



CITY OF
Glendale
MISSOURI

GRANT APPLICATION: FY 2019-2024 Transportation Improvement Program Surface Transportation Program – Suballocated Funds (STP-S)

PROJECT DESCRIPTION: East Essex Avenue Improvements

SUBMITTAL CHECK LIST

- ✓ City Resolution Supporting This Project
- ✓ STP-S Grant Application
 - Includes Signature Pages
 - Financial Certification of Matching Funds
 - Person(s) of Responsible Charge Certification
 - Title VI Certification
 - Right-of-Way Acquisition Certification Stmt
 - Reasonable Progress
- ✓ Project Application Fee
 - ½% of Federal Share of Grant
 - Check in the amount of \$3,892.55

Attachment A:

- ✓ Project Location Map
- ✓ Detail Cost Estimate
- ✓ Letter of Support From Match Source

Attachment B:

- ✓ Photographs
- ✓ Detailed Map
- ✓ Typical Section
- ✓ Road Condition Evaluation

Attachment C:

- ✓ Crash Reports

Attachment D:

- ✓ Documentation of Approved Ordinance
- ✓ Letters of Support

Attachment E:

- ✓ Operation and Maintenance Form

STP-S GRANT APPLICATION



Surface Transportation Block Grant Program

2019 Call for Projects

For the St. Louis Region

Road Project Type

Sponsoring Agency: City of Glendale

Project Title: East Essex Avenue Improvements

Federal Amount Requested: \$778,570.34

Applications Due: February 14, 2019 by 4:00 pm



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

[SURFACE TRANSPORTATION BLOCK GRANT PROGRAM \(STP-S\)](#)
[ROAD – PROJECT APPLICATION FORM](#)

Please refer to the STP-S Project Development Workbook and the STP-S Scoring Criteria Guide for more information on the program requirements, available funding, and scoring criteria. The STP-S Project Development Workbook, STP-S Scoring Criteria Guide, and supplement materials are available on the East-West Gateway Council of Governments (EWG) [STP-S Call for Projects](#) web page.

PLEASE NOTE:

This project application form is for the road project type. There are separate project application forms for the other project types, including: bridge, traffic flow, safety, active transportation, transit, and freight/economic development. If your agency is interested in applying for those project types, please obtain the application form from the EWG STP-S Call for Projects web page, or contact EWG staff for more information.

The call for projects begins **November 29, 2018** and ends on **February 14, 2019** at 4:00 pm. Applications received after the deadline will not be accepted. Submit the completed application and necessary attachments electronically to EWG at stps@ewgateway.org. Save the electronic copy as a PDF file using the following format: 2019STPS_[Sponsor]_[Project Name].pdf. Please submit one application per email. Electronic copies can also be delivered on a CD or USB drive. You will receive an email confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application, contact EWG staff.

Project sponsors must also submit one (1) hard copy (including attachments) to:

East-West Gateway Council of Governments
Attention: Transportation Planning Department – STP-S
Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

The hard copy must be delivered to EWG or postmarked by the deadline. The information provided in this application is public record.

Project sponsors wanting feedback on applications may submit a preliminary copy by **January 17, 2019** to EWG at stps@ewgateway.org. EWG staff will review the applications submitted and will return comments by email by **January 31, 2019**. If a preliminary application is submitted for feedback, a final application must still be submitted by **February 14, 2019**.

[CONTACT INFORMATION](#)

Jason Lange, TIP Coordinator
East-West Gateway Council of Governments
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451
Phone MO: (314) 421-4220
Phone IL: (618) 274-2750
E-mail: stps@ewgateway.org

STP-S Call for Projects web page: <http://www.ewgateway.org/transportation-planning/transportation-improvement-program/competitive-transportation-programs/call-for-projects-stp-s/>

PROJECT CHECKLIST AND SUBMITTAL REQUIREMENTS

The evaluation and scoring of all projects will be based on the answers provided in the application and the attachments submitted.

The materials should be submitted in the following order.

Project Application:

- Project application fee** – ½ of one percent of federal funds requested. Make checks payable to “East-West Gateway Council of Governments” or “EWGCOG.”
- Completed STP-S application**
- Required signatures** – Notification of Title VI & Nondiscrimination Requirements, Financial Certification of Matching Funds, Person of Responsible Charge Certification, Right-of-Way Acquisition Certification Statement (Missouri only), Policy on Reasonable Progress Certification (Missouri only).

Attachment A:

- Project location map** – depict the location of the project on a base map such as a town road map, GIS map, aerial photo, or another base map suitable to clearly show the project’s overall location. Provide on an 8 ½ x 11 page. Project location is used by EWG to determine:
 - geographic scale project categorization (i.e., ‘within community’ or ‘outside community’)
 - score for Environmental Justice
 - score for employment density
 - score for intermodal connections
- Detailed cost estimate** – use Estimate of Project Costs excel file provided by EWG.
- Letter of permission from facility owner** – provide if sponsor does not own roadway.
- Letter of support from match source** – provide if individual, business, other local public agency, or other third-party is providing matching funds.
- Coordination letter(s)** – provide if sponsor requires coordination with other agencies to implement the project (e.g., Great Rivers Greenway, Bi-State Development).

Attachment B:

- Photographs** – attach photo(s) of the current roadway.
- Detailed map** – if applicable, provide a map showing:
 - locations of all proposed safety countermeasures along project limits (i.e., if chevrons are being added to a curve, mark the curve where the chevrons will be added)
 - transit routes along project limits
 - activity centers along project limits (e.g., a business district, retail center, medical facility, community center, park)
 - schools (grades K-12 and college/university) located within ½ mile of project limits
 - freight facilities along project limits (e.g., intermodal freight facility, major freight generator, logistic center, manufacturing or warehouse industrial land, port facility)
- Typical section** – show details of before and after roadway improvements.
- Road condition** – use Road Condition Evaluation Form provided by EWG.

Attachment C:

Crash reports – attach full crash reports for all fatal and serious injury crashes and up to 10 minor injury and/or property damage only crashes that coincide with the safety countermeasure within the project limits from 2012-2016. Crash reports are not required if the project has no safety countermeasures.

Attachment D: (optional)

Documentation of an approved or adopted plan, ordinance, and/or policy that supports the project – do not attach entire plan documents, only include the necessary pages.

Letters of support – endorsements or petitions from associations, boards, school districts, citizens, businesses, etc. Only attach letters of support that pertain to specific project.

Documentation of public involvement process – public meeting minutes, newspaper clippings, press announcements, etc.

Attachment E:

Operations and maintenance – use Operations and Maintenance Form provided by EWG. Only submit one per sponsor.

ITS architecture consistency – submit ITS Architecture Project Consistency Statement Form provided by EWG if project includes ITS elements or modifies existing ITS.

SUBMITTAL TYPE (CHECK ONE):

Preliminary application (for comments) – Due **January 17, 2019**

Final application – Due **February 14, 2019**

| SPONSOR INFORMATION | | | | | | |
|---|--|--------------------------------|------------------|--|----------------------------|-------------------------|
| Sponsoring agency: | | City of Glendale | | | | |
| Secondary sponsor agency (if applicable): | | | City of Kirkwood | | | |
| Chief Elected Official/Chief Executive Director: | | | | | | |
| Name: | | Mayor Richard Magee | | | Title: Mayor | |
| Street address: | | 424 North Sappington Road | | | | |
| City: | | Glendale | State: | MO | County: | St. Louis |
| | | | | | | ZIP code: 63122 |
| Project contact: | | | | | | |
| Name: | | Benjamin DeClue | | | Title: City Administrator | |
| Agency: | | City of Glendale | | | | |
| Street address: | | 424 North Sappington Road | | | | |
| City: | | Glendale | State: | MO | County: | St. Louis |
| | | | | | | ZIP code: 63122 |
| Phone Number: | | 314-968-8157 | | E-mail address: | | bdeclue@glenddalemo.org |
| Application contact: | | | | | | |
| Name: | | Paul Spotanski | | | Phone Number: 636-207-0832 | |
| E-mail address: | | pspotanski@weisdesigngroup.com | | | | |
| PROJECT INFORMATION | | | | | | |
| Project title: | | East Essex Avenue Improvements | | | | |
| Project status: | | | | Is this application request for a piece of a larger project (phase) or the entire length of project? | | |
| <input checked="" type="checkbox"/> New project | | | | <input type="checkbox"/> Phase | | |
| <input type="checkbox"/> Continuation of STP-S/CMAQ/TAP project | | | | <input checked="" type="checkbox"/> Full project | | |
| <input type="checkbox"/> Add to existing non-federally funded project | | | | | | |
| If project is a continuation of another project that was previously programmed in the TIP, provide TIP ID # of existing project and also explain this relationship: | | | | | | |
| The project is identified in the City budget as a necessary project to complete the upgrades for all collector streets within the community. East Essex Avenue as a minor collector provides direct access to Sappington Road - STP# 5401 (608) which is classified as a major collector. | | | | | | |
| If this project is a phase of a full project, how many phases are left to complete the project? Briefly explain each phase (i.e., project limits and general improvements): | | | | | | |
| | | | | | | |
| Has your agency received federal funds for this specific road segment within the last 10 years? | | | | | | |
| <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | | | | | |
| If yes, when? | | | | | | |
| | | | | | | |
| Does this project touch MoDOT or IDOT right-of-way or involve a MoDOT or IDOT roadway? | | | | | | |
| <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | | | | | |
| Does the sponsoring agency own and maintain this facility? | | | | | | |
| <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | | | | | |
| <i>If no, a letter of support for this project is required from the facility owner.</i> | | | | | | |
| If no, who owns the facility? | | | | | | |
| | | | | | | |
| Estimated completion (construction) month/year: | | | | | 04/2023 | |

ROADWAY INFORMATION

| | | | | |
|---|--|------------|--|------------|
| Name of street or facility to be improved: | East Essex Avenue | | | |
| Project length (miles): | 0.40 | | | |
| Project limits – north/west reference point, cross street, or intersection: | Dickson Street | | | |
| Project limits – south/east reference point, cross street, or intersection: | Sappington Road | | | |
| Federal functional classification of road (per EWG) ¹ : | Minor Collector | | | |
| Roadway pavement condition (PASER): | 5 | | | |
| | CURRENT: | | PROPOSED: | |
| Traffic volumes (AADT): | 872 | Year: 2014 | 872 | Year: 2020 |
| Speed limit of street: | 25 | | 25 | |
| Number of through lanes: | 2 | | 2 | |
| Number of turn lanes: | 0 | | 0 | |
| Two-way left turn lanes? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Typical lane width: | 10 | | 12 | |
| Outside lane width: | 0 | | 0 | |
| Shoulder width: | 0 | | 0 | |
| On-street parking allowed? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Curb and gutter? | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| Sidewalks? | <input checked="" type="checkbox"/> One side <input type="checkbox"/> Both sides <input type="checkbox"/> None | | <input checked="" type="checkbox"/> One side <input type="checkbox"/> Both sides <input type="checkbox"/> None | |
| Sidewalk width: | 3 | | 5 | |
| Sidewalk surface condition ² : | <input checked="" type="checkbox"/> Poor <input type="checkbox"/> Fair <input type="checkbox"/> Good <input type="checkbox"/> Excellent <input type="checkbox"/> None | | n/a | |
| On-road bicycle facility ³ ? | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| Shared-use path/sidepath? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Shared-use path/sidepath width: | | | | |
| Located on transit route? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | n/a | |

¹ EWG Functional Classification maps: <http://www.ewgateway.org/transportation-planning/roadway-functional-classification/>.

² **Poor**: the sidewalk has deep cracking and buckling, poor drainage, or a bulging surface (due to tree roots). Impassable to mobility impaired pedestrians. **Fair**: the sidewalk contains cracks or an uneven and distressed surface. Hinders mobility of the average pedestrian. **Good**: the sidewalk is free from significant cracking, buckling, or gravel surfaces. Unlikely to hinder mobility of the average pedestrian. **Excellent**: the sidewalk is in like new condition and contains no cracking or buckling. Does not hinder mobility of the average pedestrian. **None**: no sidewalk is present.

³ On-road bicycle facility includes: bike lanes (separated, buffered, and standard) and shared-lane markings. View EWG Bicycle Planning Guide for a description of bicycle facilities: https://www.ewgateway.org/wp-content/uploads/2018/07/BicyclePlanningGuide_June2018.pdf.

LAND ACQUISITION INFORMATION

Status of right-of-way acquisition:

- All acquired or none needed
 In process
 Not started

If applicable, list the number of parcels to be acquired (all properties, permanent and/or temporary easements, TSCL, and other rights-of-way):

This project will require 36 TSCL's and possibly 15 permanent sidewalk easements on the north side of East Essex Avenue from Sappington Road west to Dickson Street.

If any residential or commercial displacements are anticipated, give details on how many and if they are residential and/or commercial:

No displacements will be required.

Right-of-way acquisition by: Sponsor

Right-of-way condemnation by: Sponsor

Will the project traverse any public property, such as a public park that has used federal funds (e.g., Land and Water Conservation Funds) in the past?

- Yes No Unknown

UTILITY COORDINATION

Note: project sponsor must coordinate with utilities prior to construction.

Will the project require the relocation of any utilities?

- Yes No

If yes, check the appropriate box to select the type of utility. Then give the names of the utility companies.

Electric Amerun U.E

Phone AT&T

Gas

Water

Cable TV

Storm sewer

Sanitary sewer

Give details concerning potential utility conflicts, problems, or issues:

Utility coordination completed by: consultant

Designed by: utility company

Inspected by: consultant

| RAILROAD COORDINATION | |
|---|--|
| Does the project traverse any property owned by a railroad? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Is there a railroad within 500' of project limits? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Name of railroad: | N/A |
| Number of crossings impacted: | N/A |
| Are the crossings active? | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Width of crossing: | |
| What is the crossing type? <input type="checkbox"/> Timber <input type="checkbox"/> Rubberized <input type="checkbox"/> Asphalt <input type="checkbox"/> Concrete <input type="checkbox"/> Other | |
| Describe other: | |
| PROJECT MAINTENANCE | |
| List any regular maintenance tasks anticipated over the next 25 years: After this resurfacing it is anticipated that a micro surface seal coat will be required at year 10 and year 20. | |
| Estimated annual cost to maintain facility and funding source: Minor curb repair, edge sealing cost will be approximately \$3,000.00 per and will be paid from the City General Fund. | |
| AMERICANS WITH DISABILITIES ACT | |
| Under the 1990 Americans with Disabilities Act (ADA), Title II requires public entities with more than 50 employees to complete a self-evaluation and create an effective ADA transition plan ⁴ . | |
| Does your local public agency have more than 50 employees? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| If yes, does your agency have an adopted ADA transition plan? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| If your agency has an ADA transition plan, when was it adopted? | N/A |
| If ADA transition plan is not adopted, when is it expected to be adopted? | TBD |

⁴ FHWA Questions and Answers about ADA/Section 504: https://www.fhwa.dot.gov/civilrights/programs/ada/ada_sect504qa.cfm.

PROJECT DESCRIPTION

Define the **scope** and **specific elements** of the project. Describe current conditions / problems / issues that the project will address. Be as specific as possible.

The proposed improvements to East Essex Avenue from Sappington Road west to City Limits then continues into the City of Kirkwood to Dickson Street, shall consist of reconstruction/resurfacing of the roadway and sidewalks, new ADA compliant ramps along with the installation of new concrete curb and stormsewers.

The project will require asphalt overlay of approximately 2,200 linear feet of asphalt roadway and new adjacent concrete sidewalk. Existing entrance aprons at private drives will be replaced with newly constructed concrete aprons. Concrete curb and gutter will direct storm water runoff to the existing stormsewer. The relocation of utility poles will facilitate installing the sidewalk and improve the aesthetics of the road.

East Essex Avenue has a number of problems which need corrected. The pavement is in poor condition and in need of repair. Water ponds on the roadway due to improper drainage and pavement rutting, presenting a safety hazard along with damaging the pavement and sub base. The lack of contiguous sidewalk presents a hazard to pedestrians, having only approximately 700 feet of sidewalk. Pedestrians are forced to walk out in the drive lanes in several locations. Utility poles located within 2.5 feet of the pavement present an additional safety hazard to both vehicular and pedestrian traffic.

In conclusion, East Essex Avenue is a well-traveled collector street, providing access for many residents. In addition, a school, Glendale City Hall and several businesses are located within 1/2 mile radius and connects two collector streets Sappington Road and Dickson Street which heighten traffic, particularly bicycle and pedestrian traffic. The proposed improvements to the roadway, sidewalks, and stormsewer will provide for a safer movement of vehicular and pedestrian traffic and improve conditions for residents, commuters, and visitors to the area.

Please see attached typical section and plan sheet along with enclosed photos.

PROJECT DEVELOPMENT SCHEDULE

Note: many stages can occur concurrently.

| Activity Description | Start Date (MM/YYYY) | Finish Date (MM/YYYY) | Time Frame (Months) |
|---|----------------------|-----------------------|---------------------|
| Receive notification letter | 10/2019 | 10/2019 | 1 |
| Execute agreement (project sponsor and DOT) | 11/2020 | 01/2020 | 3 |
| Engineering services contract submitted and approved* | 02/2021 | 05/2021 | 4 |
| Obtain environmental clearances (106, CE2, T&E, etc.) | 06/2021 | 10/2021 | 5 |
| Public meeting/hearing | 08/2021 | 10/2021 | 2 |
| Develop and submit preliminary plans | 08/2021 | 10/2021 | 3 |
| Preliminary plans approved | 10/2021 | 11/2021 | 2 |
| Develop and submit right-of-way plans | 09/2021 | 12/2021 | 4 |
| Review and approval of right-of-way plans | 01/2021 | 02/2022 | 2 |
| Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)* | 03/2022 | 05/2022 | 3 |
| Right-of-way acquisition | 05/2021 | 02/2022 | 9 |
| Utility coordination | 08/2021 | 08/2022 | 12 |
| Develop and submit PS&E | 05/2022 | 06/2023 | 14 |
| District approval of PS&E/advertise for bids* | 11/2023 | 02/2023 | 4 |
| Submit and receive bids for review and approval | 02/2023 | 04/2023 | 3 |
| Project implementation/construction | 04/2023 | 04/2024 | 12 |

* Finish date must match fiscal year for each milestone shown in **bold** text.

FINANCIAL PLAN

Note: fiscal years are federal fiscal years (October 1 through September 30)⁵. Federal participation for a phase of work must not exceed 80% in Missouri and 75% in Illinois.

| Activity | Starting Federal Fiscal Year | Total Phase Cost | STP-S Funds Requested | Sponsor Share | Sponsor Share Percentage |
|---|------------------------------|-------------------|--|-------------------|--------------------------|
| PE / Planning / Environmental Studies | FY 2021 | \$ 131,492 | \$ 105,193 | \$ 26,298 | 20.00% |
| Right-of-Way | FY 2022 | \$ 48,250 | \$ 38,600 | \$ 9,650 | 20.00% |
| Construction Engineering | FY 2023 | \$ 83,016 | \$ 66,413 | \$ 16,603 | 20.00% |
| Construction / Implementation | FY 2023 | \$ 710,455 | \$ 568,364 | \$ 142,091 | 20.00% |
| TOTAL PROJECT COST | | \$ 973,213 | \$ 778,570 | \$ 194,643 | 20.00% |
| Identify the source(s) of local matching funds (e.g., state DOT, city, county, county road board, county motor fuel tax, private entity), and the amount for each source: | | | City of Glendale: \$133,624 City of Kirkwood: \$ 61,019 | | |

⁵ **Illinois:** construction funds are available in FY 2023.

Missouri: preliminary engineering funds are available in FY 2021 or FY 2022, right-of-way in FY 2022, and construction/construction engineering in FY 2022 (\$1 million or less federal) or FY 2023.

SAFETY

Were there any crashes along project limits from 2012-2016? **Note:** a project can still potentially receive partial points if it does not have crashes, but includes a preventive safety countermeasure.

Yes No

Total number of crashes by severity type along project limits:

| | |
|---|--|
| Fatal (K on the KABCO scale): | |
| Serious injury (A on the KABCO scale): | |
| Minor injury (B and C on the KABCO scale): | |
| Property damage only (O on the KABCO scale): | |
| Total number of crashes from 2012-2016 along project limits: | |

Does the project include safety countermeasure(s)?

Yes No

If yes, identify the safety countermeasure(s) proposed, its Crash Modification Factor (CMF), and the CMF ID below (e.g., installation of safety edge treatment – CMF: 0.92 – CMF ID: 4303):

| Countermeasure | CMF | CMF ID |
|----------------|-----|--------|
| | | |
| | | |
| | | |
| | | |

Note: a list of safety countermeasures and their CMFs is provided in Appendix B of the STP-S Scoring Criteria Guide. In addition, the FHWA Crash Modification Factors Clearinghouse provides a searchable database of safety countermeasures: <http://www.cmfclearinghouse.org/>.

Describe how the proposed safety countermeasure(s) will address the crashes occurring along project limits:

Are there any undocumented safety issues?

Yes No

If yes, describe the undocumented safety issue(s) and explain how the preventive safety countermeasure(s) will address the issue:

Water ponds on the roadway due to improper drainage and pavement rutting, presenting a safety hazard along with damaging the pavement and sub base.

MULTIMODAL

Does the proposed project incorporate any of the following bicycle-related improvements?

- Separated bike lane/cycle track/protected bike lane
- Shared-use path/trail
- Arterial sidepath
- Buffered bike lane
- Standard bike lane (not buffered)
- Marked shared roadway (shared-lane markings, "sharrow")
- Paved shoulder
- Wayfinding, bicycle racks or parking, or other end of trip facilities
- Other
- None

Describe the bicycle-related improvements (including 'other') in detail:

this project will have marked sharrows with bicycle signage.

Does the project incorporate any innovative bicycle treatments (e.g., pavement colorings, bike boxes, bike detection)?

- Yes No

If yes, describe the innovative bicycle treatments:

Does the proposed project incorporate any of the following pedestrian-related improvements?

- New sidewalks (where none currently exist)
- Sidewalk spot slab improvements
- Sidewalk reconstruction
- Construction of new curb ramps (where none currently exist)
- Curb ramp reconstruction
- Sidewalk/roadway separation - - width of separation (feet): 1'
- Pedestrian signals/push buttons
- Rectangular rapid flashing beacon/pedestrian hybrid beacon
- Marked crosswalks (standard parallel crosswalk markings)
- High-visibility crosswalks (e.g., ladder, zebra, or continental crosswalk markings)
- Midblock crossings
- Wayfinding, furniture, or other end of trip facilities
- Pedestrian-scale lighting (e.g., glare shielded, lower height (12' to 16'), in-pavement)
- Other
- None

Describe the pedestrian-related improvements (including 'other') in detail:

This project will have high visibility crosswalks (ladder style), new ADA compliant ramps, new 5' wide sidewalk and a 1' landscape buffer.

If the project incorporates any safety, traffic calming, or design improvements, describe the improvements (e.g., improvements at a rail-grade crossing, intersection improvements, road diets, bulb-outs, raised median barriers, center islands, roadway markings, improved signage and signals):

Does the project improve access to transit stops, stations, park-and-ride lots, or other major transit facilities?

Yes No

If yes, identify the bus route and/or transit facility:

Does the project incorporate improvements to existing transit stops or stations (e.g., ADA landing pads, benches, shelters)?

Yes No

If yes, identify the improvements:

Does the project provide direct access to a school (grades K-12 and college/university)?

Yes No

Is the project within ½ mile of a school?

Yes No

If yes, identify the school(s):

| School Name | Proximity to Project |
|--|---|
| North Glendale Elementary School and Henry Hough School. | <input type="checkbox"/> Direct <input checked="" type="checkbox"/> Within ½ mile |
| | <input type="checkbox"/> Direct <input type="checkbox"/> Within ½ mile |
| | <input type="checkbox"/> Direct <input type="checkbox"/> Within ½ mile |
| | <input type="checkbox"/> Direct <input type="checkbox"/> Within ½ mile |

Does the project provide direct access to an activity center, employment center, or community resource (e.g., a business district, retail center, medical facility, community center, park)?

Yes No

If yes, identify all activity centers, employment centers, and/or community resources (planned or existing) that the project directly serves:

Glendale Presbyterian Church, Glendale City Hall, Hanneke's Westwood Grocery

SYSTEM RELIABILITY

Does the project include management and operations strategies that optimize the performance of the road (e.g., ITS technologies, traffic operational improvements)?

Yes No

If yes, explain the strategy and how it improves the reliability of the transportation system:

INTERMODAL CONNECTIONS

Is the project located within an industrial site area (per St. Louis Regional Freight Study)?

Yes No

If yes, what is the name of the industrial site area (e.g., Broadway-Arsenal, Earth City, GM Plant)?

Is the project adjacent to or does it directly impact an intermodal freight facility, major freight generator, logistic center, manufacturing and warehouse industrial facility, or port facility?

Yes No

If yes, identify the facility or major freight generator:

Identify any commercial vehicle countermeasures proposed, and explain how the project provides improvement to the movement of freight to and from the industrial site area, facility, or major freight generator:

ENVIRONMENT

Does the project incorporate any of the following green infrastructure improvements?

- Bioswales
- Rain gardens
- Pervious pavements
- Green bulb-outs
- Solar powered fixtures
- Other
- None

Describe the green infrastructure improvements (including 'other') in detail:

NOTIFICATION OF TITLE VI & NONDISCRIMINATION REQUIREMENTS

Title VI

A recipient of any federal funds from the U.S. Department of Transportation (“DOT”) must comply with federal statutes, regulations, executive orders, and other pertinent directives that govern nondiscrimination in federally assisted programs. Below is a list of the statutes and regulations that may apply to a recipient’s program; however, other federal requirements regarding nondiscrimination may be imposed by DOT.

- A. Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. §§ 2000d *et seq.*
- B. All requirements imposed by or pursuant to the Code of Federal Regulations, Title 49: Transportation, Subtitle A: Office of the Secretary of Transportation, Part 21: *Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964.*

As part of federal requirements, a recipient of funds from DOT must ensure that it has written policies and procedures in place to ensure nondiscrimination in its programs, up to and including, developing a Title VI Plan.

Nondiscrimination

A recipient of any federal funds from the U.S. Department of Transportation (“DOT”) must comply with federal statutes, regulations, executive orders, and other pertinent directives that govern nondiscrimination in federally assisted programs. Below is a list of the statutes and regulations that may apply to a recipient’s program; however, other federal requirements regarding nondiscrimination may be imposed by DOT.

- A. Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d, and implementing regulations at 49 CFR Part 21 – *Nondiscrimination in Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act.*
- B. The equal employment opportunity provisions of 49 U.S.C. § 5332 and Title VII of the Civil Rights Act of 1964, 42 U.S.C. §§ 2000e *et seq.*, and implementing regulations, including:
 1. 41 CFR Part 60 – *Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor.*
- C. Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. §§ 1681 *et seq.*, and implementing regulations at 49 CFR Part 25 – *Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance.*
- D. Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, and the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. §§ 12101 *et seq.*, and implementing regulations, including:
 1. 49 CFR Part 37—*Transportation Services for Individuals with Disabilities (ADA).*
 2. 49 CFR Part 27—*Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance.*
 3. 36 CFR Part 1192 and 49 CFR Part 38—*Americans with Disabilities (ADA) Accessibility Specifications for Transportation Vehicles.*
 4. 28 CFR Part 35—*Nondiscrimination on the Basis of Disability in State and Local Government Services.*
 5. 28 CFR Part 36—*Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities.*
 6. 41 CFR Subpart 101 – 119—*Accommodations for the Physically Handicapped.*
 7. 29 CFR Part 1630—*Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act.*
 8. 47 CFR Part 64, Subpart F—*Telecommunications Relay Services and Related Customer Premises Equipment for the Hearing and Speech Disabled.*
 9. 36 CFR Part 1194—*Electronic and Information Technology Accessibility Standards.*

- 10. 49 CFR Part 609—*Transportation for Elderly and Handicapped Persons*.
- 11. Federal civil rights and nondiscrimination directives implementing those federal laws and regulations, unless the federal government determines otherwise in writing.
- E. The Age Discrimination Act of 1975, as amended, 42 U.S.C. §§ 6101 *et seq.*, and implementing regulations at 49 CFR Part 90 – *Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance*.
- F. The Age Discrimination in Employment Act, 29 U.S.C. §§ 621 through 634, and implement regulations of the U.S. Equal Employment Opportunity Commission 29 CFR Part 1625—*Age Discrimination in Employment Act*.
- G. The Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. §§ 1101 *et seq.*, the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, as amended, 42 U.S.C. §§ 4541 *et seq.*, and the Public Health Service Act of 1912, as amended, 42 U.S.C. §§ 290dd through 290dd-2.
- H. Executive Order 12898—Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 42 U.S.C. § 4321 note, and DOT Order 5620.3 at Federal Register Vol. 62 No. 18377—*Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*.
- I. Executive Order 13166 – Improving Access to Services for Persons with Limited English Proficiency, 42 U.S.C. § 2000d – 1 note, and implementing policy guidance at Federal Register Vol. 70 No. 74087—*DOT Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficiency (LEP) Person*.

By submitting its application as part of the TIP process and signing below, the Project Sponsor certifies that it has reviewed the federal requirements regarding nondiscrimination in federally assisted programs and believes that the Project Sponsor complies with the required policies and procedures.

Also, the Project Sponsor acknowledges its understanding that if the Project Sponsor does not have the required policies and procedures in place prior to federal funds being obligated, then the Project Sponsor’s project may become ineligible for federal funding.

Richard Magee

Name (print)

Mayor

Title



Signature

02-08-2019

Date

FINANCIAL CERTIFICATION OF MATCHING FUNDS

This is to ensure sufficient funds are available to pay the non-federal share of project expenditures for the following project to be funded under the provisions of the Fixing America's Surface Transportation (FAST) Act.

Project Title: East Essex Avenue Improvements

Local Match Amount: \$194,642.58

Sponsoring Agency: City of Glendale

Chief Elected Official (or Chief Executive Officer):

Name (print): Mayor Richard Magee

Signature: 

Date: 02/08/2019

Chief Financial Officer:

Name (print): Dan Lawrence

Signature: 


Date: 2/8/2019

PERSON OF RESPONSIBLE CHARGE CERTIFICATION


The key regulatory provision, 23 CFR 635.105 – Supervising Agency, provides that the State Transportation Agency (STA) is responsible for construction of federal-aid projects, whether it or a local public agency (LPA) performs the work. The regulation provides that the STA and LPA must provide its full-time employee to be in “responsible charge” of the project.

The undersigned employee(s) of the Project Sponsor will act as person of responsible charge. If at any point the employee leaves the LPA, the LPA is responsible for finding a suitable replacement and notifying EWG. If the person of responsible charge is found to not be a full-time employee of the LPA, it will result in the loss of federal funds for this project. One employee can act as person of responsible charge for all three phases. All three phases must be signed.


Person of Responsible Charge – Design Phase

Name (print): Benjamin Declue
Title: City Administrator Email: bdeclue@glendalemo.org
Signature: 
Date: 2-8-19

Person of Responsible Charge – Right-of-Way Acquisition Phase

Name (print): Benjamin Declue
Title: City Administrator Email: bdeclue@glendalemo.org
Signature: 
Date: 2-8-19

Person of Responsible Charge – Construction/Implementation Phase

Name (print): Benjamin Declue
Title: City Administrator Email: bdeclue@glendalemo.org
Signature: 
Date: 2-8-19

RIGHT-OF-WAY ACQUISITION CERTIFICATION STATEMENT – MISSOURI SPONSORS ONLY

The State Department of Transportation and the Federal Highway Administration (FHWA) have the right and responsibility to review and monitor the acquisition procedures of any federally funded transportation project for adherence to The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Those projects found in non-compliance may jeopardize all or part of their federal funding.

A. The Project Sponsor hereby certifies that any right-of-way, and/or permanent or temporary easements necessary for this project, obtained prior to this application, were acquired in accordance with The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.


B. The Project Sponsor also certifies that any additional right-of-way, and/or permanent or temporary easements, subsequently required to complete the project, will be acquired according to The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Benjamin Declue _____

Name (print)

City Administrator _____

Title _____


Signature _____

2-8-19
Date _____

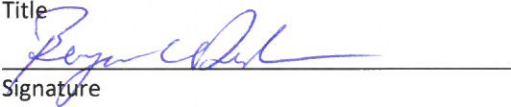
POLICY ON REASONABLE PROGRESS CERTIFICATION – MISSOURI SPONSORS ONLY

Following on the next page is a copy of the policy on reasonable progress adopted by the East-West Gateway Council of Governments Board of Directors.

The undersigned representative of the Project Sponsor hereby certifies that s/he has read this policy and understands its requirements. The representative acknowledges that failure to meet all of the reasonable progress requirements could result in federal funds being revoked and returned to the regional funding pool, as dictated by the policy.

Benjamin Declue

Name (print)
City Administrator

Title


Signature
2-8-19

Date

POLICY ON REASONABLE PROGRESS – MISSOURI SPONSORS ONLY

Reasonable Progress

For projects or programs included in the Transportation Improvement Program (TIP), “reasonable progress” will have been made if the project has advanced to the point of obligating all federal funds programmed for that project in the current fiscal year, regardless of the phase of work (*i.e., preliminary engineering, right-of-way acquisition, or plans, specifications, and estimates*). If a project fails to obligate the programmed federal funds by September 30 of the current year, the funding will be forfeited and returned to the regional funding pot. Actual progress toward implementation is measured against the schedule submitted by the Project Sponsor in the project application.

Policy Procedures and Enforcement

Projects that do not obligate all federal funds by the Board-approved suspense date will be removed from the TIP and the federal funds associated with those projects will be returned to the regional funding pool for redistribution. The removal of projects from the TIP will require no further Board action and the sponsor will have to repay any federal funds already spent if the funding is forfeited.

If a project is realizing delays that will put the federal funding at risk of forfeiture (*i.e., not meet a September 30 deadline*), the Project Sponsor will have the opportunity to ask for consideration of a “one-time extension” in their project schedule. The one-time extension can only be requested for the implementation/construction phase of the project. The extension request will only be considered once a year, and has to be made before June 1 of the current fiscal year of the TIP.

To be considered for this extension the Project Sponsor has to demonstrate on all counts: a) the delay is beyond their control and the sponsor has done due diligence in progressing the project; b) federal funds have already been obligated on the project or in cases that no federal funds are used for PE and/or ROW acquisition, there has been significant progress toward final plan preparation; and c) there is a realistic strategy in place to obligate all funds.

One-time extensions of up to three (3) months may be granted by EWG staff and one-time extensions greater than three (3) months, but not more than nine (9) months, will go to the Board of Directors for their consideration and approval. Projects requesting schedule advancements will be handled on a case-by-case basis, subject to available funding, and are subject to the Board-adopted rules for TIP modifications.

Project Monitoring

An extensive monitoring program has been developed to help track programmed projects and ensure that funding commitments and plans are met. Monthly tracking reports are developed and posted on the EWG website, utilizing project information provided by the Project Sponsor, IDOT, and MoDOT district offices. Additionally, project sponsors are contacted at least every three (3) months by EWG staff for project status updates.

PROJECT APPLICATION FEE
(Check in the amount of \$3,892.85)

ORIGINAL DOCUMENT PRINTED ON CHEMICAL REACTIVE PAPER WITH MICROPRINTED BORDER

63159

CITY OF GLENDALE
424 NORTH SAPPINGTON ROAD
GLENDALE, MISSOURI 63122
(314) 965-3600

BUSEY BANK

70-256/711

CHECK NO. **63159**

** Three Thousand Eight Hundred Ninety-Two And 85/100 **

DATE

AMOUNT

2/7/2019

\$3,892.85

PAY
TO THE
ORDER
OF

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
1 S. MEMORIAL DR.
ST. LOUIS, MO 63102

[Handwritten Signature]

AUTHORIZED SIGNATURE



THIS DOCUMENT CONTAINS HEAT SENSITIVE INK. TOUCH OR PRESS HERE - RED IMAGE DISAPPEARS WITH HEAT.

⑈063159⑈ ⑆071102568⑆ 0670002144⑈

CITY OF GLENDALE

Customer #: EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS

2/7/2019

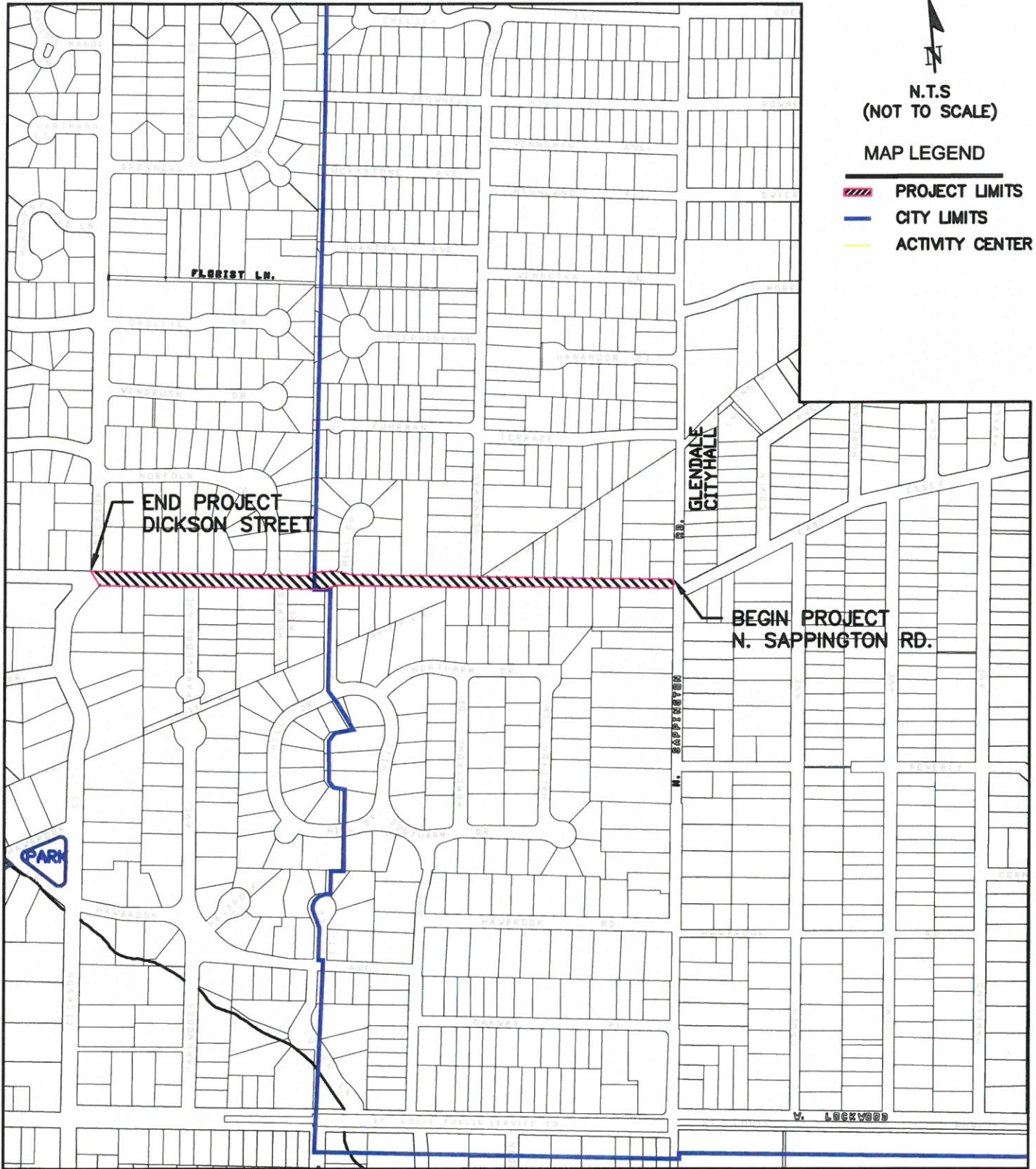
Chk #:

63159
63159

| INVOICE NUMBER | DATE | AMOUNT | INVOICE NUMBER | DATE | AMOUNT |
|-------------------------------------|----------|------------|----------------|------|-------------------|
| 02072019 Essex grant application | 2/7/2019 | \$3,892.85 | | | |
| Total: | | | | | \$3,892.85 |




ATTACHMENT - A

Project Location Map
Detail Cost Estimate
Letter of Support From Match Source



N.T.S
(NOT TO SCALE)

MAP LEGEND

-  PROJECT LIMITS
-  CITY LIMITS
-  ACTIVITY CENTER

END PROJECT
DICKSON STREET

BEGIN PROJECT
N. SAPPINGTON RD.

GLENDALE
CITY HALL

VICINITY MAP

SCALE: N.T.S.

VICINITY MAP

DWG
E/A PROJECT NO.:
8903-2018

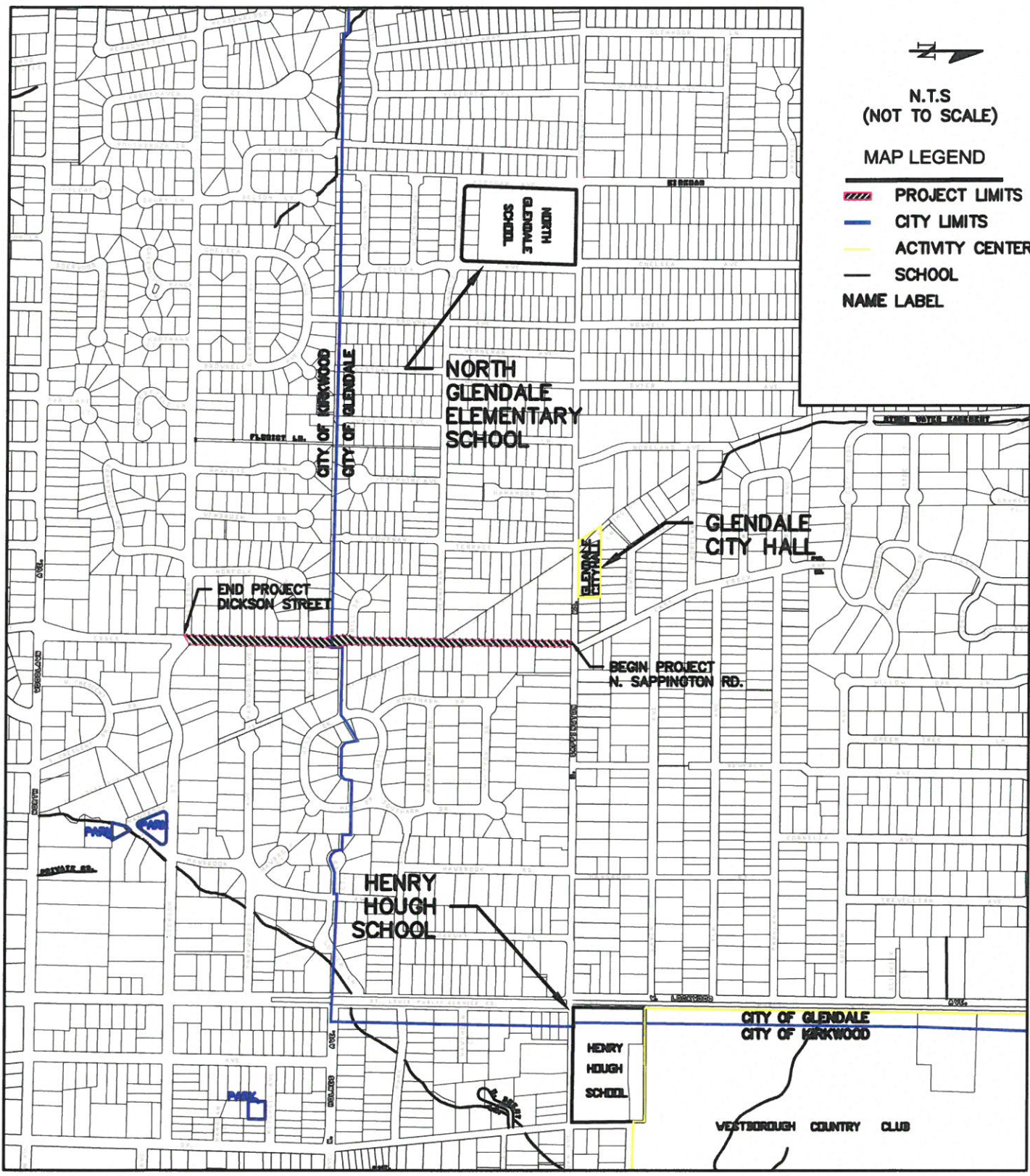
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Ellisville, Mo. 63021
www.weisdesigngroup.com
(636) 207-0832
(618) 874-0320
f. (636) 207-0328

DESIGNED BY:
DRAWN BY: **CHE**
CHECKED BY: **PBS**
E. ESSEX AVENUE
REVISED DATE:

**E. ESSEX AVENUE
VICINITY MAP
KIRKWOOD AND GLENDALE**

Sheet No.
1
Of
Issue Date:

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N.T.S
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MAP LEGEND

- PROJECT LIMITS
- CITY LIMITS
- ACTIVITY CENTER
- SCHOOL
- NAME LABEL

VICINITY MAP
SCALE: NTS

VICINITY MAP

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(618) 874-0320
f. (636) 207-0328

DESIGNED BY:
DRAWN BY: **CKE**
CHECKED BY: **PBS**
W. ESSEX AVENUE
REVISED DATE:

W. ESSEX AVENUE
VICINITY MAP
KIRKWOOD AND GLENDALE

Sheet No.
1
of
Issue Date:

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WHERE COMMUNITY AND SPIRIT MEET®

April 20, 2018

Mr. James M. Wild
Executive Director
East-West Gateway Council of Governments
One Memorial Drive, Suite 1600
St. Louis, Missouri 63102-2451

Subject: City of Glendale's Surface Transportation Program Application for Improvements to E. Essex Avenue

Dear Mr. Wild:

We have been informed the City of Glendale wishes to submit an application for Surface Transportation Program funding for improvements to E. Essex Avenue. We have been asked to be a secondary sponsor and include the portion of E. Essex Avenue within the City of Kirkwood between Dickson Avenue and the municipal boundary with Glendale in the project scope. We regard this project as a great opportunity to cooperate with a neighboring municipality to improve the roadway and provide a sidewalk connection for the residents of both cities. These enhancements are critical to removing barriers to access for residents in the area and move the City closer to its goal of being a more bicycle and pedestrian friendly community. We fully support this effort and hope you will favorably consider the project application.

Sincerely,
CITY OF KIRKWOOD

Ted Dunkmann, PE
City Engineer

ATTACHMENT - B

Photographs
Detailed Map
Typical Section
Road Condition Evaluation

The Cities of Glendale and Kirkwood Essex Avenue



Moderate cracking.



Utility patchwork as well as rutting and shoving.



Longitudinal cracking and slight rutting.



Sidewalk is not A.D.A. compliant.

The Cities of Glendale and Kirkwood Essex Avenue



Rutting in the wheel path.



Longitudinal cracking and faint alligator cracking.



Discontinuous sidewalk.



Longitudinal cracking

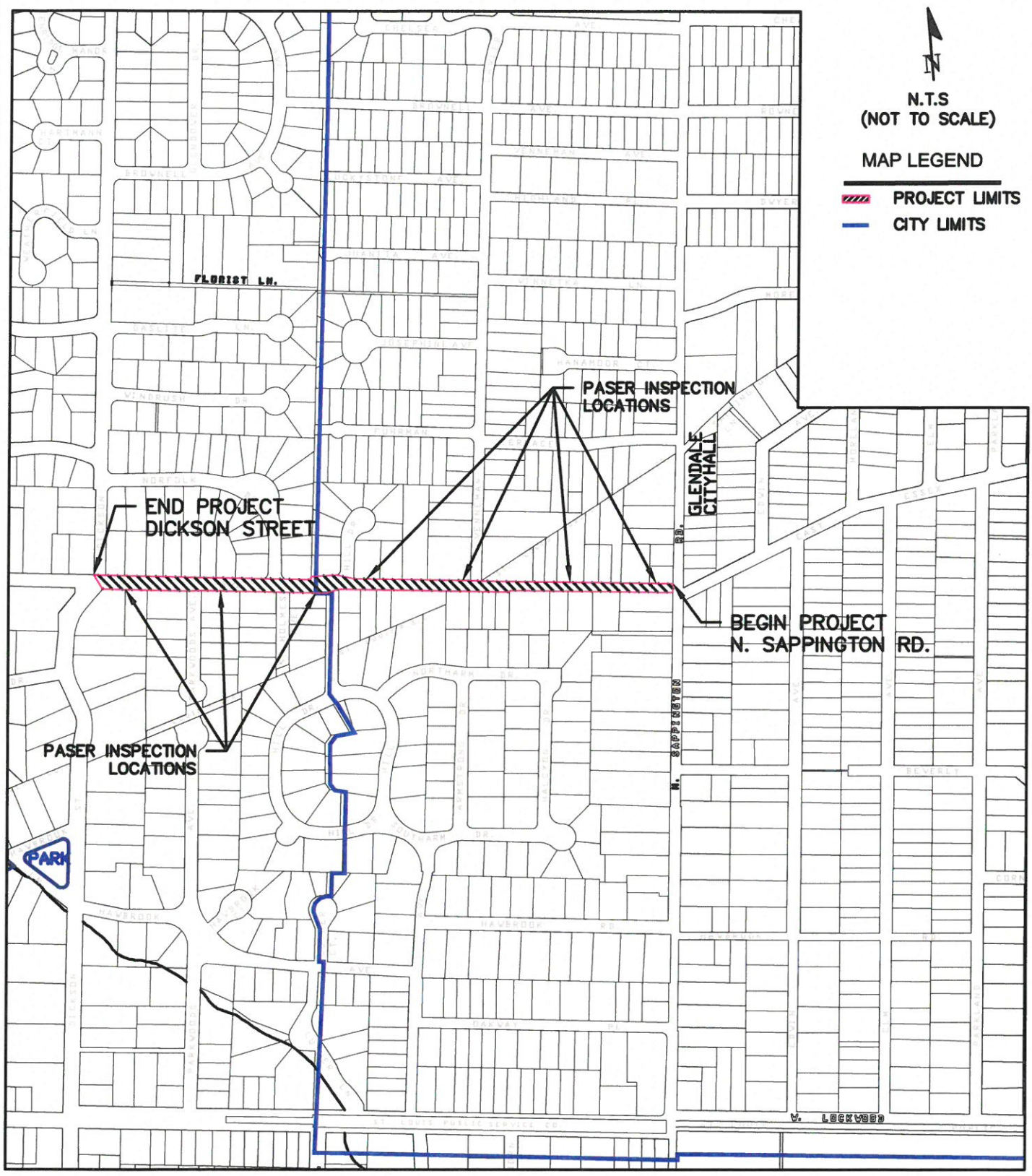
The Cities of Glendale and Kirkwood Essex Avenue



Utility patchwork and mild cracking.




Utility patchwork and discontinuous sidewalk.




N
N

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MAP LEGEND

 PROJECT LIMITS

 CITY LIMITS

PASER MAP
SCALE: NTS

PASER MAP

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E/A PROJECT NO.:
8903-2018

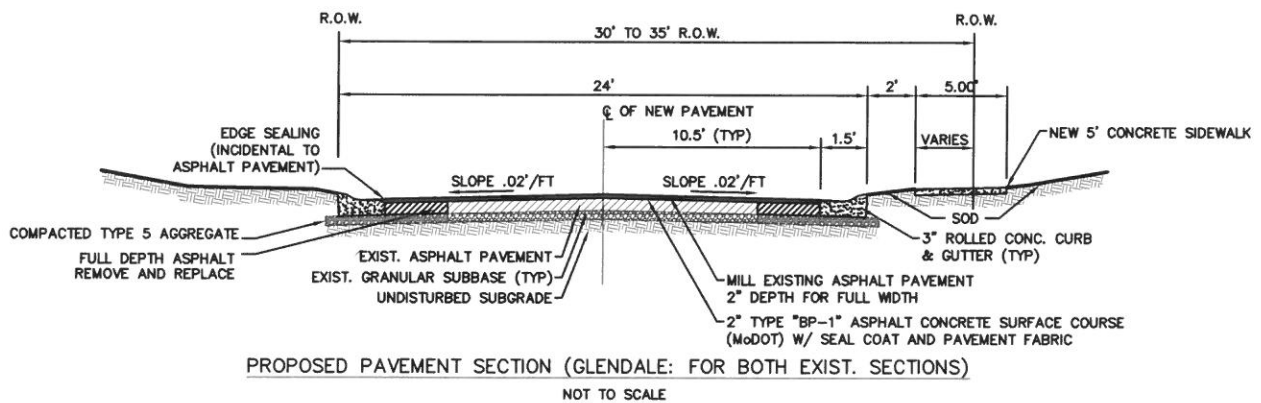
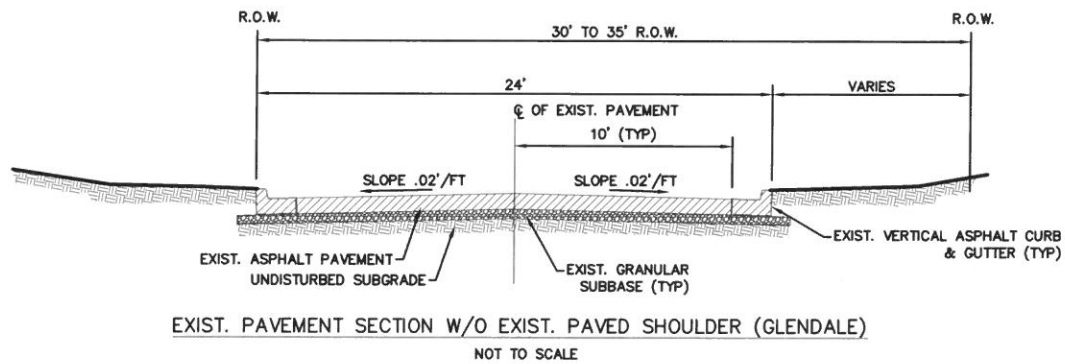
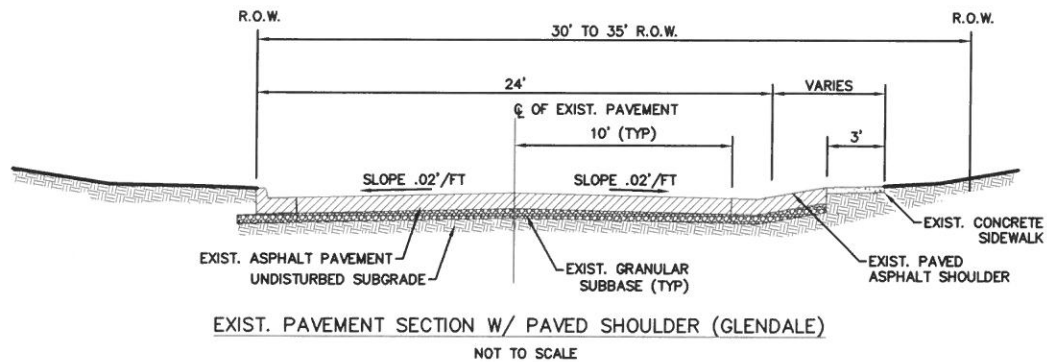
DESIGNED BY: CVC
 DRAIN BY: CVC
 CHECKED BY: PBS

E. ESSEX AVENUE
 REVIEW DATE:

**E. ESSEX AVENUE
 PASER MAP
 KIRKWOOD AND GLENDALE**

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TYPICAL SECTIONS

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 f. (636) 207-0328

E/A PROJECT NO.:
8903-19-1

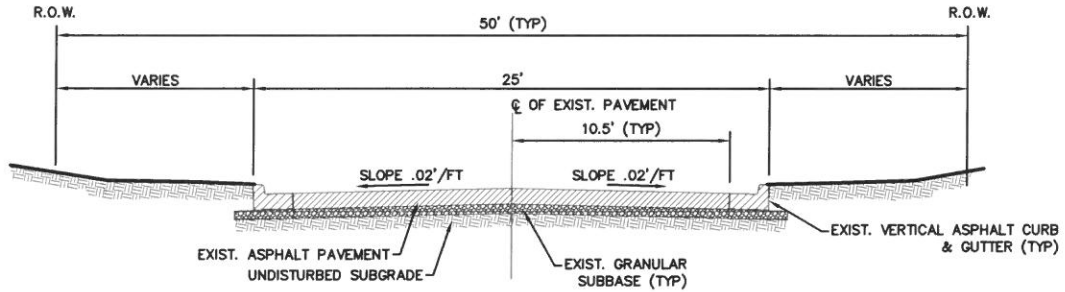
DESIGNED BY: PBS
 DRAWN BY: CKE
 CHECKED BY: TPW

REVISED DATE:

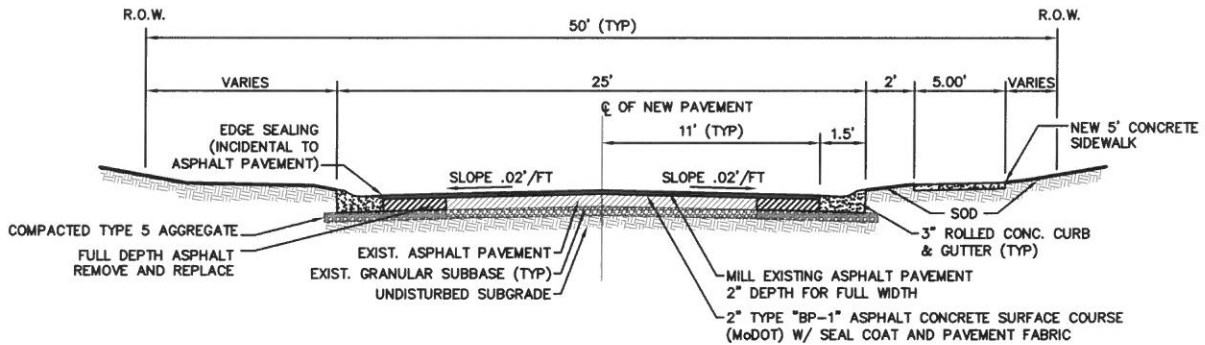
TYPICAL SECTIONS
EAST ESSEX AVENUE
CITY OF GLENDALE, MISSOURI

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Sheet No.
1
 Of 2
 Issue Date:
02-06-2019



EXIST. PAVEMENT SECTION (KIRKWOOD)
NOT TO SCALE



PROPOSED PAVEMENT SECTION (KIRKWOOD)
NOT TO SCALE

TYPICAL SECTIONS

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 (618) 874-0320
 f. (636) 207-0328

E/A PROJECT NO.:
8903-19-1

DESIGNED BY: PBS
 DRAWN BY: CKE
 CHECKED BY: TPW

REVISED DATE:

TYPICAL SECTIONS
EAST ESSEX AVENUE
CITY OF KIRKWOOD, MISSOURI

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Sheet No.
2
 Of 2
 Issue Date:
02-06-2019

Road Condition Evaluation Form

East-West Gateway Council of Governments (EWG) uses the Pavement Surface Evaluation and Rating (PASER) Manual to evaluate pavement condition. This visual rating system developed by the University of Wisconsin Transportation Information Center uses ratings ranging from 1 (failed) to 10 (excellent). If sponsors are unfamiliar with PASER, they are encouraged to review the PASER manuals online:

Asphalt Manual: <https://epd.wisc.edu/tic/publication/asphalt-paser-manual/>

Concrete Manual: <https://epd.wisc.edu/tic/publication/concrete-paser-manual/>

INSTRUCTIONS:

The first evaluation should be performed at the beginning of the project limits, with subsequent evaluations occurring each 1/8 mile along the roadway until reaching the other end of the limits. If the project is located outside of a municipal boundary and is greater than one mile in length, inspections may be performed every 1/3 mile. Record the PASER rating for each location in the table below. If multiple roadways are within the project limits, simply list the new roadway name in the column on the left. You may attach another sheet with additional locations. Attach a picture of each location as well as a map showing all evaluation locations.

| Roadway Name | Location # | Distance from start point | PASER Rating |
|-----------------------|------------|---------------------------|--------------|
| Essex Avenue | 1 | START | 5 |
| Essex Avenue | 2 | 660' | 5 |
| Essex Avenue | 3 | 1,320' | 5 |
| Essex Avenue | 4 | 1,980' | 5 |
| | 5 | 2,640' | |
| | 6 | 3,300' | |
| | 7 | 3,960' | |
| | 8 | 4,620' | |
| | 9 | 5,280' (1 mile) | |
| AVERAGE PASER: | | | 5 |

OR (if outside a municipal boundary and over 1 mile)

| Roadway Name | Location # | Distance from start point | PASER Rating |
|-----------------------|------------|---------------------------|--------------|
| | 1 | START | |
| | 2 | 1,760' | |
| | 3 | 3,520' | |
| | 4 | 5,280' (1 mile) | |
| | 5 | 7,040' | |
| | 6 | 8,800' | |
| | 7 | 10,560' (2 miles) | |
| | 8 | 12,320' | |
| | 9 | 14,080' | |
| | 10 | 15,840' (3 miles) | |
| AVERAGE PASER: | | | |

Asphalt Evaluation Sheet

(Provide this page for each location.)

Roadway Name: ESSEX AVENUE

Evaluation Location #: 1

Date: 02-05-2019

Location PASER Rating: 5

Check all that apply:

- | | | | |
|------------------------------------|--|---|---|
| <input type="checkbox"/> Raveling | <input checked="" type="checkbox"/> Rutting | <input type="checkbox"/> Transverse Cracks | <input checked="" type="checkbox"/> Longitudinal Cracks |
| <input type="checkbox"/> Flushing | <input checked="" type="checkbox"/> Distortion | <input type="checkbox"/> Reflection Cracks | <input type="checkbox"/> Block Cracks |
| <input type="checkbox"/> Polishing | <input type="checkbox"/> Patches | <input checked="" type="checkbox"/> Slippage Cracks | <input type="checkbox"/> Alligator Cracks |
| <input type="checkbox"/> Potholes | | | |

Comments:

Longitudinal cracking and slight rutting.
Sidewalk is not ADA compliant.

Drainage:

Good

Comments:

Asphalt Evaluation Sheet

(Provide this page for each location.)

Roadway Name: ESSEX AVENUE

Evaluation Location #: 2

Date: 02-05-2019

Location PASER Rating: 5

Check all that apply:

- | | | | |
|------------------------------------|--|---|--|
| <input type="checkbox"/> Raveling | <input checked="" type="checkbox"/> Rutting | <input type="checkbox"/> Transverse Cracks | <input type="checkbox"/> Longitudinal Cracks |
| <input type="checkbox"/> Flushing | <input checked="" type="checkbox"/> Distortion | <input type="checkbox"/> Reflection Cracks | <input type="checkbox"/> Block Cracks |
| <input type="checkbox"/> Polishing | <input type="checkbox"/> Patches | <input checked="" type="checkbox"/> Slippage Cracks | <input checked="" type="checkbox"/> Alligator Cracks |
| <input type="checkbox"/> Potholes | | | |

Comments:

Rutting in the wheel path, longitudinal cracking, and faint alligator cracking.

Drainage:

Good

Comments:

Asphalt Evaluation Sheet

(Provide this page for each location.)

Roadway Name: ESSEX AVENUE

Evaluation Location #: 3

Date: 02-05-2019

Location PASER Rating: 5

Check all that apply:

- | | | | |
|------------------------------------|---|---|---|
| <input type="checkbox"/> Raveling | <input type="checkbox"/> Rutting | <input checked="" type="checkbox"/> Transverse Cracks | <input checked="" type="checkbox"/> Longitudinal Cracks |
| <input type="checkbox"/> Flushing | <input type="checkbox"/> Distortion | <input type="checkbox"/> Reflection Cracks | <input checked="" type="checkbox"/> Block Cracks |
| <input type="checkbox"/> Polishing | <input checked="" type="checkbox"/> Patches | <input type="checkbox"/> Slippage Cracks | <input checked="" type="checkbox"/> Alligator Cracks |
| <input type="checkbox"/> Potholes | | | |

Comments:

Utility patchwork and mild cracking.

Drainage:

Good

Comments:

Asphalt Evaluation Sheet

(Provide this page for each location.)

Roadway Name: ESSEX AVENUE

Evaluation Location #: 4

Date: 02-05-2019

Location PASER Rating: 5

Check all that apply:

- | | | | |
|------------------------------------|--|---|--|
| <input type="checkbox"/> Raveling | <input checked="" type="checkbox"/> Rutting | <input type="checkbox"/> Transverse Cracks | <input type="checkbox"/> Longitudinal Cracks |
| <input type="checkbox"/> Flushing | <input checked="" type="checkbox"/> Distortion | <input type="checkbox"/> Reflection Cracks | <input type="checkbox"/> Block Cracks |
| <input type="checkbox"/> Polishing | <input type="checkbox"/> Patches | <input checked="" type="checkbox"/> Slippage Cracks | <input type="checkbox"/> Alligator Cracks |
| <input type="checkbox"/> Potholes | | | |

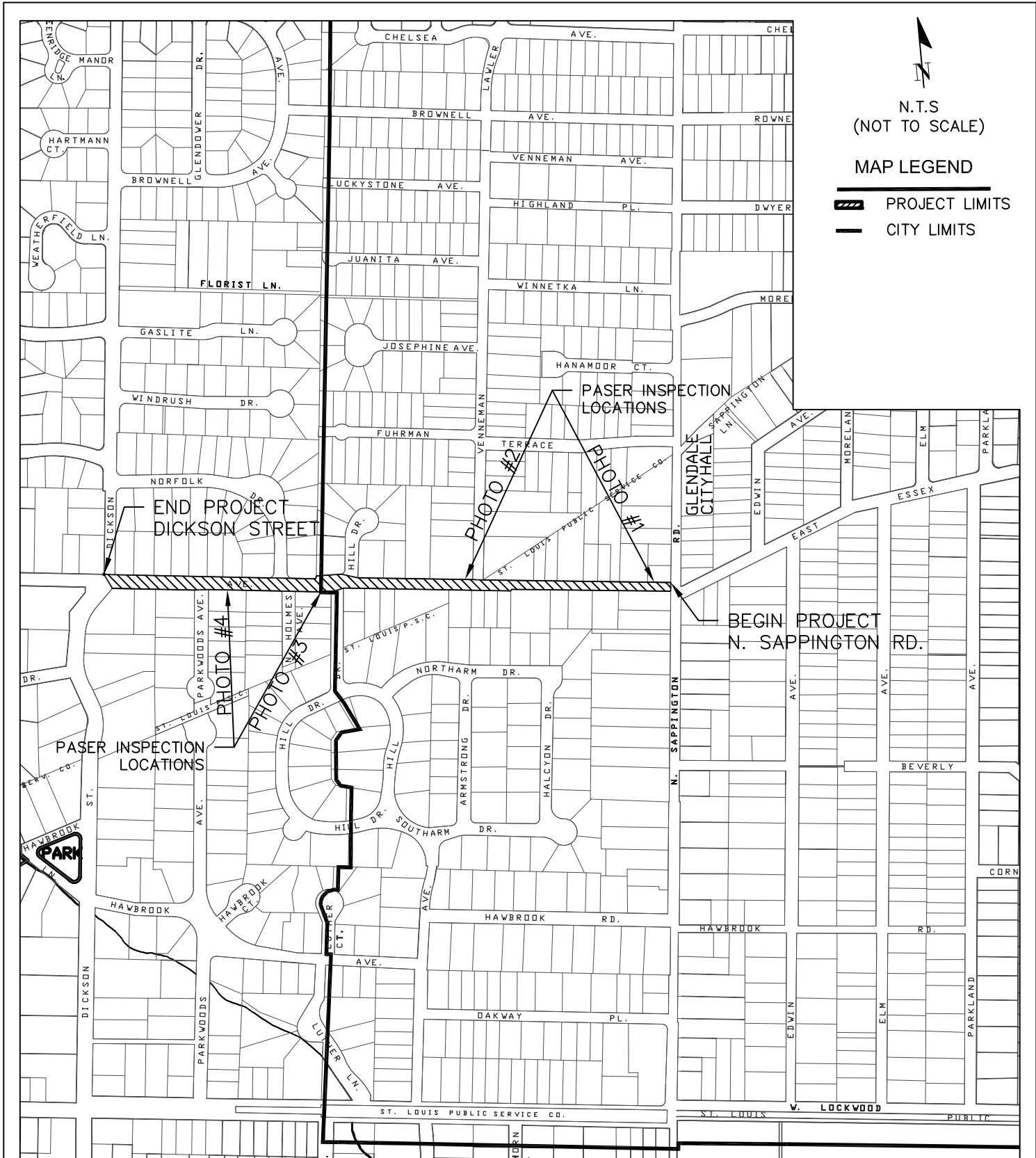
Comments:

Moderate cracking and utility patchwork as well as rutting and shoving.

Drainage:

Good

Comments:



N.T.S
(NOT TO SCALE)

MAP LEGEND
 [Hatched Box] PROJECT LIMITS
 [Solid Line] CITY LIMITS

PASER MAP
SCALE: NTS

PASER MAP

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 Ellisville, Mo. 63021
 www.weisdesigngroup.com
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 (618) 874-0320
 f. (636) 207-0328

DESIGNED BY:
 DRAWN BY: CKE
 CHECKED BY: PBS
 E. ESSEX AVENUE
 REVISED DATE:

**E. ESSEX AVENUE
 PASER MAP
 KIRKWOOD AND GLENDALE**

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Sheet No.
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The Cities of Glendale and Kirkwood Essex Avenue



Photo - #1 Non ADA sidewalk and in poor condition, slight rutting, longitudinal cracking



Photo - #2 No sidewalk, rutting in wheel path, utility patchwork, mild cracking



Photo - #3 No sidewalk, rutting in wheel path, utility patchwork, pot holes



Photo - #4 No sidewalk, rutting in wheel path

ATTACHMENT - C

Crash Report



MISSOURI ACCIDENT REPORTING SOFTWARE

GLENDALE POLICE DEPARTMENT

Search Criteria - Date Range: 01-01-2011 to 12-31-2011 Time Frame: 0000 to 2359
on: CST EA ESSEX AVE at/near: Driver: Officer: DSN:

Total Accidents: 1 PDO: 1 Total Injuries: 0 Left the Scene: 0 Based on 1 Reports Found
Injury Accidents: 0 Fatalities: 0 Cleared: 0

Table with 2 columns: Time Occurred, Count. Rows include 0000 to 0159 - 0, 0200 to 0359 - 0, 0400 to 0559 - 0, 0600 to 0759 - 0, 0800 to 0959 - 0, 1000 to 1159 - 1, 1200 to 1359 - 0, 1400 to 1559 - 0, 1600 to 1759 - 0, 1800 to 1959 - 0, 2000 to 2159 - 0, 2200 to 2359 - 0, Unknown - 0.

Table with 2 columns: Day of Week, Count. Rows include Sunday - 0, Monday - 0, Tuesday - 0, Wednesday - 0, Thursday - 1, Friday - 0, Saturday - 0, Unknown - 0.

Table with 2 columns: Month, Count. Rows include January - 0, February - 0, March - 0, April - 0, May - 0, June - 1, July - 0, August - 0, September - 0, October - 0, November - 0, December - 0.

Table with 2 columns: Traffic Control, Count. Rows include Construction Zone - 0, Other Work Zone - 0, School Zone - 0, Stop Sign - 0, Electric Signal - 0, RR Signal / Gate - 0, Yield Sign - 0, Officer / Flagman - 0, No Passing Zone - 0, Turn Restricted - 0, Signal on School Bus - 0, None - 1.

Table with 2 columns: Driver Sex, Count. Rows include Male - 1, Female - 0. Sub-table for Driver Age: under 16 - 0, 16 to 19 - 0, 20 to 29 - 0, 30 to 39 - 0, 40 to 49 - 1, 50 to 59 - 0, 60 to 69 - 0, 70 to 79 - 0, 80 + - 0.

Table with 2 columns: Probable Contributing Circumstances, Count. Rows include Vehicle Defects - 0, Traffic Control Inoperable or Missing - 0, Improperly Stopped on Roadway - 0, Speed - Exceeded Limit - 0, Too Fast for Conditions - 0, Improper Passing - 0, Violation Signal / Sign - 0, Wrong Side (not passing) - 0, Following Too Close - 0, Improper Signal - 0, Improper Backing - 0, Improper Turn - 1, Improper Lane Usage / Change - 0, Wrong Way (One-Way) - 0, Improper Start From Park - 0, Improperly Parked - 0, Failed to Yield - 0, Alcohol - 0, Drugs - 0, Physical Impairment - 0, Inattention - see codes -----> 0, None - 0.

Table with 2 columns: Accident Type, Count. Rows include Animal - 0, Pedalcycle - 0, Fixed Object - 0, Other Object - 0, Pedestrian - 0, Train - 0, MV in Transport - 0, MV on Other Roadway - 0, Parked MV - 0, Overturning - 0, Other Non-Collision - 1.

Table with 2 columns: Weather Condition, Count. Rows include Clear - 1, Cloudy - 0, Rain - 0, Snow - 0, Sleet - 0, Freezing (temp) - 0, Fog / Mist - 0, Indeterminate - 0.

Table with 2 columns: Road Maintained, Count. Rows include State - 0, County - 0, Municipal - 1, Private - 0, Other - 0.

Table with 2 columns: Inattention Codes, Count. Rows include Cell Phone - 0, Stereo/Audio/Video/Equipment - 0, Computer Equipment/GPS/Electronic Game/etc. - 0, Passenger - 0, Tobacco Use - 0, Eating/Drinking - 0, Reading - 0, Grooming - 0, Other - 0.

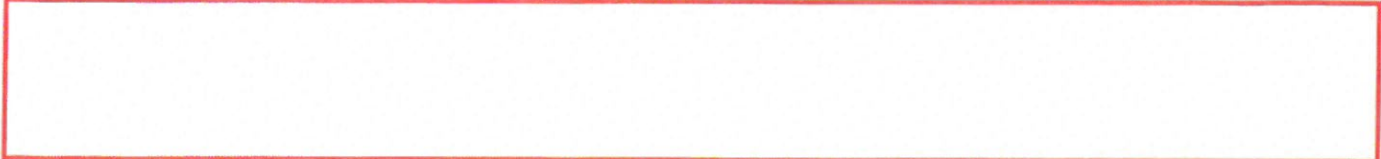
Table with 2 columns: Road Condition, Count. Rows include Dry - 1, Wet - 0, Snow - 0, Ice - 0, Slush - 0, Mud - 0, Standing Water - 0, Moving Water - 0, Other - 0.

Table with 3 columns: Air Bags Front, Driver, Other Occupants. Rows include none n/a (0, 0), deployed (0, 0), not deployed (1, 0). Sub-table for Air Bags Side: none n/a (1, 0), deployed (0, 0), not deployed (0, 0).

Table with 3 columns: Safety Devices, 1 Total Drivers, 0 Other Occupants. Rows include none (0, 0%), not used (0, 0%), shoulder (0, 0%), lap belt only (0, 0%), shoulder and lap belt (0, 0%), child restraint (0, 0%), helmet used (0, 0%), helmet not used (0, 0%), use unknown (1, 100%).

Reports Not Found

These reports could not be found. They may have been deleted or saved in a different directory.



Sponsoring Agency: CITY OF GLENDALE

Project Title: EAST ESSEX AVENUE IMPROVEMENTS

copied from crash summary form

*When entering the data below, be sure to use the number of crashes and NOT the number of injuries/people involved. For example: If there was a crash that had one fatality and two minor injuries, sponsors would enter this as one fatal crash. The crash should be documented as the "highest" severity listed in the crash report.
 * Sponsors should ONLY use crashes that happen WITHIN the project limits. If EWG has questions or concerns about the locations of crashes, they may ask sponsors to submit an additional map with crash locations.

Following Data Required for Road, Traffic Flow, Safety, or Freight/Economic Development Project Applications

| Value | Comment |
|-----------------------------------|---------------|
| Number of Crashes from 2011-2015: | |
| Fatal (K) | Input |
| Serious Injury (A) | Input |
| Minor Injury (B,C) | Input |
| Property Damage Only (O) | Input |
| Total | 2 |
| Project Type | |
| Segment or Intersection | Segment |
| Project Average Daily Traffic | 872 |
| Project Length | 0.40 in miles |

Following Data Required Only for Safety Project Applications

* Safety Project Applicants MUST fill out the 'Safety Application Supplement' sheet to correspond with the data below

| | |
|------------------------------------|--|
| Lifespan of Countermeasure | Years |
| Maintenance Cost of Countermeasure | Annual dollars |
| CMF | From CMF clearing house |
| Years To Construction Phase | Years |
| Duration of Construction Phase | Years, minimum of one year* |
| Total Project Cost | Dollars, include all phases of the project |

* Show projects with less than one year of construction as one year

Key:

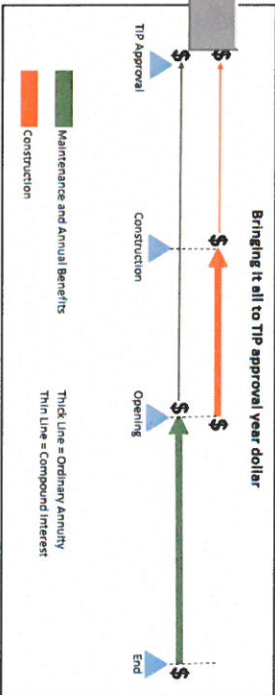
Inputs

Results

Clear Data

| | |
|--------------------------------------|---|
| Outputs | 5 Year Crash Data (per 100 million miles) |
| Crash Rate | 314.2 |
| Fatality & Serious Injury Crash Rate | 0.00 |
| Benefit/Cost Ratio | |

| | |
|------------------|-------|
| CHECKS | |
| Annual Benefit | 1,826 |
| PVB | |
| PVC | |
| PVC Construction | |
| PVC Maintenance | |
| BCR | |



ATTACHMENT - D

Documentation of Approved Ordinance
Letters of Support

A RESOLUTION AUTHORIZING AN APPLICATION TO
THE SURFACE TRANSPORTATION PROGRAM UNDER
THE TRANSPORTATION IMPROVMENTS PLAN 2021-2023 FOR
FUNDS FOR THE RECONSTRUCTION OF ESSEX AVENUE WEST
OF SAPPINGTON ROAD.

WHEREAS, funds are available for the reconstruction of minor arterial roads through the federal Surface Transportation Program under the Transportation Improvements Plan 2021-2023; and

WHEREAS, Essex Avenue is a minor arterial road and as such, may be eligible for said funding under this program; and

WHEREAS, the City of Glendale applied for STP grant funding for this project in the 2020-2022 Transportation Improvements Plan and was denied; and

WHEREAS, the City of Glendale FY2019-2023 Capital Improvement Program includes grant match funds for an STP grant to reconstruct Essex Avenue west of Sappington Road; and

WHEREAS, the City's engineering firm, Weis Design Group, has proposed a cost of \$350 to prepare the STP grant application.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF GLENDALE, MISSOURI, AS FOLLOWS:

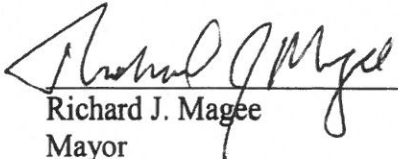
SECTION ONE:

The City hereby approves submission of an application for a grant to reconstruct Essex Avenue west of Sappington Road to the City's western border from the Surface Transportation Program under the Transportation Improvements Plan 2021-2023 during the 2019 grant year cycle, and authorizes and directs the City Administrator to execute and submit such grant application.


SECTION TWO:

The City Administrator is hereby authorized to execute an agreement in an amount not to exceed \$350 with Weis Design Group for the preparation of an STP grant application for the reconstruction of Essex Avenue west of Sappington Road to the City's western border.

This resolution passed and approved this 4th day of February 2019.


Richard J. Magee
Mayor

ATTEST:


Benjamin DeClue
City Administrator / City Clerk

RESOLUTION 78-2018

A RESOLUTION AUTHORIZING THE CITY OF KIRKWOOD TO CO-SPONSOR THE CITY OF GLENDALE'S SUBMITTAL OF A "SURFACE TRANSPORTATION PROGRAM (STP) APPLICATION" TO EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS.

WHEREAS, the City of Kirkwood declares its support for submission of a STP Application for concrete curb and gutter, asphalt overlay, and an ADA compliant sidewalk between Dickson Avenue and the City of Glendale city limits, which includes an application fee of \$1,205.38, and

WHEREAS, the City of Kirkwood will apply for federal funds for the roadway improvement project, and

WHEREAS, the City of Kirkwood is eligible to apply for federal reimbursement for 80 percent of the eligible costs within the City of Kirkwood city limits associated with the concrete curb and gutter, asphalt overlay, and an ADA compliant sidewalk between Dickson Avenue and the City of Glendale city limits in the amount of \$301,346.59, and

WHEREAS, the application fee will be refunded if the project is not awarded federal funds by East-West Gateway Council of Governments, and

WHEREAS, funds are available in Account #301-1401-600.75.14, Project #PW1901.

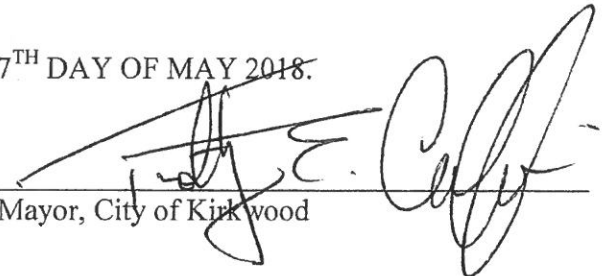
NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF KIRKWOOD, MISSOURI, AS FOLLOWS:

SECTION 1. The City of Kirkwood is hereby authorized to be a co-sponsor of the STP Application to East-West Gateway Council of Governments by the City of Glendale for federal funds for concrete curb and gutter, asphalt overlay, and an ADA compliant sidewalk between Dickson Avenue and the City of Glendale city limits.

SECTION 2 The City of Kirkwood is hereby authorized to submit an application fee in the amount of \$1,205.38 that will be refunded if the project is not awarded federal funds by East-West Gateway Council of Governments.

SECTION 3. This Resolution shall be in full force and effect after its passage and approval.

PASSED AND APPROVED THIS 17TH DAY OF MAY 2018.



Mayor, City of Kirkwood

ATTEST:



Deputy City Clerk



Jeffrey Beaton, Chief of Police
424 North Sappington Road
Glendale, Missouri 63122
314-965-0000 • Fax 314-965-2912

April 1, 2018

Jim Wild, Division Manager
Transportation Planning & Programming
East-West Gateway Council of Governments
1 S. Memorial Drive
St. Louis, MO 63102

Dear Mr. Jim Wild,

This letter is in reference to the proposed street, sidewalk and curbing restoration project for E. Essex Avenue within the City of Glendale, Missouri.

The Glendale Police Department's main mission is to ensure the safety of its residents, citizens and visitors within the City of Glendale at all times. To achieve this mission, it is the responsibility of all departments within the City to ensure that we are providing the safest environment possible. This environment includes safe vehicular roadways and safe walking paths within our jurisdiction.

E. Essex Avenue from N. Sappington Road into the City of Kirkwood is an arterials roadway between both cities and is heavily traveled. By improving the surface of the roadway, adding adequate curbing and adding sidewalks it would most definitely improve the safety of pedestrians and motorists alike.

The proposed grant for the restoration work along E. Essex Avenue would definitely aid the City of Glendale in providing the safest environment possible in the following ways:

1. Providing safe continuous sidewalks along E. Essex Avenue from N. Sappington Road into the City of Kirkwood for parents, students and other pedestrians to walk, jog or ride their bikes to and from the school, church and other destination in the area.
2. Providing safe crosswalks for pedestrian foot traffic to safely cross the roadway while walking, jogging or riding their bikes. Also ensuring that the crosswalks have proper handicap capability.
3. Providing adequate curbing to ensure that rainwater properly flows to water runoff inlets and prevents water from pooling on the streets.
4. Providing improved roadway surfaces for safe vehicular passage. Many sewer improvement projects and other construction projects have disturbed the safe, smooth surfaces along the roadway and they need to be improved.

The improvements recommended in the grant application would allow for a safer environment for pedestrian and vehicular traffic along E. Essex Avenue within the City of Glendale. The Glendale Police Department supports the proposed improvements as we believe it would greatly benefit in our goal of providing a safe environment.

Thanks you for your consideration in this matter.

Sincerely,

A handwritten signature in black ink that reads "Jeffrey Beaton".

Jeffrey Beaton
Chief of Police

150
YEARS



KIRKWOOD
SCHOOL DISTRICT

Dr. Michele Condon
Interim Superintendent of Schools

April 18, 2018

Mr. Jim Wild
East-West Gateway Council of Governments
Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

Dear Mr. Wild:

I would like to encourage your council to award a grant to the City of Glendale for the reconstruction of E. Essex Avenue, from N. Sappington Road to the city limit line with Kirkwood.

This project is important to our students and families as the construction of sidewalks would provide for safe passage for the North Glendale Elementary students as they walk to and from school.

Sincerely,

Michele M. Condon
Interim Superintendent

Celebrating 150 Years of Excellence in Education



WHERE COMMUNITY AND SPIRIT MEET[®]

February 25, 2019

Mr. James M. Wild
Executive Director
East-West Gateway Council of Governments
One Memorial Drive, Suite 1600
St. Louis, Missouri 63102-2451

Subject: City of Glendale's Surface Transportation Program Application for Improvements to E. Essex Avenue

Dear Mr. Wild:

We have been informed the City of Glendale wishes to submit an application for Surface Transportation Program funding for improvements to E. Essex Avenue. We have been asked to be a secondary sponsor and include the portion of E. Essex Avenue within the City of Kirkwood between Dickson Avenue and the municipal boundary with Glendale in the project scope. We regard this project as a great opportunity to cooperate with a neighboring municipality to improve the roadway and provide a sidewalk connection for the residents of both cities. These enhancements are critical to removing barriers to access for residents in the area and move the City closer to its goal of being a more bicycle and pedestrian friendly community. We fully support this effort and hope you will favorably consider the project application.

Sincerely,
CITY OF KIRKWOOD

A handwritten signature in blue ink, appearing to read "Ted Dunkmann".

Ted Dunkmann, PE
City Engineer



KIRKWOOD
SCHOOL DISTRICT

Michael C. Romay
Chief Financial Officer

April 13, 2018

Mr. Jim Wild
East-West Gateway Council of Governments
Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

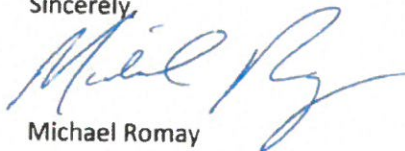
Dear Mr. Wild,

Please consider awarding a grant to the City of Glendale for the reconstruction of E. Essex Ave from North Sappington Road to the border line with the City of Kirkwood.

This project is particularly important because it will provide new sidewalks in areas where no sidewalks exist today, thereby providing safe passage for school children attending North Glendale Elementary. In addition to the new sidewalks, the project will provide new pavement, curbs, and storm water controls, providing safer passage for automobiles and school buses traveling to and from North Glendale Elementary.

The Kirkwood School District supports the improvements and reconstruction of E. Essex Ave. If you have any questions or if you need any information, please feel free to contact me.

Sincerely,



Michael Romay

ATTACHMENT - E

Operation and Maintenance Form

Operations and Maintenance Form

| | |
|-----------------------------|------------------|
| Name of Local Public Agency | City of Glendale |
| State | MO |

1. How many lane miles (total) are maintained by your city/agency, or for transit agencies how many vehicles are in your fleets. If unable to provide lane miles then list centerline miles.

Lane miles vs Centerline miles If you don't know what the difference between a lane mile and centerline mile contact Jason Lange

Total Lane Miles (in miles) or Total Centerline Miles (in miles)

Transit Agencies Only

of Vehicles in Fleet

2. Budget Information

| | |
|---|--|
| Year of most recent budget | 2019 |
| Budgeted Total Revenue | \$458,656.00 |
| Sources of Revenue (i.e. sales tax, property tax, motor fuel tax) | Sale tax, Property Taxes, Utility Taxes, Grants, Licenses and permitting fees. |

3. Total expenditures for transportation operations and maintenance – from your current budget

(This would include, in total, how much is budgeted for: salaries, fringe benefits, materials and equipment needed to deliver the roadway and bridge maintenance programs. This includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching; moving right of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals) - DO NOT INCLUDE CAPITAL IMPROVEMENTS SUCH AS OVERLAY RESURFACING, TIP PROJECTS, OR OTHER MAJOR ROAD/SIDEWALK PROJECTS

Total Transportation Operations and Maintenance Expenditures

Please use information from the most current budget for your city/agency. Updated: 2/2019

Operations and Maintenance Form

| | | |
|-----------------------------|--|------------------|
| Name of Local Public Agency | | City of Kirkwood |
| State | | MO |

1. How many lane miles (total) are maintained by your city/agency, or for transit agencies how many vehicles are in your fleets.
 If unable to provide lane miles then list centerline miles.

Lane miles vs Centerline miles If you don't know what the difference between a lane mile and centerline mile contact Jason Lange

Total Lane Miles (in miles) **or** Total Centerline Miles 114 (in miles)

Transit Agencies Only
 # of Vehicles in Fleet

2. Budget Information

| | |
|--|---|
| Year of most recent budget | 2019 |
| Budgeted Total Revenue | \$73,507,580.00 |
| Sources of Revenue (i.e. sales tax, property tax, motor fuel tax) | General Fund (Road/Bridge Fund, Sales/Property Taxes, Gross Receipts Revenues) Electric Tax, Water Tax, various others. |

3. Total expenditures for transportation operations and maintenance – from your current budget
 (This would include, in total, how much is budgeted for: salaries, fringe benefits, materials and equipment needed to deliver the roadway and bridge maintenance programs. This includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching; mowing right of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals) - DO NOT INCLUDE CAPITAL IMPROVEMENTS SUCH AS OVERLAY RESURFACING, TIP PROJECTS, OR OTHER MAJOR ROAD/SIDEWALK PROJECTS

Total Transportation Operations and Maintenance Expenditures \$1,755,068.00

Please use information from the most current budget for your city/agency. Updated: 2/2018

RESOLUTION 32-2019

A RESOLUTION AUTHORIZING THE CITY OF KIRKWOOD TO CO-SPONSOR THE CITY OF GLENDALE'S SUBMITTAL OF A "SURFACE TRANSPORTATION PROGRAM (STP) APPLICATION" TO EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS FOR FEDERAL FUNDS FOR CONCRETE CURB AND GUTTER, ASPHALT OVERLAY, AND AN ADA COMPLIANT SIDEWALK ON EAST ESSEX BETWEEN DICKSON AVENUE AND THE CITY OF GLENDALE CITY LIMITS.

WHEREAS, the City of Kirkwood declares its support for submission of a STP Application for concrete curb and gutter, asphalt overlay, and an ADA compliant sidewalk on East Essex between Dickson Avenue and the City of Glendale city limits, which includes an application fee of \$1,205.38, and

WHEREAS, the City of Kirkwood will apply for federal funds for the roadway improvement project, and

WHEREAS, the City of Kirkwood is eligible to apply for federal reimbursement for 80 percent of the eligible costs within the City of Kirkwood city limits associated with the concrete curb and gutter, asphalt overlay, and an ADA compliant sidewalk on East Essex between Dickson Avenue and the City of Glendale city limits in the amount of \$241,077.27, and

WHEREAS, the application fee will be refunded if the project is not awarded federal funds by East-West Gateway Council of Governments, and

WHEREAS, funds are available in Account #301-1401-600.75.14, Project #PW1901.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF KIRKWOOD, MISSOURI, AS FOLLOWS:

SECTION 1. The City of Kirkwood is hereby authorized to be a co-sponsor of the STP Application to East-West Gateway Council of Governments by the City of Glendale for federal funds for concrete curb and gutter, asphalt overlay, and an ADA compliant sidewalk on East Essex between Dickson Avenue and the City of Glendale city limits.

SECTION 2 The City of Kirkwood is hereby authorized to submit an application fee in the amount of \$1,205.38 that will be refunded if the project is not awarded federal funds by East-West Gateway Council of Governments.

SECTION 3. This Resolution shall be in full force and effect after its passage and approval.

PASSED AND APPROVED THIS 7TH DAY OF MARCH 2019.



Mayor, City of Kirkwood

ATTEST:



City Clerk

Legislation Request

Resolution

Place On The Agenda Of: 3/7/2019

Step #1:

Strategic Plan YES

Goal # & Title Goal 5 Invest for the future through public infrastructure.

Background To Issue:

Annually East/West Gateway provides federal aid applications for road improvements through the Surface Transportation Program (STP). This is a 20/80 program for roads that are functionally classified by East/West Gateway. The City of Glendale wishes to reconstruct E. Essex within its city limits and add an ADA compliant sidewalk. The City of Glendale is requesting the City of Kirkwood be a co-sponsor for the project in order to create a consistent roadway cross section and make the pedestrian connection from the Glendale/Kirkwood City limits to Dickson Avenue. The project within the Kirkwood City limits would include concrete curb and gutter, asphalt overlay, and ADA compliant sidewalk on East Essex between Dickson Avenue and the city limits. The sidewalk gap is identified in the Kirkwood Pedestrian and Bicycle Plan. Estimated project costs for the Kirkwood portion are \$301,346.59. Staff is requesting federal funding for 80% of the project costs, or \$241,077.27, through the STP program.

Per application requirements the City is required to submit an application fee of 1/2% of the 80% reimbursement estimate, \$1,205.38.

Recommendations and Action Requested:

It is recommended that the City Council approve this resolution allowing the City to submit an STP application.

Alternatives Available:

Cost: \$1,205.38 Account #: 30114016007514 Project #: PW1901 Budgeted: YES

If YES, Budgeted Amount: \$1,205.38 If NO, or if insufficient funding (Complete Step #3).

Department Head Comments:

BY: Ted Dunkmann

Date: 2/25/2019

Authenticated: dunkmatj

You can attach up to 3 files along with this request.

 File Attachment

 File Attachment

 File Attachment

Step #2: If request involves approval of bids, contracts, proposals, purchases, etc. (Must have Purchasing Director's approval).

Approve

Purchasing Director's Comments:


BY: David Weidler

Date: 2/25/2019

Authenticated: weidledc

You can attach up to 3 files along with this request.

 File Attachment

 File Attachment

 File Attachment

Step #3: If budgetary approval is required (**Must have Finance Department's approval**).

Budgetary Approval

From Account # or Fund Name:

To Account # or Fund Name:

Finance Director's Comments:

BY: John Adams

Date: 2/25/2019

Authenticated: adamsjr

Step #4: All Requests Require Chief Administrative Officer Approval for Placement on Meeting Agenda.

Approve

Diasapprove

Chief Administrative Officer's Comments:

BY:



Date:

3-1-19

Missouri Department of Transportation

1590 Woodlake Drive
Chesterfield, Missouri 63017-5712
314.275.1500
Fax: 573.522.6475
1.888.ASK MODOT (275.6636)

February 18, 2020

Mr. Benjamin DeClue
City Administrator
City of Glendale
424 North Sappington Road
Glendale, MO 63122

RE: City of Glendale
E. Essex Avenue
Federal Project No. STP-9901(653)
TIP# 6949-21
Draft Program Agreement and Programming Comments

Dear Mr. DeClue:

This federal aid project is shown in the regional Transportation Improvement Program (TIP) and has been assigned a federal project number of STP-9901(653). Please use this number on all future project correspondence. **In order for the City to remain eligible for federal reimbursement for Design, Right of Way, or Construction activities, the City must first obtain MoDOT approval.** This project will be administered per the direction given in the Local Public Agency (LPA) Manual. The LPA Manual can be viewed at MoDOT's website.

Federal Aid Program Agreement

Enclosed for your review is a draft copy of the STP program agreement for the above noted project. This agreement must be fully executed by the City and by the Missouri Highways and Transportation Commission (MHTC) before obligation of federal funds and authorization of reimbursable work. Federal Form 1273, 'Required Contract Provisions for Federal Aid Construction Contracts' (which outlines the requirements of the Federal-Aid process) is attached to the draft program agreement. If this program agreement is acceptable to the City, then please return two executed copies of the agreement to this office with original signatures. Each copy of the program agreement must include a copy of the location map labeled "Exhibit A", the project schedule labeled "Exhibit B" and a copy of Form 1273. Also submit a copy of the City's applicable enabling ordinance. Please note that the person authorized to sign the agreement per the enabling ordinance will be required to provide signatures on the executed program agreements. MoDOT will forward the agreements to the MHTC for execution and will return a fully executed program agreement to your office.

Also enclosed is the 1590 Federal Funding Accountability and Transparency Act (FFATA) form that must be filled out and returned to this office. This form is required from Local Agencies for each project receiving fed-aid funds.

Consultant Contracts/Preliminary Engineering/Construction Engineering Costs



Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

www.modot.org

Federal funds for Preliminary Engineering (PE) have been programmed in FY 2021. If the City is seeking federal funds for consultant engineering services, the City must use a Qualification Based Selection (QBS) process for the procurement of engineering services, see LPA section 136.4 for details. As the City is developing the RFQ, please submit an estimate of cost for the consultant contract and a list of anticipated activities that will take place during the design process. This information will be used to determine a DBE goal for the contract, which will need to be included in the RFQ. LPA Figure 136.4.7 is a sample RFQ solicitation form.

When the approved RFQ process is completed, please submit a .pdf copy of the Engineering Services Contract (ESC) using the ESC sample cover letter, LPA Fig. 136.4.9, to this office for review and approval. The standardized contract format in LPA Fig. 136.4.1 is required. A .pdf of the consultant's E-Verify MOU, Affidavit of Compliance, and Consultant Rating Sheets are also required.

If the consultant contract is estimated to be less than \$100,000, the City may select a firm from the LPA On-Call Consultant List for consideration without advertisement. For further information regarding using the LPA ON-Call Consultant List, please see section 136.4.2.4.3 of the LPA Manual. Please be aware that MoDOT's Division of External Civil Rights will now make DBE determinations for the PE phase on projects where consultants are selected from the ON-Call list. An estimate of cost for the consultant contract and a list of anticipated activities that will take place during the design process will now need to be submitted in order to establish DBE participation on the PE phase of the project.

Design Criteria

The City's engineer of record for this project will be considered responsible for determining the appropriate design parameters chosen, see LPA 136.7.2.7. If any improvements are to occur on MoDOT right of way, the project design criteria that will be used will need to be approved by MoDOT.

Environmental Requirements

The City must submit the LPA Request for Environmental Review (RER) to MoDOT's Environmental Division. The RER initiates MoDOT environmental and historic preservation staff's review of the project to determine the appropriate NEPA classification. The RER form is located in section 136.6.2 of the LPA Manual.

Utilities, Public Meetings, Preliminary Plan Submittal

All utility companies that are affected by this project should be notified of the project scope and project schedule at this time. Utility company comments may affect preliminary plan development. To help address utility coordination issues, MoDOT now requires a Utilities Scoping Checklist for each utility. Please submit the Utility Scoping Checklist with the preliminary plans. (See EPG Figure 136.7.8).

As stated in the LPA manual, public hearings are required for certain projects. If a public hearing is required for this project, please provide this office with a copy of the advertisement for the public hearing that is to be published.


ADA requirements

The Americans with Disabilities Act (ADA) requires that all facilities must be designed to current accessibility standards. When final plans for this project are submitted to MoDOT for review, the plans will need to include enough detail to show that sidewalks, curb cuts, detectable warning panels, etc., meet ADA requirements.

Once preliminary plans are complete, please submit an electronic copy of the plans via CD for review/approval.

If you have any questions, please contact me at Thomas.McCloskey@modot.mo.gov or (314) 453-1831.

Sincerely,

A handwritten signature in black ink that reads "Tom McCloskey". The signature is written in a cursive style with a large, looping "M" and "C".

Tom McCloskey
District Design Liaison
MoDOT

csk

Copy: Josh Schwenk – East West Gateway