



“To curb or not to curb,
that is the question.”

A Primer on Improvements to Oil & Chip Roads

By

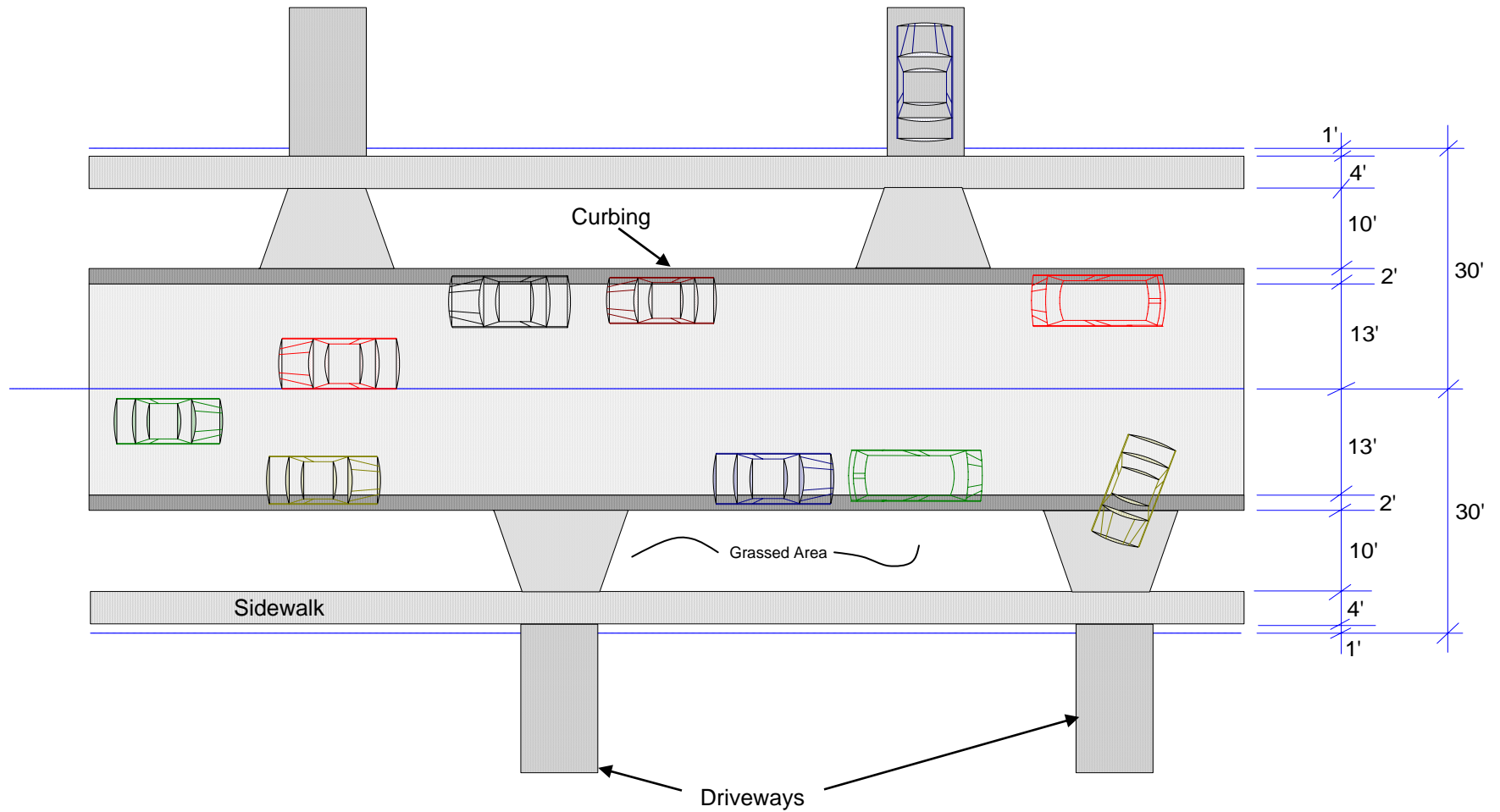
City of O'Fallon
Department of Engineering & Public Works
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Facts to Know—

1. Curbing in the newer subdivisions of O'Fallon is paid for by the developers and passed on to the original homeowners in the purchase price of their home. The residents of these neighborhoods pay for their streets, curbing, sidewalks and storm water systems.
2. The standard width of roadways in front of homes in the newest O'Fallon subdivisions are 30-feet wide, back of curb to back of curb. Collector streets that serve to take traffic to major arterial streets are wider. While these homes usually have more parking along the front of the lots, they have no alleys.
3. Reconstruction of older roadways to allow for curbing and the needed storm water improvements requires engineering and surveying. The original construction of the older streets in O'Fallon was not based on detailed improvement plans like the newer subdivisions have.
4. To make the needed Improvements to many of the older roadways in O'Fallon, complete reconstruction of the roadbed, surfacing and drainage appurtenances may be required.
5. Narrower roadways actually reduce the speed of vehicles in residential areas, making these neighborhoods safer for pedestrians and motorists.
6. The "average" residential property in O'Fallon provides the City about \$8.50 per year in property tax that goes to Public Works. A street light in O'Fallon costs the City about \$8.00 per month to operate and comes from that funding.
7. It costs O'Fallon about \$40 to \$45 per foot to simply overlay existing pavement.

What would an O'Fallon oil & chip reconstructed street look like?

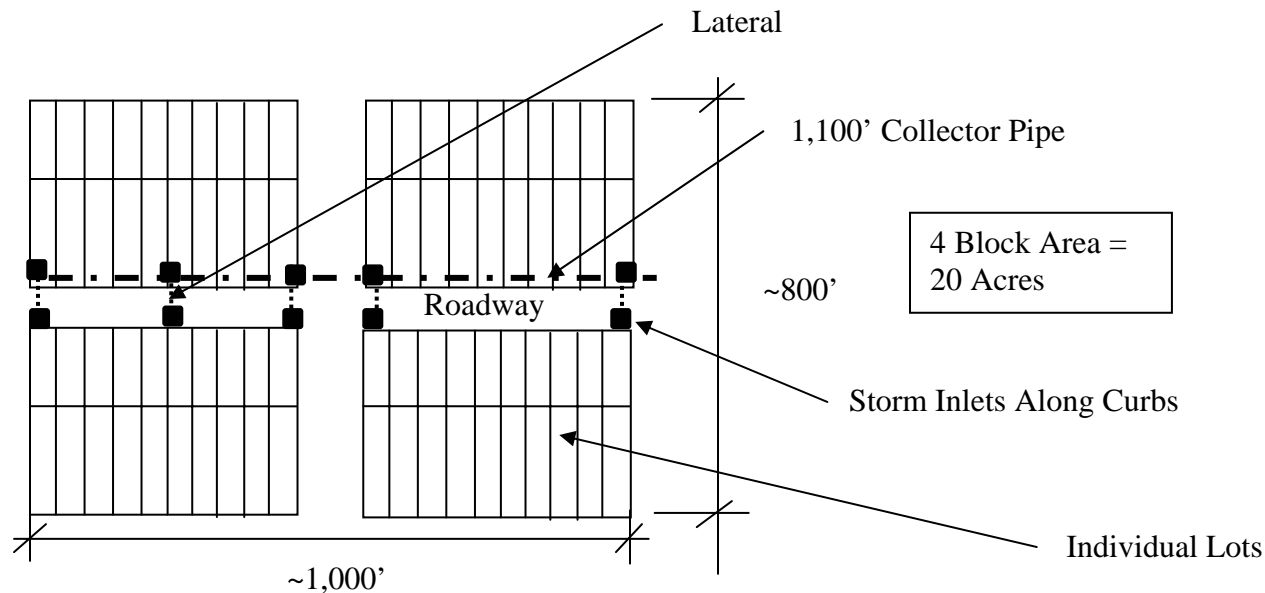
60' Right-of-Way, 30' Roadway Width (Back of Curb to Back of Curb)
Speed Limit – 25 MPH



What would a reconstructed street cost?

Cost to put a storm water collection system in the ground?

Let's look at a 4 block area in an older portion of the City:



From Black & Veatch, Inc., the authors of the O'Fallon, 2004 Stormwater Master Plan (Draft), drainage in a 4-block area along a single street, 2-blocks long could cost about \$100,000 or \$100 per foot of roadway to retrofit drainage into our existing City streets with all the needed appurtenances and ***means of getting water to a natural stream or large drainage ditch.***

Other Unit Costs (Based on Recent Work Done for the City)?

Existing Pavement Removal - \$28 per foot
Curbing (both sides) - \$42 per foot
Aggregate Base Course for Pavement Construction- \$17 per foot
Asphalt Base Course - \$50 per foot
Asphalt Surfacing Course - \$16 per foot
Sidewalk Installation (one side) - \$18 per foot
Driveway Aprons - \$14 per foot
Traffic Control - \$2 per foot
Backfill and Seeding - \$3 per foot

Total Costs ?

Approximately **\$275 per foot.**

Some recent scenarios:

Ruma, Illinois just did a small project for approximately \$156 per foot where they were able to use the existing pavement as part of the base course for new surface and did not provide sidewalks.

Collinsville, Illinois officials believe they need a minimum of \$150 per foot to reconstruct an oil & chip road without sidewalks where they can use the existing pavement for a base course.

O'Fallon's Vine Street reconstruction without storm water drainage, curbing or sidewalk cost approximately \$108 per foot for a 30' wide roadway in 2004.