

FACT SHEET

SOUTH 59TH STREET (FAU 9256)

Belleville, Illinois

PROJECT LIMITS

- The proposed reconstruction project begins on South 59th Street (FAU 9256), just north of North Belt West (FAU 9257) and extends northerly along the existing alignment of South 59th Street to Southgate Drive. From Southgate Drive, the proposed improvement will extend northeasterly, along a new alignment, across a relocated at-grade crossing of the Southern Railroad and aligning with North 57th Street (FAU 9258) at West Main Street (FAU 9182). The total distance of the proposed South 59th Street improvement is approximately 2300 feet (0.44 miles).
- The proposed project also includes the reconstruction of West Main Street from South 56th Street to North 60th Street. The total distance of the proposed West Main Street improvement is approximately 1300 feet (0.25 miles). See the attached location map.

TRAFFIC DATA

Current (1999) Average Daily Traffic (ADT): 10,400

Projected (2019) Average Daily Traffic (ADT): 14,000

DESIGN CLASSIFICATION

Functional Classification of South 59th Street is TS-3 (Urban Arterial)

EXISTING CONDITIONS

- South 59th Street from just north of North Belt West to Southgate Drive is a two-lane street with no parking or turn lanes consisting of a 24-foot wide concrete pavement with bituminous concrete surfacing and concrete gutter on each side. The asphalt surfacing was placed in 1982 and is in poor condition. South 59th Street from Southgate Drive to the at-grade crossing of the Southern Railroad widens to three lanes to provide a left turn lane for Foley Drive, consisting of 36-foot wide concrete pavement and combination concrete curb and gutter on each side. This concrete pavement was constructed in 1986 and is in good condition. There is no sidewalk or storm sewer on South 59th Street. The speed limit on South 59th Street is 35 mph and the existing ROW width is 66 feet.
- West Main Street from South 56th Street to North 60th Street is a five-lane facility with four through traffic lanes and a left turn lane consisting of a 60-foot wide concrete pavement with bituminous concrete surfacing, raised concrete median, concrete curb and 5-foot wide sidewalk on each side. Traffic is controlled by fully-actuated signals at the North 57th Street and South 59th Street intersections. The speed limit on West Main Street is 35 mph and the existing ROW is 80 feet.

PROPOSED IMPROVEMENT

- South 59th Street from just north of North Belt West to West Main Street will be reconstructed with a new 40-foot wide pavement, measured from face-to-face of curb, with combination concrete curb and gutter, 6-foot wide sidewalk on each side of the street and storm sewer. The horizontal alignment of South 59th Street will be diverted at Southgate Drive to align with North 57th Street at a single, 4-way intersection and to improve the angle of intersection of the at-grade crossing of the Southern Railroad.
- The existing traffic signals at South 59th Street will be removed and new fully-actuated traffic signal system will be constructed at the new North 57th Street/South 59th Street intersection. The raised median along West Main Street will be removed and the bituminous concrete surface will be milled and resurfaced. Thermoplastic pavement markings will be used to delineate the new lane configuration.

ENVIRONMENTAL PROCESSING

Not determined.

DESIGN POLICY

This project will be designed in accordance with Federal Aid Procedures for Local Highway Improvements (FAPLHI) guidelines for Urban Arterial streets. No design variances are anticipated at this time.

Project Description: Reconstruct approximately 2,300 feet of existing 59th St. from the north approach at North Belt West across a new at-grade crossing at the Southern RR to W. Main St. Improvements to consist of new concrete pavement (3-lanes), curb & gutter, sidewalk and storm sewer. The northern part of 59th St. to be realigned with N. 57th St. at W. Main St. Remove raised median and resurface W. Main St. from 57th St. to 59th St. Remove existing traffic signals at 57th St. & 59th St. Install new traffic signal system at new 4-way intersection at N. 57th St.

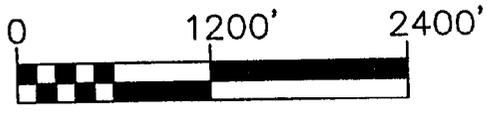
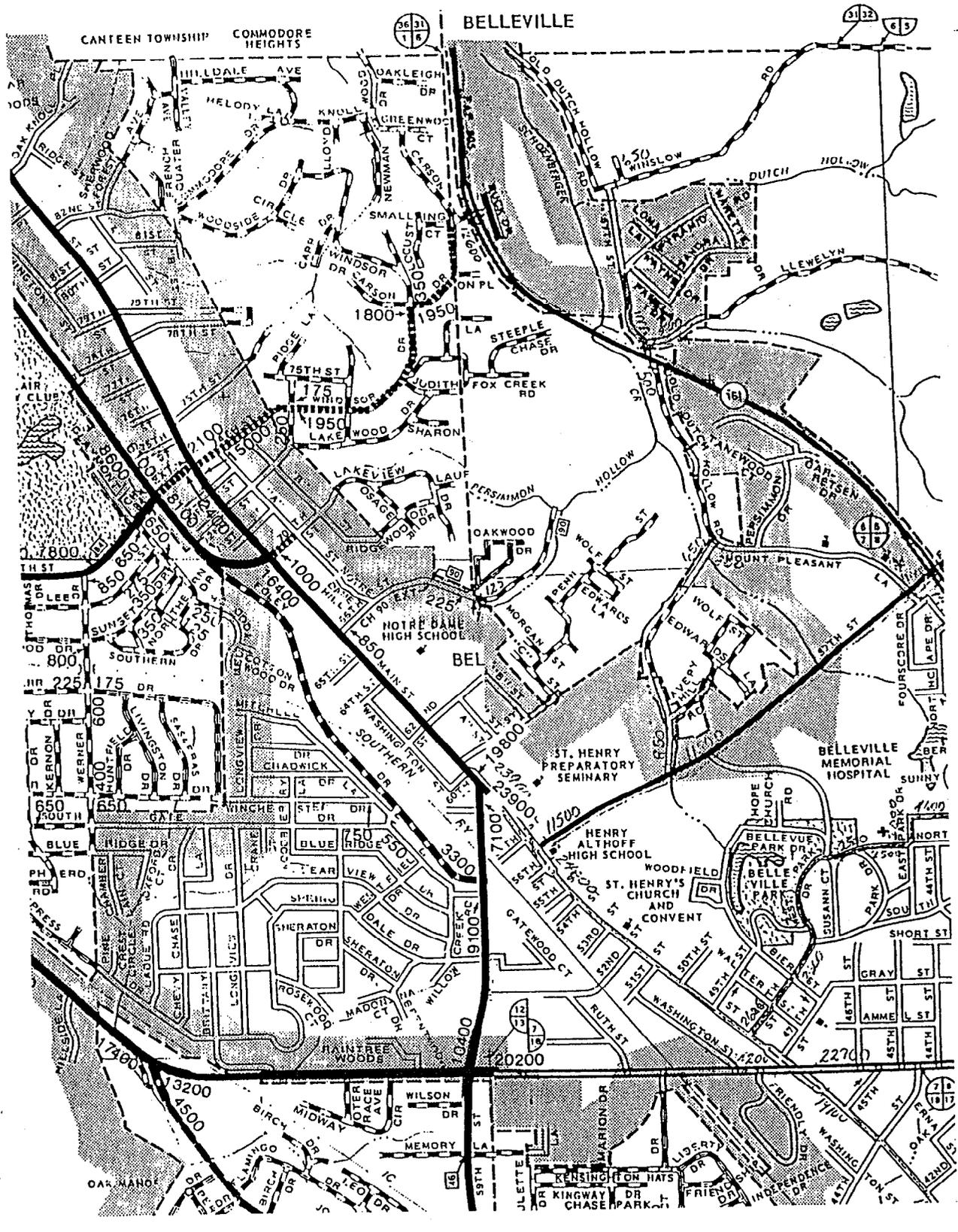
OPINION OF PROBABLE CONSTRUCTION COST (1999 PRICES)

QUANTITY	UNIT	ITEM	UNIT PRICE	COST		
200	IN DIA	TREE REMOVAL	\$20	\$4,000		
4,000	CU YD	EARTH EXCAVATION	\$10	\$40,000		
1,000	CU YD	EMBANKMENT	\$12	\$12,000		
500	FOOT	TRENCH BACKFILL	\$20	\$10,000		
6,100	SQ YD	SODDING	\$5	\$30,500		
20	UNIT	SUPPLEMENTAL WATERING	\$100	\$2,000		
300	POUND	FERTILIZER	\$1	\$300		
10,900	SQ YD	PROCESS LIME MODIFIED SOILS, 8"	\$3	\$32,700		
80	UNIT	WATER	\$30	\$2,400		
150	TON	LIME	\$40	\$6,000		
10,900	SQ YD	SUB-BASE GRANULAR MATERIAL, TY A 6"	\$6	\$65,400		
970	TON	BITUMINOUS CONCRETE SURFACE "D", CL I, T2	\$40	\$38,800		
100	TON	INCIDENTAL BITUMINOUS SURFACING	\$100	\$10,000		
9,200	SQ YD	PCC PAVEMENT, 9 INCH	\$32	\$294,400		
9,200	SQ YD	PAVEMENT FABRIC	\$5	\$46,000		
5	EACH	REMOVE EXISTING CULVERTS	\$1,000	\$5,000		
200	FOOT	PC BOX CULVERT (20 SQ FT OPENING)	\$250	\$50,000		
200	FOOT	PIPE CULVERTS (15"-24")	\$30	\$6,000		
6	EACH	PRC FLARED END SECTIONS (15"-24")	\$400	\$2,400		
60	SQ YD	STONE RIPRAP, CLASS A3 & FABRIC	\$30	\$1,800		
1,400	FOOT	STORM SEWERS, TYPE 1&2, RCP 12"	\$25	\$35,000		
200	FOOT	STORM SEWERS, TYPE 1&2, RCP 18"	\$30	\$6,000		
200	FOOT	STORM SEWERS, TYPE 1&2, RCP 24"	\$40	\$8,000		
6	EACH	MANHOLES	\$1,500	\$9,000		
25	EACH	INLETS	\$1,000	\$25,000		
4,800	FOOT	COMB CONCRETE CURB & GUTTER (B6.24)	\$15	\$72,000		
8,700	SQ YD	BITUMINOUS SURFACE REMOVAL, 1 1/2"	\$2	\$17,400		
6,300	SQ YD	PAVEMENT REMOVAL	\$6	\$37,800		
600	SQ YD	DRIVEWAY PAVEMENT REMOVAL	\$9	\$5,400		
4,400	FOOT	CURB & GUTTER REMOVAL	\$5	\$22,000		
1,000	SQ FT	SIDEWALK REMOVAL	\$1	\$1,000		
4,600	SQ FT	CONCRETE MEDIAN SURFACE REMOVAL	\$2	\$9,200		
600	SQ YD	PCC DRIVEWAY PAVEMENT, 6 INCH	\$40	\$24,000		
27,600	SQ FT	PCC SIDEWALK, 4 INCH	\$3.50	\$96,600		
400	FOOT	PAINT PAVEMENT MARKING LETTERS & SYMBOLS	\$1.50	\$600		
9,200	FOOT	PAINT PAVMENT MARKING LINE - 4 INCH	\$0.25	\$2,300		
200	FOOT	THERMOPLASTIC PVT MK - LTRS & SYMB	\$5	\$1,000		
4,600	FOOT	THERMOPLASTIC PVT MK LINE - 4 INCH	\$1	\$4,600		
1	L SUM	REMOVE TRAFFIC SIGNALS - 2 LOCATIONS	\$10,000	\$10,000		
1	L SUM	TRAFFIC SIGNALS	\$80,000	\$80,000		
6	CAL MO	FIELD OFFICE	\$800	\$4,800		
1	L SUM	RAILROAD PROTECTIVE LIABILITY INSURANCE	\$5,000	\$5,000		
1	L SUM	TRAFFIC CONTROL	\$30,000	\$30,000		
200	TON	AGGREGATE FOR TEMPORARY ACCESS	\$20	\$4,000		
7	EACH	BUILDING REMOVAL	\$6,000	\$42,000		
				SUBTOTAL	\$1,210,000	\$1,380,000
10%	CONTINGENCY			\$120,000	\$140,000	
Total estimated construction cost including labor, materials & profit.				\$1,330,000	\$1,520,000	

CONSTRUCTION		\$1,330,000	\$1,520,000
PRELIMINARY ENGINEERING	10%	\$130,000	\$150,000
CONSTRUCTION ENGINEERING	12%	\$160,000	\$180,000
RIGHT OF WAY ACQUISITION		\$500,000	\$550,000
RAILROAD CROSSING SURFACE & LIGHTS		\$80,000	\$100,000
UTILITY ADJUSTMENT/RELOCATION		not estimated	
Total		\$2,200,000	\$2,500,000

NOTES:

- 1 ASSUME DESIGN GUIDELINES FOR TS-3, URBAN STREET.
- 2 PROVIDE PAVEMENT WIDTH ADEQUATE FOR 2-THROUGH TRAFFIC LANES & 1-BI-DIRECTIONAL LEFT TURN LANE (NO PARKING).
- 3 NEW PAVEMENT WIDTH TO MEASURE 40 FEET FROM FACE-TO-FACE OF CURB.
- 4 ESTIMATE ASSUMES MEDIAN REMOVAL & RESURFACING ON W. MAIN ST. - 1300 FEET
- 5 ADDITIONAL CONSTRUCTION WILL BE REQUIRED TO PROVIDE APPROPRIATE ACCESS TO EXISTING STREETS & ALLEYS. VARIOUS ALTERNATIVES ARE TO BE CONSIDERED.



GRAPHIC SCALE
1" = 1200'



VICINITY MAP

EXHIBIT

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