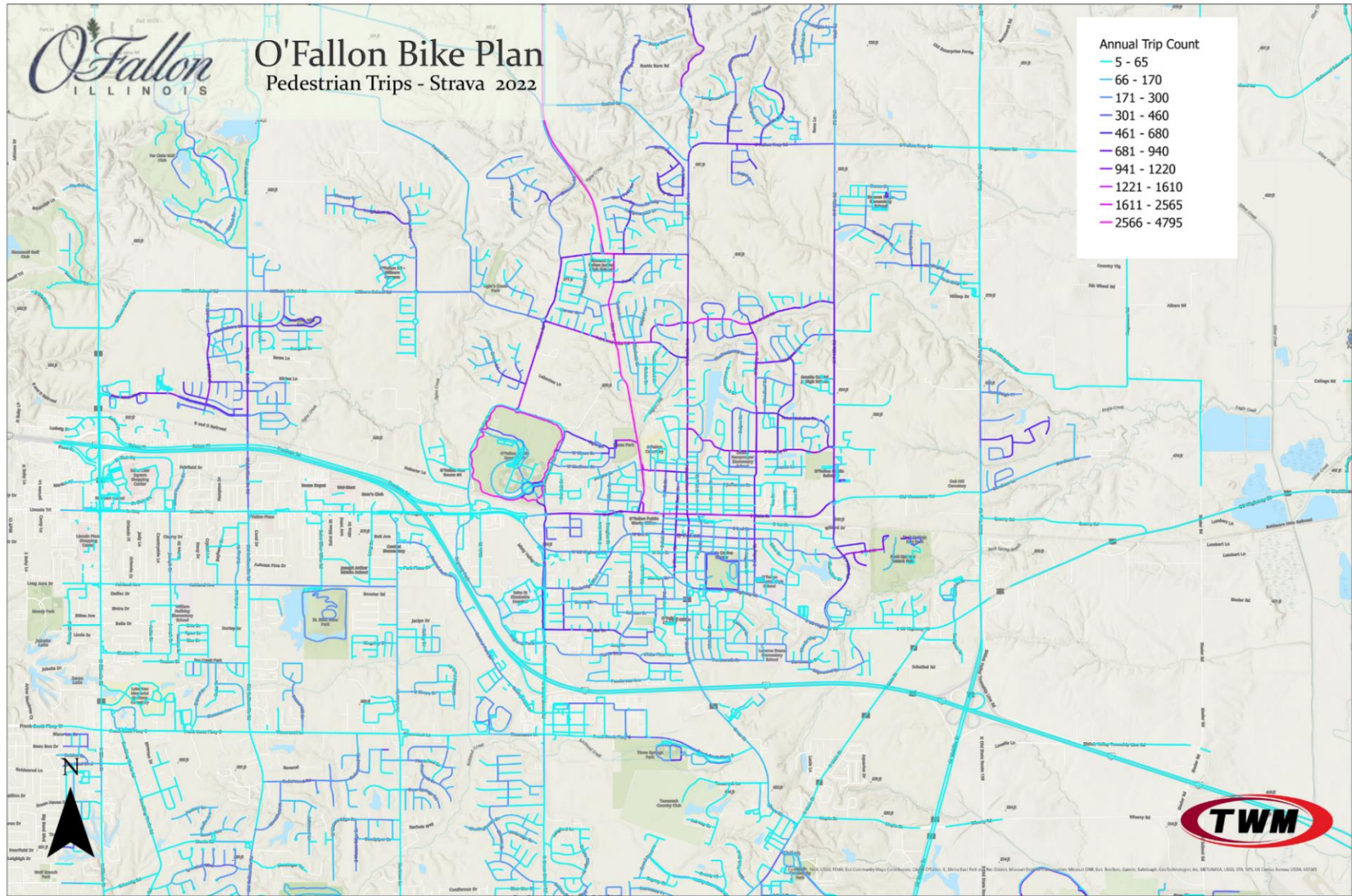
Please note: The volumes noted above are the DAILY trip counts (total in both directions).

Pedestrian Counts/Heat Maps

Strava, a popular app used by pedestrians and cyclists to track their activities, was used to pull heat maps of current bicycle and pedestrian usage.



Please note: The volumes noted are the ANNUAL trip count—not daily trip count—in both directions.



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Crash Data

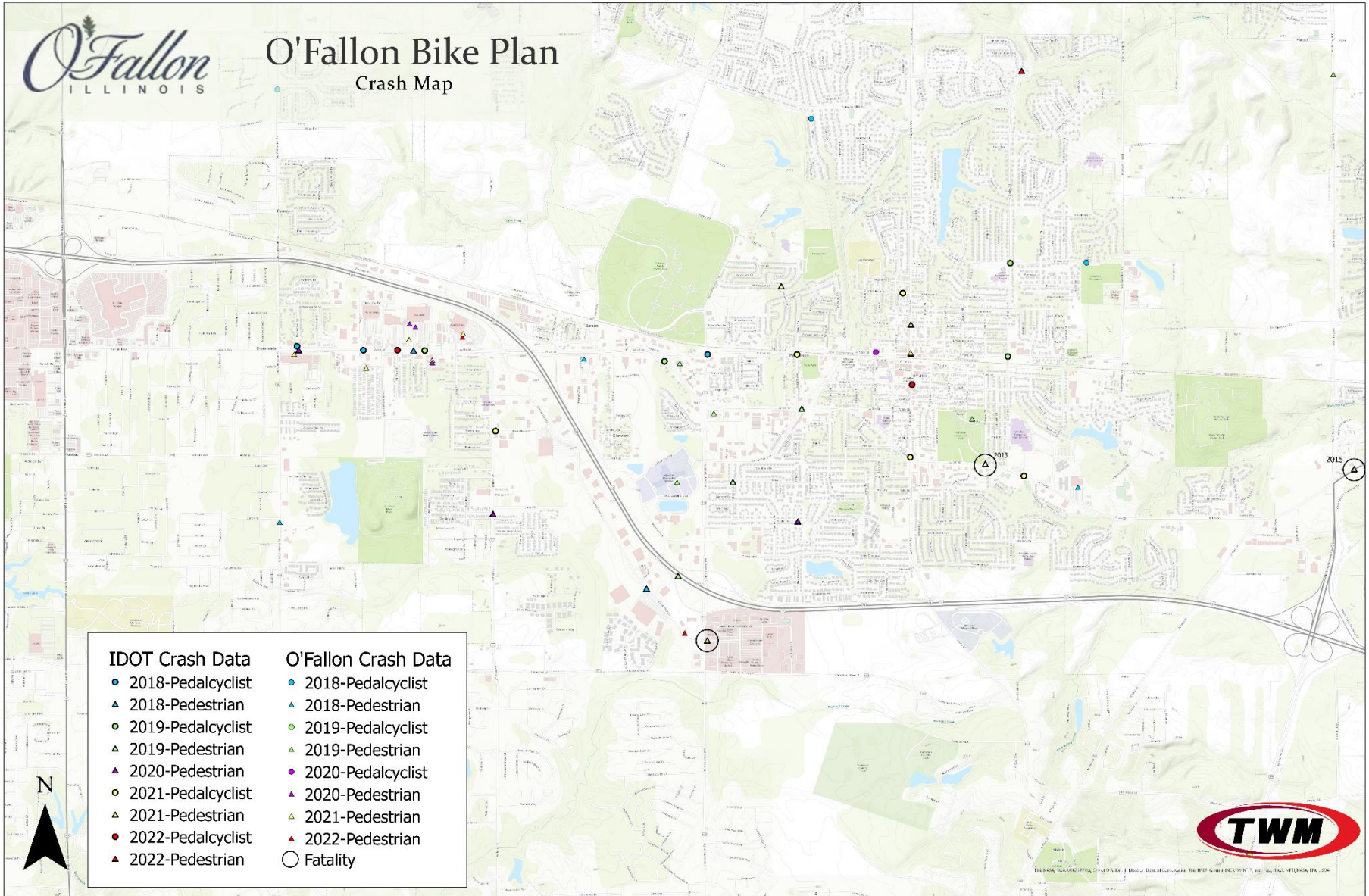
Five years of data (2018-2022) were compiled from both the City's database and IDOT's database. The crashes indicated are pedestrian- and cyclist-related crashes only. Crashes are noted by year of occurrence as well.

- The crashes are relatively dispersed throughout the City, with more occurring on higher-ADT volume roadways than lower-volume roadways.
- There is a bicycle crash cluster on Hwy 50 between Old Collinsville Road and Hartman Lane.
- Additionally, several pedestrian crashes occur in nearby parking lots along the same Hwy 50 commercial corridor.

Unfortunately, there have been three known pedestrian related fatalities in the City in the recent past. These occurred as follows:

- 2013 – Pedestrian struck while crossing Hwy 50 near Community Park
- 2015 – Pedestrian struck while walking along Hwy 50 near Scott-Troy Road
- 2021 – Pedestrian struck while crossing Green Mount Road after departing a MetroBus at a marked bus stop near Central Park Drive

See the map outlining this crash data on the next page.



8. PUBLIC INVOLVEMENT

Public Meeting #1

This meeting kicked off the outward facing portion of the study. The meeting was held at City Hall on February 28, 2024. Approximately 40 people signed in, but it appeared many more were in attendance. Many City staff members were there to gather community input to help identify priority corridors and citizens wants and needs. The attendees were very positive about the City planning more trails, and great conversations were had on possible trail ideas.

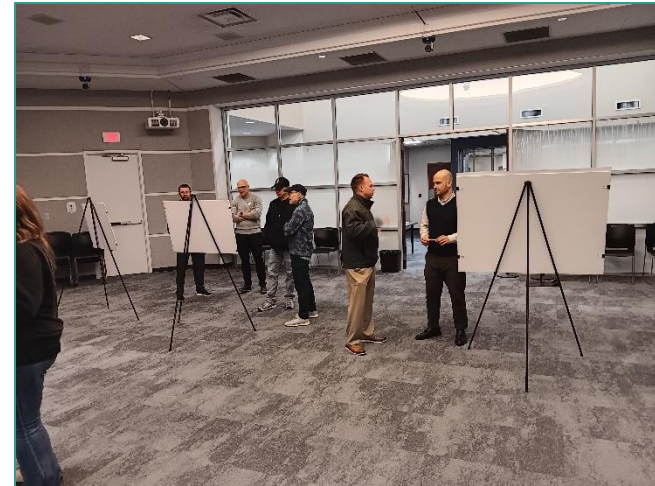
See Exhibit 2 for exhibits presented and sign-in sheet.

Online Survey

At Public Meeting #1, a QR code to a short on-line survey was provided. The link was also posted on the City Facebook page/website as well. The survey asked questions to assess how well O’Fallon residents feel their cycling/pedestrian needs are being met and to help determine future trail corridor priorities going forward. In summary:

- Over 330 people participated in the on-line survey
- Half of participants were 40-60 years old; one-third were 19-39 years old
- Majority thought it was important for O’Fallon to consider bicycle/pedestrian accommodations
- Majority use these accommodations for recreation, mostly to connect to parks and regional trail system
- Most participants had good knowledge of existing trails in the area
- Top new trails to consider were the CSX line and St. Ellen Trail extension over I-64

See Exhibit 2 for survey results.



Stakeholder Meetings

Locally, there are multiple stakeholder groups that have a vested interest in the trail system in O’Fallon. These groups were consulted specifically as part of this Plan to identify their unique needs and/or wants and get their meaningful feedback:

- **Cyclists** – Bike Surgeon is a local bike shop that also has a cycling club and plans/hosts rides multiple times a week. They have a large membership, and quite a few members attended the meeting. They are mostly interested in off-road trails that connect to the bigger trail system for longer rides, such as CSX line (Sports Park to Downtown; Downtown to Rock Springs; Rock Springs to Rec Plex), Lincoln Avenue corridor south of Hwy 50, Illini Trail and Sports Park connection, Green Mount Road gap (Hwy 50 to Sports Park)
- **Runners** – Multiple running clubs were invited to the meeting. Runners generally prefer a shared-use path but are satisfied with running on or along sidewalks as well. Their slower speeds and typically shorter distances mean they are more interested in connecting neighborhoods to parks with loop trails than to long mileage such as the MCT Trail system. They were particularly interested in CSX line, Lincoln Avenue, St. Ellen/I-64, Milburn School Road (but noted Milburn was a difficult road to cross), and Hwy 50 near high school.
- **Neighboring Communities** – O’Fallon solicited input via a virtual stakeholder meeting from our direct neighbors – Shiloh to the south and Fairview Heights to the west – to coordinate planned trail development that guarantees future continuity of the regional trail network. The major roadway corridors that O’Fallon had selected aligned perfectly with planned future development for both municipalities, including St. Ellen Trail corridor over I-64 in Fairview Heights and the Lincoln Avenue/Cross Street corridor in Shiloh.
- **Trail Developers** – SCCTD and MEPRD combined meeting
 - SCCTD has been constructing trails continuously in St. Clair County for 15 years. According to their current Regional Plan, four additional trails are slated to be under construction in 2024.
 - MEPRD funds local trails with an annual grant program of up to \$300,000 per trail project that connects to a regional trail segment, provides a local trail connection within the community, or develops a dedicated trail facility.
 - This group was most interested in connecting the MCT and SCCTD trail systems, which could be accomplished via the St. Ellen Trail/I-64 crossing. They are also interested in the CSX line, as it would connect multiple communities, destinations, and activities.

The input received from all these sources was used to refine and prioritize the Master Plan improvement recommendations. From there, five main corridors were selected to study. See Section 10 for further narrative on priority corridors studied.

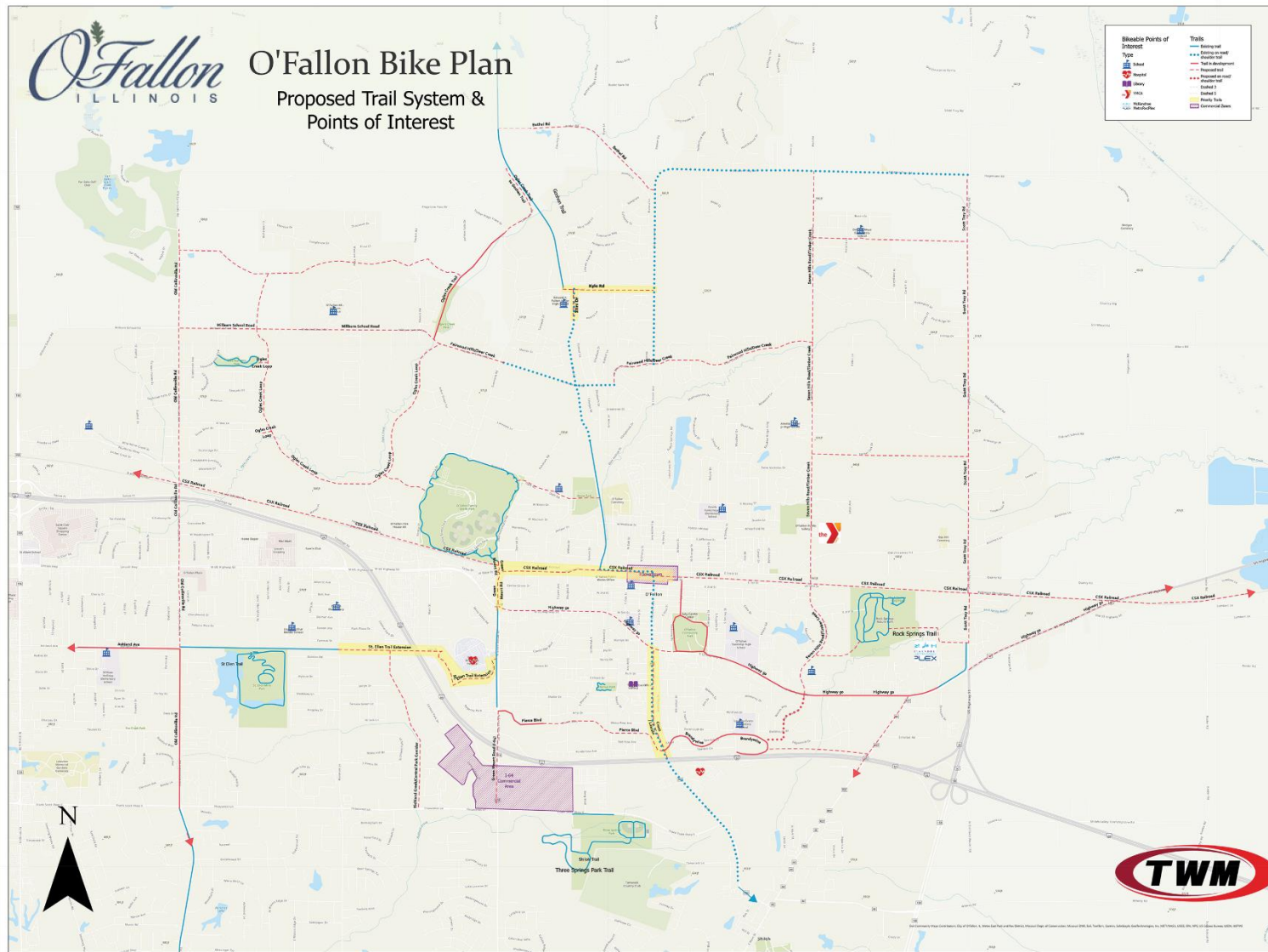
Public Meeting #2

This meeting was held after the draft report was prepared, to present the Plan to the public and gather any final input. The meeting was held at City Hall on September 17, 2024. Approximately 30 attended. Exhibits were presented with the final plan and expected costs. The attendees voiced support for the chosen projects and encouraged the City to continue investing in bicycle and pedestrian accommodations.

See Exhibit 3 for sign-in sheets and Plan as presented.

9. MASTER PLAN

Below is a summary map of the Master Plan recommendations.



10. PRIORITIZATION OF TRAILS

With the information collected from Public Meeting #1, the stakeholder meetings, and the online survey, City staff and TWM met to determine the priority corridors for further study. Those that surfaced included:

- **Kyle Road – Lincoln Avenue to Goshen Trail**
- **Illini Drive – Goshen Trail to Illini Trail**
- **CSX Line – Sports Park to Downtown**
- **South Lincoln – Hwy 50 to I-64**
- **Gap along Green Mount Road – between Hwy 50 and Sports Park**
- **St. Ellen Trail extension over I-64, from Hartman Lane to Green Mount Road**

These proposed trail corridors connect trails throughout the City that are already built, allowing for the trail system to be fully built before expanding further. They also provide connections between O'Fallon's larger parks and commercial zones as well as nearby regional trail networks, which meets the broad goal in the O'Fallon Master Plan.

These corridors were studied in more detail to determine potential right-of-way needs and impacts to adjacent landowners, development costs, and more refined trail locations. The information is still at a conceptual level but is detailed enough for use in future grants and/or for planning purposes. Note that the work was completed using available County LiDAR data and County GIS right-of-way line data. Fully developed engineered plans will be necessary prior to construction of any of these facilities. Also note that the cost estimates provided are for 2024 pricing. The estimates include land acquisition, topographic survey, geotechnical studies, environmental studies, and design and engineering. It is assumed construction observation services will be provided in-house by the City.

See Exhibit 4 for each corridor specific description, mapping, and costs.

11. 20 YEAR ACTION PLAN

Implementing physical changes to the City’s infrastructure will take time and resources to properly plan, design, and construct bicycle/pedestrian facilities. The City will aim for progress each year on one or more facility. Over time, this will add up quickly.

The focus of the near-term phases should be on improvements that have the most impact or highest priority among the residents. By phasing the various components of the 2040 Master Plan and the Forward 50 Great Streets Plan, the City will see recognizable improvement in the connected trail system that would not be otherwise realized if it waited to implement each facility or component under an “all or nothing” method.

For planning, some of the priority trails have been split into distinct phases. This will allow the City to systematically build out the trail system in a planned, bite-sized pieces each year in an organized manner. This approach also encourages trail interconnections.

As streets are rehabilitated and/or reconstructed, the pedestrian infrastructure will be considered. At minimum, accessibility upgrades at curb ramps will be performed in conjunction with street overlays or infrastructure upgrades occurring within the City, helping maintain infrastructure, and improve safety. If the area is along a planned bike route, considerations will include upgrading the existing sidewalk to a shared-use path. Alternatively, the City can consider a “road diet” which typically requires changing the striping layout within the width of the roadway to reduce the number of vehicular lanes, making more room to add bicycle lanes in each direction.

The City will continue to maintain its growing trail system using their Public Works and Parks forces.

New Developments

As developers plan large commercial or residential developments, the Bike Master Plan will be reviewed to see if planned facilities about the development or are nearby and would benefit from a connection to the trail system. If so, the City will work with the developer to achieve as much connectivity as possible.



O’Fallon’s roadway corridors being considered for improvements with potential bicycle/pedestrian components:

Proposed Facility	Width	Length (mi)	Location
1. Hwy 50 Great Streets Plan (West)	TBD	4.0	Green Mount Road to Community Park
2. Hwy 50 Great Streets Plan (East)	TBD	1.5	Community Park to Rec Plex
3. Pierce Boulevard Traffic Calming	TBD	1.0	Green Mount to Lincoln
4. Lincoln Avenue Streetscape	TBD	0.5	State to Hwy 50

O’Fallon’s priority trails:

Construction

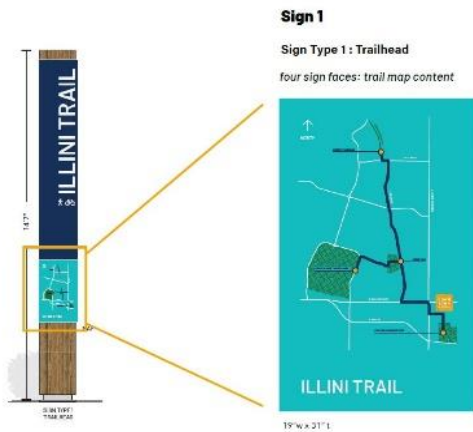
Kyle Road (Goshen Trail to Lincoln Avenue)	2025-2030
Illini Drive (Kyle Road to Peoria Lane)	2025-2030
CSX Line (Sports Park to Downtown)*	2025-2030
South Lincoln (Hwy 50 to I-64)	2025-2030
Green Mount Road (Hwy 50 to RAB)	2030-2035
St. Ellen Trail (trail portion, Hartman Lane to Green Mount Road)	2030-2035
St. Ellen Trail over I-64 (bridge portion)	2030-2035

**This trail is contingent on approval from CSX Railroad.*

12. SIGNAGE / WAYFINDING STANDARDS

O'Fallon recently enacted a Signage Master Plan for trails and parks, with installation first completed on the Illini Trail. More facilities will be signed with the same overall shape and color scheme. This will help identify recreational facilities in O'Fallon quickly to the general public. Illini Trail received the following signs:

- Trailhead markers
- Historical information plaques
- Directional signage for adjacent trails
- General monumentation



13. DESIGN STANDARDS / GUIDELINES

The City will develop all trails in accordance with the latest standards and guidelines, as well as within the requirements of the various grant funds that will be utilized. The following basic parameters were assumed during cost estimating and planning for trail corridors in this study.

- **10' paved surface**
- **2' earthen shoulders**
- **5' grass buffer behind barrier curb**
- **10' grass buffer behind edge of shoulder**
- **1.5% maximum cross slope**
- **5% maximum longitudinal slope**

Furthermore, all 10' trails/shared-use paths should have:

- **Safety**
 - Clear signage
 - Trail rules and hours posted
 - Crosswalks at all public road crossings
- **Access**
 - ADA ramps/access points
 - Smooth, even surfaces
 - Minimum 10' width to allow wheelchairs and strollers to pass each other
- **Connectivity**
 - New trails built with existing trail system and overall Master Plan in mind so continuous stretches are available versus isolated, segmented construction
 - Keep maps updated with newest additions
 - Crosswalks at all public road crossings

The City will adhere to the following technical guidelines during the development of trails:

National references:

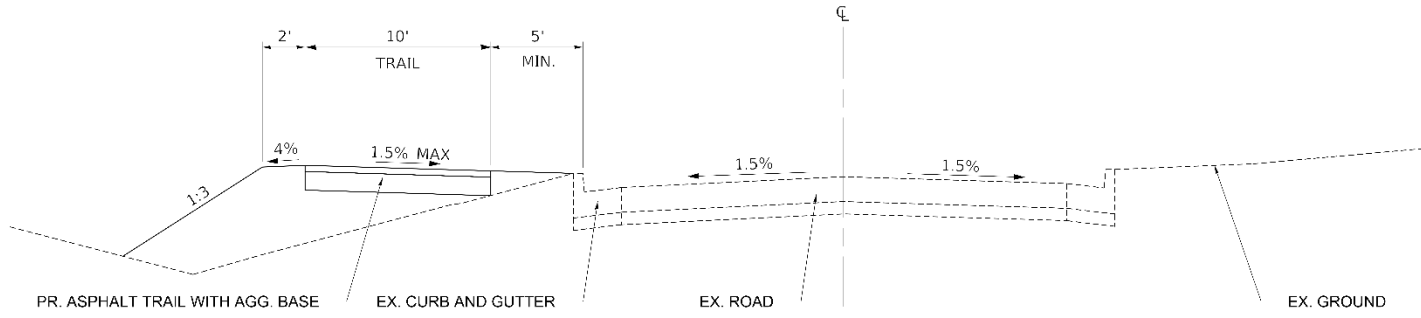
- ADA Law/Standards and PROWAG Guidelines
- AASHTO - Guide for the Development of Bicycle Facilities
- NACTO – Urban Bikeway Design Guide
- FHWA – Manual on Uniform Traffic Control Devices

State references:

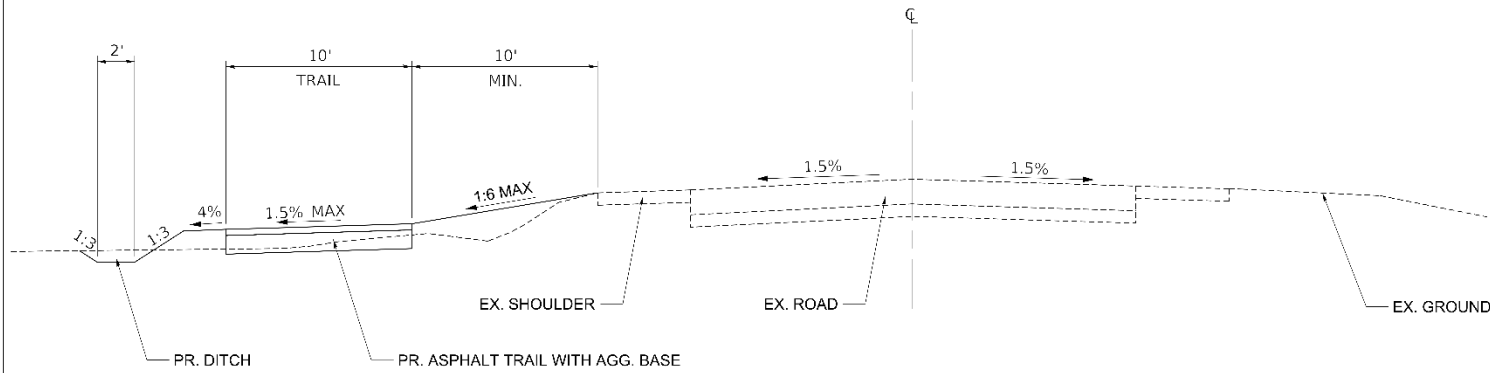
- **Illinois Accessibility Code**
 - IDOT Bureau of Local Roads & Streets Manual (Chapter 42)
 - IDOT Bureau of Design and Environment Manual (Chapter 17)

- **Current IDOT Highway Standards for individual curb ramp designs, where applicable and in accordance with various cases:**
 - 424001 Perpendicular Curb Ramps
 - 424006 Diagonal Curb Ramps
 - 424011 Corner Parallel Curb Ramps
 - 424016 Mid-Block Curb Ramps
 - 424021 Depressed Corner Curb Ramps
 - 424026 Entrance Alley Pedestrian Crossings
 - 424031 Median Pedestrian Crossings

Typical section for pictorial depiction of these requirements



**CASE 1:
BEHIND CURB AND GUTTER**



**CASE 2:
NO CURB AND GUTTER**

O'FALLON BIKE MASTER PLAN	
TYPICAL SECTIONS	
SCALE: NTS	

The City will continue to require developers to provide for pedestrian/bicycle transportation accommodations along the public right-of-way. Where the City has identified locations of future bike trails, the accommodations shall be 10’ wide shared-use paths across developed properties. In the absence of a planned bike trail, the accommodations shall be 4’ wide sidewalks at minimum.

Larger Midwest cities such as Minneapolis, MN and Madison, WI have urban planning and development regulations requiring bike trail connectivity for subdivisions and multi-family developments. The table below indicates development regulations for neighboring communities.

Overview of Developer Requirements			
Community	Sidewalk Requirements	Bike Trail Requirements	Green Space Requirements
O’Fallon	Developers must build sidewalk along both sides of all residential streets.	Developers must build 10’ separated trails along identified routes in the Master Plan.	Multi-use paths can be included towards active green space requirements; alternate fee may be paid in lieu of trail development.
Edwardsville	Developers must build sidewalk along both sides of all residential streets.	No specific requirements, but developments must make connection to existing trail system if property abuts or is near existing trail system.	For residential districts require 6% active greenspace (playgrounds, ball fields, trails, swimming pools) and 4% is to be passive greenspace.
Glen Carbon	Developers must build sidewalk along both sides of all residential streets.	Set aside 25’ green buffers at locations indicated for bike trails in Master Planning documents. Subdivisions must connect to existing bike trails that abut the development.	Developments must set aside green space and/or park land and also contribute to Park Fund.
Shiloh	Developers must build sidewalk along both sides of all residential streets as well as near schools and shopping areas.	Provide shared-use path within development and connect to existing bikeways or those shown in Village Transportation Plan.	Set aside green space or contribute to Park Fund.
Fairview Heights	Developers must build sidewalk along both sides of all residential streets.	No specific requirements, but developments must make connection to existing trail system if property abuts or is near existing trail system.	Developments must set aside green space and/or park lands and contribute to Park Fund.

There is a growing trend in urban and suburban planning whereby many larger/growing communities mandate that new multi-family and large subdivisions developments incorporate recreational space which includes dedicated bike lanes or separated trails that connect to nearby existing sidewalk and/or existing trail connections. Studies have shown that residential properties that are connected to recreational trail systems have increased values over similar properties that are not connected to such amenities.

There are various trail amenities for the City to consider along newly developed or existing trails, many of which are reimbursable through grants:

- **Rest Areas** – provide a place for brief rest, snacks, or even to take shelter in bad weather conditions.
 - Benches and Shelters – carefully placed to discourage loitering in unsupervised locations.
 - Fix-it Stations – typically equipped with basic tools like tire pumps and wrenches.
 - Water Stations – although winter weatherization of these is a challenge in the Midwest.
 - Public Toilets
 - Trash and Recycling Bins – placed at strategic locations.
 - Bike Racks
 - Trail Maps – with “you are here” graphics.
- **Trailheads with Parking** – strategically placed trailheads will encourage trail use for residents who do not reside adjacent to the trail system. In the future, trailheads can be strategically placed near restaurant districts and/or commercial districts, supporting the local economy with food and beverage purchases.
 - All the “rest area” amenities listed above.
 - EV Charging Stations – include charging options for vehicles as well as electric bikes.
 - Bike Rental Stations – these may encourage travelers or those without bikes to ride further on the trails, especially once connected to the St. Clair County and Madison County trail systems.
- **Along route items:**
 - Call Boxes – even if not used much, the presence of call boxes gives a sense of security to vulnerable trail users. Proper signage and coordination with the County’s 911 system will be critical so that in case of emergencies, exact locations of each call box is known ahead of time.
 - Educational and Interpretive Displays – interpretive displays or educational signs about local history or wildlife will enrich the experience for trail users.

14. FUNDING SOURCES

All trails are not created equally. Some serve primarily as a route for kids to get to schools, some are more destination-related such as reaching downtown, the library, or work, and some are more recreational-based. Various grants are available from time to time, with each grant having a specific type of use targeted. Knowing which piece of the planned trail network is better suited for which type of grant will help the City have a roadmap of which trails to seek funding for, with which grant programs.

As with most infrastructure, the needs will be greater than the funds available. The City will solicit grant funding to spread the set aside funds go further. Grants such as Safe Routes to School (SRTS) and Transportation Alternatives (both TAP and ITEP programs) are dedicated bicycle/pedestrian infrastructure. Other federal grants will fund pedestrian components (HSIP, STP, etc). Many of these types of programs are competitive, therefore, agencies aren't guaranteed to receive these funds. The City will assess these programs as they become available and decide whether to expend the effort to pursue the grant opportunity. If a grant is secured, the project would progress based on requirements and reviews from other agencies such as IDOT or IDNR, which may delay a planned pedestrian project from the initial schedule presented herein.

Nearly all grants require local matching funds. Federal grants are usually split 80/20. These are often provided by a City's General Funds, although MFT funds can also be used. The tables on the next two pages reflect suggested grants for various trail segments proposed herein. On average, the City will need to allocate approximately \$1.5 million annually for the bike trail development to meet its goals. This estimate, based on 2024 standards, reflects the projected average cost required to construct all six of the priority trails over the next 10 years.

See Exhibit 5 for a listing of various grants and their uses.



Suggested Grants & Timelines for O'Fallon's Priority Trails

	ITEP	TAP	SRTS	IDNR	MEPRD	Construction
Hwy 50 (Community Park to Rec Plex)	Fall 2024				Summer 2025	2025-2030
Kyle Road (non-developer piece)		Spring 2025			Summer 2026	2025-2030
Illini Drive (will need direct ADA connection to school)			Fall 2025		Summer 2028	2025-2030
CSX Line (Sports Park to downtown, adjacent to railroad)*	Fall 2026			Spring 2026	Summer 2027	2025-2030
South Lincoln (Hwy 50 to I-64)		Spring 2027			Summer 2029	2025-2030
Green Mount Road (Hwy 50 to roundabout)		Spring 2029		Spring 2028	Summer 2030	2030-2035
St. Ellen Trail (trail portion)			Fall 2027	Spring 2030	Summer 2031	2030-2035
St. Ellen Trail (bridge over I-64)	Fall 2028		Fall 2029		Summer 2032	2030-2035

**This trail is contingent on approval from CSX Railroad.*

In addition to these sources, there are other grants that may be appropriate for specific situations/conditions.

Additional Grants to Consider

Grant Program	Grant Goal	Suggest Project Type(s)
HSIP	Accident Reduction/Safety	New separated trails or road diets (where bicycle/pedestrian accidents are prevalent) – possible for the streetscape project and/or Hwy 50 Great Streets.
RHCP	Rail Crossing Safety	Safety features to eliminate accidents at railroad crossings – various crossings along CSX if railroad becomes active again.
ATIIP	Large Project “Active Transportation”	\$15mil <u>minimum</u> award – possible funding for St. Ellen Trail/I-64 Ped Bridge Project.
RCP	Reconnecting Communities Program	Improve access of community divided by transportation barriers such as interstate or railroads – St. Ellen Trail over I-64.

See Exhibit 5 for a listing of all federal Bicycle/Pedestrian grant programs.

15. EXEMPTION PROCESS

The City recognizes that special circumstances may arise to deviate from this Plan, such as an unforeseen grant or development opportunity. If a new project idea would add to the trail network in the City, especially if it is developer-provided or at a reduced match, the City will strongly consider it.

A project that deviates from the Bike Trail Master Plan will be presented to the City Council for consideration. If accepted, the new facility will be added by addenda to the Plan.

16. PERFORMANCE MEASURES

O'Fallon has set the following performance measures by which the City can evaluate progress made towards this Plan. These include:

- Number of bike trail grants applied for (goal = 1/year). Not all will be successful, and it is important to keep trying!
- Miles of bicycle/pedestrian facilities constructed (goal = average 1 mile/year). This encompasses all new trails in O'Fallon, including developer-constructed trails. If achieved, this will add up quickly.
- Increase trail usage in the community every year (goal = increase number of paths with >4000 trips/year). Currently there is only one City trail with usage. In addition, two connecting streets have this amount of usage.
 - Illini Trail
 - Madison Street (Illini Trail to Vine) – a portion of this is not trail/on-road
 - Vine Street (Madison to downtown)
 - Goshen Trail (technically outside City limits, not counted as City's)
- Reduce number of bike and pedestrian crashes in the community every year (goal = reduction of 2/year, with ultimate goal = 0 per year).

17. FINAL STEPS

After the Plan has been finalized, the City will:

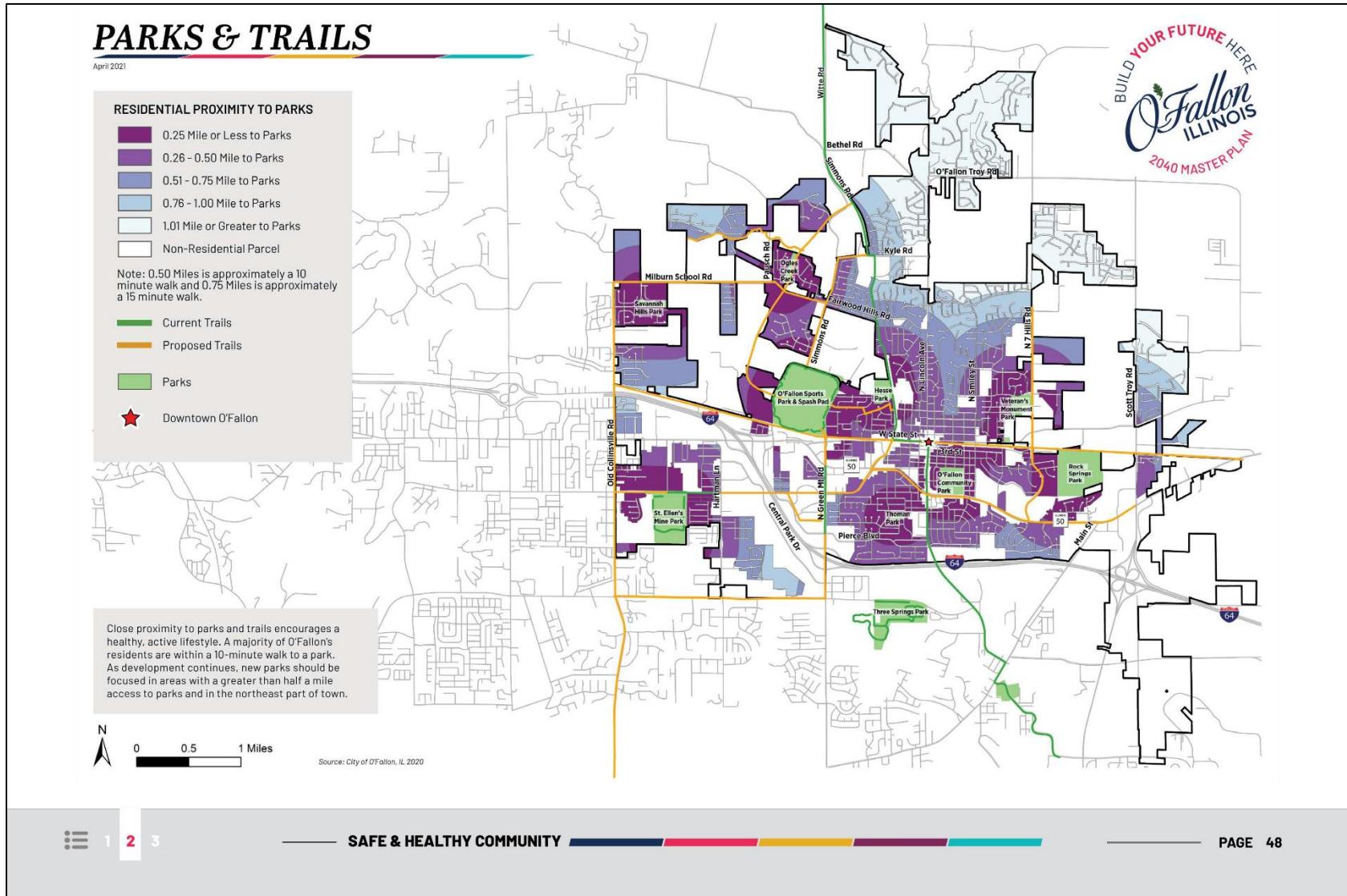
- **Adopt the Plan via municipal resolution**
- **Make the Plan available on the City's website**
- **Submit future status reports to MEPRD that identify plan implementation progress.**

EXHIBITS

- 1) Excerpts of Referenced Plans
 - a) O’Fallon 2040 Master Plan
 - b) O’Fallon Parks Master Plan
 - c) O’Fallon Bicycle Plan 2005
 - d) Shiloh Comprehensive Plan
 - e) Fairview Heights Trail Map
 - f) Scott Air Force Base Plan
 - g) MCT Trails Master Plan
 - h) MCT Trails Master Plan Connections
 - i) MEPRD Long Range Development Plan
- 2) Public Meeting #1
 - a) Welcome Board
 - b) Sign-In Sheets
 - c) Existing Trails and Points of Interest
 - d) Proposed Trails and Points of Interest
 - e) Resident and Trail User Survey Results
- 3) Public Meeting #2
 - a) Welcome Board
 - b) Sign-In Sheets
 - c) Proposed Trail System
- 4) Priority Corridors
 - a) Kyle Road – Lincoln Avenue to Goshen Trail
 - b) Illini Drive – Goshen Trail to Illini Trail
 - c) CSX Line – from Sports Park to Downtown
 - d) South Lincoln – from Hwy 50 to I-64
 - e) Gap along Green Mount Road – between Hwy 50 and Sports Park
 - f) St. Ellen Trail extension over I-64 – from Hartman Lane to Green Mount Road
- 5) Grant Opportunities

Exhibit 1 | Excerpts of Referenced Plans

Exhibit 1a | O'Fallon 2040 Master Plan



1
2
3

SAFE & HEALTHY COMMUNITY

PAGE 48

Exhibit 1b | O'Fallon Parks Master Plan

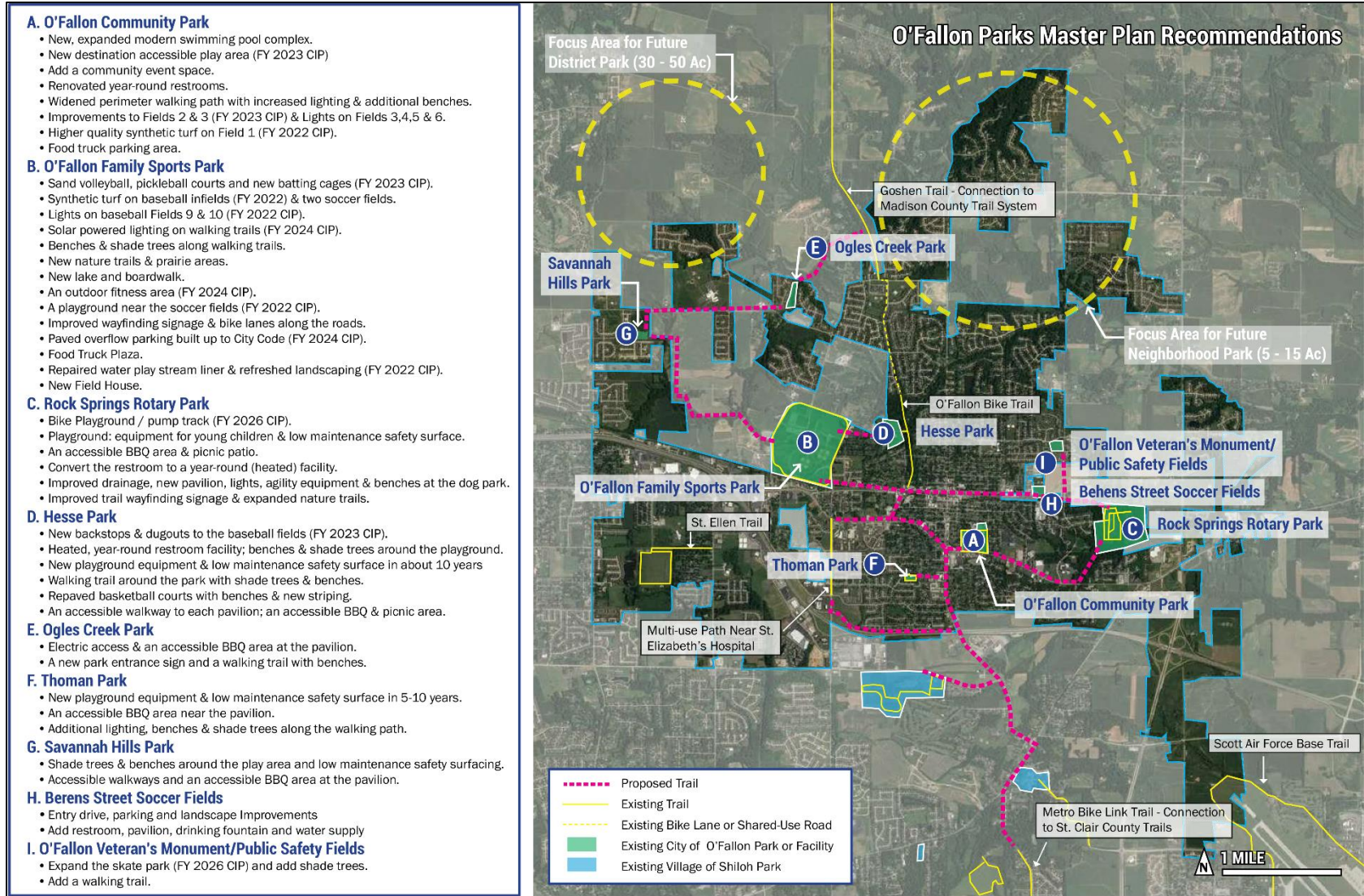


Exhibit 1c | O'Fallon Bicycle Plan 2005

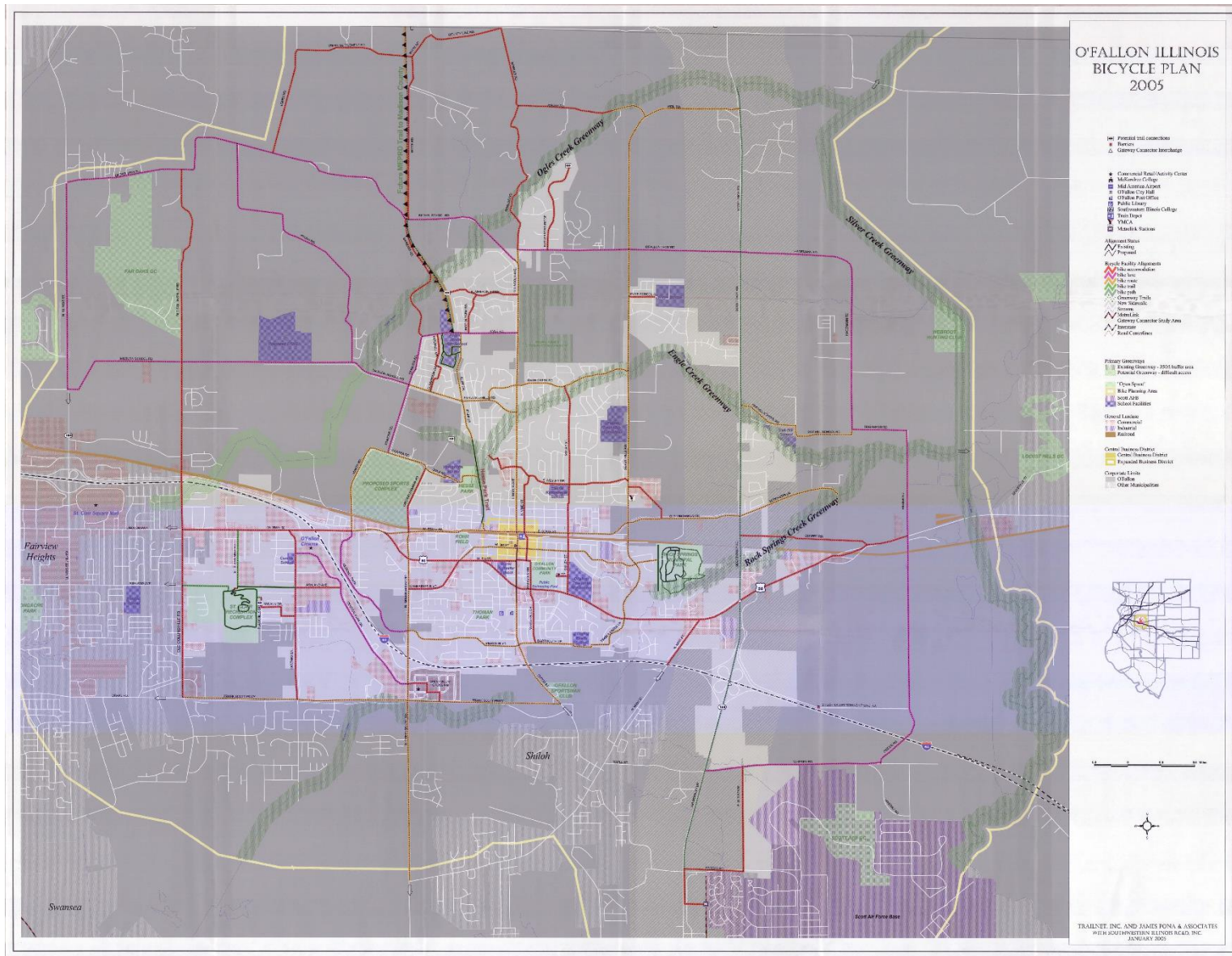


Figure 13: Transportation Plan

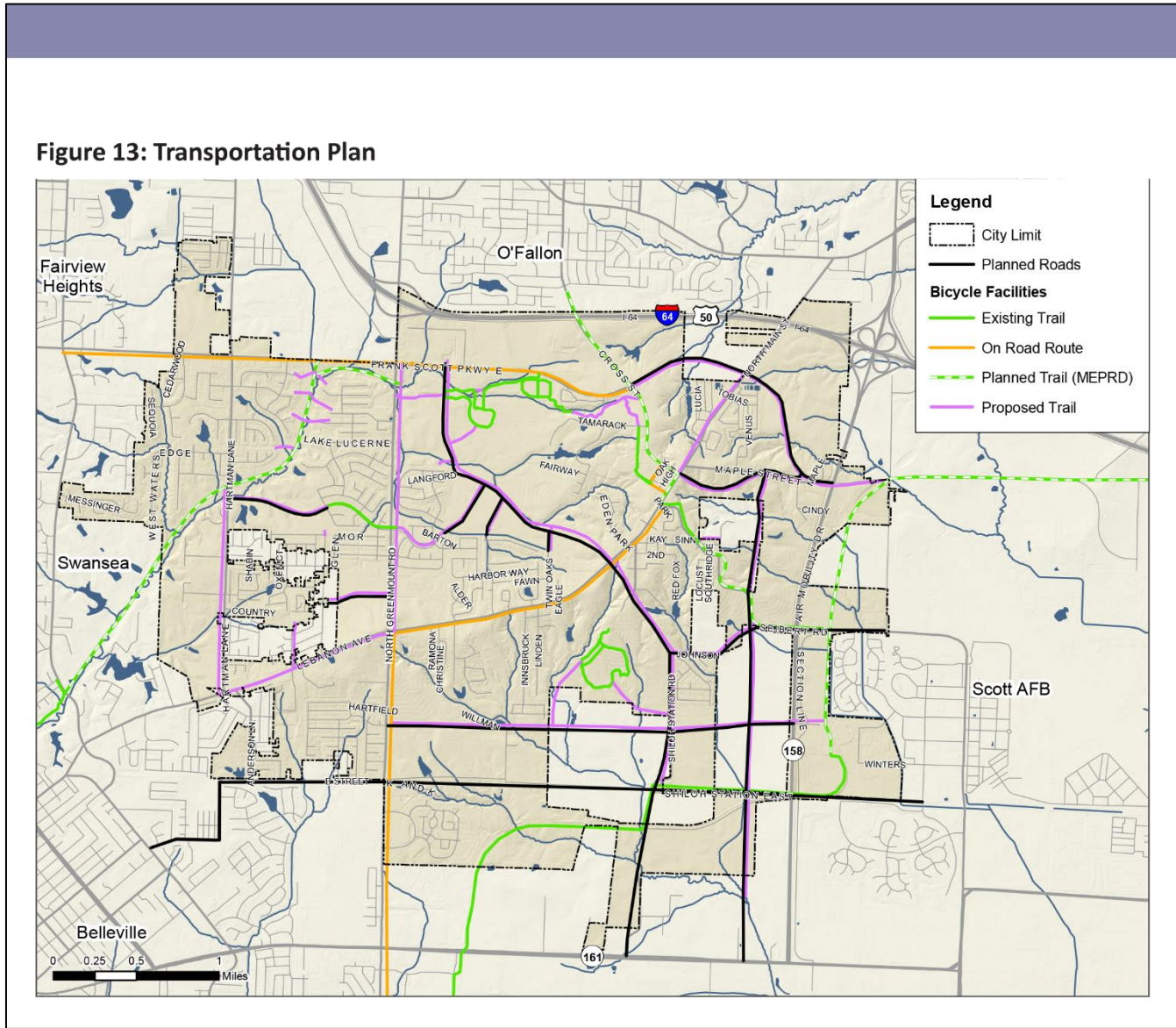


Exhibit 1e | Fairview Heights Trail Map

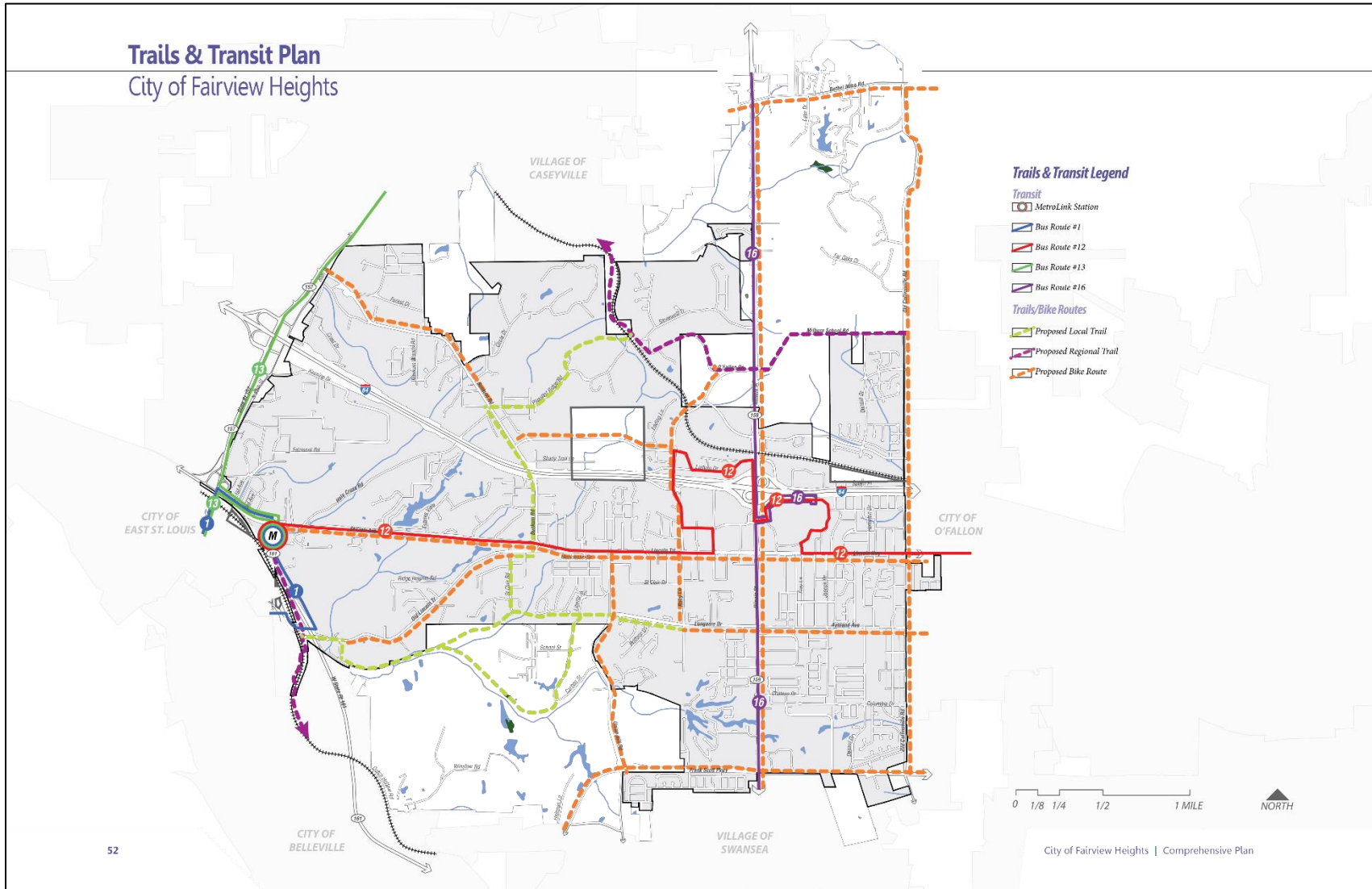


Exhibit 1f | Scott Air Force Base Plan

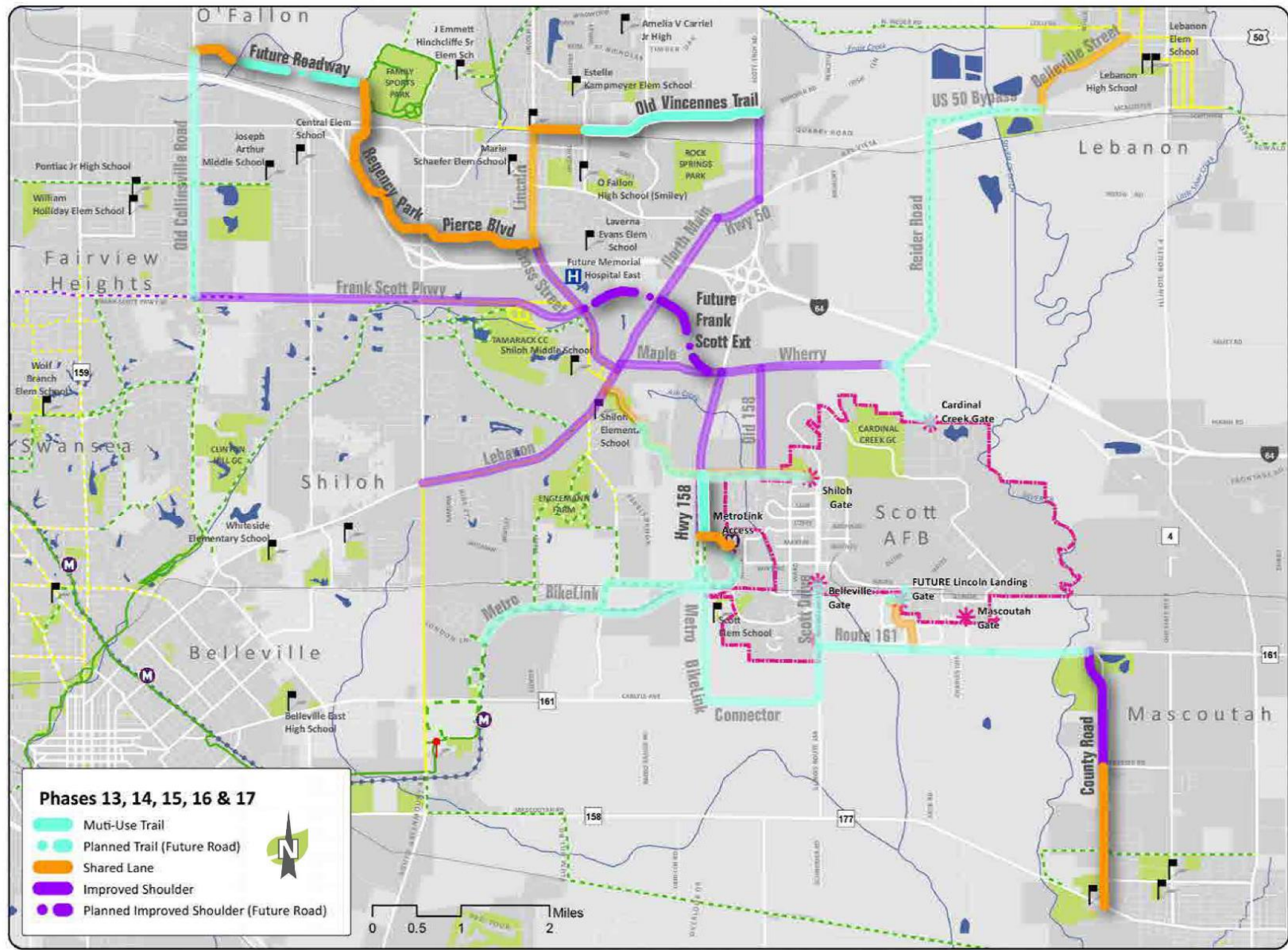
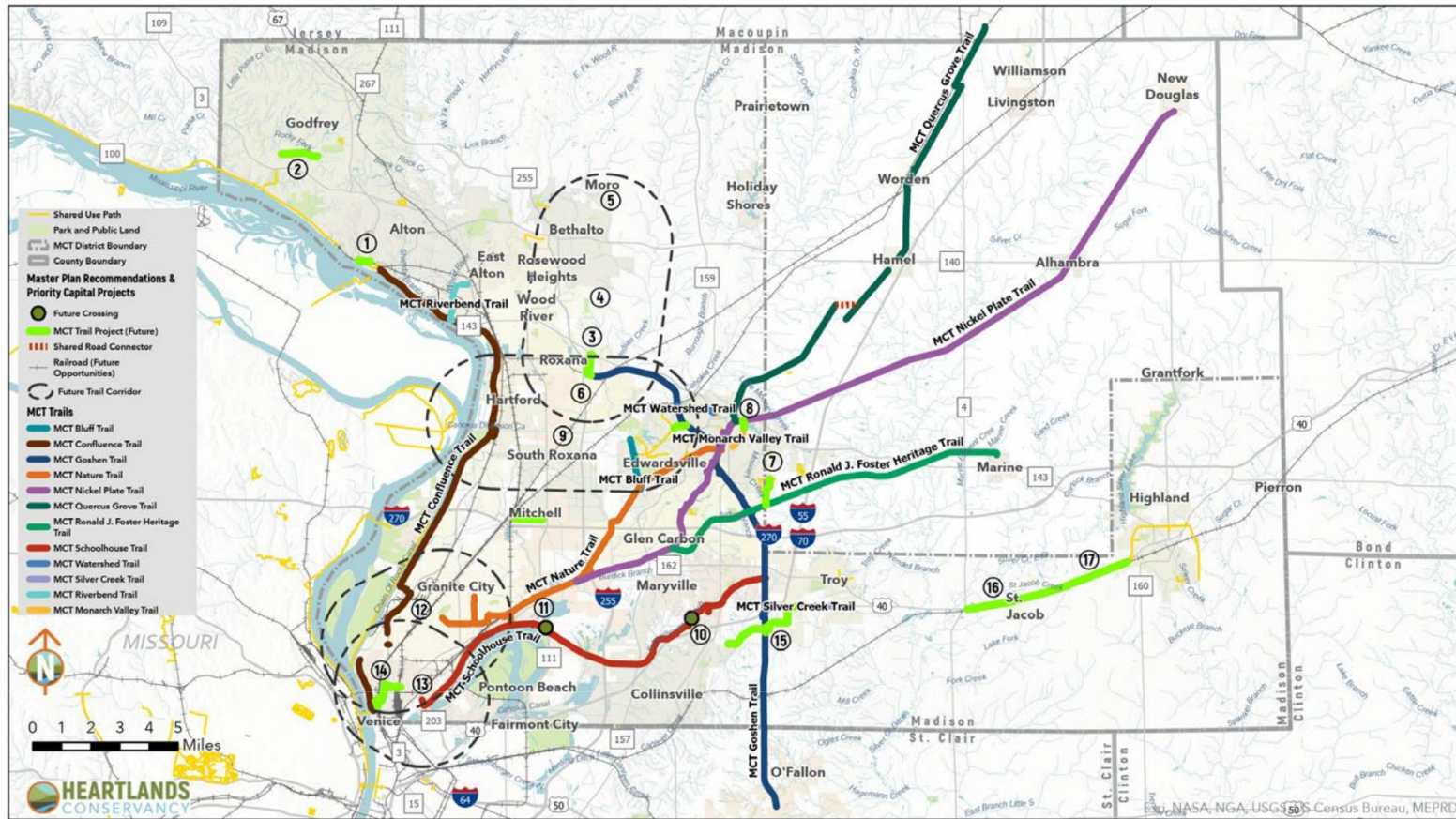


Exhibit 1g | MCT Trails Master Plan



Map 8: MCT Trails System Capital Plan Map



IMPLEMENTATION

MCT TRAILS MASTER PLAN | 2024 57

Exhibit 1h | MCT Trails Master Plan Connections



Map 9: Long-Term & Stakeholder Project Recommendations Map



Exhibit 1i | MEPRD

The following pages describe and illustrate the ten new priority trails of the Long Range Development Plan of 2011. Each of the proposed trail projects has a detailed description, a key map which illustrates the proposed trail in a regional context, and an aerial plan graphic illustrating the trail alignment. Subsequent pages illustrate the 2003 priority trail projects, which were determined in the 2003 Long Range Plan. These fifteen trail projects will continue to be priorities of the Long Range Development Plan of the Metro East Park and Recreation District.

Long Range Plan 2011 Priority Trails Table

Number	Bikeway Name	Total Miles	Priority Ranking
1)	Alton Bike Path	1	2
2)	American Bottoms Trail North	5	2
3)	American Bottoms Trail South	8	2
4)	Arlington/Mounds Connector	3	1
5)	Bethalto Connector	7	2
6)	Bicentennial/Belleview/Memorial Corridor	5	2
7)	Confluence Bikeway North	3	1
8)	Confluence Bikeway South	4	2
9)	Eagle Points Trail	3	3
10)	Engle Creek/College Road Bike Trail	6	2
11)	Gordon Moore Connector	5	2
12)	Highland Connector Trail	13	2
13)	Jaycee Connector Trail	1	3
14)	Lock 27 Trail Crossing	1	2
15)	Longacre Corridor	6	2
16)	MCT Nickel Plate Trail	9	3
17)	MetroLink Bike Trail East	8	1
18)	MetroLink Bike Trail West	11	1
19)	Milburn School Trail	10	3
20)	Mounds Heritage Trail	5	1
21)	Prairie du Pont Trail	10	3
22)	Richland Creek Trail	3	3
23)	Schoolhouse Trail Connector	2	1
24)	Schranz/Old Collinsville/Huntsville Road Trails	4	2
25)	SWIC to Mascoutah Trail	9	3
26)	Scott-Troy Trail South Extension	5	1
Total Trail Miles		147	

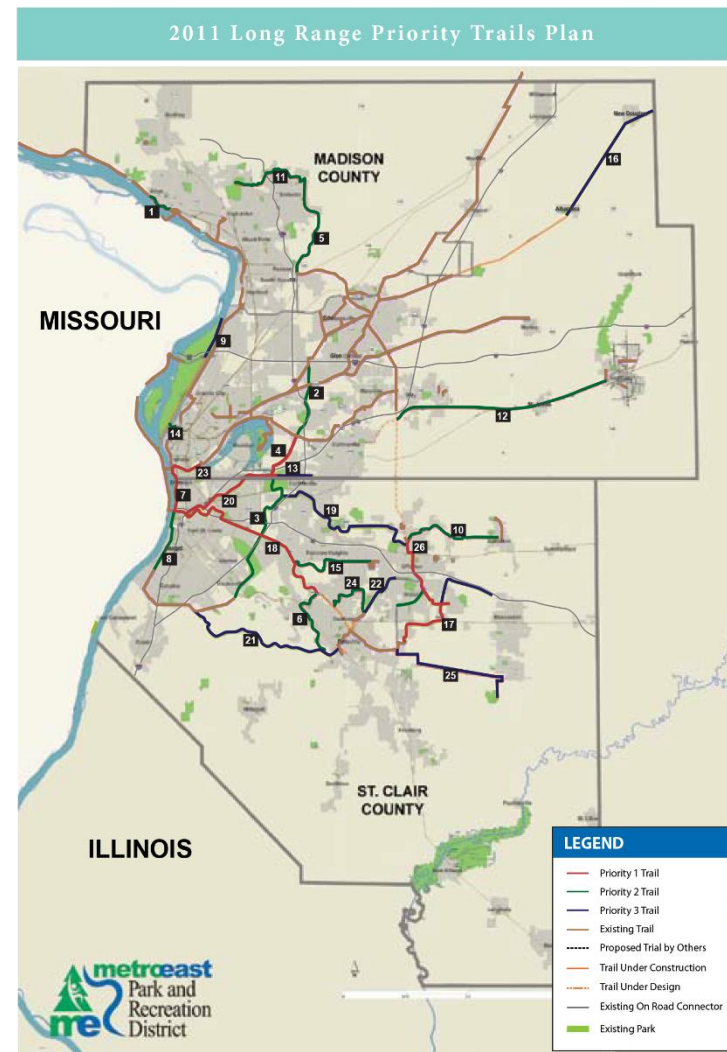


Exhibit 2 | Public Meeting #1



Exhibit 2a | Welcome Board

O'Fallon, IL
Master Bike
Plan



Note: The Master Planning process is funded in part by MEPRD.

WELCOME!

PUBLIC MEETING #1

GOALS & OBJECTIVES

- ✓ Gather general public input for the Master Bike Plan
- ✓ Prioritize future bike trail projects in O'Fallon and beyond

TO DO

- ✓ Review the exhibits
- ✓ Ask questions/speak with City staff or consultant
- ✓ Take our quick, 10-question survey

Thank you for your help planning O'Fallon's future!




618.624.4188

www.twm-inc.com


4940 Old Collinsville Road
Swansca, IL 62226

Exhibit 2b | Sign-In Sheets

 O'Fallon Bike Master Plan Open House


I hereby grant the City of O'Fallon and its contractors permission to use my likeness, voice, image, and name for publications to be broadcast or distributed; to edit such material or film or videotape for these purposes; and to email me. I hereby attest that I have read and agree to the above statement.

Name	E-Mail
Steve Beatty	
Scott Edmonds	
Kim SmallHEEP	
Willa Beyer	
Kevin Noers	
Pat Kennedy	
Kirk Poore	
John Valentine	
Courtney Grapperhaus	
Brian Grapperhaus	

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Name	E-Mail
CHRIS & LORNA GONZALES	
Jeff Kijka	
Walter Denton	
Mark Hadelein	
Bob Gravelle	
Jan Marriott	
David Cobb	
Steve Rhodes	
AS & Kasey Adams	
Charles Hirscht	

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Name	E-Mail
Angela Wirth	
Mark Steedly	
Jane Hahs	
Christy Sabella	
Jon Gustaf	
Blake Rojas	
Nathan Parkman	
Rich Parks	
Bob Kueker	
Michael Joyce	

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Kirk Poore	
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Courtney Grapperhaus	
Brian Grapperhaus	

Exhibit 2c | Existing Trails and Points of Interest

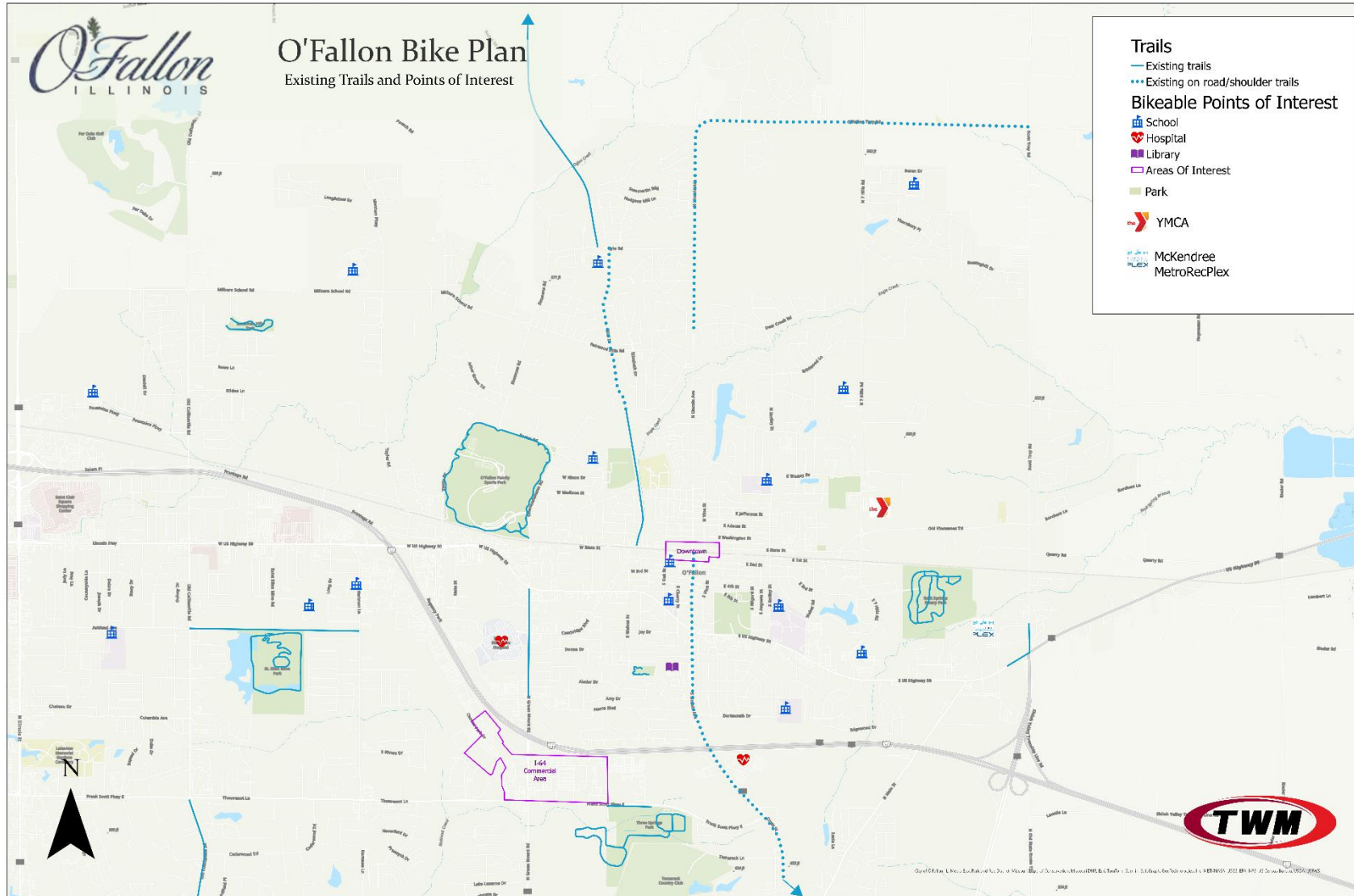


Exhibit 2d | Proposed Trails and Points of Interest

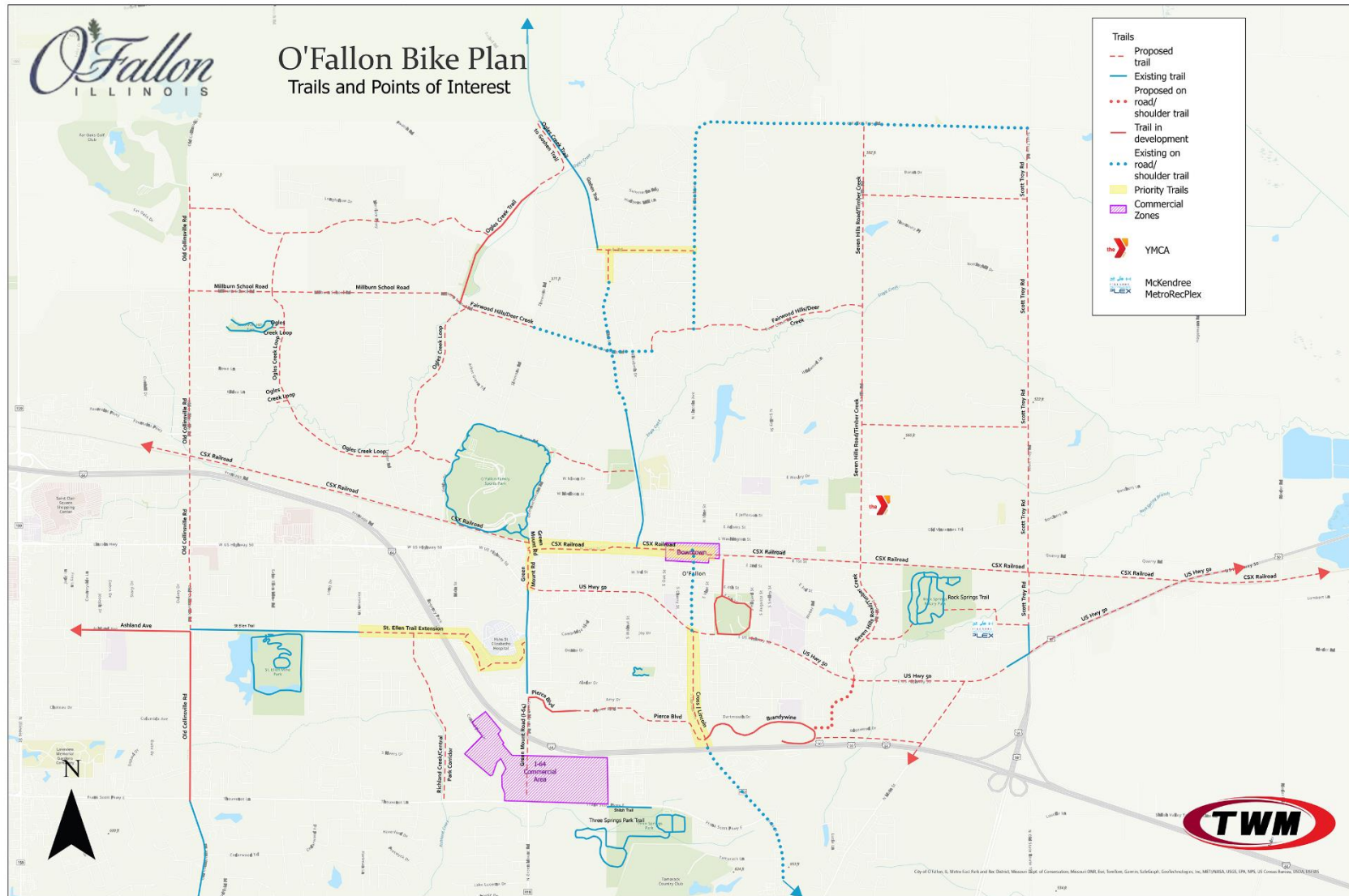


Exhibit 2e | Resident and Trail User Survey Results

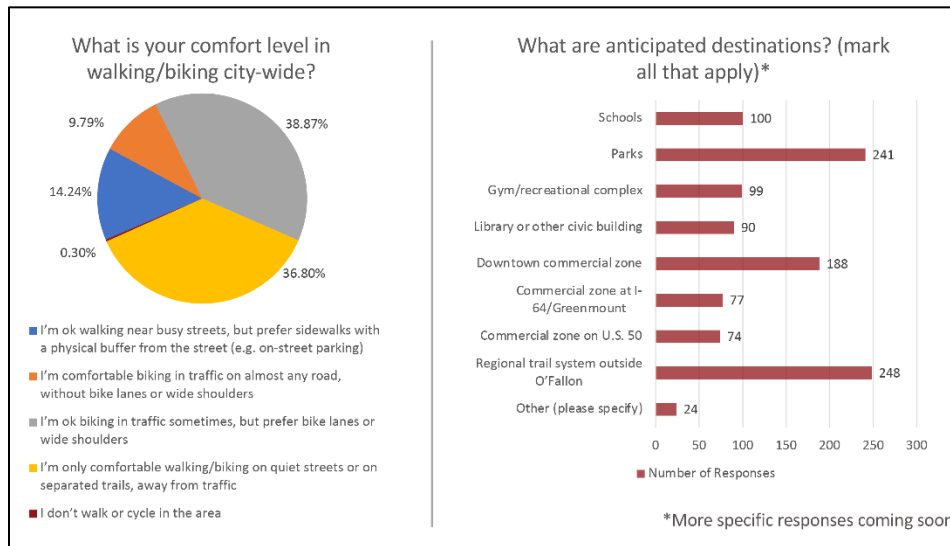
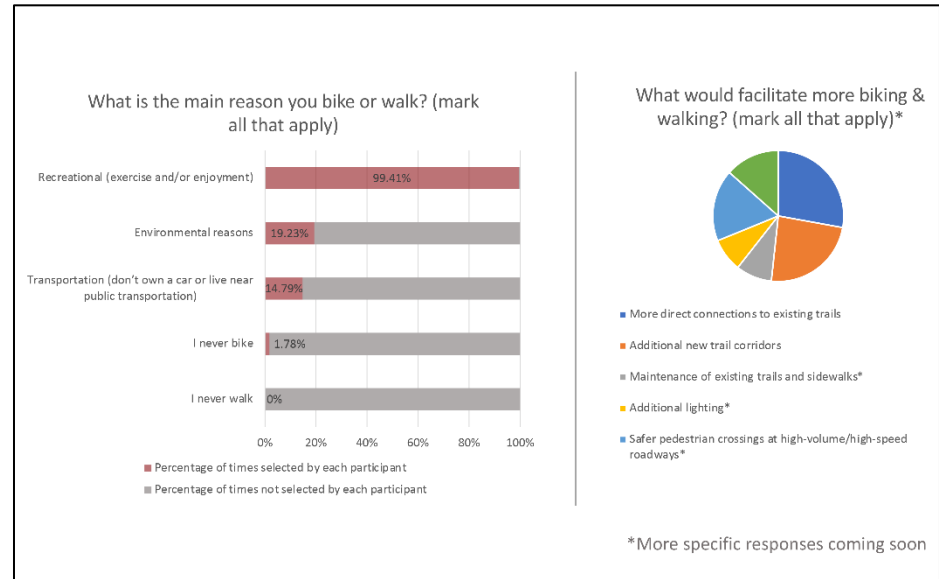
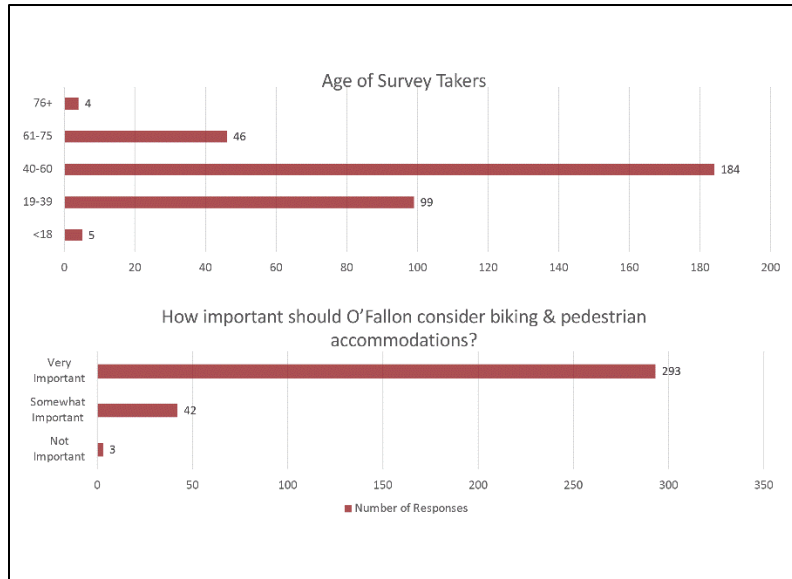


Exhibit 2e | Resident and Trail User Survey Results

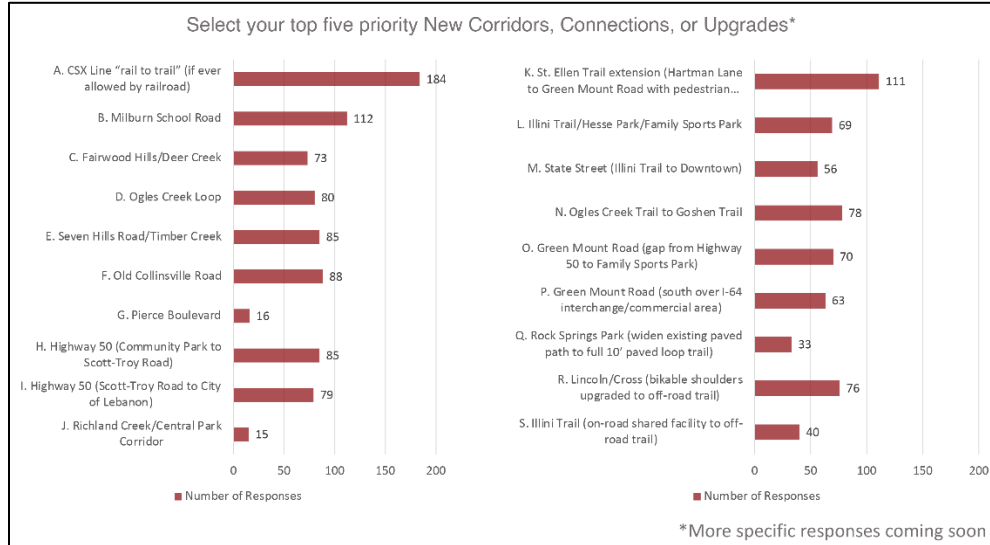
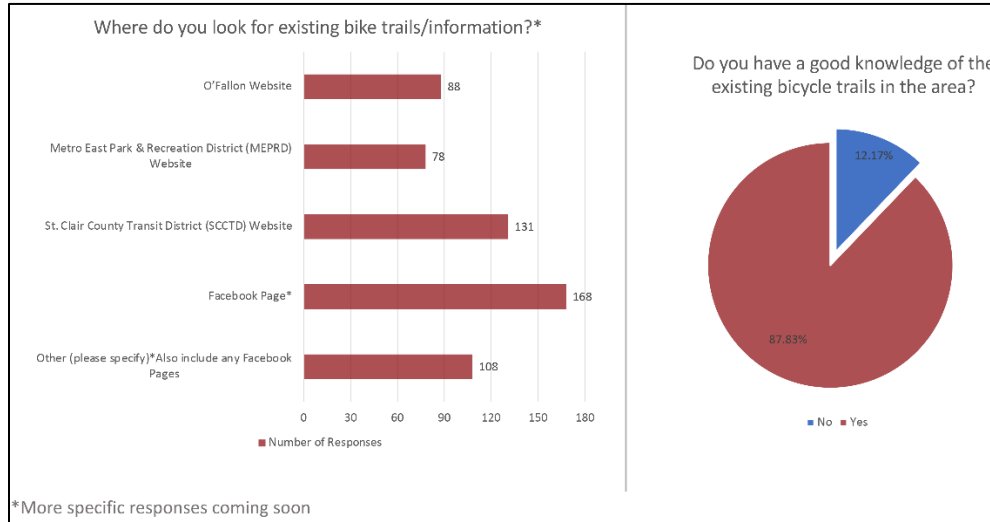


Exhibit 3 | Public Meeting #2

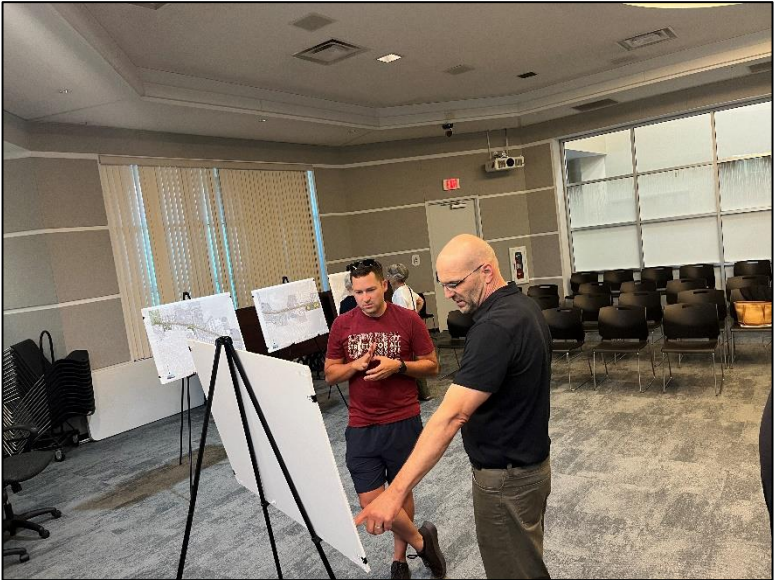


Exhibit 3a | Welcome Board

WELCOME

O'Fallon
ILLINOIS
BIKE TRAIL MASTER PLAN


Public Meeting #2

Over the past year, the City has carefully evaluated and refined our Bike Trail Master Plan. We are pleased to share the Plan with our residents. Please take some time to review it and let us know if you have any questions.


 **TWM**
ENGINEERING
GEOSPATIAL SERVICES

 618.624.4488  twm-inc.com  4940 Old Collinsville Road
Swansea, IL 62226


Exhibit 3b | Sign-In Sheets


O'Fallon, Illinois Bike Master Plan
East Highway 50 Shared Use Path ITEP Grant
Meeting: September 17, 2024

Name	E-Mail
Joye Brase	[Redacted]
Jesse Woodson	[Redacted]
Natalyn Brommings	[Redacted]
Kevin Bawandistel	[Redacted]
CLINTON HARRIS	[Redacted]
Geoff Basey	[Redacted]
Howard Jackson	[Redacted]
Jen Cochran	[Redacted]
Steve Rhales	[Redacted]


O'Fallon, Illinois Bike Master Plan
East Highway 50 Shared Use Path ITEP Grant
Meeting: September 17, 2024

Name	E-Mail
Walter Denton	[Redacted]
Judy Kamper	[Redacted]
Sally Holm	[Redacted]
Tom Finney	[Redacted]
Brian Taylor	[Redacted]
Carmen Huber	[Redacted]
Steve Reatty	[Redacted]
Jessica Lotz	[Redacted]
Scott Kuhl	[Redacted]
Steven Kut	[Redacted]


O'Fallon, Illinois Bike Master Plan
East Highway 50 Shared Use Path ITEP Grant
Meeting: September 17, 2024

Jen Engdale	[Redacted]
Shem Hernandez	[Redacted]
Angela Northcutt	[Redacted]
Ken Bradford	[Redacted]
Mark Steedly	[Redacted]
Joost Family	[Redacted]
Finke Family	[Redacted]
Tam & Debbie Mitchell	[Redacted]

Exhibit 3c | Proposed Trail System

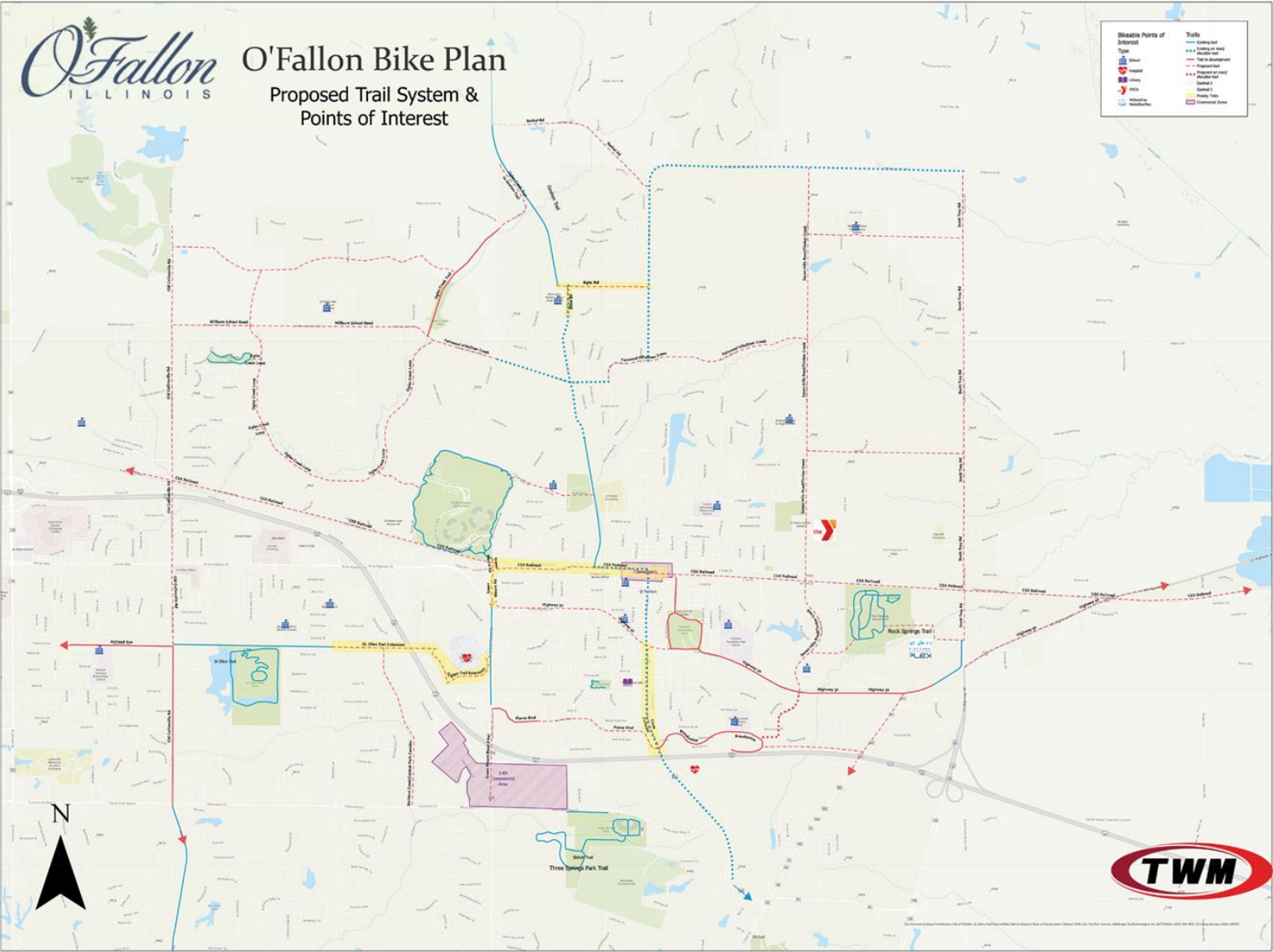
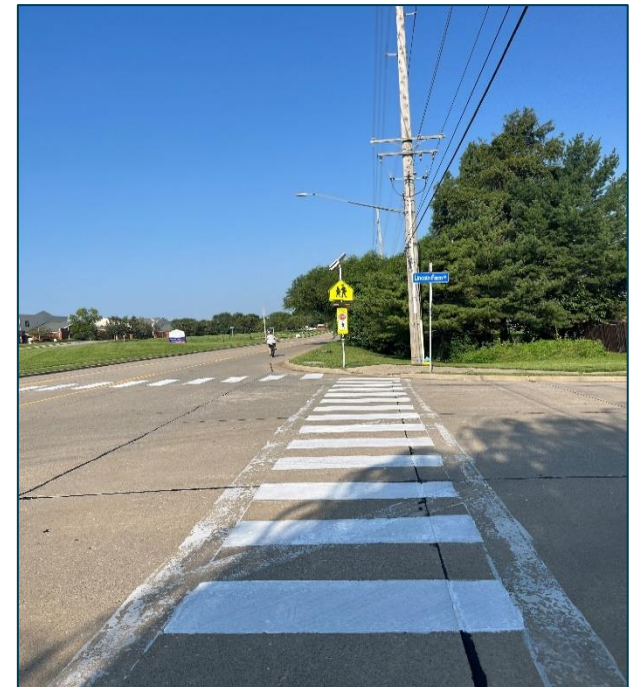


Exhibit 4 | Priority Corridors

Exhibit 4a | Kyle Road – Lincoln Avenue to Goshen Trail

There are several considerations for Kyle Road:

1. The existing sidewalk on the south side of Kyle Road would be replaced with 10' shared-use path and continue east beyond Illini Drive to North Lincoln Avenue approximately 2,600'. The large property owned by Central Christian Church/The Friendship Company Christian Preschool is relatively flat and open, making it ideal for the shared-use path. To the east of this property, the Illini Trails residential subdivision has blocked out a homeowners' association strip of land along the south side of Kyle Road. This ground has an existing 4' sidewalk behind curb and gutter, which would be removed and replaced by a 10' shared-use path. It is assumed the newer subdivision sideroads all meet ADA cross slopes. The typical 5' buffer behind curb and gutter may have to be reduced to minimize adverse effects on the landscaping. There are no overhead utilities, although there are likely buried utilities within the HOA common property. The ground is already designated for pedestrian use, and could make the easiest route to extend to Lincoln Avenue. This was the option used in the cost estimate.
2. There is a planned shared-use path along Kyle Road in front of the future Hampton Manor Assisted Living Facility at the corner of Kyle Road and Lincoln Avenue. The cultivated portion of this property is relatively flat. The larger wooded portion has quite a bit of flat buffer area between the tree line and the curb line. However, the remaining 1,300' between the existing Goshen Trailhead and the wooded area has a significant drop off between the north curb line of Kyle Road and the back yards of the residential properties of Gettysburg at Lincoln Farm subdivision. While there is approximately 12' to 15' of buffer from the curb line to the right-of-way line, the elevation drop is significant, necessitating either large grading easements from each homeowner or construction of large retaining walls with railing along nearly the entire length of the subdivision. Additionally, there are overhead powerlines within the right-of-way that would have to be relocated, making this a difficult/expensive section. Alternatively, the Assisted Living Facility could be asked to build sidewalk only and contribute to a fund to help construct the shared-use path on the opposite side of the roadway.



- One final option could be to do a combination of both above options. The trail along the Assisted Living Facility could be constructed on the north side of Kyle Road as planned, and the trail along the church property on the south side of Kyle Road could be built as well. An additional roadway cross could be placed east of the Lincoln Farm subdivision. This is not an ideal situation for trail use or safety though, as it is unlikely trail users would be willing to cross Kyle Road twice in such a short distance.



Exhibit 4b | Illini Drive – Goshen Trail to Peoria Lane

The Goshen Trail users coming from the north do not realize the trail continues south for quite a few more miles as an on-road trail on Illini Drive then again a separated trail that eventually reaches downtown O’Fallon. Improved signage will help alert bikers of all that downtown O’Fallon has to offer.

This corridor includes extending the off-road shared-use path as far as possible, which will also help encourage bikers from Madison County to continue further into O’Fallon. The existing 10’ wide Kyle Road pedestrian crossing will be utilized as-is. The flashing beacons and curb ramps appear to be ADA compliant. Note the ADT along Kyle Road is nearly 3000 vehicles/day and is most busy during school drop-off and pick-up and/or commuting hours.

At the corner of Illini Drive and Kyle Road, the Fulton Junior High School property will be used for the trail continuation. The existing sidewalk will be replaced with 10’ shared-use path along the south side of Kyle Road and the west side of Illini Drive within the property limits (about 1400’ total). There appears to be more than adequate room for this upgrade, and it is assumed the school would not have an issue with donating the permanent easement for such improvements. From County GIS, it appears the right-of-way is quite wide on the west side of Illini Drive. Utility adjustments may include water (evidence of waterline on the west side of the roadway) as well as existing street lighting with underground electric.

South of Peoria Lane, residential subdivisions begin and continue south along Illini Drive. This corridor is already designated as a shared-road facility for approximately 4000’, culminating with a dead-end at the trailhead for Illini Trail, a separated path along the old railroad grade. Improvements for this section would include additional signage and/or pavement markings to clearly define the shared-road bike path. At the corner of the two-way stop at Timothy Drive, additional signage could be placed to make motorists more aware of bicyclists. Likewise, LED flashing stop signs could be added at the four-way stop at Fairwood Hills Road. This location has a history of incidences of motorists and cyclists not obeying the four-way stop.





CONSULTING ENGINEERING
GEOSPATIAL SERVICES

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Swansea Corporate Office

4940 Old Collinsville Rd.
Swansea, Illinois 62226
Tel: 618.624.4488
www.twm-inc.com

OPINION OF PROBABLE CONSTRUCTION COST

Project: O'Fallon Bike Master Plan
Project No.: 220705

Client: City of O'Fallon
Date of Estimate: 8/26/2024

SCOPE: Illini Drive, from Kyle Rd to Peoria Lane

LENGTH:
1400 FT.

Item No.	Item Description	Quantity	Unit	Unit Cost	Total Item Cost
Off-Road Trail	Kyle Rd to Peoria Ln.				
	EARTHWORK	519	CU YD	\$ 35.00	\$ 18,165.00
	AGGREGATE BASE COURSE, TYPE B, 6"	544	TON	\$ 55.00	\$ 29,920.00
	HMA SURFACE COURSE, MIX C, 2"	174	TON	\$ 150.00	\$ 26,100.00
	SIDEWALK REMOVAL	7000	SQ FT	\$ 4.00	\$ 28,000.00
	ADA RAMPS	4	EACH	\$ 5,000.00	\$ 20,000.00
	DRIVEWAY PVMT REMOVAL	300	SQ YD	\$ 20.00	\$ 6,000.00
	PCC DRIVEWAY PAVEMENT	300	SQ YD	\$ 90.00	\$ 27,000.00
	O'FALLON'S NEW TRAIL SIGNAGE	1	L SUM	\$ 20,000.00	\$ 20,000.00
	PAVEMENT MARKINGS (CROSSWALKS)	2	EACH	\$ 1,000.00	\$ 2,000.00
	PAVEMENT MARKINGS	1	L SUM	\$ 2,000.00	\$ 2,000.00
	TEMP EROSION CONTROL	1	L SUM	\$ 7,500.00	\$ 7,500.00
	FINAL SEEDING/MULCHING	0.3	ACRE	\$ 7,500.00	\$ 2,410.47
Added items:					
Shared Road	Peoria Ln to dead-end @ Trail (~4000')				
	SHARE THE ROAD SIGNAGE	1	L SUM	\$ 5,000.00	\$ 5,000.00
	O'FALLON'S NEW TRAIL SIGNAGE	1	L SUM	\$ 20,000.00	\$ 20,000.00
	PAVEMENT MARKINGS (SHARROWS OR SIMLIAR)	18	EACH	\$ 500.00	\$ 9,000.00
	PAVEMENT MARKINGS (CROSSWALKS)	2	EACH	\$ 1,000.00	\$ 2,000.00
	LED FLASHING STOP SIGNS	4	EACH	\$ 1,500.00	\$ 6,000.00
	TRAFFIC CONTROL AND PROTECTION	1	L SUM	\$ 9,243.82	\$ 9,243.82
	MOBILIZATION	1	L SUM	\$ 14,420.36	\$ 14,420.36
				Construction Cost Sub-Total	\$ 254,759.64
Contingency					
				Contingency @	15%
					\$ 38,213.95
Engineering					
				Preliminary Engineering @	8.0%
					\$ 23,437.89
				Design Engineering @	8.0%
					\$ 23,437.89
				Construction Engineering (Assume by City) @	0%
					\$ -
				Engineering Sub-Total	\$ 46,875.77
Land Acquisition					
	Land Acquisition (Assume Perm Easement donated)	22400	Sq. Ft.	\$ 0.00	\$ -
	Land Acquisition Services (Legals, Exhibits, Negotiations)	1	Parcels	\$ 3,000	\$ 3,000.00
				Land Acquisition Sub-Total	\$ 3,000.00
Utilities					
	Utility Relocations and/or Adjustments	1	L Sum	\$ 25,000	\$ 25,000.00
				OPINION OF PROBABLE PROJECT COSTS	\$ 367,849.37

The quantities and prices shown are an engineering opinion of probable construction cost to assist the client in identifying the magnitude of construction cost. Costs are not based on contractor's bids, and actual construction cost may vary. Costs are estimated on present day costs and do not reflect future inflation or seasonal adjustments.

100% Employee Owned
EXCEPTIONAL SERVICE | NOTHING LESS

Exhibit 4c | CSX Line from Sports Park to Downtown

According to the CSX Railroad Public Project Information document, it is CSX policy not to permit public or private parallel bicycle/pedestrian paths within the railroad's right-of-way. CSX agrees to cooperate with trails parallel to its tracks outside of its right-of-way provided minimum safety measures are taken. However, CSX has indicated to the City that they are considering allowing use of its right-of-way within the study limits (where service has been discontinued for many years) provided the trail is 25' from the centerline of the nearest track. Therefore, the below option maintains 25' clearance to the centerline of track.

This section of trail begins at the roundabout of Green Mount Road, Oberneufemann Road, and State Street. The pedestrian accommodations at the roundabout were constructed to accept a wider trail width, so no additional improvements are needed at the roundabout.

The trail would be constructed on the south side of State Street. Here, the roadway has a paved shoulder approximately 6' in width with a shallow open ditch to convey stormwater runoff. There is an existing sidewalk along the south side of the ditch from the roundabout to Countryside Lane. The existing sidewalk and shoulder would be removed and replaced with a curb and gutter at the edge of traveled way. Behind the curb would be a 5' wide green space and a 10' wide shared-use path. This would extend eastward 2,350' to the CSX Railroad at-grade crossing at an access road/unnamed street.

The open ditch will be filled in and all stormwater runoff will be collected and conveyed via an enclosed stormwater drainage system that will be built in conjunction with the proposed combination concrete curb and gutter. There is a detention basin outlet structure from the adjacent Eagle Center business



park which will need to be removed/reconstructed and incorporated into the proposed enclosed storm sewer system. The existing drainage inlet east of Sunnyside Street will also have to be reworked to accommodate the trail.

There are some areas along this length of State Street that may require grading onto private property. At those locations temporary construction easements will be required from those property owners. Small block walls may be required at isolated locations.

The intersection with the unnamed access road to the City of O’Fallon Public Works Compound will require some reconfiguration to accommodate the curb/gutter from State Street and allow the shared-use path to cross. This is a skewed crossing, which is especially dangerous due to the limited sight distance in the deep skew direction. Where the trail crosses the CSX line, a Z-crossing would be ideal because it forces pedestrians to look uptrack in both directions prior to crossing. To provide adequate space for the Z-crossing on the east side of the existing crossing, additional crossing panels will need to be installed. The trail width may need to be reduced in this area due to limited space. It appears there is adequate room to install additional crossing panels at this location without interfering with the switch components, however this determination would have to take place during detailed design and thorough coordination with the CSX railroad.



After crossing the tracks, the trail would follow the large grassy right-of-way north of the tracks between the roadway and railroad east to Oak Street. It appears that policy buffer to the roadway (5’ to face of curb) and 25’ min clearance to the centerline of the railroad criteria can both be met in this area. There should be adequate room to maneuver the trail alignment to avoid major utility conflicts in this area. This section will include a mid-block crossing with a flashing beacon to provide connectivity to the existing Illini Trail on the north side of State Street west of Charles Street.



There will be a significant waterway crossing where the alignment passes over the tributary to Engle Creek. The railroad and roadway both have large arched culverts to convey the flow. For estimating purposes, we assumed the roadway culvert would be extended, however a separate pedestrian truss bridge would add to the visibility of the trail and could be considered at this location.

The trail will cross Oak Street via the existing crosswalk location. The sidewalk ramps and crosswalk will have to be reconstructed to bring them up to ADA standards and provide a crossing of 10' width. The trail will then continue along the south side of State Street to Cherry Street. There is existing parallel parking and sidewalk in this section. The parking will be retained; however, the sidewalk will be removed to provide adequate space for the new trail. Again, it appears that policy buffer to the roadway (5' to face of curb) and 25' minimum clearance to the centerline of the railroad criteria can both be met in this area.

At Cherry Street, the alignment will follow the existing sidewalk south across the railroad alignment. The existing pedestrian crossings over the CSX railroad do not appear to provide adequate width for a shared-use path, so it is recommended to reconstruct the crossing pad to meet current ADA standards. Again, this may be constructed as a Z-crossing, as determined during railroad negotiations.

Once the trail crosses the CSX Railroad alignment, it will cross to the east side of Cherry Street.

East of Cherry Street, there is a large, mature row of trees between the CSX tracks and the parking lot for the old downtown district. The trail would stay to the south of this row of trees, which will keep it out of the 25' clearance window. The existing signal boxes along these blocks seem to be right at the 25' distance, and the trail will be beyond these.

At the intersections with Cherry, Lincoln, and Vine, the street crossing for the trail will be similar. High visibility continental cross walk stripes will be used with advance warning signage at each. The trail will terminate at O'Fallon Station, where farmers' markets are held on Saturdays during season.

A total of 15 parcels may be affected along State Street. All land east of the CSX crossing is owned by the City or CSX Railroad.

Note: *The trail within CSX right-of-way would be contingent on approval of project by CSX Railroad.*

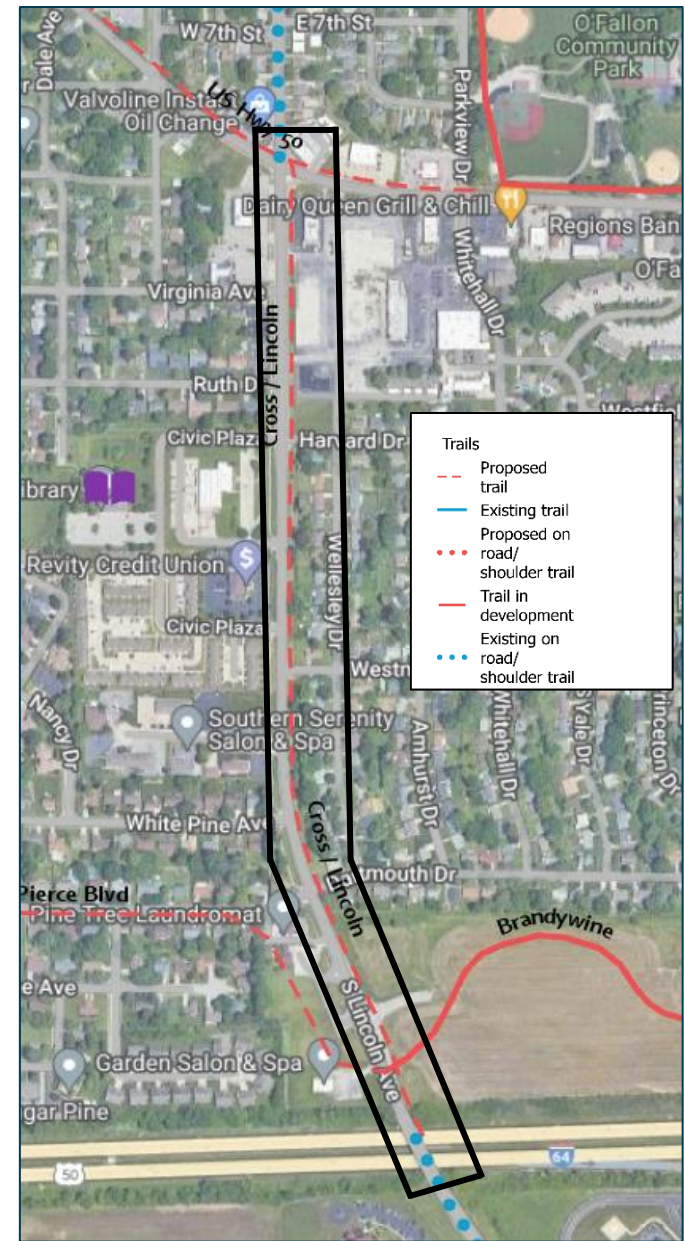
Exhibit 4d | South Lincoln Corridor, from Hwy 50 to I-64

In 2014, federal ITEP funds were obtained for bikeable shoulders along this route in both O’Fallon (State Street to City Limits) and Shiloh (Village limits to Main Street). However, maintenance of the shoulders has proved difficult for both Shiloh and O’Fallon as well as the County Highway Department, and often there is debris, which makes it unsafe for riders. The roadway has 8,200-9,500 vehicles/day, and the posted speed limit of 30 mph is often exceeded.

This corridor is 3,650’ from Hwy 50 to the City limits at I-64. Completed, it would provide a direct route out of town towards large employers, such as Scott Air Force Base and Memorial East Hospital, and also connect recreational bikers to the St. Clair County trail system. Approximately 1.1 miles from I-64, the on-road bike route turns on the quiet side roads of Oak Street and Church Street and then meets up with the Seibert Road Trail, which connects with the greater County trail system only 1.4 miles beyond O’Fallon City limits.

Additionally, this corridor was identified in the Forward 50 Plan to develop a shared-use path along one side of the corridor connecting Hwy 50 to the Brandywine development and Pierce Boulevard, which is constructing a trail throughout the development and around a large regional detention pond.

West Side Option – Consideration was given to place the proposed shared-use path over the existing sidewalk on the west side, which extends to Pierce Boulevard/Dartmouth Drive. This is not the preferred route because the vertical elevation differences between the pedestrian way and the adjacent drainage ditch may require either curb and gutter or retaining walls for long lengths in certain locations to stay on right-of-way. Additionally, the City built this sidewalk in 2017 and does not want to remove and replace infrastructure so recently completed. A bike path could be placed 5’ behind the curb line. The drainage would be handled via buried storm sewer system. The right-of-way is 15’ wider beyond the Bank of O’Fallon property, so shoulder/swale drainage could be maintained beyond that.



East Side Option – Currently there are no pedestrian accommodations on the east side of Lincoln Avenue south of Hwy 50. Between Hwy 50 and Harvard Drive, along the east side of Lincoln Avenue, is a commercial area. There is a grass swale about 16’ wide which accepts the roadway drainage and the bank property drainage.

Since the conditions are similar throughout the section from Harvard all the way to Dartmouth, simplify the text and combine the paragraphs into one. The culvert at Westminster can just be mentioned as a point.

South of Harvard Drive, the east side becomes residential. The roadway is elevated about 3'-4', and there is adequate room to bench a trail between the right-of-way and the shoulder. Drainage is collected along a swale and will be maintained between the trail and roadway embankment. At Westminster Drive, there is a large culvert headwall that will need to be adjusted to accommodate a trail crossing. There are quite a few trees within the right-of-way that will need to be removed, which may concern adjacent homeowners.

Power lines along the right-of-way line should be able to remain in place. Street lighting and communications risers are visible, and adjustments may be required.

The proposed Brandywine development is south of the existing Southview Gardens neighborhood, and accommodations have been planned for a trail to the subdivision entrance. Beyond that, the existing bridge embankment would need to be widened within the roadway right-of-way. The City’s trail will stop at the roadway bridge over I-64, which is the City limits. In the future, a separate pedestrian structure will likely be required over the interstate. If either Shiloh or the County were able to continue the off-road trail to meet up with the Seibert Road Trail, this would open nearly 35 miles of trails to O’Fallon residents.





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OPINION OF PROBABLE CONSTRUCTION COST

Project: **O'Fallon Bike Master Plan**

Project No.: 220705

Client: City of O'Fallon

Date of Estimate: 8/26/2024

SCOPE: S Lincoln Corridor, from US 50 to I-64

LENGTH:

3650 FT.

Item No.	Item Description	Quantity	Unit	Unit Cost	Total Item Cost
	EARTHWORK	1352	CU YD	\$ 35.00	\$ 47,320.00
	FURNISHED EXCAVATION AT BRIDGE CONE	2500	CU YD	\$ 50.00	\$ 125,000.00
	AGGREGATE BASE COURSE, TYPE B, 6"	1419	TON	\$ 55.00	\$ 78,045.00
	HMA SURFACE COURSE, MIX C, 2"	454	TON	\$ 150.00	\$ 68,100.00
	SIGNAGE	1	L SUM	\$ 10,000.00	\$ 10,000.00
	PAVEMENT MARKINGS	1	L SUM	\$ 7,000.00	\$ 7,000.00
	TEMP EROSION CONTROL	1	L SUM	\$ 8,000.00	\$ 8,000.00
	FINAL SEEDING/MULCHING	1.3	ACRE	\$ 7,500.00	\$ 9,426.65
	ADA RAMPS	7	EACH	\$ 5,000.00	\$ 35,000.00
	DRAINAGE STRUCTURES	6	EACH	\$ 2,500.00	\$ 15,000.00
	CULVERT EXTENSIONNEW HEADWALL @ WESTMINSTER	2	EACH	\$ 10,000.00	\$ 20,000.00
	STORM SEWERS (VARIOUS SIZES)	1000	FOOT	\$ 85.00	\$ 85,000.00
	TREE REMOVAL	20	EACH	\$ 2,000.00	\$ 40,000.00
	DRIVEWAY P/VT REMOVAL	390	SQ YD	\$ 20.00	\$ 7,800.00
	PCC DRIVEWAY PAVEMENT	390	SQ YD	\$ 90.00	\$ 35,100.00
	LIGHT POLE RELOCATION	2	EACH	\$ 6,000.00	\$ 12,000.00
	PARKING BLOCKS	13	EACH	\$ 200.00	\$ 2,600.00
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
	TRAFFIC CONTROL AND PROTECTION	1	L SUM	\$ 24,215.67	\$ 24,215.67
	MOBILIZATION	1	L SUM	\$ 37,776.44	\$ 37,776.44
				Construction Cost Sub-Total	\$ 667,383.76

Contingency		Contingency @ 15%		\$ 100,107.56
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Engineering				
	Preliminary Engineering @	8.0%	\$	61,399.31
	Design Engineering @	8.0%	\$	61,399.31
	Construction Engineering (Assume by City) @	0%	\$	-
	Engineering Sub-Total		\$	122,798.61

Land Acquisition					
	Land Acquisition (ROW or Easement)	10000	Sq. Ft.	\$5.00	\$ 50,000.00
	Land Acquisition Services (Legals, Exhibits, Negotiations)	3	Parcels	\$3,000	\$ 9,000.00
	Land Acquisition Sub-Total		\$	59,000.00	

Utilities					
	Utility Relocations and/or Adjustments	1	L Sum	\$100,000	\$ 100,000.00
	OPINION OF PROBABLE PROJECT COSTS		\$	1,049,289.93	

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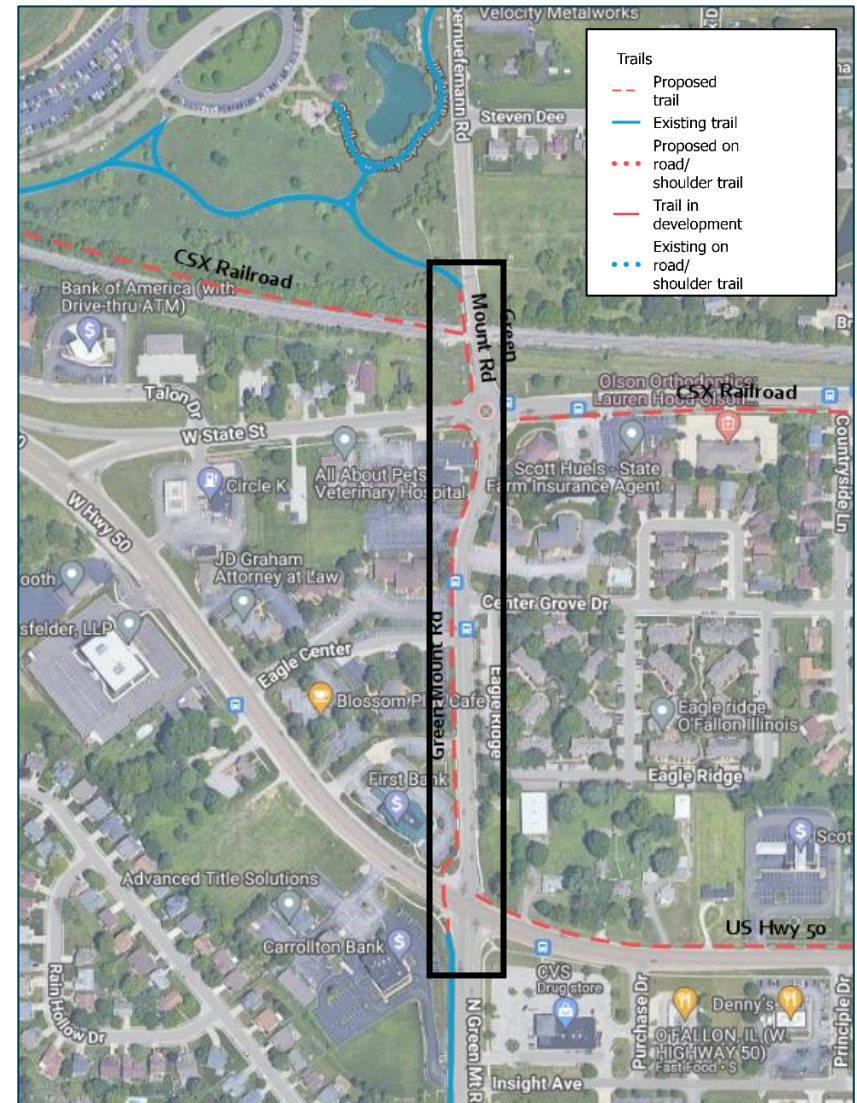
Exhibit 4e | Gap along Green Mount Road, Between Hwy 50 and Sports Park

This corridor extends the existing shared-use path along the west side of Green Mount Road, which was built concurrently with St. Elizabeth's Hospital campus. The existing shared-use path is 3,350' long and extends from Pierce Boulevard/Regency Park Drive to its current terminus at Hwy 50. The proposed segment will extend the path another 1,500' north to the O'Fallon Sports Park.

The corridor will begin at the northwest corner of Hwy 50 and Green Mount Road. The traffic signal at this intersection has already been updated with pedestrian push buttons. Green Mount Road's ADT is 6,850, and Hwy 50's is 13,000. The existing ADA ramp will be left in place, and the existing sidewalk north of the ramp on the west side of the roadway will be reconstructed as a 10' wide shared-use path. The various commercial/professional buildings and adjacent parking areas between Hwy 50 and State Street will make it difficult to fit a full 10' trail width, but as long as the adjacent property owners are willing to work with the City on the goal of pushing the trail through, compromises can be found.

At First Bank, the parking lot lighting and the curb line of their parking/access road may need to be adjusted. Additionally, a short retaining wall may be required at a pinch point, and the standard 5' buffer may need to be reduced to 2' in places.

At Eagle Center, there is a gap in the existing sidewalk. A retaining wall will be required to separate the higher existing parking lots from the proposed shared-use path, which would be built at the curb elevation. The existing right-of-way line appears to split the green space, so additional right-of-way purchase will likely be necessary. A small pedestrian structure may be required at the large drainage inlet at the corner of the north parking area. A few of the larger trees



between the parking areas and the roadway will likely need to be removed. Note that the buildings in Eagle Center are individually owned, so multiple owners will need to be consulted for this area.

North of Eagle Center, there is existing sidewalk again along the roadway. This will be replaced with 10' shared-use path. There appears to be adequate space, except at the parking lot on the southwest quadrant of the roundabout. A few parking locations will need to be eliminated to accommodate the shared-use path. It does not appear that this will impact the business currently using the building, as the parking lot usually only has a few vehicles in it. From the County GIS, the right-of-way line is well into the parking area, so the needed space could be easily obtained. If required, the City may need to grant variances to the development code.

At the roundabout, the existing crossing width is already 10' wide and appears to be ADA compliant, so no additional upgrades will be required. The roundabout was built in 2008 and serves approximately 17,000 vehicles/day.

North of the roundabout, the roadway name changes to Obernuefemann Road and has an ADT of 7,950 vehicles/day. The existing 5' wide sidewalk will be replaced with 10' wide shared-use path. There is a large utility pole with guy wires near the roundabout cross walk. The trail will need to avoid this obstruction. The City owns the adjacent parcel, so that should not be an issue.

The existing crossing pad width at the CSX Railroad is wide enough for a shared-use path, so no further adjustment is needed here either. However, the CSX railroad may require a Z-crossing, where trail users are forced to look both ways before crossing. At this time, it is unknown if crossing gates or other upgrades will be required, so a provisional amount was used in the cost estimate. North of the railroad crossing, the existing 5' wide sidewalk will be replaced with 10' wide shared-use path. The trail would end at the existing southeast quadrant of O'Fallon Sports Park, where it meets adjacent trail.

A total of five parcels may be affected along Green Mount Road/Obernuefemann Road.





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OPINION OF PROBABLE CONSTRUCTION COST

Project: **O'Fallon Master Bike Plan**
Project No.: 220705

Client: City of O'Fallon
Date of Estimate: 8/26/2024

SCOPE: Green Mount Road/Obernuefemann Road, from Highway 50 to Sports Park

LENGTH:
1500 FT.

Item No.	Item Description	Quantity	Unit	Unit Cost	Total Item Cost
	EARTHWORK	1111	CU YD	\$ 35.00	\$ 38,885.00
	AGGREGATE BASE COURSE, TYPE B, 6"	583	TON	\$ 55.00	\$ 32,065.00
	HMA SURFACE COURSE, MIX C, 2"	187	TON	\$ 150.00	\$ 28,050.00
	SIGNAGE	1	L SUM	\$ 4,000.00	\$ 4,000.00
	PAVEMENT MARKINGS	1	L SUM	\$ 5,000.00	\$ 5,000.00
	TEMP EROSION CONTROL	1	L SUM	\$ 8,000.00	\$ 8,000.00
	FINAL SEEDING/MULCHING	0.5	ACRE	\$ 7,500.00	\$ 3,873.97
	ADA RAMPS	8	EACH	\$ 5,000.00	\$ 40,000.00
	SIDEWALK REMOVAL	4800	SQ FT	\$ 4.00	\$ 19,200.00
	DRIVEWAY PVMT REMOVAL	235	SQ YD	\$ 20.00	\$ 4,700.00
	PCC DRIVEWAY PAVEMENT	235	SQ YD	\$ 90.00	\$ 21,150.00
	DRAINAGE STRUCTURES	4	EACH	\$ 2,500.00	\$ 10,000.00
	STORM SEWERS (VARIOUS SIZES)	700	FOOT	\$ 85.00	\$ 59,500.00
	RR X-ING PAD EXTENSION and FENCING FOR Z-XING	1	L SUM	\$ 100,000.00	\$ 100,000.00
	ADJUST SITE LIGHTING POLE	2	EACH	\$ 6,000.00	\$ 12,000.00
	TREE REMOVAL	7	EACH	\$ 2,000.00	\$ 14,000.00
	MSE BLOCK RETAINING WALL @ EAGLE CENTER	5000	SQ FT	\$ 90.00	\$ 450,000.00
	GUARDRAIL @ PARKING LOT/RETAINING WALL	500	FOOT	\$ 80.00	\$ 40,000.00
	PEDESTRIAN TRUSS BRIDGE	300	SQ FT	\$ 250.00	\$ 75,000.00
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
	TRAFFIC CONTROL AND PROTECTION	1	L SUM	\$ 38,616.96	\$ 38,616.96
	MOBILIZATION	1	L SUM	\$ 60,242.46	\$ 60,242.46
Construction Cost Sub-Total					\$ 1,064,283.38
Contingency					
Contingency @ 15%					\$ 159,642.51
Engineering					
Preliminary Engineering @ 8.0%					\$ 97,914.07
Design Engineering @ 8.0%					\$ 97,914.07
Construction Engineering (Assume by City) @ 0%					\$ -
Engineering Sub-Total					\$ 195,828.14
Land Acquisition					
	Land Acquisition (ROW or Easement)	15000	Sq. Ft.	\$3.00	\$ 45,000.00
	Land Acquisition Services (Legals, Exhibits)	5	Parcels	\$3,000	\$ 15,000.00
Land Acquisition Sub-Total					\$ 60,000.00
Utilities					
	Utility Relocations and/or Adjustments	1	L Sum	\$25,000	\$ 100,000.00
OPINION OF PROBABLE PROJECT COSTS					\$ 1,579,754.03

The quantities and prices shown are an engineering opinion of probable construction cost to assist the client in identifying the magnitude of construction cost. Costs are not based on contractor's bids, and actual construction cost may vary. Costs are estimated on present day costs and do not reflect future inflation or seasonal adjustments.

100% Employee Owned
EXCEPTIONAL SERVICE | NOTHING LESS

Exhibit 4f | St. Ellen Trail Corridor/I-64 Crossing, from Hartman Lane to Green Mount Road

This project will extend the existing St. Ellen Trail that runs along the old trolley alignment. Currently the trail runs between Old Collinsville Road and Hartman Lane, connecting with the County's St. Ellen Park. This corridor is being extended on the west end by the City of Fairview Heights. They will replace existing sidewalk with 10' wide trail from Old Collinsville Road to Judy Lane, with future phases planned all the way to Union Hill Road. Additionally, St. Clair County Transit District is extending the trail south along Old Collinsville Road all the way to Lebanon Avenue in Belleville. This trail connects with St. Clair County's trail system, opening up nearly 35 miles of trails to O'Fallon residents.



The project would begin with a proposed mid-block crossing at the current trail terminus with Hartman Lane, which is a three-lane, 30 mph road with an ADT of 11,200. For added safety, the bi-directional turn



lane could be converted to a refuge island with a flashing beacon. These would be beyond the basic recommendations of IDOT's TRA-23 Guidelines for Pedestrian Crossings, but provide a safer condition. The trail will continue approximately 1600' to Central Park Drive as a rail-to-trail project, utilizing the abandoned, relatively flat railroad bed. There are gas and sanitary sewer utilities within the old right-of-way, but a successful trail was built over the same utilities in 2021 near St. Ellen Park. It is hoped the utility companies will work with the City for continuation of the trail corridor in the same manner. The trail will be elevated over Central Park Drive (ADT 6,400), I-64 (ADT 61,000), and Regency Park (ADT 2,850). Approximately 400' before Central Park Drive and after Regency Park, the trail will begin its upward approach to the main spans over the roadways. A 5-span, 700' long pedestrian bridge will be required to span all three roadways and the car dealership. The required minimum vertical clearance over the roadways is 17'-3". The approach spans on the east and west ends of the bridge will consist of 3-span segments each approximately 360' long with a longitudinal grade of 4.5% to 4.8% to minimize the bridge length while meeting ADA requirements. Due to the overall length of the elevated structure of approximately 1420', a bridge width of 12' is suggested. The bridge superstructures will most likely be pedestrian trusses, but they could be designed as other superstructure types as well. Pier foundations will likely consist of drilled shafts or driven piles and abutment foundations will likely be driven piles or shallow foundations. During preliminary design, the feasibility replacing some of the approach spans with retaining walls should be evaluated. There are many constraints and utilities in the vicinity of the proposed bridge which will require a number of coordination efforts including:

- **Car Dealership West of I-64** – Reconfigure entrance and parking lot as required for proposed substructure locations. Right-of-way or easements will be required.
- **IDOT** – Obtain a permit to cross I-64. The permit will need to address vertical clearances and median and storm sewer reconstruction in the vicinity of the median pier. Due to a proposed bridge of this size, IDOT will likely require a Type, Size, & Location Plan (TS & L).
- **St. Elizabeth's Hospital** – Obtain right-of-way easements. The eastern approach spans are on St. Elizabeth's property.
- **Electrical Utilities** – Raise overhead electrical lines that run parallel to Central Park east of the roadway. The pedestrian bridge will pass below these lines. During preliminary design, the height of the lines should be determined. If the clearance is not adequate, the lines will need to be raised. There appear to be underground electrical lines on the east side of both Central Park and Regency Park. Pier foundations can be located to miss these.
- **Gas Utilities** – Locate gas lines. The gas line that runs east-west, south of the proposed bridge alignment should be located during preliminary design. The location of the gas lines in relation to the



proposed bridge will determine the type of substructure foundations and the feasibility of retaining walls for portions of the bridge approaches. Constructing deep foundations for bridge substructures adjacent to existing gas lines requires close coordination with Ameren.

The bridge will return to the existing ground line approximately 250' east of the intersection of Carr and Main. From this point, the trail can connect to the existing sidewalk along Regency Park. A connection to Carr could easily be provided.

The proposed shared-use trail will replace the existing sidewalk along Regency Park, winding around the existing hospital detention pond to the south, and turning on St. Elizabeth's Boulevard at the southernmost access road on the hospital property. The existing sidewalk connector to Green Mount Road would be replaced with 10' shared-use path, and ultimately connect to the existing shared-use path on the west side of Green Mount Road. The approximate distance of trail would be 3,200'.





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OPINION OF PROBABLE CONSTRUCTION COST

Project: **O'Fallon Bike Master Plan**
Project No.: 220705

Client: City of O'Fallon
Date of Estimate: 8/26/2024

SCOPE: St. Ellen Trail extension over I-64, Hartman Ln to Green Mt Rd

LENGTH:
Trail 4800 FT.
Bridge 1520 FT.

Item No.	Item Description	Quantity	Unit	Unit Cost	Total Item Cost
Section 1					
	Hartman Ln to W Bridge approach (1600')				
	EARTHWORK	1185	CU YD	\$ 35.00	\$ 41,475.00
	TREE REMOVAL	1	L SUM	\$ 30,000.00	\$ 30,000.00
	AGGREGATE BASE COURSE, TYPE B, 6"	622	TON	\$ 55.00	\$ 34,210.00
	HMA SURFACE COURSE, MIX C, 2"	199	TON	\$ 150.00	\$ 29,850.00
	ADA RAMPS	1	EACH	\$ 5,000.00	\$ 5,000.00
	RAPID FLASHING BEACON	2	EACH	\$ 15,000.00	\$ 30,000.00
	SIDEWALK (TIE INTO CENT PK SIDEWALK)	2000	SQ FT	\$ 10.00	\$ 20,000.00
	REGULATORY SIGNAGE	1	L SUM	\$ 2,500.00	\$ 2,500.00
	O'FALLON'S NEW TRAIL SIGNAGE	1	L SUM	\$ 10,000.00	\$ 10,000.00
	PAVEMENT MARKINGS (CROSSWALKS)	1	EACH	\$ 1,000.00	\$ 1,000.00
	PAVEMENT MARKINGS (TRAIL)	1	L SUM	\$ 2,500.00	\$ 2,500.00
	TEMP EROSION CONTROL	1	L SUM	\$ 1,500.00	\$ 1,500.00
	FINAL SEEDING/MULCHING	0.8	ACRE	\$ 7,500.00	\$ 5,853.99
	DRAINAGE CULVERTS	500	FOOT	\$ 85.00	\$ 42,500.00
	TRAFFIC CONTROL AND PROTECTION 4%	1	L SUM	\$ 10,255.56	\$ 10,255.56
	MOBILIZATION 6%	1	L SUM	\$ 15,998.67	\$ 15,998.67
	CONTINGENCY 15%	1	L SUM	\$ 42,396.48	\$ 42,396.48
	UTILITY RELOCATIONS	1	L SUM	\$ 50,000.00	\$ 50,000.00
				Subtotal	\$ 375,039.71
Section 2					
	Bridge & Approaches				
	WEST APPROACH ~360' X 12' WIDE	4320	SO FT	\$ 375.00	\$ 1,620,000.00
	BRIDGE OVER I-64 & FRONTAGE RDS ~700'	8400	SO FT	\$ 375.00	\$ 3,150,000.00
	EAST APPROACH ~360' X 12' WIDE	4320	SO FT	\$ 375.00	\$ 1,620,000.00
	TRAFFIC CONTROL AND PROTECTION 6%	1	L SUM	\$ 511,200.00	\$ 511,200.00
	MOBILIZATION 6%	1	L SUM	\$ 414,072.00	\$ 414,072.00
	CONTINGENCY 10%	1	L SUM	\$ 690,120.00	\$ 690,120.00
	HIGHWAY BOND (1% VALUE OF WORK IN ROW)	1	L SUM	\$ 80,053.92	\$ 80,053.92
				Subtotal	\$ 8,085,445.92
Section 3					
	St. Elizabeth's Hospital campus to Green Mt Rd (3200')				
	EARTHWORK	2370	CU YD	\$ 35.00	\$ 82,950.00
	AGGREGATE BASE COURSE, TYPE B, 6"	1244	TON	\$ 55.00	\$ 68,420.00
	HMA SURFACE COURSE, MIX C, 2"	398	TON	\$ 150.00	\$ 59,700.00
	SIDEWALK REMOVAL	8000	SQ FT	\$ 4.00	\$ 32,000.00
	ADA RAMPS	4	EACH	\$ 5,000.00	\$ 20,000.00
	REGULATORY SIGNAGE	1	L SUM	\$ 4,000.00	\$ 4,000.00
	O'FALLON'S NEW TRAIL SIGNAGE	1	L SUM	\$ 10,000.00	\$ 10,000.00
	PAVEMENT MARKINGS (CROSSWALKS)	2	EACH	\$ 1,000.00	\$ 2,000.00
	PAVEMENT MARKINGS (TRAIL)	1	L SUM	\$ 5,000.00	\$ 5,000.00
	TEMP EROSION CONTROL	1	L SUM	\$ 4,000.00	\$ 4,000.00
	FINAL SEEDING/MULCHING	1.1	ACRE	\$ 7,500.00	\$ 8,254.46
	TRAFFIC CONTROL AND PROTECTION 4%	1	L SUM	\$ 11,853.38	\$ 11,853.38
	MOBILIZATION 6%	1	L SUM	\$ 18,491.27	\$ 18,491.27
	CONTINGENCY 15%	1	L SUM	\$ 49,011.87	\$ 49,011.87
	UTILITY RELOCATIONS	1	L SUM	\$ 50,000.00	\$ 50,000.00
				Subtotal	\$ 425,690.98
Construction Cost Sub-Total					\$ 8,886,166.61
Contingency					
Contingency Incl Above					0% \$ -
Engineering					
Preliminary Engineering @					4.0% \$ 355,446.66
Design Engineering @					4.0% \$ 355,446.66
Construction Engineering (Assume by City) @					0% \$ -
Engineering Sub-Total					\$ 710,893.33
Land Acquisition					
Land Acquisition (ROW or Easement)					24000 Sq. Ft. \$2.00 \$ 48,000.00
Land Acquisition Services (Legals, Exhibits, Negotiations)					6 Parcels \$3,000 \$ 18,000.00
Land Acquisition Sub-Total					\$ 66,000.00
Utilities					
INCLUDED ABOVE					\$0 \$ -
OPINION OF PROBABLE PROJECT COSTS					\$ 9,663,059.94

The quantities and prices shown are an engineering opinion of probable construction cost to assist the client in identifying the magnitude of construction cost. Costs are not based on contractor's bids, and actual construction cost may vary. Costs are estimated on present day costs and

100% Employee Owned
EXCEPTIONAL SERVICE | NOTHING LESS

Exhibit 4g | Summary of Estimated Costs

Priority Trail Corridors - Estimated Costs									
	Proposed Trail	Location	Length (ft)	Construction	Design Engr	Land Acq	Util	Total	Ave/Cost/Mi
4a	Kyle Road	Goshen Trail to Lincoln Ave	2,600	\$354,087	\$56,654	\$89,200	\$25,000	\$524,941	\$1,066,035
4b	Illini Drive	Kyle Road to Peoria Ln	1,400	\$292,974	\$46,876	\$3,000	\$25,000	\$367,849	\$1,387,318
4c	CSX	Green Mount Dr to Vine	5,600	\$1,801,529	\$288,245	\$98,000	\$50,000	\$2,237,773	\$2,109,900
4d	South Lincoln	Highway 50 to I-64	3,650	\$767,491	\$122,799	\$59,000	\$100,000	\$1,049,290	\$1,517,877
4e	Green Mt Rd Gap	Highway 50 to Sports Park	1,500	\$1,223,926	\$195,828	\$60,000	\$100,000	\$1,579,754	\$5,560,734
4f	St. Ellen Trail	Hartman Ln to Green Mt Rd	6,320	\$8,786,167	\$710,893	\$66,000	\$100,000	\$9,663,060	\$8,072,936
		Totals	21,070	\$13,226,174	\$1,421,295	\$375,200	\$400,000	\$15,422,667	

Exhibit 5 | Grants

Exhibit 5 | Grant Opportunities

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Highway, Transit, and Safety Funds

November 16, 2023

This table indicates likely eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

Activity or Project Type	Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds																															
	Key: \$ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																															
	Federal Highway Administration												Federal Lands				OST Grant				OST Loan		FTA		NHTSA							
	ATIP	BR	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FL	TTP	TTPS	INFRA	RAISE	RCA	SS4A	SMART	Thrive	RRIF	ITIFIA	FTA	AoPP	TOD	402	405		
Access enhancements to public transportation (benches, bus pads, lighting)	\$		\$	\$				\$	\$	\$	\$			\$	\$	\$		\$	\$	\$	~\$				~\$	~\$	\$					
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan	\$		\$					\$	\$	\$	\$	\$	\$		\$	\$					\$			TA			\$	~\$				
Barrier removal for ADA compliance	\$	\$	\$					\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	~\$				~\$	~\$	\$					
Bicycle plans	\$		\$					\$	\$	\$	\$	\$	\$		\$	\$	\$				~\$	\$					\$	\$	~\$			
Bicycle helmets (project or training related)	~\$				\$			\$		SSRTS	\$				\$																\$	
Bicycle helmets (safety promotion)	~\$				\$			\$		SSRTS	\$				\$																	
Bicycle lanes on road	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$	\$				~\$	~\$	\$					
Bicycle parking (see Bicycle Parking Solutions)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$	~\$				~\$	~\$	\$					
Bike racks on transit	\$	\$	\$					\$	\$	\$					\$	\$					~\$	\$			~\$	~\$	\$					
Bicycle repair station (air pump, simple tools, electric outlets)	\$	\$	\$					\$	\$	\$					\$	\$					~\$	\$			~\$	~\$	\$					
Bicycle share (capital and equipment including charging stations and outlets; not operations)	\$	\$	\$					\$	\$	\$					\$	\$		~\$	~\$	\$	~\$				~\$	~\$	\$					
Bicycle storage or service centers (e.g. at transit hubs) including charging stations and outlets; not operations)	\$	\$	\$					\$	\$						\$	\$					~\$	\$			~\$	\$	\$					
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$				~\$	~\$	\$					
Bus shelters and benches	\$	\$	\$					\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	~\$				~\$	~\$	\$					
Charging stations for electric bicycles and scooters NEW	\$	\$	\$					\$	\$	\$	\$				\$	\$							~\$		~\$	~\$						
Coordinator positions: State/local (CMAQ/STBG limited)				\$				\$		SSRTS	\$				\$											~\$						
Community Capacity Building (develop organizational skills and processes)	~\$											\$				\$					NAE	~\$		TA			~\$	~\$				
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				~\$	~\$	\$					
Curb ramps	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				~\$	~\$	\$					
Counting equipment	\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	~\$				~\$	\$						
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$				~\$	~\$	\$	~\$	~\$			
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$						\$	\$	\$	\$	\$	\$		\$	\$		\$	\$	\$	~\$				\$	\$	~\$	~\$				
Encouragement and education activities related to safe access for bicyclists and pedestrians NEW	~\$			\$	\$			\$		SSRTS	\$	\$	\$		\$								~\$	~\$								
Historic preservation (pedestrian, bicycle, transit facilities)	~\$	\$						\$	\$						\$	\$			~\$	~\$	~\$				~\$	~\$	\$					
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water fountains); usually part of larger project	\$	\$						~\$	\$	\$	\$				\$	\$		~\$	~\$	~\$	~\$				~\$	~\$	\$					
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				~\$	~\$	\$					
Maps (for pedestrians and/or bicyclists) (see Idea Book)	\$	\$	\$					\$	\$	\$	\$	\$	\$		\$						\$						\$					
Micromobility projects, including scooter share (capital and equipment, including charging stations and outlets; not operations)	\$	\$	\$					\$	\$						\$	\$			\$	\$	~\$	~\$			~\$	~\$						
Paved shoulders for pedestrian and/or bicyclist use	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	~\$	\$	\$	\$				~\$	~\$						
Pedestrian plans	\$	\$						\$	\$	\$	\$	\$	\$		\$	\$	\$	~\$	\$	~\$	\$						\$	\$	\$			
Public education and awareness programs to inform motorists and nonmotorized road users on nonmotorized road user safety NEW	~\$			\$				\$		SSRTS	\$				\$																\$	\$

		Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds																															
		Key: \$ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																															
Activity or Project Type		Federal Highway Administration											Federal Lands					OST Grant				OST Loan		FTA		NHTSA							
		ATHP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FL	TTP	TTP	TTPSI	INFRA	RAISE	RCN	SS4A	SMART	Thrive	RRIF	IFIA	FTA	AoPP	TOD	402	405	
Rail at-grade crossings		\$	\$		\$	\$	\$	\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$			\$	\$	\$						
Recreational trails		\$						\$	\$	\$	\$				\$	\$	\$			\$	\$	~\$											
Resilience improvements to pedestrian and bicycle facilities or to protect or enhance use. REVISED		\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	note	\$	\$	\$			\$	\$	\$	~\$	~\$		~\$	~\$							
Road Diets (pedestrian and bicycle portions)		\$	\$	\$	\$			\$	\$	\$	\$	\$			\$	\$	\$			\$	\$	\$	\$		~\$	\$							
Road Safety Assessment for pedestrians and bicyclists		\$			\$	\$			\$	\$					\$	\$	\$				\$	\$		TA	~\$		~\$						
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws		~\$			\$				\$	SSRTS	\$	\$			\$							\$						~\$	~\$	\$	\$		
Safety education positions					\$				SSRTS	SSRTS	\$				\$							\$											\$
Safety enforcement (including police patrols)					\$				SSRTS	SSRTS	\$				\$							\$											\$
Safety program technical assessment (for peds/bicyclists)		~\$			\$				SSRTS	SSRTS	\$	\$			\$	\$						\$	\$	TA								\$	
Separated bicycle lanes		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$						
Shared use paths / transportation trails		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$						
Sidewalks (new or retrofit)		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$						
Signs, signals, signal improvements (incl accessible pedestrian signals) see note		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$						
Signing for pedestrian or bicycle routes		\$	\$	\$	\$			\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$						
Spot improvement programs (programs of small projects to enhance pedestrian and bicycle use) REVISED		\$	\$	~\$	\$	\$	\$		\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	~\$	\$	~\$		~\$	~\$	\$						
Stormwater mitigation related to pedestrian and bicycle project impacts REVISED		\$			\$	\$	\$	\$	\$	\$	\$	note			\$	\$	\$	\$	\$	\$	~\$				~\$	~\$	\$	note	note				
Technical Assistance (see Cross-cutting notes) NEW		~\$		~\$	\$				\$	\$	\$	note			\$	\$				~\$	~\$	~\$	TA										
Traffic calming		\$	\$		\$			\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$						
Trail bridges		\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$	~\$			~\$	~\$							
Trail construction and maintenance equipment		\$	\$						\$	\$	\$				~\$	~\$	~\$								~\$	~\$							
Trail/highway crossings and intersections		\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$							
Trailside/trailhead facilities (restrooms, water, but not general park amenities)		\$		~\$					\$	\$	\$				\$	\$	\$			~\$					~\$	~\$							
Training		~\$		\$	\$				\$	\$	\$	\$			\$						\$		TA				~\$	~\$	\$				
Training for law enforcement on ped/bicyclist safety laws		~\$		~\$	\$				SSRTS	SSRTS	\$				\$						\$						~\$	~\$	\$	\$			
Tunnels / underpasses for pedestrians and/or bicyclists		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$						
Vulnerable Road User Safety Assessment		\$			\$				\$	\$	\$	\$			\$	\$					\$		TA				~\$	~\$					

Abbreviations (alphabetical order)

<p>ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973</p> <p>AoPP: Areas of Persistent Poverty Program</p> <p>ATIP: Active Transportation Infrastructure Investment Program [web link under development]</p> <p>BIL: Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act (Pub. L. 117-58))</p> <p>BRI: Bridge Programs, including: BFP: Bridge Formula Program; BIP: Bridge Investment Program; BRR: Bridge Replacement and Rehabilitation Program</p> <p>CMAQ: Congestion Mitigation and Air Quality Improvement Program</p> <p>CRP: Carbon Reduction Program</p> <p>FLTTP: Federal Lands and Tribal Transportation Programs: Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Federal Lands Planning Program and related programs for Federal and Tribal lands such as the Nationally Significant Federal Lands and Tribal Projects program</p> <p>FTA: Federal Transit Administration Capital Funds</p>	<p>PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA and/or FTA funding)</p> <p>PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation</p> <p>RAISE: Rebuilding American Infrastructure with Sustainability and Equity</p> <p>RCN: Reconnecting Communities and Neighborhoods Grant Program (includes Reconnecting Communities Pilot Program (RCP) and Neighborhood Access and Equity programs)</p> <p>RHCP: Railway-Highway Crossings (Section 130) Program</p> <p>RRIF: Railroad Rehabilitation and Improvement Financing (loans)</p> <p>RTP: Recreational Trails Program</p> <p>SMART: Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program</p> <p>SRTS: Safe Routes to School Program (and related activities)</p> <p>SS4A: Safe Streets and Roads for All</p> <p>STBG: Surface Transportation Block Grant Program</p>
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