



WHERE COMMUNITY AND SPIRIT MEET®

Amendment #1

13868 – RFQ Professional Design Services for TAP-5502(613) Rehabilitation of the Historic Train Station

Question: Can you share the grant application?

Answer: Please see attached grant application in the attachments tab.

Question: Will you be needing any asbestos or lead paint testing on the job? What about 3rd party air monitoring for asbestos removal?

Answer: Part of the awarded preliminary engineering contract will be to determine the scope of any required abatement work. Attached is a report completed in 2013 that identifies presence of hazardous materials (asbestos and lead-based paint) on the exterior of the building. Additional testing may be required for the interior of the train station.

Question: We are planning on submitting our qualifications but our firm is not on the MODOT approved consultant list. Our partnering firm is, however. Does it make a difference which firm is prime or sub based on this list? This seems to be an architect-lead project which is why I bring up the question.

Answer: The prime consultant submitting qualifications for the project is required to be on the MODOT Approved Consultant Prequalification List. The prime consultant will be the contract holder and leader for the project responsible for coordination of other subconsultants. There is no requirement for the prime contractor to complete a majority percentage of the design work. This prequalification process ensures projects are in compliance with state and federal regulations. The prequalification is only required for prime consultants. Subconsultants are strongly encouraged to become prequalified in order to reduce repetitive paperwork for future projects. For more information, reference LPA:134.1.3 Consultant Qualification.

Question: Have any preliminary reports been done on the historical preservation?

Answer: Historic preservation efforts that have been completed during conceptual planning are included in the attached TAP Grant application.



WHERE COMMUNITY AND SPIRIT MEET®

Question: In regards to the evidence of the firm's financial wherewithal to complete the project, what type of evidence are you looking for?

Answer: Evidence of firm's financial wherewithal not required to be submitted and shall be retracted from RFQ Solicitation.

Question: We would like additional clarification on the bio/eco requirement in regard to the "Threatened and Endangered Species Documentation/Application" Is there a known endangered species? Does a survey need to be conducted? Is this a separate line item issue or is it related to another part of the application?

Answer: Threatened and endangered (T&E) species considerations for MoDOT and FHWA federally funded projects include potential impacts to rare plants, animals, critical habitat, and natural communities (e.g., caves, prairies, karst). Federal laws require FHWA and MoDOT to thoroughly address any potential impacts their projects might have on federally listed T&E species and eliminate or minimize those impacts. At this time, the City of Kirkwood has not initiated the project screening. An environmental specialist is to be included in the design phase services that are procured with this RFQ to complete the identification of potential issues related to T&E species or other sensitive biological resources. The environmental specialist reviews recent publications, reports, and databases related to these resources to determine whether any T&E species are known to occur in the area and the likelihood that the project will have a negative impact on such species or other biological resources. Reference MoDOT Engineering Policy Guide section 127.7 Threatened and Endangered Species.

A **checkbox** has been added to the "Attributes" tab to acknowledge the receipt of this Addendum.

Project Application Form

Transportation Alternatives Program

2020 Call for Projects

For the St. Louis Region

Community Improvement and Environmental Mitigation Activities

Sponsoring Agency:

Project Title:

Federal Amount Requested:

Applications Due: Thursday, August 20, 2020 by 4:00 PM



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

TRANSPORTATION ALTERNATIVES PROGRAM

COMMUNITY IMPROVEMENT AND ENVIRONMENTAL MITIGATION ACTIVITIES – PROJECT APPLICATION FORM

Please refer to the TAP Project Development Workbook for more information on the program requirements, scoring criteria, and available funding. The Project Development Workbook is available on the East-West Gateway Council of Governments (EWG) [TAP Call for Projects](#) web page.

This project application form is for the community improvement and environmental mitigation activities. There are separate project application forms for the bicycle and pedestrian facilities, including the Safe Routes to School (SRTS) infrastructure, and for the SRTS non-infrastructure activities. If your agency is interested in applying for those activities, please obtain the application form from the EWG website, or contact EWG staff for more information.

Viewing and utilizing the application form will require the installation of Adobe Reader. A free download of the software can be obtained here: <http://get.adobe.com/reader/>. **Please save the application to your computer before filling out the necessary information.** Rename the PDF file using the following format: 2020TAP_[Sponsor]_[Project Name].pdf. You may attach additional pages to the application if necessary to address questions in the application.

The call for projects begins **June 4, 2020** and ends on **August 20, 2020 at 4:00 p.m.** Applications received after the deadline will not be accepted. Submit the completed application and necessary attachments electronically to TAP@ewgateway.org. 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.

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

East-West Gateway Council of Governments
Attention: Transportation Planning Department – TAP
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 **July 9, 2020** to TAP@ewgateway.org. EWG staff will review the applications submitted and will return comments by email by **July 23, 2020**. If a preliminary application is submitted for feedback, a final application must still be submitted by **August 20, 2020**.

CONTACT INFORMATION

Melissa Theiss, Bicycle, Pedestrian, and Accessibility Transportation Planner
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: TAP@ewgateway.org

PROJECT CHECKLIST

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: (required)

- ☐ **Project application fee** – ½ of one percent of federal funds requested. Make checks payable to “East-West Gateway Council of Governments” or “EWGCOG.”
- ☐ **Completed TAP application**
- ☐ **Required signatures** – Notification of Title VI Requirements, Financial Certification of Matching Funds, Person of Responsible Charge Certification, Right-of-Way Acquisition Certification Statement, Policy on Reasonable Progress Certification – Missouri Sponsors Only, Certification of Funding Availability – Illinois Sponsors Only

Attachment A: (required)

- ☐ **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.
- ☐ **Detailed cost estimate** – provided by project sponsor.
- ☐ **Letter of permission from facility owner** – provide if sponsor does not own roadway/facility.
- ☐ **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.

Attachment B: (not required, but used for project evaluation)

- ☐ **Photographs** – attach photo(s) of the existing facility/conditions, if applicable.
- ☐ **Drawings or preliminary sketches of the proposed project** – if applicable.
- ☐ **Project specific materials** – highlighted in **bold font** within the project specific questions.

Attachment C: (not required)

- ☐ **Letters of support** – endorsements or petitions from associations, boards, school districts, residents, 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 D: (required)

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

SUBMITTAL TYPE (CHECK ONE):

- ☐ Preliminary application (for comments) – Due **July 9, 2020**
- ☐ Final application – Due **August 20, 2020**

SPONSOR INFORMATION									
Sponsoring agency:									
Secondary sponsor agency (if applicable):									
Chief Elected Official/Chief Executive Director:									
Name:					Title:				
Street address:									
City:		State:		County:		ZIP code:			
Project contact:									
Name:					Title:				
Agency:									
Street address:									
City:		State:		County:		ZIP code:			
Phone Number:					E-mail address:				
Application contact:									
Name:					Phone Number:				
E-mail address:									
PROJECT INFORMATION									
Project title:									
Project type: <i>(select one)</i>									
<u>Community Improvement Activity</u>									
<input type="checkbox"/>		Construction of turnouts, overlooks, and viewing areas							
<input type="checkbox"/>		Inventory, control, or removal of outdoor advertising							
<input type="checkbox"/>		Historic preservation and rehabilitation of historic transportation facilities							
<input type="checkbox"/>		Vegetation management practices in transportation rights-of-way							
<input type="checkbox"/>		Archeological activities related to implementation of a transportation project							
<u>Environmental Mitigation Activity</u>									
<input type="checkbox"/>		Stormwater management, control, and water pollution prevention or abatement							
<input type="checkbox"/>		Reduce vehicle-caused wildlife mortality or restore habitat connectivity							
Project status:				Is this application request for a piece of a larger project (phase) or the entire length of project?					
<input type="checkbox"/> New project		<input type="checkbox"/> Continuation of STP-S/CMAQ/TAP project		<input type="checkbox"/> Add to existing non-federally funded project		<input type="checkbox"/> Phase		<input type="checkbox"/> Full 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:									
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 along the project corridor within the last 10 years?			
<input type="checkbox"/> Yes <input type="checkbox"/> No			
If yes, when?			
Does this project touch MoDOT or IDOT right-of-way?			
<input type="checkbox"/> Yes <input type="checkbox"/> No			
<i>If yes, a letter of support for this project is required from the state DOT.</i>			
Does the sponsoring agency own and maintain this facility?			
<input 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?			
ROADWAY INFORMATION			
Note: provide the following information for the road adjoining the improvements.			
Project length (miles):			
Project limits – north/west reference point, cross street, or intersection:			
Project limits – south/east reference point, cross street, or intersection:			
Federal functional classification of road (per EWG) ¹ :			
	CURRENT:	PROPOSED:	
Traffic volumes (AADT):		Year:	
Speed limit of street:			
LAND ACQUISITION INFORMATION			
Status of right-of-way acquisition (all properties, permanent and/or temporary easements, Temporary Slope Construction License (TSCL), and other rights-of-way):			
<input type="checkbox"/> All acquired or none needed			
<input type="checkbox"/> In process			
<input type="checkbox"/> 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):			
If any residential or commercial displacements are anticipated, give details on how many and if they are residential and/or commercial:			
Right-of-way acquisition by:			
Right-of-way condemnation by:			
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?			
<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown			

¹ EWG Functional Classification maps: <http://www.ewgateway.org/FuncClass>.

UTILITY COORDINATION

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

Will the project involve any coordination with utilities?

☐ Yes ☐ No

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

<input type="checkbox"/> Electric	
<input type="checkbox"/> Phone	
<input type="checkbox"/> Gas	
<input type="checkbox"/> Water	
<input type="checkbox"/> Cable TV	
<input type="checkbox"/> Storm sewer	
<input type="checkbox"/> Sanitary sewer	
<input type="checkbox"/>	
<input type="checkbox"/>	

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

Utility coordination completed by:

Designed by:

Inspected by:

RAILROAD COORDINATION

Does the project traverse any property owned by a railroad?

☐ Yes ☐ No

Is there a railroad within 500' of project limits?

☐ Yes ☐ No

Name of railroad:

Number of crossings impacted:

Are the crossings active?

☐ Yes ☐ No

Width of crossing:

What is the crossing type?

- ☐ Timber
☐ Rubberized
☐ Asphalt
☐ Concrete
☐ Other

Describe other:

PROJECT MAINTENANCE

List any regular maintenance tasks anticipated over the next 25 years:

Estimated annual cost to maintain facility and funding source(s):

COMMUNITY SUPPORT

Describe the public involvement activities to date on the proposed project:

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. If the project can be broken down into constructible segments, please provide information on each segment.

PROJECT DEVELOPMENT SCHEDULE					
<i>Note: many stages can occur concurrently.</i>					
Activity Description	Start Date (MM/YYYY)	Finish Date (MM/YYYY)	Time Frame (Months)		
Receive notification letter	04/2021	04/2021	1		
Execute agreement (project sponsor and DOT)					
Engineering services contract submitted and approved*					
Obtain environmental clearances (106, CE2, T&E, etc.)					
Public meeting/hearing					
Develop and submit preliminary plans					
Preliminary plans approved					
Develop and submit right-of-way plans					
Review and approval of right-of-way plans					
Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*					
Right-of-way acquisition					
Utility coordination					
Develop and submit PS&E					
District approval of PS&E/advertise for bids*					
Submit and receive bids for review and approval					
Project implementation/construction					
* Finish date must match fiscal year for each milestone shown in bold text.					
FINANCIAL PLAN					
<i>Note: federal participation for a phase of work must not exceed 80% of the total cost. For projects in Illinois, a local match is required to pay for at least 50% for right-of-way acquisition.</i>					
Activity ²	Starting Federal Fiscal Year ³	Total Phase Cost	TAP Funds Requested	Sponsor Share	Sponsor Share Percentage
PE / Planning / Environmental Studies	FY				
Right-of-Way	FY				
Construction Engineering	FY				
Construction / Implementation	FY				
TOTAL PROJECT COST					
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:					

² Preliminary engineering funds are available in FY 2022, right-of-way in FY 2022 or FY 2023, and construction/construction engineering in FY 2022, FY 2023, or FY 2024.

³ Fiscal years are federal fiscal years (October 1 through September 30).

Complete the set of questions that pertain to the application type selected on page 3.

Community Improvement Activity

Construction of turnouts, overlooks, and viewing areas (page 9)

Inventory, control, or removal of outdoor advertising (page 10)

Historic preservation and rehabilitation of historic transportation facilities (pages 11-12)

Vegetation management practices in transportation rights-of-way (page 13)

Archeological activities related to implementation of a transportation project (page 14)

Environmental Mitigation Activity

Stormwater management, control, and water pollution prevention or abatement (page 15)

Reduce vehicle-caused wildlife mortality or restore habitat connectivity (page 16)

Attach additional pages if necessary to address the questions in the application.

CONSTRUCTION OF TURNOUTS, OVERLOOKS, AND VIEWING AREAS

Is the project associated with a designated state or national byway or a historic district?

☐ Yes ☐ No

If yes, describe the association. Is the project directly on the byway or in a historic district, adjacent, or in proximity?

How many turnouts, overlooks, or viewing areas will be constructed?

Describe how the project addresses any current or potential safety problems:

Describe the significance of the scenic or historic viewshed. What is the importance and permanence of the site to be viewed? **Photo documentation of the viewshed should be included in the application.**

Describe the anticipated impact to the public, as well as the degree of visibility, public exposure, and/or public use:

Describe any educational components that will be displayed to the public:

Describe the maintenance plan for the facility:

Explain any significant innovations or unique benefits not otherwise stated (e.g., education, state/regional tourism):

INVENTORY, CONTROL, OR REMOVAL OF OUTDOOR ADVERTISING

Are the advertising signs located on or in viewshed of a national or state designated byway or historic district?

☐ Yes ☐ No

If yes, identify the designated byway or historic district:

How many advertisements will be removed?

Are the advertising signs located close to, or in viewshed of, a state park, preserve, forest, or historic site?

☐ Yes ☐ No

Are the advertising signs non-compliant?

☐ Yes ☐ No

When will the advertising signs be removed (i.e., by a specific date, phased out overtime)?

Describe how the project addresses any current safety problems such as sight distance or driver confusion due to existing placement and configuration of advertising signs:

Describe how relevant jurisdictions within the project area control future or additional outdoor advertising signs:

Explain any significant innovations or unique benefits not otherwise stated (e.g., education, state/regional tourism, benefits beyond safety or mitigation):

HISTORIC PRESERVATION AND REHABILITATION OF HISTORIC TRANSPORTATION FACILITIES

Is the property currently listed on the National Register of Historic Places? **If yes, attach the National Register nomination form with the application.**

☐ Yes ☐ No

If no, are there plans to pursue listing?

☐ Yes ☐ No

Is the property listed on any other current historical inventories?

☐ Yes ☐ No

If yes, please describe:

Explain how the project complies with the Secretary of the Interior's Standards for the Rehabilitation of Historic Properties:

Is the facility in a seriously deteriorated condition or threatened by demolition?

☐ Yes ☐ No

If yes, explain:

Describe the future use of the restored transportation facility, including details regarding the proposed operation of the facility. Will the facility be used and operated in a manner that is consistent with its historic character?

Will the project include informational or interpretive displays? If yes, how many will be provided? Also, provide information about the displays:

Does the project maintain accessibility by the general public or improve the ability of the public to appreciate the historic significance of the property?

☐ Yes ☐ No

If yes, explain:

Does the project include a long-term preservation plan or maintenance plan? **Attach relevant plan(s).**

☐ Yes ☐ No

Explain any significant innovations or unique benefits not otherwise stated (e.g., education, state/regional tourism):

VEGETATION MANAGEMENT PRACTICES IN TRANSPORTATION RIGHTS-OF-WAY

Identify the transportation right-of-way and the extent of the current problem. **Attach documentation of the existing problem.**

Describe how the vegetation has negatively impacted the surrounding area:

What has prevented this vegetation issue from being addressed previously?

How will the project improve safety, prevent invasive species, and/or provide erosion control?

Describe how the project's performance will be monitored in future years. **Attach relevant adopted maintenance or mitigation plan.**

Does the project provide benefits beyond those of vegetation management?

☐ Yes ☐ No

If yes, explain:

ARCHEOLOGICAL ACTIVITIES RELATED TO IMPLEMENTATION OF A TRANSPORTATION PROJECT

Is there a need or urgency to research the associated transportation project site (i.e., there is no existing data available in the project area)?

☐ Yes ☐ No

Describe the associated transportation project and the research plan. **Attach the research plan.**

Explain why TAP funds are needed to fund the research, or if the funds are needed to supplement ongoing archaeological research:

Describe any partnerships involved in the project:

Describe the negative impacts of the related transportation project and how the proposed activities will improve or mitigate these impacts:

Describe the anticipated impact to the public, in addition to the public exposure and/or public use of the site and/or artifacts. Include any educational components that will be displayed to the public.

Explain any significant innovations or unique benefits not otherwise stated (e.g., education, state/regional tourism, benefits beyond mitigation):

STORMWATER MANAGEMENT, CONTROL, AND WATER POLLUTION PREVENTION OR ABATEMENT

Is there an environmental threat to the site that would occur if the project is not funded?

☐ Yes ☐ No

If yes, identify the impacts of highway construction and/or highway runoff (such as soil erosion, water quality, etc.):

Describe what stormwater best management practices will be utilized to attain water quality and water quantity goals. How will the practice improve or mitigate the problem related to highway construction and/or highway runoff?

Describe how the project's performance will be monitored in future years. **Attach relevant adopted mitigation or inspection plan.**

Does the project provide benefits beyond those of mitigation (i.e., additional flood control benefits, safety, etc.)?

☐ Yes ☐ No

If yes, explain:

REDUCE VEHICLE-CAUSED WILDLIFE MORTALITY OR IMPROVE HABITAT CONNECTIVITY

Is there a threat to wildlife that would occur if the project is not funded?

☐ Yes ☐ No

If yes, explain:

Describe the severity of vehicle/wildlife crashes by the number of accidents or delays occurring within the project vicinity. **Provide information such as relevant crash data, speed limits, photos, etc. to help identify the problem.**

How many wildlife crossings will be completed?

Describe how the project is designed to reduce the chance of a vehicle/wildlife crash:

Describe how the project's performance will be monitored in future years. **Attach relevant adopted mitigation plan.**

Does the project provide benefits beyond those of mitigation?

☐ Yes ☐ No

If yes, explain:

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 27—*Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance.*
 - 2. 49 CFR Part 37—*Transportation Services for Individuals with Disabilities (ADA).*
 - 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.*
- 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 at 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.

Russell B. Hawes

Name (print)

Chief Administrative Officer

Title

Signature

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: Kirkwood Train Station Restoration

Local Match Amount: \$3,107,498

Sponsoring Agency: City of Kirkwood

Chief Elected Official (or Chief Executive Officer):

Name (print): Russell B. Hawes

Signature: 

Date: 8-18-20

Chief Financial Officer:

Name (print): Sandra Stephens

Signature: 

Date: 08/18/2020

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): Chris Krueger, PE

Title: City Engineer Email: kruegeca@kirkwoodmo.org

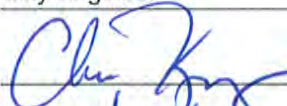
Signature: 

Date: 8/17/20

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

Name (print): Chris Krueger, PE

Title: City Engineer Email: kruegeca@kirkwoodmo.org

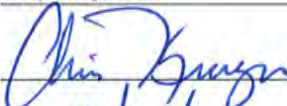
Signature: 

Date: 8/19/20

Person of Responsible Charge – Construction/Implementation Phase

Name (print): Chris Krueger, PE

Title: City Engineer Email: kruegeca@kirkwoodmo.org

Signature: 

Date: 8/19/20

RIGHT-OF-WAY ACQUISITION CERTIFICATION STATEMENT

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.

Chris Krueger, PE

Name (print)

City Engineer

Title


Signature

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.

Chris Krueger, PE
Name (print)
City Engineer
Title

Signature
8/19/20
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.

CERTIFICATION FOR FUNDING AVAILABILITY – ILLINOIS SPONSORS ONLY

Section 1104 of the FAST Act provides for the reservation of funds apportioned to a state under 23 U.S.C. 104(b)(2) to carry out TAP under 23 U.S.C. 133(h).

Period of Availability: TAP funds are contract authority. TAP obligations are reimbursed from the Highway Account of the Highway Trust Fund and funds are available for obligation for a period of three (3) years after the last day of the fiscal year for which the funds are authorized.

Funding for projects programmed during this solicitation will be available beginning in FY 2022, and must be obligated before the end of FY 2025. The project will be removed from the Transportation Improvement Program if the sponsor fails to obligate funding for all phases of work by September 30, 2025. The undersigned representative of the Project Sponsor hereby certifies that s(he) has read this certification and will adhere to the funding availability provision.

Name (print)

Title

Signature

Date

Page 6

COMMUNITY SUPPORT

Describe the public involvement activities to date on the proposed project:

- Since city acquisition in 2003, part-time city employee/Station Manager organizes/supervises a cadre of approx. 60 volunteers who keep the station open to passengers, visitors and event attendees daily.
- Historic Kirkwood Train Station Foundation (HKTSF) (formed in 2015, 501(c)(3)) endeavors to raise private funds to implement the restoration/renovation project described in the “Conclusions of the Kirkwood Train Station Strategic Planning Committee” of 10 Nov 2016.
- The Kirkwood City Council passed a proclamation on Dec 16, 2016 for Historic Kirkwood Train Station Foundation Day, fully endorsing the efforts of the Foundation to seek/accept donations for the historic restoration of the station.
- Community activities include:
 1. Annual Rail Safety Day
 2. Holiday activities in partnership with Downtown Kirkwood Special Business District
 3. Open Houses – two information sessions in Nov 2019 soliciting donations;
 4. City of Kirkwood utility-bill insert/mass mailing with project info and donation info;
 5. Webster-Kirkwood Times (WKT) front-page article regarding the project and donation information;
 6. Full-page ad in Dec-2019 WKT, with project summary and donation info;
 7. TV interviews publicizing the project/soliciting donations;
 8. HKTSF website provides project and fundraising info: <https://kirkwoodtrainstationfoundation.org/>
 9. Kirkwood Lifestyles Magazine
 10. Rails to Trails Kickoff Event hosted by Magnificent Missouri at the Kirkwood Train Station

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. If the project can be broken down into constructible segments, please provide information on each segment.

The scope of the project is an interior and exterior restoration of historic Kirkwood Missouri Pacific Depot, Richardsonian Romanesque architectural style, constructed in 1893; modernized in 1941; listed in the National Register of Historic Places in May of 1985 and part of the Downtown Kirkwood Historic District, National Register of Historic Places; City of Kirkwood owned since 2003, which includes the following:

1. Reproduction of original covered passenger platform connected to the Depot on the east side of the station;
2. Historically-informed design/construction of a small ancillary storage building on the west end of the station;
3. Redesign/installation of surrounding outdoor plaza for enhanced/expanded use by passengers and public/private events.
4. Expansion and ADA-compliant updating of men’s and women’s restrooms;
5. Repair/replacement of sagging structural members of roof;
6. Historically-informed reconstruction of roofing and cupola;
7. Repair and tuck-pointing of original, locally-quarried limestone masonry;
8. Repair and ADA-compliant reconstruction of three exterior doorways;
9. Refinish/rehabilitate all original exterior woodwork including striping 6+ layers of paint on baggage rooms doors;
10. Repair, restoration and painting of all windows;
11. Repair, restoration and period reproduction of interior walls, ceiling, flooring and lighting;
12. Design/installation of modern geothermal HVAC; control cabinet installation in station attic space;
13. Design/installation of modern fire suppression system;

HISTORIC PRESERVATION AND REHABILITATION OF HISTORIC TRANSPORTATION FACILITIES

Page 11:

Is the property currently listed on the National Register...?

Yes

Kirkwood Missouri Pacific Depot, National Register of Historic Places (see attached document)

Is the property listed on any other historical inventories?

Yes

If yes, please describe:

Downtown Kirkwood Historic District, National Register of Historic Places (see attached document)

Union Pacific recognizes Kirkwood, MO as a Train Town USA (See attached News Article)

Explain how the project complies with the Secretary of the Interior's Standards for the Rehabilitation of Historic Properties:

Proposed plans comply with Secretary of the Interior's Standards for Rehabilitation, codified as 36 CFR 67.

In June 2014 the Kirkwood mayor formed a Strategic Planning Committee to study the physical restoration/rehabilitation of the historic train station. Don Hussman, AIA, NCARB, NTHP, well-known local restoration architect, led the committee consisting of the mayor, local architects, city staff, and interested citizens. Consulting the original 1893 construction drawings, plans from the 1941 modernization, and historic photos, the SPC provided a clear historical context of the station's original and current structure as a means to inform the proposed restoration, rehabilitation and renovation for the continued and future uses of the station. The Secretary's Standards for Rehabilitation were taken in to consideration as follows.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment. **The Kirkwood Train Station will continue to operate as a train station to serve Amtrak passengers with minimal to no change to the historic characteristics of the building.**
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided. **The Kirkwood Train Station Restoration Project will address poor lighting, inefficient HVAC, sagging roof members, but will preserve and retain the historic character of the property.**
3. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken. **The train station restoration project will not add architectural features that are from other time periods.**
4. Most properties change over time; those changes that have acquired historical significance in their own right shall be retained and preserved. **The train station restoration project will preserve the original architectural elements and features as seen today and in the past such as the cupola on the roof.**
5. **Distinctive features, finishes, and construction techniques or examples of craftsmanship** that characterize a historic property shall be preserved. **The Kirkwood Train Station Restoration will preserve the distinctive features of the train station and bring back the overhang of the platform that was once there prior to 1985.**
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence. **The Kirkwood Train Station Restoration will repair historic features where possible. If a repair is not possible, the new feature will match to the extent possible. If the historic feature is removed, the feature will be highlighted in the interpretive displays and historic photos.**
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible. **The Kirkwood Train Station Restoration Project will comply.**
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken. **There are no known archeological resources at the Kirkwood Train Station. If during the design or construction, an archeological resource is found, the project will comply.**
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the

massing, size, scale, and architectural features to protect the historical integrity of the property and its environment. **The exterior of train station is not proposed to be changed with the exception of adding an overhang to provide coverage from weather elements to passengers waiting to board the train. A new storage building to proposed with this project. The overhang and ancillary storage building will be compatible in materials, scale and architectural features.**

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. **The Kirkwood Train Station project proposes to add an ancillary storage building that will not be connected to the train station. If this was removed in the future, it would have no negative effect to the train station building.**

Is the facility in a seriously deteriorated condition or threatened by demolition?

Yes

If yes, explain:

The City of Kirkwood has been maintaining the train station since Amtrak abandoned it in 2003. If not for the City's purchase also in 2003, the train station might not have been purchased and maintained. Though not threatened by demolition, certain aspects of the station are in a seriously deteriorated condition. The last major "modernization" of the station took place in 1941. The overall appearance of the station is showing signs of major deterioration, among them are the following:

Roof – Copper cladding and asbestos composite shingles last replaced in 1985; sagging roof structural members; cupola is deteriorating; copper guttering/downspouts are deteriorating;

Ingress/Egress doors - minimally ADA-accessible; wood frames and door panels/glass panes require replacement/major rehabilitation;

Exterior limestone masonry - requires repairs, full tuckpointing and cleaning;

HVAC system – outdated, inefficient and unable to properly heat/cool the interior spaces;

Interior walls – water-damaged internal structures require major repair/rehabilitation;

Men's/Women's toilets – last updated in 2005 to be ADA-accessible. Prior to 1941, not ADA-compliant; the two toilet closets accommodate just one user at a time.

Fire suppression - No current fire suppression system.

ADA Accessibility - Limited ADA Accessibility of pavement/sidewalk at the north portico ingress/egress.

Describe the future use of the restored transportation facility, including details regarding the proposed operation of the facility. Will the facility be used and operated in a manner that is consistent with its historic character?

Kirkwood City Council recently unanimously approved public/private efforts to apply for federal funding for the proposed restoration/rehabilitation of the historic train station to support the following future plans for use and operation **that are consistent with its historic character:**

1. Remain an active Amtrak train/bus depot, the third busiest in Missouri;
2. Remain an intermodal trail head for bicyclists accessing the Katy and future Rock Island Trails
3. Serve as a local visitor/information center and place for train enthusiasts to observe daily traffic of approx. 50 freight/passenger trains;
4. Function as an event space annually hosting approx. 100 events, civic meetings, ceremonies.
5. Provide space for monthly exhibits "Art at the Station," sponsored by the city's Kirkwood Arts Commission since 2015;
6. **Remain an outstanding example of late 19th-century Richardsonian Romanesque architecture;**
7. Remain a transportation hub for the vibrant Kirkwood Central Business District.

Will the project include informational or interpretive displays? If yes, how many will be provided? Also, provide information about the displays:

Existing interpretive displays prepared/installed for fundraising purposes by the Historic Kirkwood Train Station Foundation provide historical information and photos of the depot over its 125-year history. Currently, there are cases for rotating displays and awards.

Does the project maintain accessibility by the general public or improve the ability of the public to appreciate the historic significance of the property?

Yes

If yes, explain:

Plans call for continued operation of the station as a functioning Amtrak station, visitor center, exhibit venue, interpretive center and event space. ADA-compliant updates will improve access to all users. As a continued “Rails-to-Trails” trailhead for cyclists heading to/from the Katy and future Rock Island trails, the planned new facilities for bicyclists – bike shelter, air hose, etc.-- will greatly improve user accommodation and access to the popular cycling trails along the Missouri River west of Kirkwood. Existing interpretive displays and historic photos will remain in the station. Dedicated volunteers who staff the station during visiting hours, not only assist train passengers, but also provide information about local destinations and details of the station’s history and the planned restoration project.

Does the project include a long-term preservation plan or maintenance plan? Attach relevant plan(s).

Yes – The City of Kirkwood and its Facilities Department will maintain the newly restored train station with preventative maintenance tasks for major building systems, exterior facade and roof to preserve and maintain the proposed improvements associated with the project.

Explain any significant innovations or unique benefits not otherwise stated (e.g. education, state/regional tourism):

The Kirkwood Train Station serves both regional and local visitors and is the third-busiest Amtrak station in the state. Approximately 50,000 Amtrak travelers pass through the station each year. Since Kirkwood’s ownership, the train station has been voted No. 1 in the nation in Amtrak customer-satisfaction surveys. Tourists exploring the many historic towns along the Missouri River Runner Line (such as Washington, Hermann, Jefferson City, Sedalia) embark from the Kirkwood Train Station. Wineries/breweries, hotels, restaurants, the popular Katy and planned Rock Island Trails, as well as attractions in Kansas City, MO are popular destinations. Business people, college students, school groups and families travel to and from the Kirkwood Train Station. Local train enthusiasts, art lovers and shoppers seek information or use the restroom facilities located inside the historic icon. Plus, the station functions as a bustling community asset offering WiFi, a lunch spot, and is a landmark. City Employee/Station Manager organizes/supervises approximately 60 volunteers who keep the station open to passengers, visitors, and supervise an abundant amount of events yearly. Hosting events in the train station is planned to continue after the restoration.

STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES
State Historic Preservation Office

Kirkwood Missouri
Pacific Depot

Kirkwood, St. Louis County, Missouri
has been officially listed in

**THE NATIONAL REGISTER OF
HISTORIC PLACES**

July 5, 1985
National Park Service
U.S. Department of the Interior

*In recognition of the outstanding historical significance
of this property and to encourage its preservation,
we hereby affix our signatures*



A blue ink signature of Michael L. Parson.

Michael L. Parson, Governor

A blue ink signature of John (Jay) Ashcroft.

*John (Jay) Ashcroft
Secretary of State*

A blue ink signature of Carol S. Comer.

*Carol S. Comer, Director
Department of Natural Resources
State Historic Preservation Officer*

STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES
State Historic Preservation Office

Downtown Kirkwood Historic District


Kirkwood, St. Louis County, Missouri
has been officially listed in


**THE NATIONAL REGISTER OF
HISTORIC PLACES**

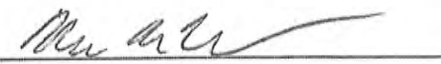
October 28, 2009
National Park Service
Department of the Interior

*In recognition of the outstanding historical significance
of this property and to encourage its preservation,
we hereby affix our signatures*




Jeremiah W. (Jay) Nixon, Governor


Robin Carnahan
Secretary of State


Mark N. Templeton, Director
Department of Natural Resources
State Historic Preservation Officer

<https://patch.com/missouri/kirkwood/kirkwood-named-train-town-usa-by-union-pacific>

[Politics & Government](#)

Kirkwood Named 'Train Town USA' by Union Pacific

An upcoming public ceremony and presentation will celebrate the history of Union Pacific in Kirkwood.

By [Owen Skoler, Patch Staff](#)

Oct 23, 2012 12:49 am CT | Updated Oct 23, 2012 1:01 am CT





The following article was submitted by the **City of Kirkwood**.

The City of Kirkwood has been recognized as a Train Town USA by the Union Pacific Railroad as part of their 150th anniversary celebration. A public ceremony and presentation of the Train Town USA recognition will be held as follows:

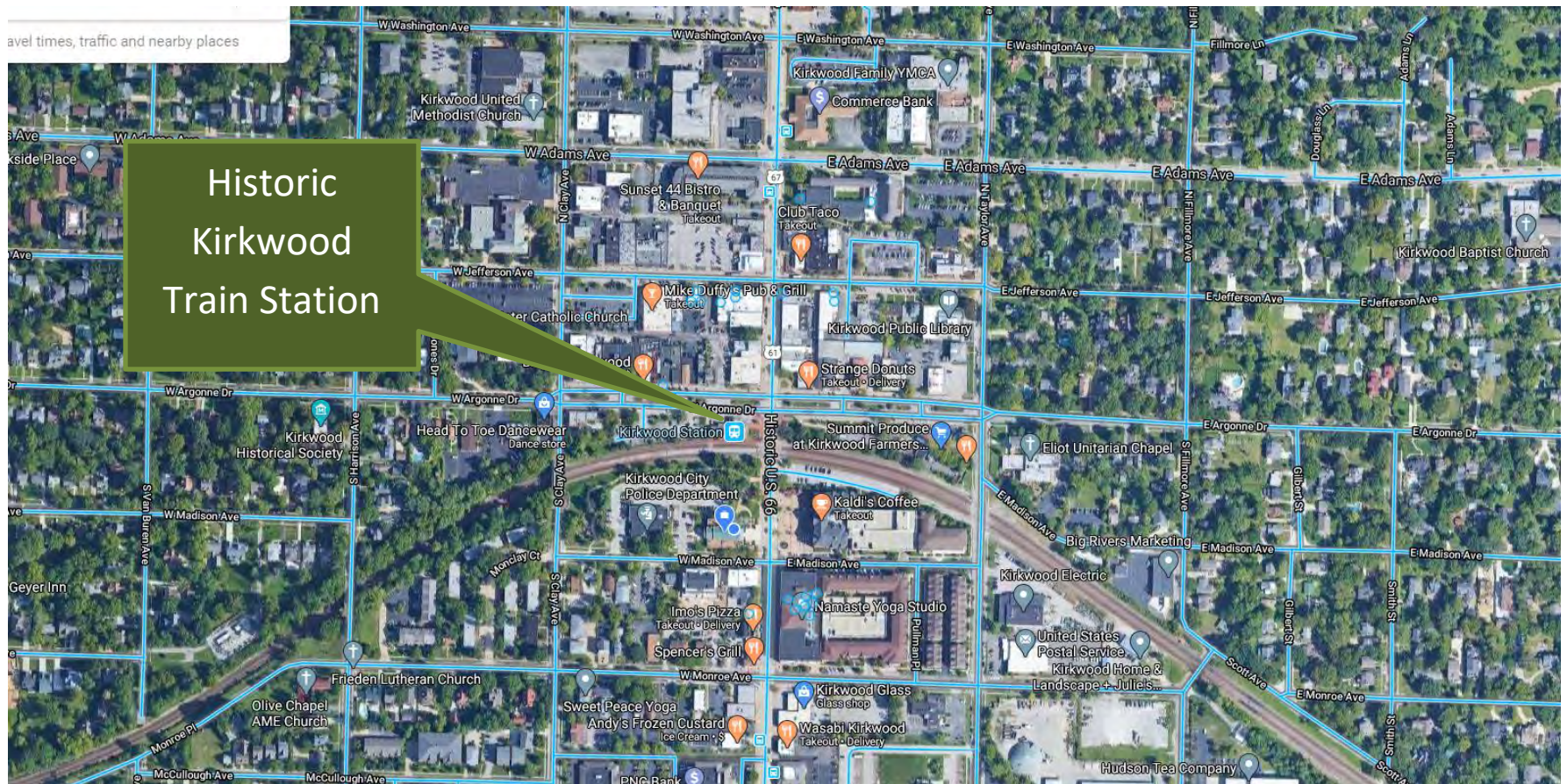
- Tuesday, October 30, 11:45 a.m.
- **Kirkwood Train Station**, corner of Argonne and Kirkwood Road, in downtown Kirkwood
- A slide show depicting the history of Union Pacific in Kirkwood will be shown
- Refreshments will be served

Union Pacific developed the Train Town USA registry as part of its sesquicentennial celebration. According to their Website: "One hundred and fifty years ago, Union Pacific Railroad began building west from the Missouri River to the Pacific Ocean, opening a grand frontier to immigrants who settled in existing communities or started new ones along the rail lines. That bond between our railroad and early settlements has strengthened and grown. Today, Union Pacific serves nearly 7,300 communities where we live, our children grow up, and in which we recruit employees. From rural town to metropolis, we're honored to have unique, long-standing community relationships."

The City of Kirkwood was the first planned suburb west of the Mississippi River and an early railroad commuter suburb. It owes its very existence to the railroad. The City, established in 1853, was named after James Pugh Kirkwood, the engineer in charge of locating, surveying, and building the railroad. The City's train station, located in the downtown business district, was built in 1893 and is listed on the National Register of Historic Places. It was purchased by the City in 2003 and is staffed by volunteers, who assist Amtrak passengers daily.

Attachment A

1. Project Location Map
2. Detailed Cost Estimate
3. Letter of Support from the Historic Kirkwood
Train Station Foundation 501 (c) (3)



Location Map: Historic Kirkwood Train Station at the Southwest corner of Kirkwood Road and West Argonne Drive

Kirkwood Train Station Renovation

Kirkwood Train Station Renovation			2020 Constuction Cost
Division 2 - Existing Conditions			\$61,292
Division 3 - Concrete			\$32,570
Division 4 - Masonry			\$230,522
Division 5 - Metals			\$48,168
Division 6 - Wood and Plastics			\$251,135
Division 7 - Thermal and Moisture Protection			\$493,132
Division 8 - Openings			\$67,079
Division 9 - Finishes			\$254,278
Division 10 - Specialties			\$22,198
Division 22 - Plumbing			\$65,985
Division 23 - Heating and Ventilating			\$423,339
Division 26 - Electrical & Low Voltage			\$393,216
Division 31 - Earthwork			\$96,721
Division 32 - Site Improvements			\$398,299
Division 33 - Site Utilities			\$18,195
Subtotal			\$2,856,128
General Conditions	8.0%		\$228,490
Overhead & Profit	6.0%		\$185,077
Bond	1.0%		\$32,697
Subtotal			\$3,302,393
Escalation	9.0%		\$297,215
Design Contingency	10.0%		\$359,961
Construction Contingency	10.0%		\$359,961
Construction Management Contingency	8.0%		\$287,969
Total (Based on 2020 Construction Cost w/escalation)			\$4,607,498

Kirkwood Train Station Renovation

Kirkwood Train Station Renovation			2020
			Constuction Cost
Division 2 - Existing Conditions			\$61,292
Division 3 - Concrete			\$32,570
Division 4 - Masonry			\$230,522
Division 5 - Metals			\$48,168
Division 6 - Wood and Plastics			\$251,135
Division 7 - Thermal and Moisture Protection			\$493,132
Division 8 - Openings			\$67,079
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Kirkwood Train Station Renovation

Description	Quan.	Unit	Price	Extension	Totals
<i>Division 2 - Existing Conditions</i>					
Remove Ceiling System	252	sf	\$4.25	\$1,070	
Remove Soffit	3,450	sf	\$1.21	\$4,185	
Salvage Speakers / Lights	Estimate By Others				
Remove Wood Wainscot / Base	194	lf	\$7.28	\$1,412	
Remove Flooring	1,939	sf	\$1.82	\$3,528	
Remove Concrete Knee Wall	53	sf	\$15.16	\$804	
Remove Plaster Partitions	189	sf	\$4.25	\$802	
Salvage Benches	7	ea	\$206.21	\$1,443	
Remove Sidelites	6	ea	\$109.17	\$655	
Remove Exterior Doors	4	ea	\$109.17	\$437	
Saw Cut Slab	60	lf	\$12.13	\$728	
Remove Slab @ Footings	4	ea	\$181.95	\$728	
Remove Casework	35	lf	\$12.13	\$425	
Remove Door and Frame	6	ea	\$90.98	\$546	
Remove Window Infill	2	ea	\$163.76	\$328	
Salvage Wood Ceiling	575	sf	\$2.12	\$1,221	
Remove Slab On Grade	575	sf	\$3.03	\$1,744	
Remove Masonry Chimney	224	sf	\$9.10	\$2,038	
Saw Cut Masonry Wall	66	lf	\$18.20	\$1,201	
Remove	90	sf	\$10.92	\$983	
Remove Partitions	1,034	sf	\$1.33	\$1,380	
Remove Plumbing Fixtures (Cut / Cap By Others)	7	ea	\$72.78	\$509	
Remove Toilet Partition	1	ea	\$363.90	\$364	
Remove Window Casings	15	ea	\$36.39	\$546	
Remove Ductwork, Piping, Conduit	2,514	sf	\$0.61	\$1,525	
Remove Plaster / Wood Ceiling	1,939	sf	\$3.03	\$5,880	
Remove Faux Fireplace	1	ea	\$303.25	\$303	
Remove Shelving	60	lf	\$3.03	\$182	
Remove Ramp	28	sf	\$6.07	\$170	
Remove Railings	18	lf	\$9.10	\$164	
Remove Display Case	2	ea	\$181.95	\$364	
Salvage TV	2	ea	\$181.95	\$364	
Remove Stone Sill	23	lf	\$21.23	\$488	
Remove Roofing & Sheet Metal				w/Division 7	
Misc. Demolition	1	ls	\$5,458.50	\$5,459	
Temporary Closures	250	sf	\$4.50	\$1,125	
Temporary Protection, Barricades, Fence, etc.	1	ls	\$18,195.00	\$18,195	

Kirkwood Train Station Renovation

Description	Quan.	Unit	Price	Extension	Totals
				Subtotal	\$61,292
<u>Division 3 - Concrete</u>					
Hand Excavate Footings, Haul Off	6	ea	\$151.63	\$910	
Patch Slab	1	ls	\$1,819.50	\$1,820	
New Concrete Sill	23	lf	\$90.98	\$2,092	
Excavate Footings	60	cy	\$30.33	\$1,820	
Backfill w/Earth	20	cy	\$30.33	\$607	
Backfill w/Rock	20	cy	\$66.72	\$1,334	
Trench Formed Footings	19	cy	\$242.60	\$4,609	
Foundation Walls	14	cy	\$230.47	\$3,227	
Form Walls	336	sf	\$9.40	\$3,159	
Form Shelf	84	lf	\$7.88	\$662	
Rebar	3,080	lbs	\$1.52	\$4,670	
Slab On Grade	280	sf	\$15.77	\$4,415	
Slab On Metal Deck	223	sf	\$14.56	\$3,246	
				Subtotal	\$32,570
<u>Division 4 - Masonry</u>					
Patch Masonry Partitions	66	lf	\$60.65	\$4,003	
Tuckpoint Exterior Stone	3,744	sf	\$21.83	\$81,746	
Clean Exterior Stone	3,744	sf	\$3.34	\$12,489	
Load Bearing CMU	952	sf	\$18.20	\$17,322	
Stone Veneer	900	sf	\$72.78	\$65,502	
Stone Chimney	227	sf	\$90.98	\$20,651	
Patch Holes @ Stone	6	ea	\$303.25	\$1,820	
Restore Stone	1	ls	\$7,278.00	\$7,278	
Treat Stone	1	ls	\$19,711.25	\$19,711	
				Subtotal	\$230,522
<u>Division 5 - Metals</u>					
Steel Lintels	21	lf	\$212.28	\$4,458	
Mezzanine Framing	4,300	lbs	\$5.34	\$22,950	
Canopy Framing	4,000	lbs	\$2.73	\$10,917	
Metal Deck	223	sf	\$6.07	\$1,352	
Decorative Brace	4	ea	\$909.75	\$3,639	

Kirkwood Train Station Renovation

Description	Quan.	Unit	Price	Extension	Totals
Ladder	1	ea	\$1,819.50	\$1,820	
Misc. Steel	1	ls	\$3,032.50	\$3,033	
				Subtotal	\$48,168
<u>Division 6 - Wood and Plastics</u>					
Interior Blocking	1	ls	\$1,819.50	\$1,820	
Roof Blocking	1,000	bf	\$5.46	\$5,459	
Roof Framing	852	sf	\$9.70	\$8,268	
Soffit / Overhang Framing	648	sf	\$7.28	\$4,716	
3/4" Wood Deck	1,244	sf	\$4.25	\$5,281	
T&G Plywood	119	sf	\$3.64	\$433	
Rework Structure @ Attic, Shoring	315	sf	\$18.20	\$5,731	
Mezzanine Steps	1	ls	\$606.50	\$607	
New Wood Soffit (Allow \$5/SF Material)	4,115	sf	\$9.70	\$39,932	
Mahogany Fascia Board	534	lf	\$33.21	\$17,735	
Salvage Barn Doors, Repair As Required, Reinstall as Fixed	2	ea	\$1,213.00	\$2,426	
Repair Windows As Required	21	ea	\$242.60	\$5,095	
Wood / Glass Display Case	10	lf	\$849.10	\$8,491	
Wood Casing @ Windows	15	ea	\$181.95	\$2,729	
Repair Wood Trim As Required	384	lf	\$3.64	\$1,397	
2-Pc Wood Trim	286	lf	\$12.13	\$3,469	
10x6 Wood Beams	320	lf	\$41.24	\$13,197	
Wood Cladding @ Columns	96	lf	\$18.20	\$1,747	
Exterior Wood Trim	168	lf	\$10.92	\$1,834	
Cased Opening	2	ea	\$567.68	\$1,135	
Wood Wainscot	1,722	sf	\$36.39	\$62,664	
PL Base Cabinet w/SS Top	5	lf	\$412.42	\$2,062	
PL Wall Cabinet	5	lf	\$242.60	\$1,213	
Wd Base Cabinet w/Wood Top	5	lf	\$527.66	\$2,638	
Radial Wood Countertop	19	lf	\$181.95	\$3,457	
Wd Base Cabinet	3	lf	\$412.42	\$1,237	
Wd Base Cabinet w/Granite Top	5	lf	\$679.28	\$3,396	
Wood Desk w/Granite Top	36	lf	\$788.45	\$28,384	
Wood Wall Cabinet	5	lf	\$363.90	\$1,820	
Tall Wood Cabinet	5	lf	\$727.80	\$3,639	
Custom Wood Display Casework	6	lf	\$788.45	\$4,731	
Shelf / Rod	3	lf	\$48.52	\$146	

Kirkwood Train Station Renovation

Description	Quan.	Unit	Price	Extension	Totals
Granite Lav Top	10	lf	\$424.55	\$4,246	
				Subtotal	\$251,135
<u>Division 7 - Thermal and Moisture Protection</u>					
Foundation Insulation	336	sf	\$1.82	\$611	
R-49 Attic Insulation	3,885	sf	\$5.82	\$22,620	
Remove asbestos roofing, ice & water shield, slate roofing, copper flashings	1	ls	\$162,611.14	\$162,611	
Remove / replace copper roofing, gutters, downspouts	1	ls	\$279,208.34	\$279,208	
Temporary Protection	1	ls	\$6,065.00	\$6,065	
Replace Copper Finial	1	ls	Allowance	\$15,163	
Cast Iron DS Boot	3	ea	\$727.80	\$2,183	
Chimney Cap	3	ea	\$545.85	\$1,638	
Caulking	1	ls	\$3,032.50	\$3,033	
				Subtotal	\$493,132
<u>Division 8 - Openings</u>					
Flush Wood Doors, Frames, Hardware	1	ea	\$1,716.40	\$1,716	
HM Doors, Frames, Hardware	1	ea	\$2,225.86	\$2,226	
3-Pnl Wood Doors, Wd Frames, Hardware	5	ea	\$2,559.43	\$12,797	
Fixed Barn Door	2	ea	\$3,032.50	\$6,065	
3x2.8 Windows	2	ea	\$606.50	\$1,213	
Door Operators	2	ea	\$5,458.50	\$10,917	
Replace Glazing	2	ea	\$606.50	\$1,213	
Wood / Glass Storefront	220	sf	\$90.98	\$20,015	
Glazed Wood Panel Door, Hardware	3	ea	\$3,639.00	\$10,917	
				Subtotal	\$67,079
<u>Division 9 - Finishes</u>					
Partition Types					
A	133	sf	\$16.44	\$2,186	
B	181	sf	\$12.19	\$2,207	
BI	113	sf	\$13.95	\$1,576	
C	106	sf	\$7.88	\$836	
CI	468	sf	\$9.76	\$4,570	

Kirkwood Train Station Renovation

Description	Quan.	Unit	Price	Extension	Totals
D	125	sf	\$8.19	\$1,023	
E	85	sf	\$5.28	\$449	
EI	17	sf	\$7.10	\$121	
F	34	sf	\$5.52	\$188	
G	193	sf	\$14.37	\$2,774	
H	531	sf	\$9.52	\$5,056	
HI	420	sf	\$11.40	\$4,789	
J	28	sf	\$12.43	\$348	
Exterior Wall	623	sf	\$6.19	\$3,854	
Sheathing	531	sf	\$2.43	\$1,289	
Replace Plaster Walls	701	sf	\$10.92	\$7,653	
DW Ceiling	90	sf	\$7.16	\$644	
Framing @ Ceiling	1,339	sf	\$5.34	\$7,147	
Floor Prep	1,939	sf	\$3.03	\$5,880	
Mosaic Stone Floor Tile	306	sf	\$62.26	\$19,053	
Stone Floor Tile	380	sf	\$36.39	\$13,828	
Marble Panel Wainscot (Allow \$20/SF)	708	sf	\$42.46	\$30,058	
Stone Panel	18	sf	\$60.65	\$1,092	
Stone Backsplash	10	sf	\$60.65	\$607	
Entrance Mat	60	sf	\$36.39	\$2,183	
Wood Flooring	1,535	sf	\$15.16	\$23,274	
FRP	16	sf	\$12.13	\$194	
T&G Wood Ceiling	306	sf	\$9.70	\$2,969	
Reinstall Wood Ceiling	137	sf	\$6.07	\$831	
Acoustic Plaster Ceiling	961	sf	\$36.39	\$34,971	
Plaster Ceiling	922	sf	\$18.20	\$16,776	
Plaster Beams	274	sf	\$30.33	\$8,309	
Rubber Base	43	lf	\$3.03	\$130	
Sealer	90	sf	\$1.21	\$109	
Finish Doors, Frames	9	ea	\$121.30	\$1,092	
Paint Walls	2,900	sf	\$0.91	\$2,638	
Paint DW Ceiling	90	sf	\$1.21	\$109	
Stain Wood Soffit / Wainscot / Ceiling	6,143	sf	\$1.21	\$7,451	
Paint / Stain Wood Trim	2,314	lf	\$4.25	\$9,824	
Strip / Refinish Wood Trim	384	lf	\$16.98	\$6,521	
Strip / Refinish Barn Doors	2	ea	\$1,246.96	\$2,494	
Strip / Refinish Wood Grille	42	sf	\$10.37	\$436	
Strip / Paint Windows	21	ea	\$363.90	\$7,642	
Misc. Painting and Patching	1	ls	\$9,097.50	\$9,098	

Kirkwood Train Station Renovation

Description	Quan.	Unit	Price	Extension	Totals
				Subtotal	\$254,278
<u>Division 10 - Specialties</u>					
FEC	1	ea	\$303.25	\$303	
Relocate Defibrillator	1	ea	\$181.95	\$182	
Toilet Accessories	18	ea	\$151.63	\$2,729	
Electric Hand Dryers	2	ea	\$909.75	\$1,820	
Marble Toilet Partitions	4	ea	\$3,639.00	\$14,556	
Marble Urinal Screen	1	ea	\$1,455.60	\$1,456	
Mirror	25	sf	\$24.26	\$607	
ADA Signage	2	ea	\$272.93	\$546	
				Subtotal	\$22,198
<u>Division 22 - Plumbing</u>	Estimate By Others			\$65,985	
				Subtotal	\$65,985
<u>Division 23 - HVAC</u>	Estimate By Others			\$423,339	
				Subtotal	\$423,339
<u>Division 26 - Electrical</u>	Estimate By Others			\$393,216	
				Subtotal	\$393,216
<u>Division 31 - Earthwork</u>					
Saw Cut Concrete	1	ls	\$727.80	\$728	
Remove Concrete	1,064	sf	\$1.82	\$1,936	
Salvage Pavers	1,577	sf	\$3.64	\$5,739	
Remove Pavers	5,606	sf	\$2.43	\$13,600	
Saw Cut Asphalt	235	lf	\$4.85	\$1,140	
Remove Asphalt	8,484	sf	\$0.73	\$6,175	
Remove Bench	1	ea	\$181.95	\$182	
Salvage Bench	5	ea	\$303.25	\$1,516	
Remove Curb	430	lf	\$6.07	\$2,608	
Salvage Granite Curb	262	lf	\$9.10	\$2,384	
Remove Monument / Reinstall	1	ea	\$606.50	\$607	

Kirkwood Train Station Renovation

Description	Quan.	Unit	Price	Extension	Totals
Remove Misc. Landscaping / Soil	1,009	sf	\$3.03	\$3,060	
Remove Trees	3	ea	\$849.10	\$2,547	
Remove Planter Wall	193	lf	\$12.13	\$2,341	
Salvage Signs	1	ls	\$2,911.20	\$2,911	
Remove Amtrak Sign, Footing	1	ea	\$1,819.50	\$1,820	
Remove Bollards	7	ea	\$181.95	\$1,274	
Remove Mech Equipment	1	ls	\$606.50	\$607	
Remove Fence	100	lf	\$8.49	\$849	
Salvage Bike Rack	2	ea	\$121.30	\$243	
Misc. Site Demolition	1	ls	\$5,458.50	\$5,459	
Erosion Control	1	ls	\$1,213.00	\$1,213	
Construction Fence	650	lf	\$18.20	\$11,827	
Survey, Locate Utilities	1	ls	\$6,065.00	\$6,065	
Rough Grading	1	wk	\$8,491.00	\$8,491	
Finish Grading, Pad Prep	1	wk	\$8,491.00	\$8,491	
Hand Labor, Clean Streets	1	wk	\$2,911.20	\$2,911	
				Subtotal	\$96,721
<u>Division 32 - Site Improvements</u>					
Exposed Aggregate Sidewalk	2,538	sf	\$9.70	\$24,629	
HC Ramp	2	ea	\$970.40	\$1,941	
Pavers on Concrete Subbase	8,200	sf	\$18.20	\$149,199	
ADA Pavers	472	sf	\$24.26	\$11,451	
Reinstall Pavers	1,577	sf	\$7.28	\$11,477	
Heat Trace / Snow Melt	Estimate By Others				
Concrete Curb	1,007	lf	\$18.20	\$18,322	
Reinstall Granite Curb	262	lf	\$15.16	\$3,973	
Reinstall Signs	1	ls	\$2,911.20	\$2,911	
Rework / Reinstall Fence	46	lf	\$33.96	\$1,562	
Seat / Planter Wall					
Excavate / Backfill	80	cy	\$42.46	\$3,396	
Footings	24	cy	\$181.95	\$4,367	
Rebar	1,100	lbs	\$1.52	\$1,668	
8" CMU	91	sf	\$12.62	\$1,148	
4" CMU	304	sf	\$10.49	\$3,190	
12" CMU	427	sf	\$15.47	\$6,604	
Stone Veneer	304	sf	\$54.59	\$16,594	
Limestone Cap	194	lf	\$109.90	\$21,321	

Kirkwood Train Station Renovation

Description	Quan.	Unit	Price	Extension	Totals
Drain Tile	194	lf	\$24.26	\$4,706	
Waterproofing / Protection Board	360	sf	\$6.07	\$2,183	
Dumpster Enclosure					
Excavate / Backfill	20	cy	\$42.46	\$849	
Footings	5	cy	\$181.95	\$910	
Rebar	300	lbs	\$1.52	\$455	
8" CMU	333	sf	\$12.62	\$4,201	
Stone Veneer	216	sf	\$54.59	\$11,790	
Limestone Cap	36	lf	\$109.90	\$3,956	
Double Wood Gate	1	pr	\$1,819.50	\$1,820	
Tree Grates	3	ea	\$1,516.25	\$4,549	
Patch Asphalt	1	ls	\$1,819.50	\$1,820	
Asphalt Pavement	611	sy	\$33.96	\$20,752	
Striping	1	ls	\$909.75	\$910	
HC Signs	2	ea	\$303.25	\$607	
Bollards	20	ea	\$485.20	\$9,704	
Building ID Sign	1	ls	Allowance	\$6,065	
Topsoil	220	cy	\$36.39	\$8,006	
Plantings	5,172	sf	\$5.46	\$28,231	
Site Restoration	1	ls	\$3,032.50	\$3,033	
				Subtotal	\$398,299
<u>Division 33 - Site Utilities</u>					
Rework Site Drainage	1	ls	Allowance	\$12,130	
Remove / Reinstall Light Pole	Estimate By Others				
Remove / Reinstall Pedestrian Walk Sign	Estimate By Others				
Drinking Fountain	Estimate By Others				
Ancilliary Building Site Power & Storm	1	ls	\$6,065.00	\$6,065	
				Subtotal	\$18,195



110 W Argonne Dr
Kirkwood, MO 63122

East- West Gateway Council of Governments
Mr. Steve Ehlmann, Chairman
#1 S. Memorial Dr. Suite 1600
St. Louis, Missouri 63102

July 30, 2020

Dear East-West Gateway Council of Governments:

The Historic Kirkwood Train Station Foundation encourages your support and positive vote for the Transportation Alternatives Program (TAP) grant application for \$1,500,000 to restore the 1893 Richardsonian Romanesque Revival Style Kirkwood Train Station.

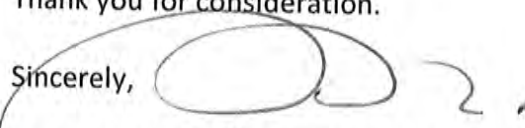
In 2014 a strategic planning commission was formed by the Mayor of Kirkwood to study the steps necessary to preserve and restore the historic 1893 Kirkwood Train Depot. The depot was purchased by the City of Kirkwood in 2003 and is staffed by 60 dedicated nationally recognized volunteers. The depot is the third most active Amtrak station in Missouri with bikers, travelers to cities across Missouri, the Katy Trail, the historic wineries and Kansas City It is used by over 100,000 passengers and visitors yearly and is a regional and local asset and icon.

The conclusions of the strategic planning committee, whose study was guided by a restoration architect, were presented to the Kirkwood City Council in November 2016 . The plan for restoration was endorsed by the city council and included a new roof, new HVAC system (geothermal system) , tuckpointing the limestone exterior, repair and restoring the windows and exit doors, ensuring ADA accessibility of the site and the interior, expanding new restrooms and restoring historically the interior. The estimated cost in 2023-2024 dollars is \$4.6 million.

The Historic Kirkwood Train Station Foundation, which was formed to raise funds for the restoration of the 1893 Depot, encourages your support of the TAP grant application for \$1,500,000 dollars. The Historic Kirkwood Train Station Foundation is providing a \$500,000 match for the grant.

Thank you for consideration.

Sincerely,


Arthur McDonnell, President of The Historic Kirkwood Train Station Foundation

Attachment B

1.Existing Photographs

2.Proposed Renderings and Site Plan







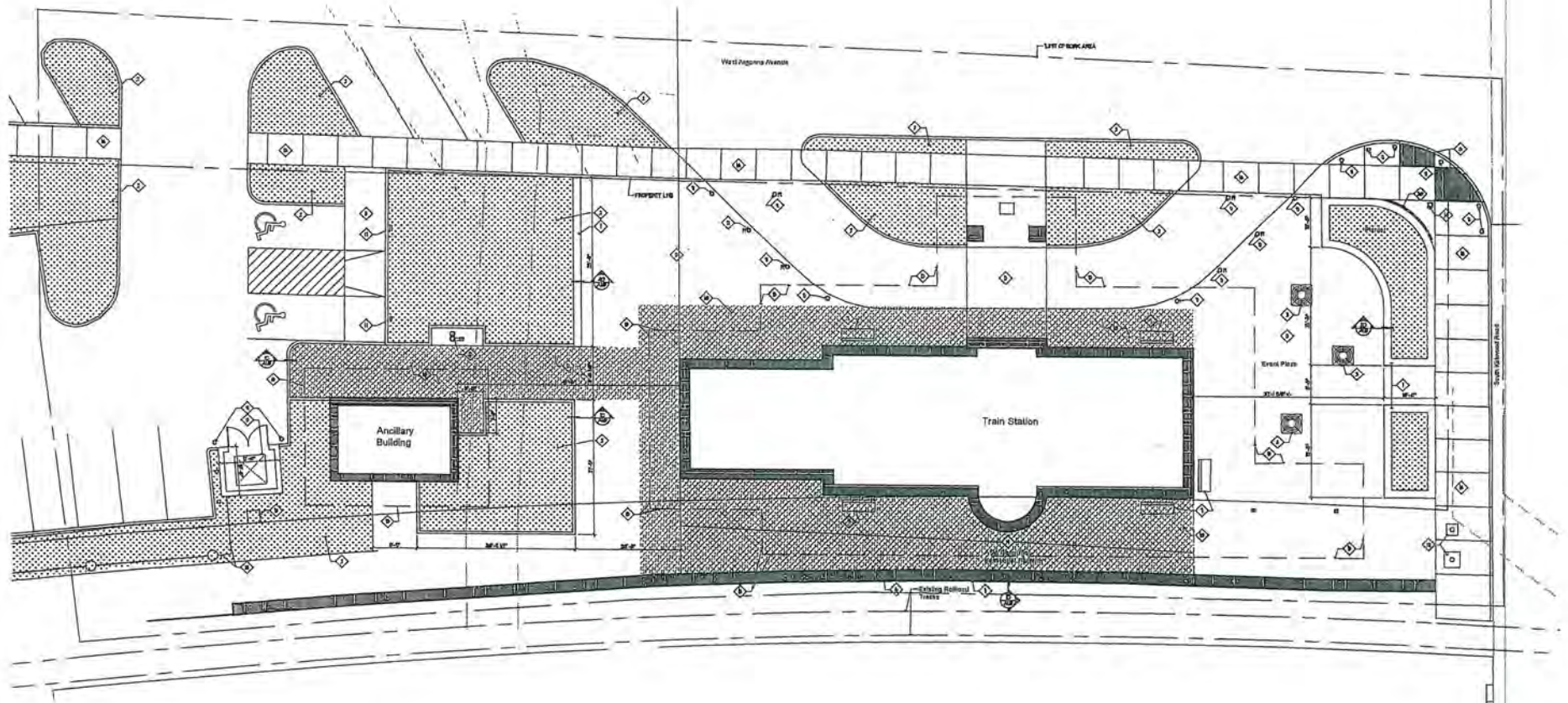












Site Plan / Proposed Improvements

Scale: 1" = 20'-0"



North

Kirkwood Train Station

Kirkwood, Missouri



Dickinson Hussman Architects

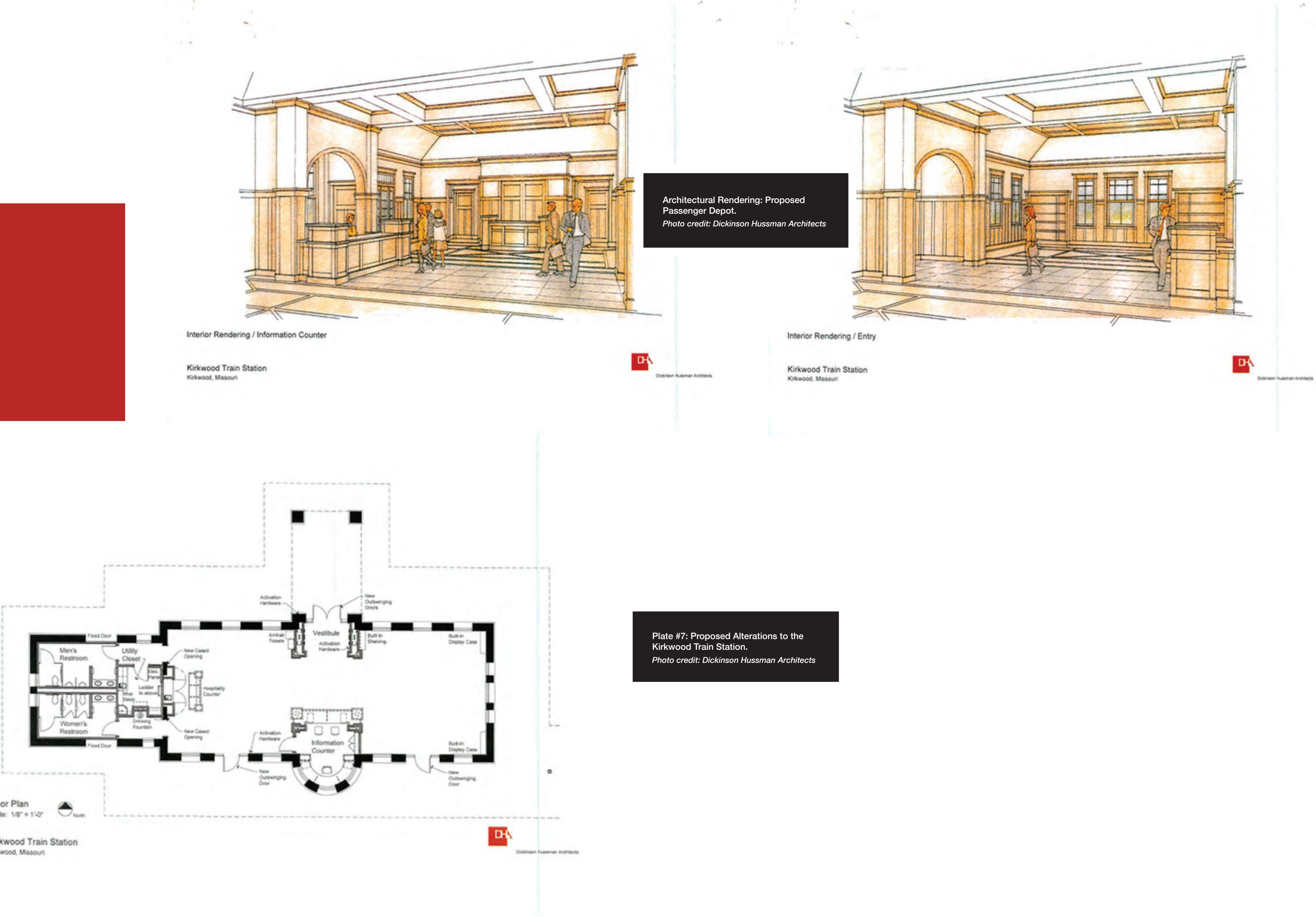


Architectural Rendering: Proposed alterations to the Kirkwood Train Station. Note the additions of a storage auxiliary building and a covered canopy, a reference to the 1893 station. Drawing dated November 10, 2016. Photo credit: Dickinson Hussman Architects

The Kirkwood Train Station

RENOVATION AND RESTORATION PROJECT

The Historic Kirkwood Train Station Foundation was formed in 2015 to insure that the Train Station's future would be secured through proper facility planning and the establishment of a deferred maintenance program. Donations are being sought to restore and renovate this historically significant building that has been the at the heart of the city for over 125 years.



Architectural Rendering: Proposed Passenger Depot.
Photo credit: Dickinson Hussman Architects

Interior Rendering / Entry
Kirkwood Train Station
Kirkwood, Missouri

Plate #7: Proposed Alterations to the Kirkwood Train Station.
Photo credit: Dickinson Hussman Architects

Floor Plan
Scale: 1/8" = 1'-0"
Kirkwood Train Station
Kirkwood, Missouri



1853



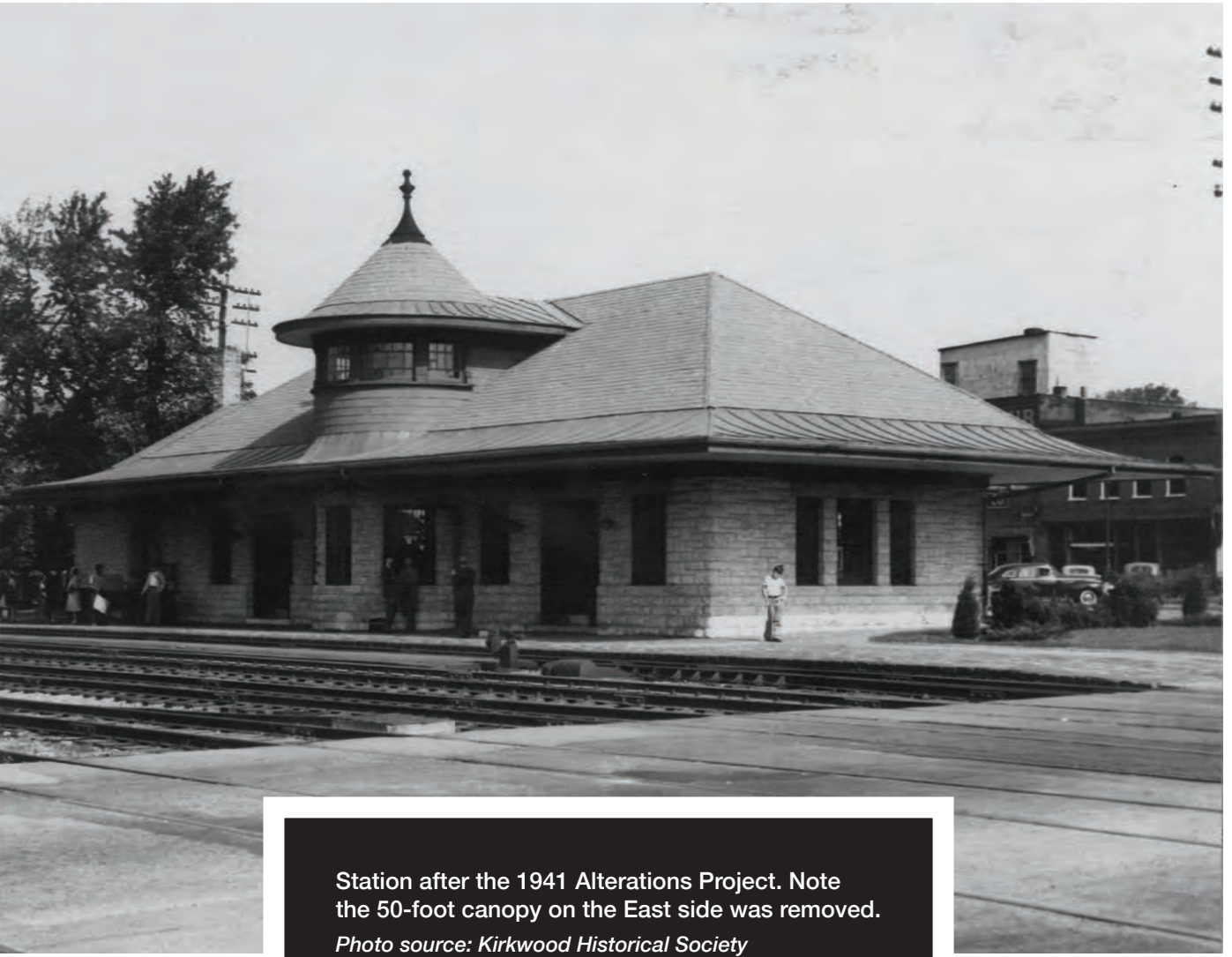
The original Kirkwood train station built in 1853. Photo date unknown. Photo source: Kirkwood Historical Society

1893



The 1893 station circa late 1890s. Photo source: Kirkwood Historical Society

1941



Station after the 1941 Alterations Project. Note the 60-foot canopy on the East side was removed. Photo source: Kirkwood Historical Society



The original Kirkwood train station built in 1853. Photo date unknown.
Photo source: Missouri Historical Society



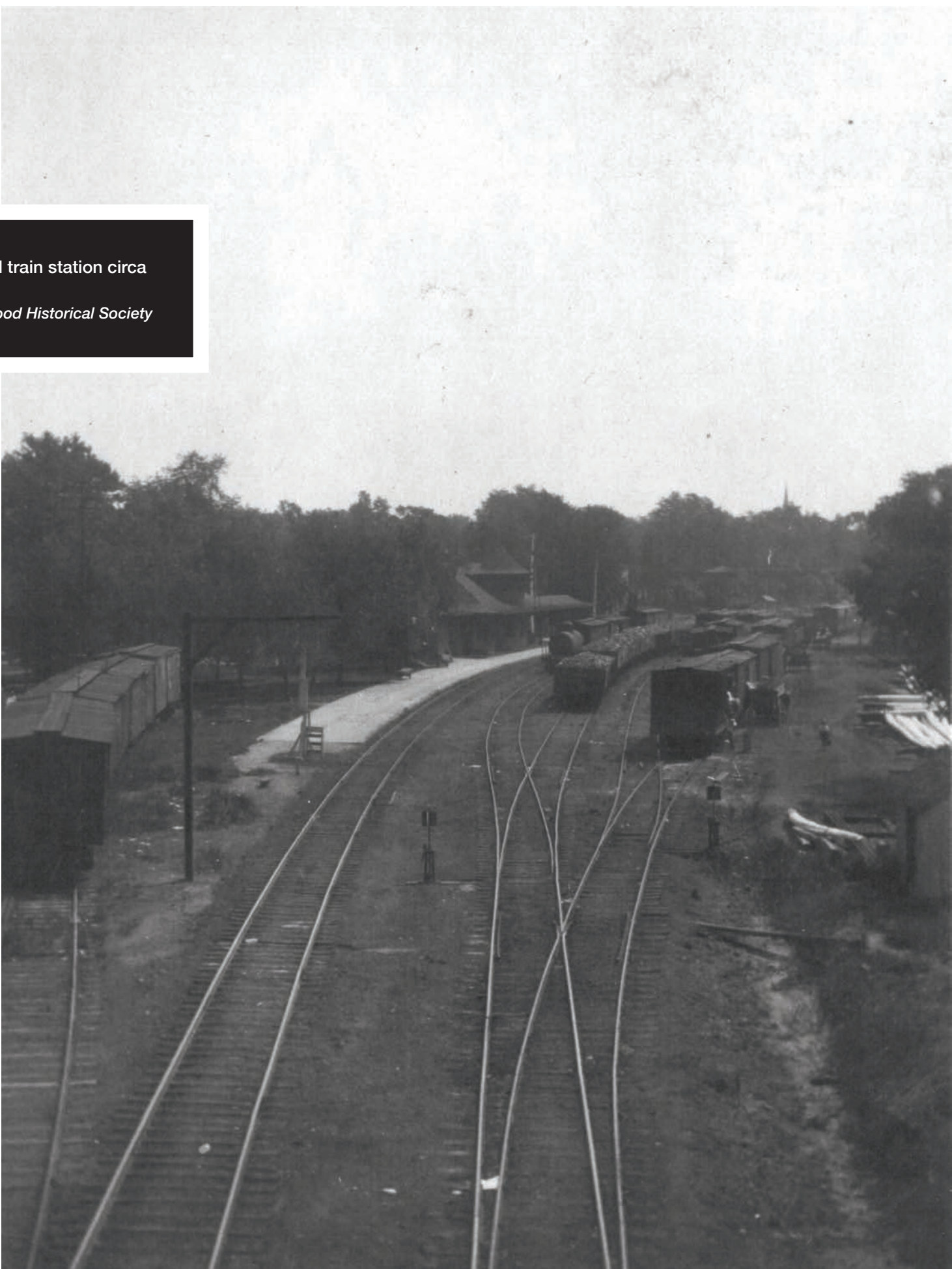
The 1893 Kirkwood train station circa late 1890's.
Photo source: Kirkwood Historical Society



The 1893 station circa late 1890's.
Photo source: Kirkwood Historical Society

The First Train Station Was Built In 1853

The construction of the Pacific Railroad played a major role in our city' founding. James Pugh Kirkwood, chief engineer of the Pacific Railroad, was granted a charter to build a rail system across the state of Missouri. The railroad had its first run on May 11, 1853 at which time the land purchased by the Kirkwood Association was subdivided and sold. Kirkwood became the first planned suburb west of the Mississippi. In 1880 the station was bought by Missouri Pacific (MoPac) railroad station.



The 1893 Kirkwood train station circa late 1890's.
Photo source: Kirkwood Historical Society

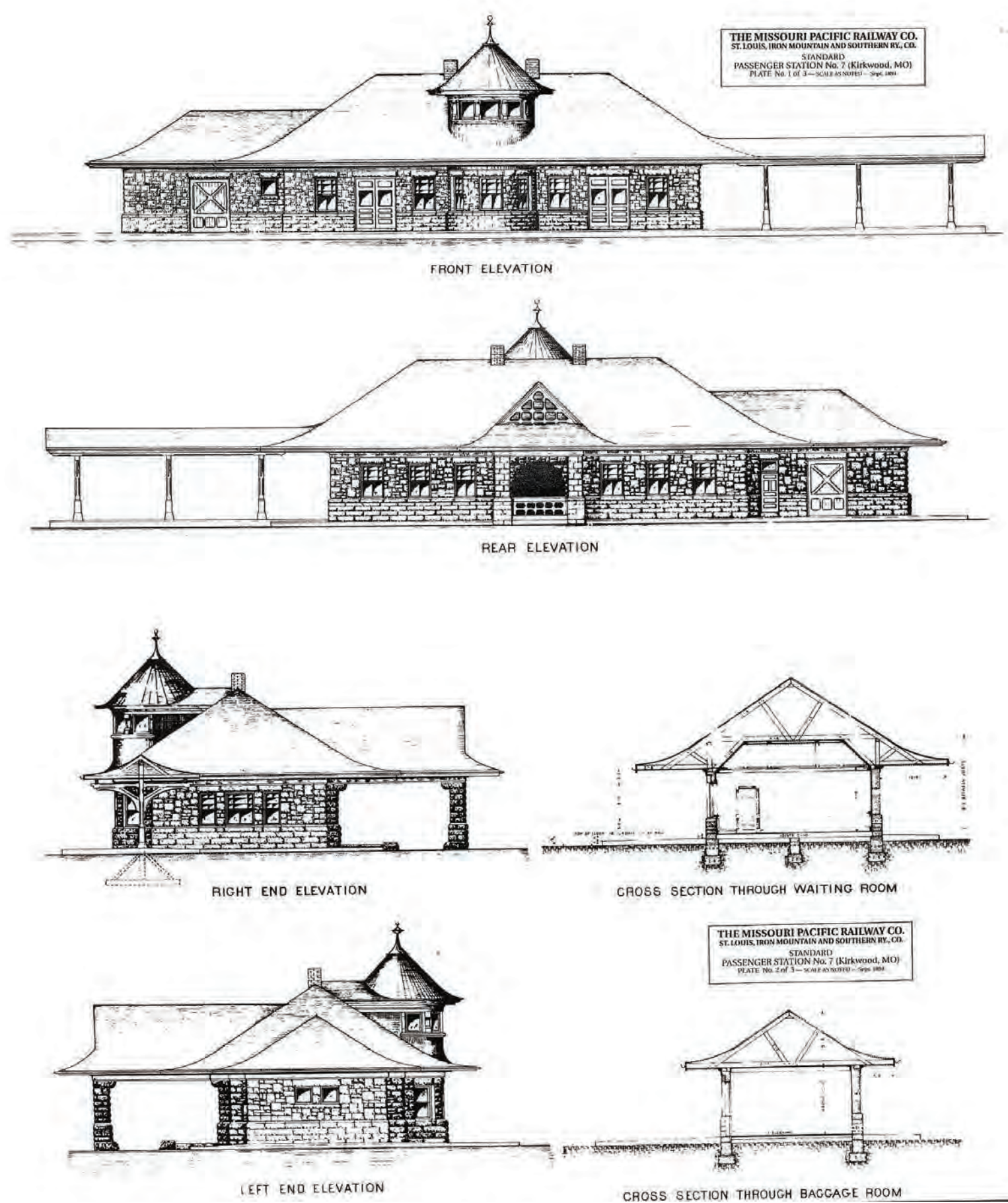


Fireman on freight train reaching out to grab orders from operator using a method known as 'hooping up'.
Photo source: Kirkwood Historical Society
Photo credit: Wayne Leeman

The 1893 Romanesque Train Station

The current stone station replaced the original wooden station. It is a fine example of Romanesque architecture styled after the work of Henry Hobson Richardson, who designed many railroad stations on the east coast. In 1985 the station was listed on The National Register of Historic Places.

Missouri Pacific plans for a century past (outside drawings).
Photo source: Kirkwood Historical Society



Ground plan showing mens and women's waiting rooms.
Photo source: Kirkwood Historical Society

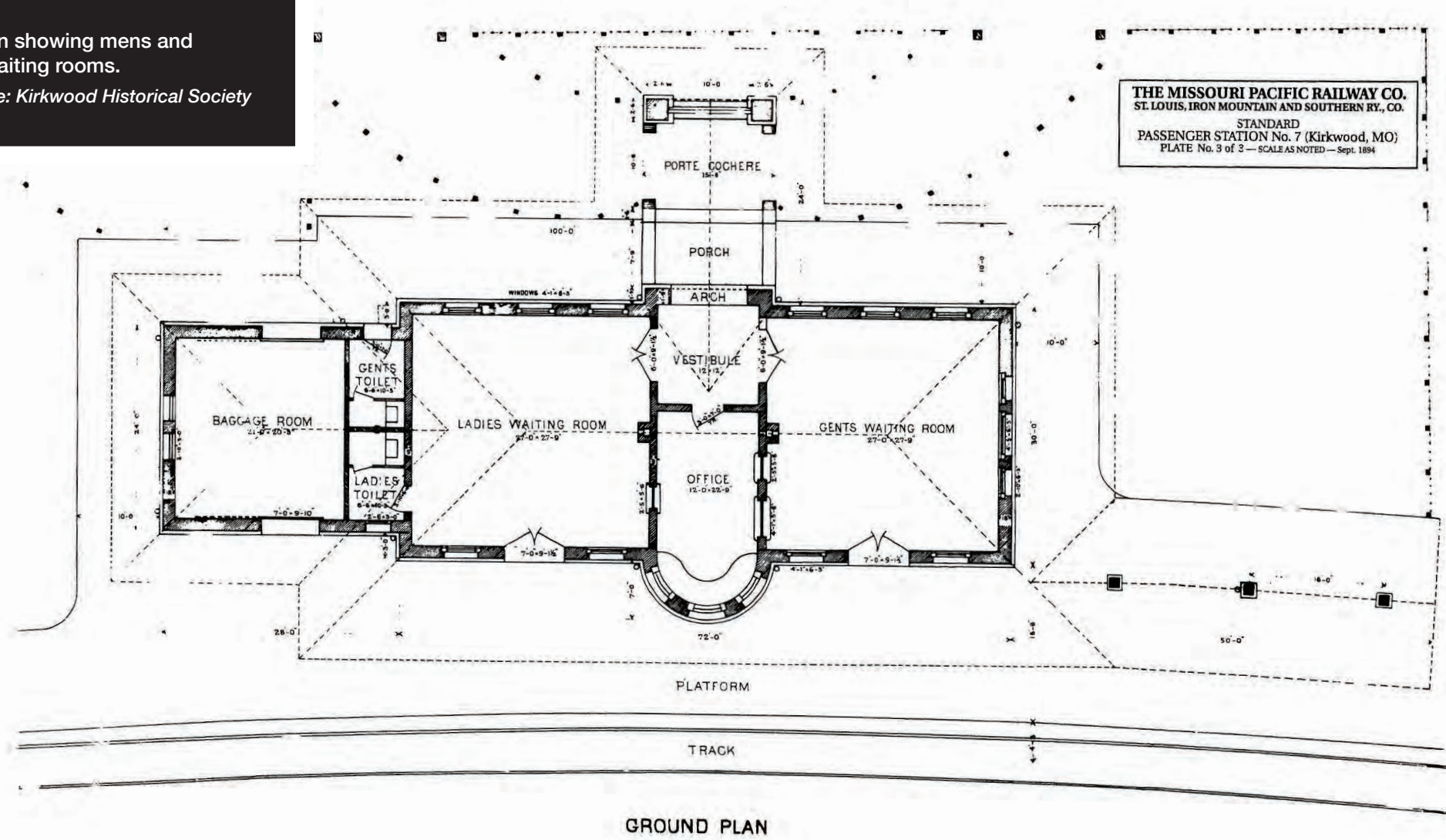
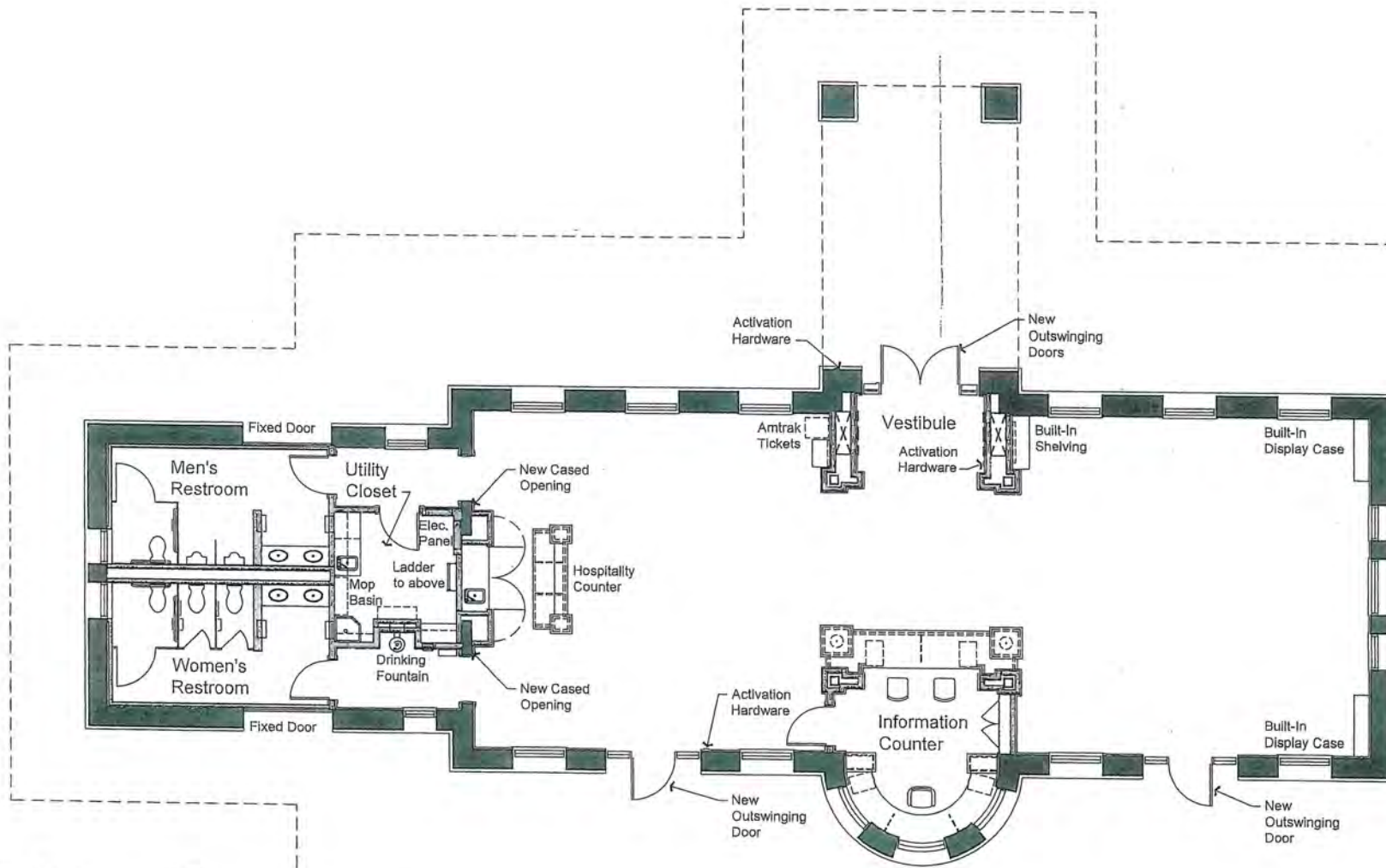


Plate #3: Passenger Depot and Control Tower/Kirkwood, Missouri, late 1890's.
Photo source: Kirkwood Historical Society





Floor Plan
Scale: 1/8" = 1'-0"



Kirkwood Train Station
Kirkwood, Missouri



Dickinson Hussman Architects



Interior Rendering / Entry

Kirkwood Train Station
Kirkwood, Missouri



Dickinson Hussman Architects



Interior Rendering / Information Counter

Kirkwood Train Station
Kirkwood, Missouri



Dickinson Hussman Architects

Attachment C

1. Letters of Support

2. Documentation of Public Involvement



Kirkwood City Council
c/o Mayor Timothy Griffin
139 S. Kirkwood Road
Kirkwood, MO 63122
August 6, 2020

Dear Honorable Kirkwood City Council Members,

The Downtown Kirkwood Special Business District organization has been working to improve the business climate in downtown Kirkwood since 1975. A major focus of our organization is to improve the experience of pedestrians and encourage visitors to explore businesses and attractions when they visit downtown Kirkwood. **The Downtown Kirkwood Special Business District (SBD) Advisory Commission endorses the proposed improvements and preservation of the historic Kirkwood Train Station.**

The Kirkwood Train Station is the icon of our community and is located at the heart of downtown Kirkwood. This landmark building welcomes travelers, tourists, residents and train enthusiasts on a daily basis. Kirkwood Train Station is also the home for our Downtown Kirkwood holiday events. Additionally, the train station also happens to be one of only two buildings in downtown Kirkwood that houses public restrooms. Preservation of the historically significant building and improving and expanding the restroom facilities is needed to help keep our downtown thriving. Downtown Kirkwood Advisory Commission believes the proposed repairs and improvements to the train station will enhance the many uses of the building and attract more interest to the historic train station. And, these repairs and improvements will attract more train-traveling and bicycling visitors to our community and Downtown Kirkwood businesses.

Respectfully,

Donna E. Poe

Donna E. Poe

Executive Director

Downtown Kirkwood Special Business District

On behalf of the Downtown Kirkwood Special Business District Advisory Commission:

Bud Pennington, Property Owner

Beth Forsee, sammysoap

Kirk Hutchison, Royal Banks

JoAnne Warren, Property Owner

John Jackson, John Jackson Neighborhood Real Estate

Marilyn Zipfel, Lass and Laddie

130 E. Jefferson

Kirkwood, MO 63122

314.822.0084

Fax 314.822.1783

info@downtownkirkwood.com

www.downtownkirkwood.com

Downtown Kirkwood Special Business District

Promoting and improving our business community since 1975

August 14, 2020

Kirkwood City Council
c/o Mayor Timothy Griffin
139 S. Kirkwood Road
Kirkwood, MO 63122

Dear Honorable Kirkwood City Council Members,

The Kirkwood-Des Peres Area Chamber of Commerce supports the renovation plans for the Kirkwood Train Station.

The Kirkwood Train Station is the icon of our community and located in the heart of downtown Kirkwood. This landmark welcomes travelers, tourists, residents and train enthusiasts on daily basis.

The Kirkwood-Des Peres Area Chamber of Commerce believes the proposed repairs and improvements to the train station will enhance the many uses of the building and attract more interest to this historic site.

Sincerely,



Peg Weathers
President/CEO

CAPITOL OFFICE
201 West Capitol Avenue
Room 101-C
Jefferson City, MO 65101-6806
(573) 751-4069
deb.lavender@house.mo.gov



COMMITTEES:
BUDGET
SUBCOMMITTEE: HEALTH,
MENTAL HEALTH
AND SOCIAL SERVICES
RULES – LEGISLATIVE OVERSIGHT
AGRICULTURE POLICY

DEB LAVENDER

State Representative
District 90

August 5, 2020

Kirkwood City Council
c/o Mayor Timothy Griffin
139 S. Kirkwood Road
Kirkwood, MO 63122

Dear Mayor Griffin:

The Kirkwood Train Station is an iconic symbol of our community. For generations, Kirkwoodians and travelers alike have enjoyed the beauty and cultural epicenter that is the Kirkwood Train Station. When offering people directions to a downtown location the train station is always a reference point. The history and utilization of the station is of great importance to our community, and its preservation will allow us to hold onto this history as Kirkwood grows.

The Kirkwood Train Station restoration plan is a true testament to the passionate and fervor with which the community supports the station. The updates outlined in the plan are crucial to ensuring our community's history can be preserved for another 80 years.

It is my deepest honor to serve the constituents in the 90th district. Because of this, I wholeheartedly support the renovation plans for the Kirkwood Train Station and respectfully encourage you to approve the grant for this project.

Yours in Service,

A handwritten signature in black ink, reading "Deb Lavender".

Deb Lavender
State Representative
Missouri District 90

CAPITOL OFFICE

State Capitol
201 West Capitol Avenue
Jefferson City, MO 65101-6806
Room 331
Tele: (573) 751-5568
E-Mail:
Andrew.Koenig@senate.mo.gov



MISSOURI SENATE
JEFFERSON CITY

ANDREW KOENIG
SENATOR, 15TH DISTRICT

COMMITTEES

Chairman of Ways and Means
Vice Chairman of Health and
Pensions
Members of:
Judiciary and Civil and Criminal
Jurisprudence
Seniors, Families and Children
Small Business and Industry

7/27/2020

Kirkwood City Council
c/o Mayor Timothy Griffin
139 S. Kirkwood Road
Kirkwood, MO 63122

To the Honorable Mayor Timothy Griffin:

I write to you my support in receiving at \$1.5 million Transportation Alternatives Program (TAP) grant application for the restoration of the Historic Kirkwood Train Station. I thank you for reaching out to me and letting me know about these efforts and hope you receive the funds necessary to complete this project

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Koenig".

Senator Andrew Koenig

District 15



Station after the 1941 Alterations Project. Note the 50-foot canopy on the East side was removed.
Photo source: Kirkwood Historical Society



Train station interior.
Photo source: Kirkwood Historical Society



Train station interior.
Photo source: Kirkwood Historical Society

The 1941 Renovation Project

The turn of the century saw many advances in technology and transportation with the evolution of streetcars, automobiles, buses and airplanes. As a result, passenger usage declined and privately owned railroads faced turbulent financial times. In 1941 the 50-foot passenger outdoor passenger waiting area was removed and the porte-cochere entry was widened. The engine turn table was no longer needed and removed. While the control tower was now obsolete, it remained standing until 1964. Additionally, various accommodation tracks were removed, leaving only two main line tracks.

This 1941 project was the last time the station was renovated.



Missouri Pacific railway station.
Photo source: Kirkwood Historical Society



Kirkwood was the terminus for commuter trains operating between Union Station and Kirkwood. A 65-foot, hand-operated Armstrong turntable located near the present day Farmer's Market, allowed two men to turn around a locomotive for the trip back to Union Station. Photo taken on March 8, 1940.
Photo source: Kirkwood Historical Society



Christening and first run of the Missouri Mule on October 26, 1980.
Photo source: Kirkwood Historical Society



The Station Remains the Heart of this Community

Amtrak (the National Railroad Passenger Corporation) was founded in 1971 as a quasi-public corporation to operate many U.S. passenger rail services, receiving a combination of state and federal subsidies. Amtrak had to abandon numerous large stations, often due to deferred maintenance and other financial challenges.

Amtrak introduced two trains that shared the same route, the eastbound train was known as the St. Louis Mule, while the westbound train was called the Kansas City Mule. Often the combined service was known as the Missouri Mule. The name changed to the “Missouri River Runner” when it merged with yet another train route from Chicago. Today this line runs two times daily between Kirkwood and Kansas City.



Harry Truman was a friend of the rail roads. Circa 1848.
Photo source: Kirkwood Historical Society
Photo credit: Francis Scheidegger



Media coverage of the station during a Fall community event.
Photo source: Bill Burckhalter



Formal dinner at the station.
Photo source: Bill Burckhalter



Children learning about trains.
Photo source: Bill Burckhalter



Santa visits the station.
Photo source: Bill Burckhalter

The 2003 Station Purchase and It's Expanded Community Role

In 2003 the City of Kirkwood seized the opportunity to the purchase the train station, thus allowing the city to present the station in a manner more reflective of Kirkwood values. One of the first changes were expanding the opening hours and securing a staff volunteers. The station now serves as a tourist designation, an historic venue to host private parties, meetings, community events, art exhibitions, and displays of rail-road history. For bicyclist the Kirkwood Amtrak station serves a convenient starting point to towns along the 240 mile Katy Trail, the longest developed rail-trail in the county. Over 70 volunteers work seven days a week to ensure the station runs as a functioning train depot, assisting and welcoming travelers, some of whom may be taking their very first train ride.



Mayor Art McDonnell visits with Mr. & Mrs. Claus and an Amtrak Manager.
Photo source: Bill Burckhalter



A volunteer.
Photo source: Bill Burckhalter

“Thanks for keeping up this old,
historic building. It’s a treasure.”

J.B.

July 29, 2012



Architectural Rendering: Proposed alterations to the Kirkwood Train Station. Note the additions of a storage ancillary building and a covered canopy, a reference to the 1893 station. Drawing dated November 10, 2016.
Photo credit: Dickinson Hussman Architects

“Six of us
Franciscan
Sisters taking
a holiday trip
to Washington,
MO and back
for fun.”

Anonymous visitor

November 27, 2017

“Gideon
used the
potty so
we get
to ride a
train as his
reward...”

Anonymous visitor

“My parents got
engaged here
in August 1989.
This place is
very speacial.”

Anonymous visitor

April 28, 2019



Historic
Kirkwood Train Station Foundation
invites you to attend an
Open House



110 W. Argonne Drive
Kirkwood, MO 63122

Please join us at Kirkwood Train Station and learn about the plans to preserve the icon of our community.

Saturday, November 16 from Noon-3:00 p.m.
Saturday, November 30 from Noon-3:00 p.m.

At 1:30 p.m. on both dates, you will have an opportunity to hear from Don Hussman, AIA, architect and Kirkwood resident about the station's historic significance, the repairs needed to preserve the station and updates that will keep our beloved 126-year-old station a viable landmark and functional train station for the future. There will also be informative tours of the train station and the property with an explanation of why it will cost \$3.8 million to bring the station through the 21st century and beyond.

Claire and Don

The Historic Kirkwood Train Station - Yesterday - Today - Tomorrow



1913 – Little has changed on the original train station with the exceptions of the platform shelter and minor renovations.

At the center of the city and the hearts of most Kirkwood residents is the train station.

The Kirkwood Historical Society reports the station is both historically and architecturally significant and is an outstanding example of Richardsonian Romanesque architecture.



Circa 1938 – All aboard . . . promising, "comfort and economy," you could travel to Colorado on the Missouri Pacific Lines for \$31.65.
(Photo - Francis Scheidegger)



Photo – Bill Burckhalter

Purchased by the City of Kirkwood in December, 2003, the train station is staffed by a large group of dedicated volunteers working under the direction of the station manager. These volunteers collectively donate thousands of hours to keep the station open and operating.

You can help to retain and restore this magnificent

Kirkwood treasure for generations to come. Please consider making a donation to The Historic Kirkwood Train Station Foundation today. We assure you, any amount will be greatly appreciated.

Donations to The Historic Kirkwood Train Station Foundation are tax deductible to the extent allowed by law. Donation opportunities, for your consideration, are listed on the back.

Special thanks to the Webster-Kirkwood Times for permission to reprint several photos and captions from "A Pictorial History of Kirkwood."

Copyright © 2018, City of Kirkwood



The Kirkwood Train Station is staffed by volunteers donating thousands of hours of time each year to promote and provide information to passengers and visitors about local sites, businesses and restaurants.
(Photo – Bill Burckhalter)

Circa 1948
President Harry S. Truman
at the Kirkwood Train Station
(Photo - Francis Scheidegger)



Historic Kirkwood Train Station

Did you know . . .

...more than 400,000 passengers and visitors come to the Kirkwood Train Station each year?

...the Station is staffed solely by volunteers, who in the past year have donated thousands of hours to provide services to passengers and visitors?

...you can rent the Train Station for a private party?

...the Station is owned by the City of Kirkwood?

...a turn table for steam train engines was located near the present day Farmers' Market?

Contact Us:

Web

KirkwoodTrainStationFoundation.org

Email

KirkwoodTrainStationFoundation@gmail.com

Telephone

314.822.5832

The Historic Kirkwood Train Station Foundation is a 501(c)3 nonprofit organization. Gifts may qualify as a charitable deduction for federal income tax purposes.



Photo - © Brian Cassidy

Keeping Our Historic Kirkwood Train Station On Track Donation Opportunities

The Historic Kirkwood Train Station Foundation

The mission of the Historic Kirkwood Train Station Foundation is to seek ongoing funding sources for needed maintenance and construction projects for the preservation of the Kirkwood Train Station. For the past 125 years, Kirkwood's unique identity has revolved around the railroad and its architecturally significant, fully functioning train station. You can help retain and restore this magnificent Kirkwood treasure for future generations. Any amount you can donate to help us reach our goal will be greatly appreciated.

How Funds Will be Used

Critical needs include: Tuck pointing; a new roof, fascia and expanded, ADA-compliant restrooms; windows, doors, lighting, and a more efficient HVAC system; addition of a storage building and replacement of a platform shelter.

To Make Donations

Online Donation: For online donations by credit card or PayPal, go to www.KirkwoodTrainStationFoundation.org

Tribute Gift: Please complete the donation form below, including the name of the person being honored or memorialized, along with a mailing address for the Gift Notification.

Matching Gifts: Matching gifts from your employer are welcome.

Estate Planning/Pledges: Please remember The Historic Kirkwood Train Station Foundation in your estate planning. Three year pledges are also welcome.

Non-monetary Donation: To donate non-monetary assets such as stock, coins, etc., please contact the Station Manager at 314.822.5832.

Personal Check By Mail: Please complete the form below and include it with your donation addressed to:

The Historic Kirkwood Train Station Foundation, 110 W. Argonne Drive, Kirkwood, MO 63122

In Person: For donations made in person, please enclose the form below with your check in a sealed envelope labeled "Train Station Foundation." Present the envelope to the Station Master or Station Volunteer on duty.

Please make check payable to: "The Historic Kirkwood Train Station Foundation" Amount enclosed \$ _____

Name _____ Street Address _____

City/State/Zip _____ Phone number _____

Email address _____ Matching Gift/Employer Name _____

Tribute gift in honor of/memory of _____

Tribute notification mailing address _____

Donation Levels

___ Engineer Sponsor - \$10,000 and above

___ All Aboard Sponsor - \$1,000 - \$2,499

___ Conductor Sponsor - \$5,000 - \$9,999

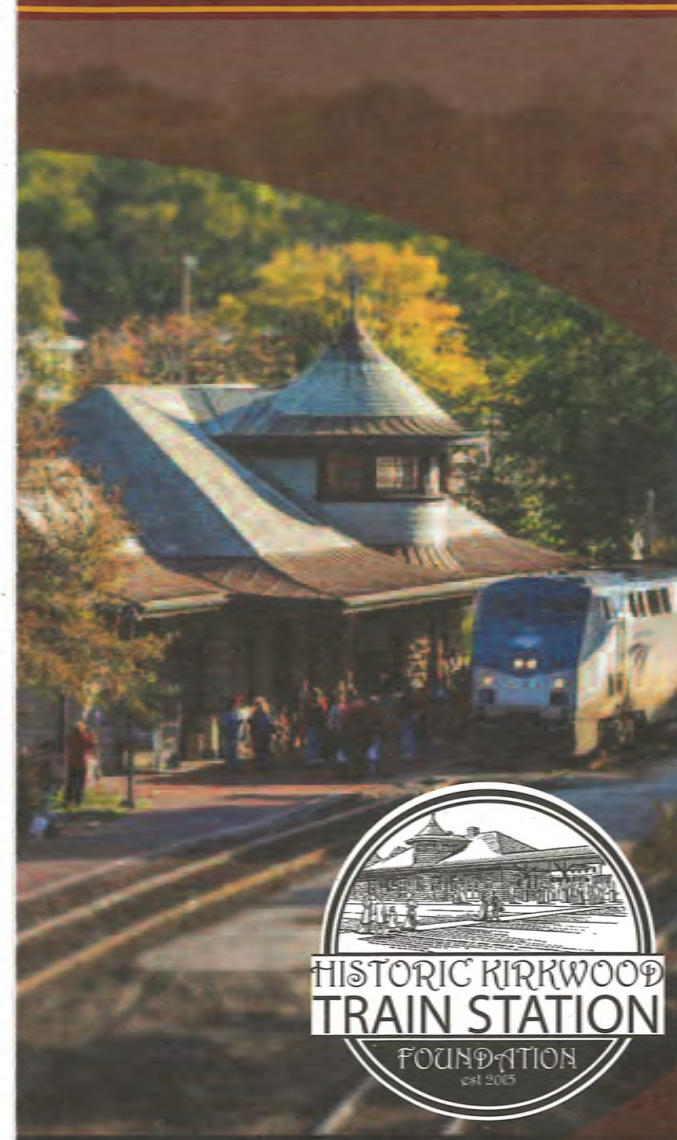
___ Time-Table Sponsor - \$500 - \$999

___ Steam Locomotive Sponsor - \$2,500 - \$4,999

___ Whistle Stop Sponsor - \$5 - \$499

Thank You for supporting Kirkwood's greatly loved historic train station, securing its place in Kirkwood's past, present and future!

THE KIRKWOOD TRAIN STATION



Yesterday. Today. Tomorrow.

Kirkwood



Full Steam Ahead With Station Fundraiser

Efforts underway to raise \$3.5 million for Kirkwood Train Station renovations

This architect's rendering of exterior renovations to the Kirkwood Train Station show the addition of a new building to the west of the station (far left), to be used for storage of luggage and other materials. A new platform roof will extend beyond the building on the southeast side.

| rendering
courtesy
Dickinson
Hussman
Architects



by Don Corrigan

If you're "gonna take a sentimental journey," you could hardly do better than two upcoming open houses at the Kirkwood Train Station this month. Local architect Donald Hussman will give a presentation on the past, present and future of Kirkwood's railroad icon.

It's all part of the kickoff for a fund drive to repair and update the 126-year-old landmark that is the third busiest passenger train stop in Missouri. The open houses, scheduled for noon to 3 p.m. for two Saturdays, Nov. 16 and 30, are courtesy of the Kirkwood Train Station Foundation.

"This is not just about preserving

the station, this is about preserving memories," said Art McDonnell, past Kirkwood Mayor and a Train Station Foundation member. Other members are Hussman, Mike Brown, Trace Walls, Bill Burckhalter, Donna Poe, Todd Neu, Jim Wright and Barb Byerly.

"We have been collecting comments and memories about the station as we get ready for these events," said McDonnell. "Our hope is to have these recollections posted on the walls at the station, so that visitors can see the incredible legacy of this place and the role it has played."

Some of those recollections include the time President Harry S. Truman arrived by train in Kirkwood, or the era when a

passenger depot canopy was attached to the station, or a past when citizens helped push an adjacent railway turntable to send engines back into the city after coming to Kirkwood.

The plans for refurbishing the station add something new to the site, as well as a throwback to the past. For example, an attached passenger platform roof will be constructed at the southeast corner of the station.

A new ancillary building is planned for the west side of the building and will provide storage for equipment, materials and luggage now kept in the bagroom of the station.

The new building will use the same

stone – to provide the same look – as the train station. Stone blocks for the old station were mined from rock at the old Meramec Highland Quarry, or what today is known as Dee Koester Park off of Marshall Road.

"Geologists from Missouri University of Science and Technology at Rolla have located the exact rock vein where the old stone came from," explained Hussman. "So we are going to use original material from a quarry that has not been mined for many years to make this right."

Critical Station Needs

Critical needs for the station include a

« continued on page 8

*Help preserve the icon
of our community*



Architect's rendering of restored train station

The mission of the Historic Kirkwood Train Station Foundation is to seek ongoing funding sources for the needed maintenance and construction projects to preserve our community's treasured icon.

Thanks to many generous donors, the Foundation has raised nearly **\$600,000 of the \$3.8 million** needed for the planned restoration of the city's historic icon to better serve the community and the thousands of train travelers who pass through its doors each year. Originally built in 1893, the station was last renovated in 1941.

We need your financial support to reach our fundraising goal.

RESTORATION PROJECT INCLUDES:

- Design & preliminary engineering
- New roof
- New geothermal heating/cooling system
- Tuckpointing
- Window & door restoration
- Restrooms, expanded & ADA-compliant
- Interior restoration (flooring, walls, ceiling, lighting, etc.)
- Site improvements & utilities
- New ancillary storage building
- New covered platform
- Outdoor plaza & landscaping

TOTAL ESTIMATED COST: \$3,800,000

"The Kirkwood Train Station is so important to the history and the current City of Kirkwood that it was easy for us to contribute to the Capital Plan for its restoration."

— Ron and Hanna Evens

**THE HISTORIC KIRKWOOD
TRAIN STATION FOUNDATION**

Board of Directors

Arthur McDonnell, *President*

Jim Hall, *Vice-President*

Bill Burckhalter, *Treasurer*

Mike Brown, *Secretary*

Barb Byerly, *Director*

John Drexler, *Director*

John Hessel, *Director*

Donna Poe, *Director*

Nancy Luetzow, *Director, Council Designee*



Online donations by credit card can be made at:

<https://KirkwoodTrainStationFoundation.org/donate-now/>

All Aboard Donate Now

Please make your check payable to:

Historic Kirkwood Train Station Foundation

Mail to: Historic Kirkwood Train Station Foundation

110 W. Argonne Dr., Kirkwood, MO 63122

Questions: (314) 497-4036

Name

Phone

Please charge my credit card:

Card Account No.

3-digit CVV No.

Exp. date

Total amount

Thank you for your contribution!

Attachment D:

1. Operations and Maintenance Form

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		248 (in miles)	or Total Centerline Miles (in miles)
<i>Transit Agencies Only</i> # of Vehicles in Fleet			
2. Budget Information			
Year of most recent budget		2019-2020	
Budgeted total revenue		\$90,222,865.00 Entire municipal or county budget	
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 <i>(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</i>			
Total Transportation Operations and Maintenance Expenditures		\$1,672,326.00	

Please use information from the most current budget for your city/agency.

Updated: 10/2018

City of Kirkwood

Train Station

110 W. Argonne Drive
Kirkwood, MO 63122



Asbestos & Lead Report



REPORT PREPARED BY: Chris Jones, Project Consultant
DATE: October 7, 2013

Missouri

1980 Innerbelt Business Center Drive
St. Louis, MO 63114
314-428-4880

Illinois

208 Pine Street
Highland, IL 62249
618-654-8919

Tennessee

855 Springfield Hwy, Suite 108
Goodlettsville, TN 37072
615-851-5892



Report & Pictures

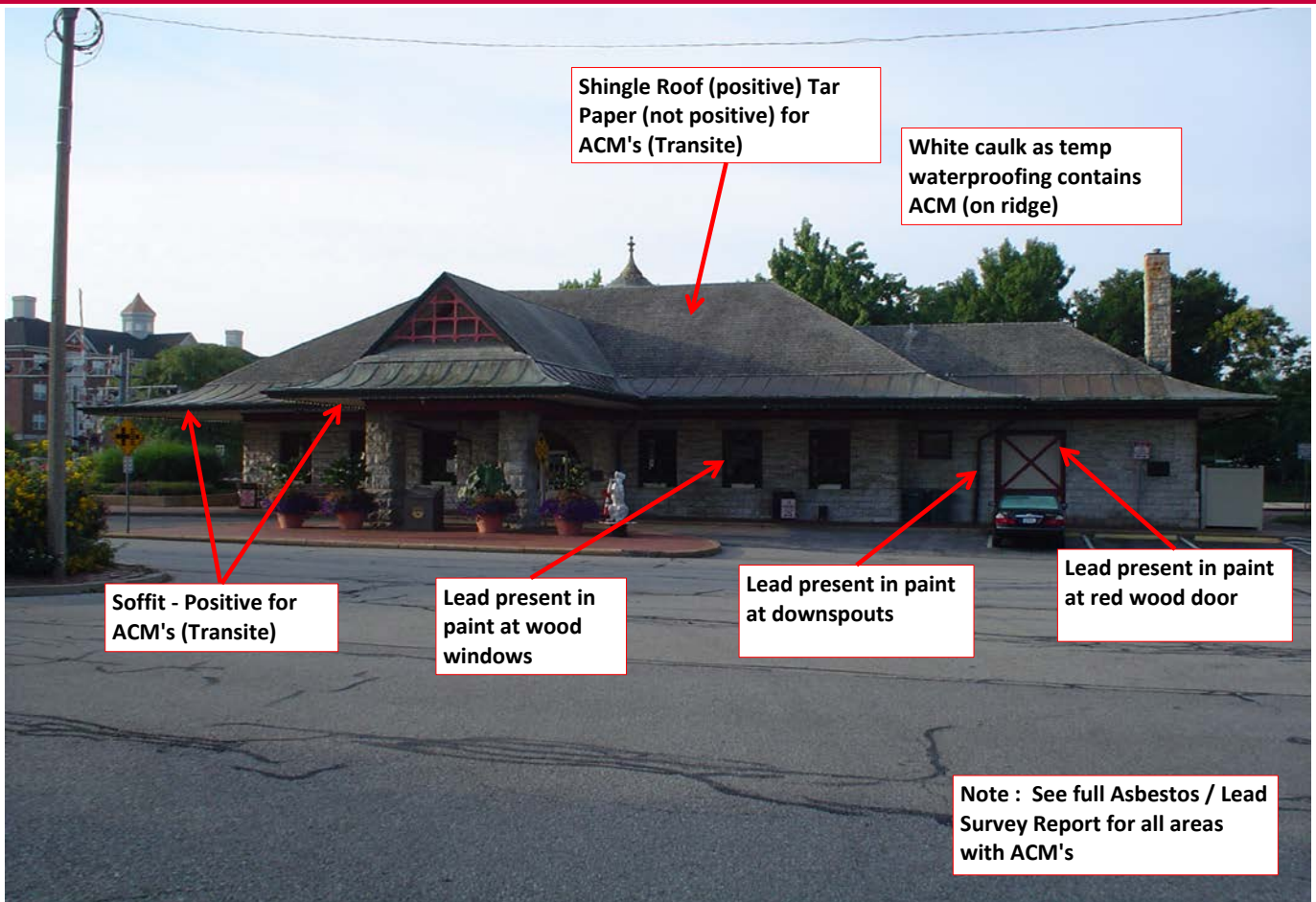
City of Kirkwood
Asbestos & Lead Report
Train Station
110 W. Argonne Drive
Kirkwood, MO 63122

Job Number: GC13L-1698S
Owner Number: N/A
Report Type: Asbestos / Lead
Report Date: 10/7/2013

Summary

Anticipating the potential renovation of the Train Station, Foresight was asked to provide an environmental survey to test for the presence of lead in painted surfaces and asbestos in roofing materials. The field sampling was performed by SCI Engineering. Their technical report is attached as backup. The survey determined the majority of painted surfaces contain lead based paint. Planning of future painting work will entail light scraping and sanding. Painters should follow OSHA guidelines when performing work, including good housekeeping procedures to keep dust to a minimum. The survey determined that the upper roof shingles, vertical siding, a section of caulking used as a temporary waterproofing on the upper shingles and the soffit material all contained asbestos. Planning of future roof replacement will entail removal of the shingles (and with them the ACM containing caulk). While it is possible to remove them intact without creating friable material, the project should be bid expecting abatement by the roof contractor. To remove the shingles intact will likely require enough extra time to outweigh the additional cost of abatement. Furthermore, a monitored abatement program offers a level of protection for the city should concerns arise. The soffit material is recommended to be left intact and painted. At present, Foresight did not observe significant paint failure on the soffit areas. Should areas of paint failure on the soffits become evident (such that they require scraping or sanding), Client should review to ensure the surface prep does not create a situation where friable material is released into the air. The following photos illustrate test results.

Photo # 1





Report & Pictures

City of Kirkwood
Asbestos & Lead Report
Train Station
110 W. Argonne Drive
Kirkwood, MO 63122

Job Number: GC13L-1698S
Owner Number: N/A
Report Type: Asbestos / Lead
Report Date: 10/7/2013

Photo # 2



This report was prepared for the purpose of budgeting for cost and future cost. The information contained in this report was obtained at the site and / or from site personnel. This report may include some assumptions and estimated values, therefore it cannot be used as a legal document or contract. This report is the property of Foresight Services which shall not be reproduced, copied or distributed without consent. Foresight's observations and opinions expressed in this report are strictly limited to those fall hazards and other issues specifically identified and addressed therein. This report is not a comprehensive review, analysis or evaluation of any: 1) other fall hazards or other dangerous conditions; 2) code or ordinance or other violations of law including but not limited to OSHA rules and regulations and guidelines; 3) construction defects; 4) design errors or omissions; and 5) dangerous or hazardous materials or substances regarding the building(s) reviewed. This report is prepared by Foresight specifically for its Client and no other person or entity shall be considered a third-party beneficiary of any work or services performed by Foresight. Foresight makes no warranty either express or implied.



SCI ENGINEERING, INC.

CONSULTANTS IN DEVELOPMENT,
DESIGN AND CONSTRUCTION
GEOTECHNICAL
ENVIRONMENTAL
NATURAL RESOURCES
CULTURAL RESOURCES
CONSTRUCTION SERVICES

October 3, 2013

Mr. Chris Jones
Foresight Services
112 Executive Drive
Highland, Illinois 62249

RE: Asbestos and Lead-Based Paint Survey Activities
Kirkwood Train Station
Kirkwood, Missouri
SCI No. 2013-0882.25

Dear Mr. Jones:

INTRODUCTION

SCI Engineering, Inc. (SCI) is pleased to submit this report of the analytical test results for samples of suspect asbestos-containing materials (ACMs), and lead-based paint sampling activities at the above-referenced location collected during the survey performed on September 24, 2013. The purpose of this survey was to identify ACMs which have the potential to be impacted by an upcoming roof replacement project as well as to identify, if present, lead-based paint on the entire exterior of the building. Survey activities were performed by Doug Ell (MO Asbestos No.: 7011062713MOIR15399).

This survey is intended to satisfy the requirements for the asbestos National Emission Standard for Hazardous Air Pollutant for demolition and renovation. It is not intended to be used for Occupational Safety and Health Administration (OSHA) compliance.

ASBESTOS SURVEY

Fifteen samples were collected from the on-site structure. Of these 15 samples, 9 were analyzed using a positive stop procedure. These samples were analyzed by Polarized Light Microscopy (PLM). Analytical test results and chain-of-custody documentation are enclosed. The results of the analysis of all samples are summarized in Table 1.

Table 1 – Summary of Analytical Test Results

Sample Number	Material Location	Material Description	Approx. Quantity	Result	Category
1A	Roof	White Roof Caulk	30 lf	5-10% Chrysotile	NCII

Table 1 – Summary of Analytical Test Results (continued)

Sample Number	Material Location	Material Description	Approx. Quantity	Result	Category
2A	Roof/Soffit	Transite	4,000 sf	25-30% Chrysotile	NCII
3A	Roof	Tar Paper (under wall shingles)	--	None Detected	--
3B				None Detected	
3C				None Detected	
4A	Roof	Tar Paper (under roof shingles)	--	None Detected	--
4B				None Detected	
4C				None Detected	
5A	Roof	Chimney Caulk	8 lf	20-25% Chrysotile	NCII

NCII- Non-Friable Category II Material

Demolition/Renovation

According to the Missouri Department of Natural Resources (MDNR), any friable or potentially friable ACM equal to or greater than 16 linear feet or 10 square feet is classified as a regulated ACM (RACM) and must be removed prior to demolition or renovation which would significantly damage the material.

The transite roof/soffit and caulking are Category II non-friable materials and according to the rule outlined above, is not, by definition, an RACM. However, it is the opinion of the MDNR that renovation/demolition activities will render these materials friable and therefore this material must be removed prior to demolition/renovation activities that would affect this material.

As indicated above, SCIs survey was limited those materials which were above the roof line and did not include the area below the roof line or interior of the structure. Additional survey activities will be needed prior to renovation or demolition in those areas.

The Occupational Safety & Health Administration also has regulations (29 CFR Parts 1910 et al, Occupational Exposure to Asbestos, August 10, 1994) regarding removal of asbestos-containing materials which must be followed.

Reporting

Attached is Demolition and Renovation form which has been filled out to the extent possible by SCI. The remaining information must be completed by you.

This report, as well as the completed EPA Notification of Demolition and Renovation form, must be submitted to the MDNR as follows:

- MDNR, Air Pollution Control, PO Box 176, Jefferson City, MO, 65102, Mr. Todd Schneider's.

It should be noted that following submittal of the notification form, there is a ten day waiting period before demolition, renovation, or abatement activities can begin.

SCI's asbestos survey entailed visually assessing accessible areas above the roof line only. If any other suspect asbestos materials are discovered during demolition or renovation, please contact SCI, and we will make arrangements for assessment of these materials. Areas behind walls, under subfloors and above fixed ceilings are considered non-accessible.

If this report is to be used for bidding purposes for asbestos abatement, SCI recommends the contractor visit the site to verify all conditions and quantities.

LEAD-BASED PAINT SURVEY

At your request, SCI performed a lead-based paint survey of exterior on-site structure. Details of this survey are described below.

This survey was performed using an XRF that can quickly and nondestructively determine the quantity of lead present in paint/glaze coatings on various interior and exterior components of the structures.

The United States Department of Housing and Urban Development indicates that LBP is any paint, varnish, stain, or other applied coating that has one milligram per square centimeter (mg/cm^2) or 5,000 micrograms per gram (ug/g) by dry weight (0.5 percent by mass) or more of lead. Based upon a review of the XRF results, several of the paint systems analyzed had a lead content greater than $1.0 \text{ mg}/\text{cm}^2$. A summary of the sample locations with levels greater than $1.0 \text{ mg}/\text{cm}^2$ is presented in Table 2 below.

Table 2 – Results of Lead-Based Painted Coatings
(as determined by XRF testing)

Sample Number	Sample Location	Sample Description
4	Exterior North	Red Wood Door
5	Exterior North	Tan Wood Door
7	Exterior North	Red Wood Window
8	Exterior North	Black Wood Window
9	Exterior North	Black Metal Downspout
12	Exterior East	Red Wood Entry Door
13	Exterior East	Black Metal Downspout
15	Exterior East	Black Wood Window
16	Exterior East	Red Wood Window
20	Exterior South	Red Wood Door
22	Exterior South	Tan Wood Freight Door
24	Exterior South	Red Wood Freight Door
25	Exterior North	Red Wood Trim Crown
26	Exterior North	Black Wood Trim Crown
28	Exterior North	White Transite Soffit

SCI's lead-based paint survey was limited to the exterior of the structure and did not include any interior surfaces. If any other potential lead-based painted materials are discovered during demolition/renovation, please contact SCI, and we will make arrangements for assessment of these materials.

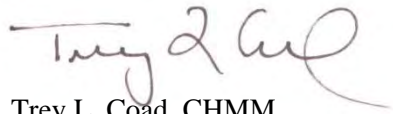
SCI appreciates the opportunity to be of service to you on this project, and we look forward to working with you in the future. Please contact us if you have any questions or comments regarding the information provided.

Respectfully,

SCI ENGINEERING, INC.



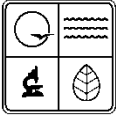
Douglas J. Ell
Missouri State Certified Asbestos Inspector
Certificate Number 7011062713MOIR15399



Trey L. Coad, CHMM
Senior Project Scientist

DJE/TLC/hmm

Enclosure



STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

ASBESTOS NESHAP NOTIFICATION OF DEMOLITION AND RENOVATION

OPERATOR PROJECT NO.		POSTMARK		DATE RECEIVED		NOTIFICATION NUMBER			
I. TYPE OF NOTIFICATION <input checked="" type="checkbox"/> O – ORIGINAL <input type="checkbox"/> C – CANCELLED <input type="checkbox"/> R – REVISION, WRITE REVISION NUMBER _____									
II. FACILITY INFORMATION (IDENTIFY OWNER, REMOVAL CONTRACTOR, AND OTHER OPERATOR)									
OWNER NAME				ADDRESS					
CITY		COUNTY		STATE		ZIP CODE			
CONTACT					TELEPHONE NUMBER				
ASBESTOS REMOVAL CONTRACTOR				ADDRESS					
CITY		STATE		ZIP CODE					
CONTACT		TELEPHONE NUMBER		TITLE					
DEMOLITION CONTRACTOR				ADDRESS					
CITY		STATE		ZIP CODE					
CONTACT		TELEPHONE NUMBER		TITLE					
III. TYPE OF OPERATION <input type="checkbox"/> D - DEMO <input type="checkbox"/> O – ORDERED DEMO <input checked="" type="checkbox"/> R – RENOVATION <input type="checkbox"/> E – EMERGENCY RENOVATION									
IV. IS ASBESTOS PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		LIST TYPE OF ASBESTOS MATERIAL(S) TO BE REMOVED							
V. FACILITY DESCRIPTION (INCLUDE BUILDING NAME, NUMBER AND FLOOR OR ROOM NUMBER)									
BUILDING NAME Kirkwood Train Station									
ADDRESS 110 West Argon									
CITY Kirkwood		COUNTY St. Louis		STATE MO		ZIP CODE 63122			
SITE LOCATION									
BUILDING SIZE		NUMBER OF FLOORS 1		AGE IN YEARS 120					
PRESENT USE Train Station				PRIOR USE Train Station					
VI. PROCEDURE, INCLUDING ANALYTICAL METHOD, IF APPROPRIATE, USED TO DETECT THE PRESENCE OF ASBESTOS MATERIAL. INCLUDE A COPY OF THE ASBESTOS INSPECTION. Bulk sampling and analysis by Polarized Light Microscopy									
VII. APPROXIMATE AMOUNT OF ASBESTOS, INCLUDING:				RACM TO BE REMOVED		NONFRIABLE ASBESTOS MATERIAL TO BE REMOVED		NONFRIABLE ASBESTOS MATERIAL NOT TO BE REMOVED	
1. REGULATED ACM (RACM) 2. CATEGORY I ACM 3. CATEGORY II ACM						CAT I	CAT II	CAT I	CAT II
PIPES (LINEAR FEET)									
SURFACE AREA (SQUARE FEET)									
VOL. RACM OFF FACILITY COMPONENT (CUBIC FEET)									

VIII. SCHEDULED DATES DEMO/RENOVATION (MM/DD/YY)			
START:		COMPLETE:	
IX. SCHEDULED DATES ASBESTOS REMOVAL (MM/DD/YY)		WEEKDAYS WORK HOURS	WEEKEND WORK HOURS
START:		COMPLETE:	
X. DESCRIPTION OF PLANNED DEMOLITION OR RENOVATION WORK, AND METHOD(S) TO BE USED			
XI. DESCRIPTION OF WORK PRACTICES AND ENGINEERING CONTROLS TO BE USED TO PREVENT EMISSIONS OF ASBESTOS AT THE DEMOLITION AND RENOVATION SITE.			
XII. WASTE TRANSPORTER			
ADDRESS			
CITY		STATE	ZIP CODE
CONTACT PERSON		TELEPHONE NUMBER	
XIII. WASTE DISPOSAL SITE			
NAME			
LOCATION			
CITY		STATE	ZIP CODE
TELEPHONE NUMBER			
XIV. IF DEMOLITION ORDERED BY A GOVERNMENT AGENCY, PLEASE IDENTIFY THE AGENCY BELOW			
NAME		TITLE	
AUTHORITY			
DATE OF ORDER (MM/DD/YY) INCLUDE A COPY OF THE ORDER.		DATE ORDERED TO BEGIN (MM/DD/YY)	
XV. FOR EMERGENCY RENOVATIONS			
A. DATE AND HOUR OF EMERGENCY (MM/DD/YY)			
B. DESCRIPTION OF THE SUDDEN, UNEXPECTED EVENT			
C. EXPLANATION OF HOW THE EVENT CAUSED UNSAFE CONDITIONS OR WOULD CAUSE EQUIPMENT DAMAGE OR AN UNREASONABLE FINANCIAL BURDEN			
XVI. DESCRIPTION OF PROCEDURES TO BE FOLLOWED IN THE EVENT THAT UNEXPECTED ASBESTOS IS FOUND OR PREVIOUSLY NONFRIABLE ASBESTOS MATERIAL BECOMES CRUMBLED, PULVERIZED, OR REDUCED TO POWDER. Stop work and contact a licensed inspector			
XVII. I certify that an individual trained in the provisions of this regulation (40 CFR Part 61, Subpart M) will be on-site during the demolition or renovation and evidence that the required training has been accomplished by this person will be available for inspection during normal business hours (required 1 year after promulgation).			
SIGNATURE OF OWNER/OPERATOR			DATE
XVIII. I Certify that the above information is correct.			
SIGNATURE OF OWNER/OPERATOR			DATE



Client: SCI Engineering, Inc. - St. Charles
 Project No.: 13-0882.25
 Location: Kirkwood Train Station


Date Received: 09-25-13

Date Reported: 09-25-13

Technique: Polarized Light Microscopy with Dispersion Staining
In accordance with EPA/215/93/734 Test Method

Lab No.	Sample No.	Asbestos Detected & Percentage *	Fibrous Material	Non-Fibrous Material
234705	1a	5-10% Chrysotile		Vinyl, Binders
234706	2a	25-30% Chrysotile	Antigorite	Aggregate, Binders
234707	3a	None Detected	Cellulose	Black tar binders
234708	3b	None Detected	Cellulose	Black tar binders
234709	3c	None Detected	Cellulose	Black tar binders
234710	4a	None Detected	Cellulose	Black tar binders
234711	4b	None Detected	Cellulose	Black tar binders
234712	4c	None Detected	Cellulose	Black tar binders
234713	5a	20-25% Chrysotile		Black tar binders

* The upper detection limit is 100 percent.
 The lower detection limit is less than 1 percent.


 Paul Spell
 Laboratory Director

AIHA Bulk Asbestos Proficiency Analytical Testing Program ID # 101228
 In Association with RTI Center for Measurements and Quality Assurance

PLM is not recommended for analysis of vinyl floor tile. Vinyl floor tile often contains milled asbestos with fiber lengths of 1 micrometer or less. Because these fibers are not detected by PLM, PLM analysis may yield a false negative result. We recommend qualitative analysis of vinyl floor tile by Transmission Electron Microscopy (TEM).

Precision Analysis assumes no responsibility for financial or health consequences for action or lack of action taken by our clients or their agents as a result of these analytical reports. Since Precision Analysis was not involved in the collection of these samples, we cannot attest to the proper collection of said samples and therefore are neither responsible nor liable for the accuracy, validity or completeness of the sample collection.



BULK ASBESTOS CHAIN OF CUSTODY

130 Point West Boulevard
St. Charles, Missouri 63301
636-949-8200 Fax 636-949-8269
www.sciengineering.com

Company: SCI Engineering, Inc.		Please Provide Results Via: <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Mail			
Street: 130 Point West Boulevard		To: Trey Coad			
City/State/Zip: St. Charles, Missouri 63301		Telephone #: 314-575-7404 Fax #: 636-949-8269			
Project Name: Kirkwood Train Station		Email: tcoad@sciengineering.com			
Project Number: 2013-0882.25					
Turnaround Time (TAT) Options - Please Check One					
<input type="checkbox"/> 3 Hour	<input type="checkbox"/> 6 Hour	<input checked="" type="checkbox"/> 24 Hour	<input type="checkbox"/> 48 Hour	<input type="checkbox"/> 72 Hour	<input type="checkbox"/> 96 Hour <input type="checkbox"/> Other
PLM Bulk Analysis					
<input checked="" type="checkbox"/> PLM-EPA 600					
<input type="checkbox"/> PLM-EPA 600 NOB					
<input type="checkbox"/> PLM-Point Count					
<input checked="" type="checkbox"/> Check Box for Stop Positive					
Comments:					
Samplers Name: Doug Ell		Samplers Signature: <i>Doug Ell</i>		Date Sampled: 9/24/13	
Building Use/Description/Features: Train Station					
Windows: Wood		Siding: Stone		Roof: Transite	
Attic: N/A		Age: 120 years		Size: HVAC:	
Sample #	Material Location	Material Description	Approx. Quantity	Condition	Comments
1 ABC	Roof	White Roof Caulk	30 LF	Good	
2 ABC	Roof	Transite Shingles	4000 SF	Good	
3 ABC	Roof	Tar Paper	55 SF	Good	under wall shingles
4 ABC	Roof	Tar Paper	6500 SF	Good	under roof shingles
5 ABC	Roof	Chimney Caulk	8 LF	Good	
Relinquished:	Date: 9/24/13		Time: 1530		
Received:	Date: SEP 25 2013		Time:		

Index	Results	Component	Substrate	Side	Color	Pb	Pb Error
1	Negative	CALIBRATE				0.01	0.01
2	Positive	CALIBRATE				1.09	0.1
3	Negative	COAL CHUTE	METAL	A	BLACK	0.03	0.03
4	Positive	DOOR	WOOD	A	RED	2.41	0.89
5	Positive	DOOR	WOOD	A	TAN	2.79	1.13
6	Negative	DOOR TRIM	WOOD	A	BLACK	0.08	0.08
7	Positive	WINDOW	WOOD	A	RED	2.85	1.12
8	Positive	WINDOW	WOOD	A	BLACK	3.64	1.38
9	Positive	DOWNSPOUT	METAL	A	BLACK	2.61	0.93
10	Negative	ENTRY DOOR	WOOD	A	BLACK	0.99	0.1
11	Negative	ENTRY DOOR	WOOD	A	TAN	0.45	0.45
12	Positive	ENTRY DOOR	WOOD	A	RED	1.02	0.1
13	Positive	DOWNSPOUT	METAL	B	BLACK	2.06	0.53
14	Negative	WINDOW	WOOD	B	BLACK	0.9	0.29
15	Positive	WINDOW	WOOD	B	BLACK	1.71	0.38
16	Positive	WINDOW	WOOD	B	RED	2.5	0.88
17	Negative	HANDRAIL	METAL	C	BLACK	0.01	0.01
18	Negative	DOOR	WOOD	C	BLACK	0.6	0.6
19	Negative	DOOR	WOOD	C	BLACK	0.43	0.43
20	Positive	DOOR	WOOD	C	RED	1.06	0.1
21	Negative	DOOR	WOOD	C	TAN	0.43	0.28
22	Positive	DOOR FREIGHT	WOOD	C	TAN	2.94	1.21
23	Negative	DOOR FREIGHT	WOOD	C	RED	0.59	0.59
24	Positive	DOOR FREIGHT	WOOD	C	RED	1.48	0.29
25	Positive	TRIM CROWN	WOOD	A	RED	2.14	0.68
26	Positive	TRIM CROWN	WOOD	A	BLACK	2.38	0.84
27	Negative	SOFFIT	TRANSITE	A	WHITE	0.5	0.27
28	Positive	SOFFIT	TRANSITE	A	WHITE	1.09	0.1
29	Negative	CALIBRATE				0.01	0.01
30	Positive	CALIBRATE				1.07	0.1