



City of Union

May 13, 2024

Dear Consultant,

The City of Union is requesting the services of a consulting engineering firm to perform the described professional services for the project included on the attached list. If your firm would like to be considered for these consulting services, you may express your interest by responding to the appropriate office, which is indicated in the attachments. Limit your letter of interest to no more than ten (10) pages. This letter should include any information which might help us in the selection process, such as the persons or team you would assign to each project, the backgrounds of those individuals, other projects your company has recently completed or are now active, and previous federally funded project experience.

It is required that your firm's Statement of Qualification (RSMo 8.285 through 8.291), Affidavit of Compliance with the federal work authorization program, and a copy of your firm's E-Verify Memorandum of Understanding (15 CSR 60-15.020) is submitted with your firm's Letter of Interest. These documents are not included in the total page count limit.

DBE firms must be listed in the MRCC DBE Directory located on MoDOT's website at www.modot.gov, to be counted as participation towards an established DBE Goal. We encourage DBE firms to submit letters of interest as prime consultants for any project they feel can be managed by their firm.

It is required that your firm be prequalified with MoDOT and listed in MoDOT's Approved Consultant Prequalification List, or your firm will be considered non-responsive.

If your firm would like to be considered for these consulting services, please deliver all letters by 2:00 P.M. CDT on June 14, 2024 to:

City of Union
Engineering Department
10 E Locust Street
Union, MO 63084

Submittals shall be clearly labeled **TAP - 6200(618) Union School Sidewalks**.

Sincerely,

J.D. Kelley, P.E.
City Engineer

attachments



City of Union, MO / Union School Sidewalks	
Federal Aid Number	TAP – 6200(618)
Location	Springfield Ave to W Park Ave
Proposed Improvement	Pedestrian path upgrades to provide ADA-compliant infrastructure, curb and gutter remove/replace, traffic calming measures, signing, striping, utility and storm sewer relocation.
Length	0.64 miles
Approximate Construction Cost	\$1,008,999
DBE Goal Determination	10%
Consultant Services Requested	<p>Engineering responsibilities may include but are not limited to preparation of Conceptual plans, Preliminary plans, Contract plans, and Right of Way plans.</p> <p>Design services may include but are not limited to surveying, geotechnical investigations, traffic studies and reports, ADA compliance survey, subsurface utility exploration, storm sewer design, intersection design, roadway design, public involvement, environmental and historic preservation services/permits, contract documents, assisting with the bidding process, utility coordination/permits, and traffic controls design, including preparation of PS&E and final documents.</p> <p>Construction engineering responsibilities may include but are not limited to work with contractor on behalf of the City, assist with preconstruction conference, construction inspection, inspection and testing construction materials, construction support, prepare change orders, review shop drawings and material submittals, be present during critical construction operations, work with City to do full time inspections and reporting and participate in final inspection.</p>
Other Comments	No professional services OJT goal
Project Contact	<p>J.D. Kelley, P.E. 10 E Locust St Union, MO 63084 636-583-1805 engineer@unionmissouri.gov</p>
Deadline	2:00 P.M., CDT on Friday, June 14, 2024
Submittal Requirements	Letter of interest should not exceed ten (10) pages total. A page is defined as an 8-1/2 by 11 inches and printed on one side. Four (4) paper copies and an electronic version (pdf) on a USB flash drive shall be received by the deadline at the address above.

Pursuant to the Brooks Act for Consultant Selection, the qualifications will be scored based on the following criteria.

- Experience and technical competence (30 points)
- Past Performance (30 points)
- Capacity and Capability (25 points)
- Project approach (10 points)
- Proximity and familiarity with area (5 points)



QUALIFICATIONS

Qualifications are not limited to, but should include the following:

- 1) (30 max points). The specialized experience and technical competence of the firm with respect to the type of services required includes, but is not limited to:
 - a) A brief description of the firm
 - b) A list of key personnel involved in the work and any experience or expertise they have related to the type of work requested, and the role those key personnel will fulfill in the project.
 - c) The office location of each key personnel.
 - d) This summary should include the same specialized experience, technical competence and firm information for all associates or sub-consultants anticipated to be involved in providing services on the project on behalf of the firm.
- 2) (30 max points). The past performance of the firm (or firms) with respect to such factors as control of costs, quality of work, and ability to meet schedules including, but not limited to:
 - a) A listing and description of similar projects that have been completed by the firm in the past five (5) years.
 - i) At minimum, a list of the last five (5) similar projects completed by your firm, design time as per the Agreement vs. actual design time, engineer's estimated cost of construction, low bid, final construction costs and owner contact information (address, phone number and contact person for the agency)
 - b) The estimated schedule for completion of the design requirements of this project
 - c) A brief discussion of the firm's project approach and scope. Highlight any practical design and creative processes utilized in solving project problems to provide quality control and reduce construction costs on past projects.
 - d) A description of the firm's processes that affect and control the project schedule, such as coordination with outside agencies (utility companies, permitting agencies, etc.)
- 3) (25 max points). The capacity and capability of the firm (or firms) to perform the work in question, including specialized services within the time limitations fixed for completion of the project including, but not limited to:
 - a) It is understood that some firms do not employ all necessary in-house professional disciplines to accomplish a given project. A description of any arrangements/joint venture made with any other firm should be included.
- 4) (10 max points). Presentation of the firm's approach to the project, including but not limited to:
 - a) Significant or unusual issues, problems, and difficulties it has identified that will influence the development of the project.
 - b) The firm's understanding of special requirements, codes, and regulations pertinent to the project.
 - c) The firm's internal quality assurance and quality control procedures.
- 5) (5 max points). The firm's proximity to and familiarity with the area in which the project is located including, but not limited to:
 - a) The firm's sensitivity to citizen concerns and the need for sharing project information with the public and elected officials.



- b) The familiarity of the firm with the project, including a discussion explaining the benefit the City of Union would gain by selecting the firm with regard to both the firm's anticipated technical approach on this project and overall participation as a project team member.
- 6) Include with the submittal, a clean, legible, active copy of an Affidavit of Compliance and a copy of the E-Verify MOU.

SELECTION PROCESS

Proposals received will be evaluated for adequacy of content for the items noted above by a review committee. The competency of all firms (including applicable subcontracted firms) will be reviewed and ranked as a whole. The committee will rank the firms and select the firm that they believe to be the best qualified and capable of performing the desired work. The City will then, for a basis for negotiations, prepare a detailed scope of services, with the highest ranked firm. If the City is unable to negotiate a satisfactory contract with the firm selected, negotiations with that firm shall be terminated and the City will begin negotiations with another qualified firm. The City does reserve the right to reject any or all responses, to request interviews for further information, or to cancel the project.

ANTICIPATED SCHEDULE

Below is the anticipated schedule of this project. All dates are considered approximate.

June 14, 2024	RFQ's due by 2:00 P.M.
June 2024	Selection committee ranks design firms based on qualifications
July 2024	Informal interviews
July 2024	Negotiate scope of work and price
August 2024	Submittal of contract to Committee for authorization
October 2024	Contract execution
October 2024	Estimated Notice to Proceed

Project Application Form

Transportation Alternatives Program

2023 Call for Projects

For the St. Louis Region – Missouri Only

Bicycle and Pedestrian Facilities

Sponsoring Agency: City of Union, Missouri

Project Title: School Pedestrian Route Improvements

TAP Funds Requested: \$1,201,246.00

Applications Due: Friday, July 21, 2023 by 4:00 PM



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

04/21/2023

TRANSPORTATION ALTERNATIVES PROGRAM

BICYCLE AND PEDESTRIAN FACILITIES – 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: www.ewgateway.org/TAPCall.

This project application form is for the bicycle and pedestrian facilities, including Safe Routes to School (SRTS) infrastructure. There are separate project application forms for the SRTS non-infrastructure activities, and for the community improvement and environmental mitigation 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: 2023TAP_[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 **April 21, 2023** and ends on **July 21, 2023 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. The electronic submission must include scanned signatures. Please submit one application per email. 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.

APPLICATION FEE

An application fee is required for each project that is submitted for consideration. The application fee is 0.5% of the federal funds being requested. For example, a sponsor requesting \$350,000 in federal funding would be required to pay a \$1,750 application fee. If the project is not recommended for funding, the application fee will be refunded. Counties make annual contributions to EWG and, as such, a credit equal to their annual contribution is applied against their application fee. Counties will be invoiced for any amount above the annual contribution credit.

The TIP Application Fee Payment Information Form must be included with the TIP application fee. This form is available on the TAP Call for Projects web page. Application fees may be submitted by check via mail or through electronic funds transfer (EFT).

Mailed application fees must be postmarked by July 21, 2023. For check payments, send the TIP Application Fee Payment Information Form and check to:

TIP Application
East-West Gateway Council of Governments
1 S. Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

For EFT payments, send the TIP Application Fee Payment Information Form via email to tipappfees@ewgateway.org. EFT payments are due by July 28, 2023.

CONTACT INFORMATION

EWG staff encourages project sponsors to reach out for any questions regarding eligibility, development schedule, financial plan, scoring criteria, etc. Please submit questions to 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)

- ☒ **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

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. Project location is used by EWG to determine:
 - score for Environmental Justice
 - score for Population and Employment Index
- ☒ **Detailed cost estimate** – use Estimate of Project Costs excel file provided by EWG.
- ☐ **Letter of permission from facility owner** – provide if sponsor does not own roadway/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 (e.g., Bi-State Development or another jurisdiction).

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

- ☒ **Photographs** – attach photo(s) of the current roadway or bicycle/pedestrian facility.
- ☒ **Detailed map (existing)** – provide a map showing (if applicable):
 - bus stops/stations in relationship to project
 - community resources located within ½ mile of project limits (e.g., park, full service grocery, civic building, library, health care, recreation center)
 - cultural destinations located within ½ mile project (e.g., tourism destinations, heritage/historic sites, natural areas)
 - schools (grades K-12 and college/university) located within ½ mile of project limits
 - bicycle and/or pedestrian facilities within ½ mile of project limits
 - barriers (e.g., river, railroad, interstate)
- ☒ **Detailed map (proposed)** – provide a map showing:
 - location of proposed improvements (e.g., RRFB/PHB, crosswalk visibility enhancements, medians and pedestrian crossing islands, new sidewalk/shared-use path, pedestrian bridge)
- ☒ **Typical section** – show details of before and after improvements.
- ☐ **Crash reports** – provide bicycle and pedestrian crash reports along the project limits. Use crash reports from 2017-2021. Redact any personal information (e.g., names, addresses).
- ☒ **Documentation of an approved or adopted plan, ordinance, and/or policy that supports the project** – do not attach entire plan documents, only include the necessary pages.

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.

SPONSOR INFORMATION								
Sponsoring agency:		City of Union, MO						
Secondary sponsor agency (if applicable):								
Chief Elected Official/Chief Executive Director:								
Name:		Bob Schmuke			Title:		Mayor	
Street address:		10 E Locust Street						
City:		Union		State:		MO		
County:		Franklin		ZIP code:		63084		
Project contact:								
Name:		J.D. Kelley			Title:		City Engineer	
Agency:		City of Union, MO						
Street address:		10 E Locust Street						
City:		Union		State:		MO		
County:		Franklin		ZIP code:		63084		
Phone Number:		636-583-3600		E-mail address:		engineer@unionmissouri.gov		
Application contact:								
Name:		J.D. Kelley			Phone Number:		636-583-3600	
E-mail address:		engineer@unionmissouri.gov						
PROJECT INFORMATION								
Project title:		School Pedestrian Route Improvements						
Project status:				Is this application request for a piece of a larger project (phase) or the entire length of project?				
<input checked="" type="checkbox"/> New project				<input type="checkbox"/> Phase				
<input type="checkbox"/> Continuation of STP-S/CMAQ/TAP project				<input checked="" type="checkbox"/> Full project				
<input type="checkbox"/> Add to existing non-federally funded project								
If project is a continuation of another project that was previously programmed in the TIP, provide TIP ID # of existing project and also explain this relationship: N/A								
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): N/A								
Has your agency received federal funds along the project corridor within the last 10 years? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No								
If yes, when? 2015								
Does this project touch MoDOT right-of-way? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, a letter of support for this project is required from MoDOT.</i>								
Does the sponsoring agency own and maintain this facility? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If no, a letter of support for this project is required from the facility owner.</i>								
If no, who owns the facility?								

ROADWAY INFORMATION				
<i>Note: provide the following information for the road adjoining to the bike/pedestrian facility.</i>				
Name of street or facility to be improved:		N Christina Ave, West End Ave, Delmar Ave, Water		
Project length (miles):		0.49 (Christina Ave)		
Project limits – north/west reference point, cross street, or intersection:		Near Union Middle School, W Park Ave.		
Project limits – south/east reference point, cross street, or intersection:		Near Union Middle School, Springfield Ave.		
Federal functional classification of road (per EWG) ¹ :		Local		
	CURRENT:		PROPOSED:	
Traffic volumes (AADT):	588	Year: 2023	682	Year: 2030
Average daily use volume:				
Speed limit of street:	30 mph		30 mph	
Number of through lanes (both directions):	2		2	
Number of turn lanes:	0		0	
Typical lane width:	11		11	
Outside lane width:	N/A		N/A	
Shoulder width:	7		7	
On-street parking allowed?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Curb and gutter?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Sidewalks?	<input checked="" type="checkbox"/> One side <input checked="" type="checkbox"/> Both sides <input type="checkbox"/> None		<input checked="" type="checkbox"/> One side <input checked="" type="checkbox"/> Both sides <input type="checkbox"/> None	
Sidewalk width:	5 ft		5 ft	
Existing sidewalk surface condition ² :	<input checked="" type="checkbox"/> Poor <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Good <input type="checkbox"/> Excellent <input type="checkbox"/> None		n/a	
Sidewalk/roadway separation width:	0 ft to 2 ft from back of curb		0 ft to 2 ft from back of curb	
On-road bicycle facility ³ ?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
On-road bicycle facility width:	N/A		N/A	
Shared-use path/sidepath?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Shared-use path/sidepath width:	N/A		N/A	
PROJECT MAINTENANCE				
List any regular maintenance tasks anticipated over the next 25 years:				
Storm sewer maintenance. Restriping.				
Estimated annual cost to maintain facility and funding source(s):				
\$5,500 per year. General fund.				

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

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

³ On-road bicycle facility includes: bike lanes (separated, buffered, and standard). Shared-lane markings (sharrows) and share the road signage are not bicycle facilities. View EWG Bicycle Planning Guide for a description of bicycle facilities: https://www.ewgateway.org/wp-content/uploads/2018/07/BicyclePlanningGuide_June2018.pdf

ROADWAY INFORMATION			
<i>Note: provide the following information for the road adjoining to the bike/pedestrian facility.</i>			
Name of street or facility to be improved:		Springfield Avenue	
Project length (miles):		0.08	
Project limits – north/west reference point, cross street, or intersection:		East Reference - S Christina Ave	
Project limits – south/east reference point, cross street, or intersection:		West Reference - Hoover Ave	
Federal functional classification of road (per EWG) ¹ :		Major Collector	
	CURRENT:	PROPOSED:	
Traffic volumes (AADT):	Year: 2023	Year: 2030	
Average daily use volume:			
Speed limit of street:	30 mph	30 mph	
Number of through lanes (both directions):	2	2	
Number of turn lanes:	0	0	
Typical lane width:	12	12	
Outside lane width:	N/A	N/A	
Shoulder width:	7	7	
On-street parking allowed?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Curb and gutter?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Sidewalks?	<input type="checkbox"/> One side <input checked="" type="checkbox"/> Both sides <input type="checkbox"/> None	<input type="checkbox"/> One side <input checked="" type="checkbox"/> Both sides <input type="checkbox"/> None	
Sidewalk width:	4 ft	6 ft	
Existing sidewalk surface condition ² :	<input type="checkbox"/> Poor <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Good <input type="checkbox"/> Excellent <input type="checkbox"/> None	n/a	
Sidewalk/roadway separation width:	4 ft - back of curb	0 ft	
On-road bicycle facility ³ ?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
On-road bicycle facility width:	N/A	N/A	
Shared-use path/sidepath?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Shared-use path/sidepath width:	N/A	N/A	
PROJECT MAINTENANCE			
List any regular maintenance tasks anticipated over the next 25 years:			
Storm sewer maintenance. Restriping.			
Estimated annual cost to maintain facility and funding source(s):			
\$5,500 per year. General fund.			

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

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

³ On-road bicycle facility includes: bike lanes (separated, buffered, and standard). Shared-lane markings (sharrows) and share the road signage are not bicycle facilities. View EWG Bicycle Planning Guide for a description of bicycle facilities: https://www.ewgateway.org/wp-content/uploads/2018/07/BicyclePlanningGuide_June2018.pdf

ROADWAY INFORMATION				
<i>Note: provide the following information for the road adjoining to the bike/pedestrian facility.</i>				
Name of street or facility to be improved:		W Park Avenue		
Project length (miles):		0.07		
Project limits – north/west reference point, cross street, or intersection:		West Reference - N Christina Ave		
Project limits – south/east reference point, cross street, or intersection:		East Reference - Washington Ave		
Federal functional classification of road (per EWG) ¹ :		Minor Collector		
	CURRENT:		PROPOSED:	
Traffic volumes (AADT):	1608	Year: 2021	1800	Year: 2030
Average daily use volume:				
Speed limit of street:	30 mph		30 mph	
Number of through lanes (both directions):	2		2	
Number of turn lanes:	0		0	
Typical lane width:	12		12	
Outside lane width:	N/A		N/A	
Shoulder width:	9		9	
On-street parking allowed?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Curb and gutter?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Sidewalks?	<input type="checkbox"/> One side <input checked="" type="checkbox"/> Both sides <input type="checkbox"/> None		<input type="checkbox"/> One side <input checked="" type="checkbox"/> Both sides <input type="checkbox"/> None	
Sidewalk width:	5 to 8 ft		8 ft	
Existing sidewalk surface condition ² :	<input type="checkbox"/> Poor <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Good <input type="checkbox"/> Excellent <input type="checkbox"/> None		n/a	
Sidewalk/roadway separation width:	0 to 3 ft		N/A	
On-road bicycle facility ³ ?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
On-road bicycle facility width:	N/A		N/A	
Shared-use path/sidepath?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Shared-use path/sidepath width:	N/A		N/A	
PROJECT MAINTENANCE				
List any regular maintenance tasks anticipated over the next 25 years:				
Storm sewer maintenance. Restriping.				
Estimated annual cost to maintain facility and funding source(s):				
\$5,500 per year. General fund.				

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

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

³ On-road bicycle facility includes: bike lanes (separated, buffered, and standard). Shared-lane markings (sharrows) and share the road signage are not bicycle facilities. View EWG Bicycle Planning Guide for a description of bicycle facilities: https://www.ewgateway.org/wp-content/uploads/2018/07/BicyclePlanningGuide_June2018.pdf

AMERICANS WITH DISABILITIES ACT	
Under the 1990 Americans with Disabilities Act (ADA), Title II requires public entities with more than 50 employees to complete a self-evaluation and create an effective ADA transition plan ⁴ .	
Does your local public agency have more than 50 employees? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, does your agency have an adopted ADA transition plan? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If your agency has an ADA transition plan, when was it adopted?	
If ADA transition plan is not adopted, when is it expected to be adopted?	
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 <input type="checkbox"/> Identified, acquisition in process <input type="checkbox"/> Identified, not acquired <input checked="" type="checkbox"/> Identification not started <input type="checkbox"/> None needed	
If applicable, list the number of parcels to be acquired (all properties, permanent and/or temporary easements, TSCL, and other rights-of-way): The City does anticipate temporary easement acquisition for some parcels to facilitate construction of sidewalk, curb ramp improvements and retaining walls in addition to permanent property acquisition to allow for ADA compliant geometries of curb ramps.	
If any residential or commercial displacements are anticipated, give details on how many and if they are residential and/or commercial: N/A	
Right-of-way acquisition by:	City of Union
Right-of-way condemnation by:	N/A
Will the project traverse any public park property? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unsure	
If yes, identify the public park property: Union City Park. The City intends to connect Delmar Ave. sidewalk with Union City Park by replacing the existing aggregate trail connecting to the pedestrian bridge over Flat Creek.	
Will the project traverse any property or district recognized by the National Register of Historic Places? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unsure	
If yes, identify the historic property or district: 	
Will the project expand pavement/concrete in a wooded area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unsure	

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

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 checked="" type="checkbox"/> Electric	Ameren Missouri
<input checked="" type="checkbox"/> Phone	AT&T, Charter Communications, Gateway Fiber
<input checked="" type="checkbox"/> Gas	Spire
<input checked="" type="checkbox"/> Water	City of Union, MO
<input checked="" type="checkbox"/> Cable TV	AT&T, Charter Communications
<input checked="" type="checkbox"/> Storm sewer	City of Union, MO
<input checked="" type="checkbox"/> Sanitary sewer	City of Union, MO
<input type="checkbox"/>	
<input type="checkbox"/>	

Will the project require any utilities to be relocated?

☐ Yes ☐ No ☒ Unsure

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

Relocation or adjustment of communication utility hand holes, water service piping, valves and hydrants and sanitary sewer piping. Existing storm sewer will require adjustment or relocation.

Utility coordination completed by: Consultant

Designed by: Consultant

Inspected by: Consultant

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

Status of railroad right-of-way coordination:

- ☐ Agreement complete (signature page required)
☐ Agreement initiated
☐ Negotiations in process
☐ Negotiations not started
☐ None needed

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

If project limits intersect or cross railroad, explain multimodal improvements at the crossing:

PLANNING/COMMUNITY SUPPORT

Is the project identified in an approved plan, policy, or ordinance?

☒ Yes ☐ No

Name and adoption date of plan, policy, or ordinance:

Union 2023 Comprehensive Plan Update (adopted October 10, 2022). Establishes directive to develop pedestrian connectivity linking parks and schools with neighborhoods and business districts. Specifically working towards the objective for installation of sidewalks to Union's schools and along all roads to make sure kids can safely walk to school.

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

The comprehensive plan process involves community leaders, elected officials and residents and tasks each to provide guidance and goals for the City of Union. Additionally, Union R-XI has provided support for this 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.

Three schools, Union Middle School (674 total students), Union Elementary School (650 total students) and Immaculate Conception School (228 total students) are centrally located within residential and business districts, are bordered by City-owned properties, including Union City Park and Union City Lake, and within 1000 ft of Union's Central Business District. This confluence of schools, residential and central business districts and city-provided amenities provide residents and students access to multiple functions, events and opportunities. Vehicular traffic in and surrounding these areas becomes extremely dense during school arrival and dismissal, school events, park events and downtown events. This combination of dense vehicular traffic and pedestrian traffic create hazards that the City intends to mitigate, with this project, by providing updated pedestrian infrastructure to create a safe pedestrian network in this area, focusing on a safe travel to and from school.

In their current condition, existing sidewalks do not provide continuous ADA-compliant geometries and contain hazards to foot and propelled pedestrian traffic, ADA-compliant curb ramps are present at only twelve (12) of thirty-three (33) locations and driveway approaches are not ADA-compliant. Additionally, storm sewer structures (curb inlets, grated inlets, etc.) create impedances at street corners and existing inlet grates (most fabricated in-house) do not provide safe travel to bicycle traffic.

The scope of this project is as follows:

- Remove, replace existing or construct new:
 - o Curb ramps
 - o Sidewalks
 - o Curb and gutter
 - o Intersection crossings
 - o Encroaching retaining walls
 - o Paved approaches
- Relocate:
 - o Storm sewer structures within the travel path of curb ramp/crosswalk intersections
 - o Utility appurtenances impeding the travel path on sidewalks
- Install new traffic calming measures, signing and striping

PROJECT DEVELOPMENT SCHEDULE					
Note: many stages can occur concurrently.					
Activity Description	Start Date (MM/YYYY)	Finish Date (MM/YYYY)	Time Frame (Months)		
Receive notification letter	02/2024	02/2024	1		
Execute agreement (project sponsor and DOT)	03/2024	04/2024	2		
Engineering services contract submitted and approved*	05/2024	11/2024	7		
Obtain environmental clearances (106, CE2, T&E, etc.)	12/2024	03/2025	4		
Public meeting/hearing	02/2024	02/2024	1		
Develop and submit preliminary plans	01/2025	04/2025	4		
Preliminary plans approved	04/2025	05/2025	2		
Develop and submit right-of-way plans	06/2025	07/2025	2		
Review and approval of right-of-way plans	08/2025	09/2025	2		
Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*	10/2025	11/2025	2		
Right-of-way acquisition	11/2025	05/2026	7		
Utility coordination	08/2025	09/2026	14		
Develop and submit PS&E	10/2026	12/2026	3		
District approval of PS&E/advertise for bids*	01/2027	03/2027	3		
Submit and receive bids for review and approval	04/2027	05/2027	2		
Project implementation/construction	06/2027	12/2027	7		
* Finish date must match fiscal year for each milestone shown in bold text.					

FINANCIAL PLAN					
Note: federal participation for a phase of work must not exceed 80% of the total cost.					
Activity ⁵	Starting Federal Fiscal Year ⁶	Total Phase Cost	TAP Funds Requested	Sponsor Share	Sponsor Share Percentage
PE / Planning / Environmental Studies	FY 2025	\$ 101,215	\$ 80,972	\$ 20,243	20.00%
Right-of-Way	FY 2026	\$ 5,000	\$ 4,000	\$ 1,000	20.00%
Construction Engineering	FY 2027	\$ 86,032	\$ 68,826	\$ 17,206	20.00%
Construction / Implementation	FY 2027	\$ 1,008,999	\$ 807,199	\$ 201,800	20.00%
TOTAL PROJECT COST		\$ 1,201,246	\$ 960,997	\$ 240,249	20.00%
Identify the source(s) of local matching funds (e.g., state DOT, city, county, county road board, county motor fuel tax, private entity), and the amount for each source:		City of Union, General Revenue funding- \$240,249			

⁵ Preliminary engineering funds are available in FY 2025, right-of-way in FY 2025 or FY 2026, and construction/construction engineering in FY 2025, FY 2026, or FY 2027.

⁶ Fiscal years are federal fiscal years (October 1 through September 30).

SAFETY

Does the project address a location with a history of crashes involving pedestrians and/or bicyclists along the project limits from 2017-2021?

☐ Yes ☒ No

If yes, provide the summary for each crash involving a pedestrian or bicyclist in the table below using crash data from 2017-2021. Provide the crash reports in Attachment B.

Date	Time of Day	Location (i.e., street name, cross street, intersection)	Collision Type (i.e., bicyclist or pedestrian)	Severity (i.e., fatal, serious injury, minor injury)

Are there any undocumented safety issues?

☒ Yes ☒ No

Describe the documented or undocumented safety issue:
Speed, visibility and pedestrian crossings.

Describe the countermeasure(s) and explain how specific features of the proposed project will improve safety for pedestrians, bicyclists, and/or motorists (documented and/or undocumented issues):

Compliant ADA sidewalk, curb ramp and crossings allow for safe passage of pedestrians. Traffic calming measures will aid in slowing traffic during peak travel times. Updated signing and striping will provide visual warnings to motorists. New storm inlet grates allow for safe passage of bicycles and wheelchairs.

MULTIMODAL

Describe the existing conditions of the bicycle/pedestrian environment where the proposed facility will be constructed:

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

- ☐ New shared-use path/trail/arterial sidepath (where none currently exist)
- ☐ Shared-use path/trail/arterial sidepath improvements/reconstruction
- ☐ Separated bike lane/cycle track/protected bike lane
- ☐ Buffered bike lane
- ☐ Standard bike lane (not buffered)
- ☐ Marked shared roadway (shared-lane markings, "sharrow")
- ☐ Wayfinding, bicycle racks or parking, or other end of trip facilities
- ☐ Other
- ☒ None

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

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

- ☒ New sidewalks (where none currently exist)
- ☐ Sidewalk spot slab improvements
- ☒ Sidewalk reconstruction
- ☒ Construction of new curb ramps (where none currently exist)
- ☒ Curb ramp reconstruction
- ☐ Sidewalk/roadway separation
- ☐ Wayfinding, furniture, or other end of trip facilities
- ☐ Pedestrian-scale lighting (e.g., glare shielded, lower height (12' to 14'))
- ☐ Other
- ☐ None

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

Construct new ADA compliant sidewalks and curb ramps.

Does the proposed project incorporate any of the following intersection or crossing treatments?

- ☐ Countdown timers
- ☐ Leading pedestrian interval (LPI)
- ☐ Bicycle signals or bicycle detection
- ☐ Rectangular Rapid-Flashing Beacon (RRFB)
- ☐ Pedestrian Hybrid Beacon (PHB or HAWK)
- ☒ Marked crosswalks (standard parallel crosswalk markings)
- ☒ High-visibility crosswalks (e.g., ladder, zebra, or continental crosswalk markings)
- ☒ Enhanced signing and marking
- ☒ Raised crosswalks
- ☒ Midblock crossings
- ☐ Pedestrian refuge islands
- ☐ Curb extension or bulb-outs
- ☐ Bicycle boxes
- ☐ Colored pavement crossings for bicycle lanes marked through intersection
- ☐ Other
- ☐ None

Describe the intersection or crossing treatments (including 'other') in detail and identify crosswalk locations:
Crosswalk upgrades planned for West End Avenue. West End Avenue serves as the main access to Union Middle School students.

If the project incorporates any safety, traffic calming, or design improvements, describe the improvements in detail (e.g., improvements at a rail-grade crossing, intersection improvements, road diets, bulb-outs, raised median barriers, center islands, roadway markings, improved signage and signals):
Improved signage and striping is planned. A mid-block raised crossing is proposed on West End Avenue.

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

☐ Yes ☒ No

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

Does the project incorporate improvements to existing transit stops or stations (e.g., 5' x 8' ADA landing pads, benches, shelters)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If yes, identify the improvements:	
Is the project within ½ mile of a school? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, identify the school(s):	
School Name	Proximity to Project
Union Middle School	<input checked="" type="checkbox"/> Within ¼ mile <input type="checkbox"/> Within ½ mile
Central Elementary School	<input checked="" type="checkbox"/> Within ¼ mile <input type="checkbox"/> Within ½ mile
Immaculate Conception School	<input checked="" type="checkbox"/> Within ¼ mile <input type="checkbox"/> Within ½ mile
	<input type="checkbox"/> Within ¼ mile <input type="checkbox"/> Within ½ mile
Does the project provide access (i.e., within ¼ mile) to a community resource (e.g., park, full service grocery, civic building, library, health care, recreation center)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Is the project within ½ mile of a community resource? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Identify all community resources (planned or existing) that the project serves (i.e., within ½ mile): Union City Park, Union Park Basketball and Tennis Courts, Union Splash-n-Swimplex, Union Dog Park, Hansen Park, Union City Lake, Clark-Vitt Memorial Park, Union City Hall, Union City Auditorium, Franklin County Government Center Building, Franklin County Judicial Building, Franklin County Family Resource Center, Sunset Health Care Center, St. Louis Live Steamers (scaled steam locomotive rail system), Schnuck's Grocery. Numerous local businesses.	
Does the project provide access (i.e., within ¼ mile) to a cultural destination (e.g., "main street," tourism destinations, heritage/historic sites, natural areas)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Is the project within ½ mile of a cultural destination? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, identify the cultural destinations that the project serves: Union downtown area.	

Does the project provide a connection that reduces a barrier to use and functionality?

☐ Yes ☒ No

If yes, identify and describe the barrier (e.g., river, stream, railroad corridor, freeway, multi-lane highway). Also, identify the magnitude of the barrier (e.g., number of lanes, average daily traffic, posted speed, etc.):

Describe in detail how the project links to the existing pedestrian/bicycle network. Explain how pedestrians, bicyclists, and/or transit users would use this network to connect to key destinations, both within and adjacent to the project limits (no more than ½ mile). If the project does not directly touch an existing pedestrian/bicycle facility, explain why this segment is a priority for pedestrian/bicycle travel:

If applicable, give details about any topographical and/or physical constraints within or adjacent to the project limits:

ENVIRONMENT

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

- ☐ Bioswales
- ☐ Rain gardens
- ☐ Pervious pavements
- ☐ Planter boxes
- ☐ Green bulb-outs
- ☐ Other
- ☒ None

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

NOTIFICATION OF TITLE VI & NONDISCRIMINATION REQUIREMENTS

Title VI

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

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

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

Nondiscrimination

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

- A. Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d, and implementing regulations at 49 CFR Part 21 – *Nondiscrimination in Federally Assisted Programs of the Department of Transportation — Effectuation of Title VI of the Civil Rights Act.*
- B. The equal employment opportunity provisions of 49 U.S.C. § 5332 and Title VII of the Civil Rights Act of 1964, 42 U.S.C. §§ 2000e *et seq.*, and implementing regulations, including:
 - 1. 41 CFR Part 60 – *Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor.*
- C. Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. §§ 1681 *et seq.*, and implementing regulations at 49 CFR Part 25 – *Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance.*
- D. Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, and the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. §§ 12101 *et seq.*, and implementing regulations, including:
 - 1. 49 CFR Part 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.

J.D. Kelley

Name (print)

City Engineer

Title



Signature

7-21-2023

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 Infrastructure Investment and Jobs (IIJA) Act.

Project Title: Middle School Pedestrian Route

Local Match Amount: 4,804.98

Sponsoring Agency: City of Union, MO

Chief Elected Official (or Chief Executive Officer):

Name (print): Robert Schmuke

Signature: Robert L Schmuke

Date: 7-19-2023

Chief Financial Officer:

Name (print): Heather Keith

Signature: Heather Keith

Date: 7-19-2023

PERSON OF RESPONSIBLE CHARGE CERTIFICATION

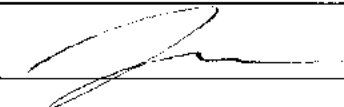
The key regulatory provision, 23 CFR 635.105 – Supervising Agency, provides that the State Transportation Agency (STA) is responsible for construction of federal-aid projects, whether it or a local public agency (LPA) performs the work. The regulation provides that the STA and LPA must provide its full-time 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): J.D. Kelley

Title: City Engineer Email: engineer@unionmissouri.gov

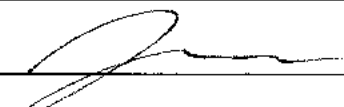
Signature: 

Date: 7-21-2023

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

Name (print): J.D. Kelley

Title: City Engineer Email: engineer@unionmissouri.gov

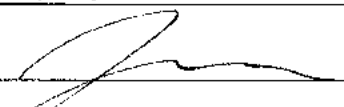
Signature: 

Date: 7-21-2023

Person of Responsible Charge – Construction/Implementation Phase

Name (print): J.D. Kelley

Title: City Engineer Email: engineer@unionmissouri.gov

Signature: 

Date: 7-21-2023

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.

J.D. Kelley

Name (print)

City Engineer

Title

Signature

7-21-2023

Date

POLICY ON REASONABLE PROGRESS CERTIFICATION

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 they have 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.

J.D. Kelley

Name (print)

City Engineer

Title

Signature

7-21-2023

Date

POLICY ON REASONABLE PROGRESS

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.

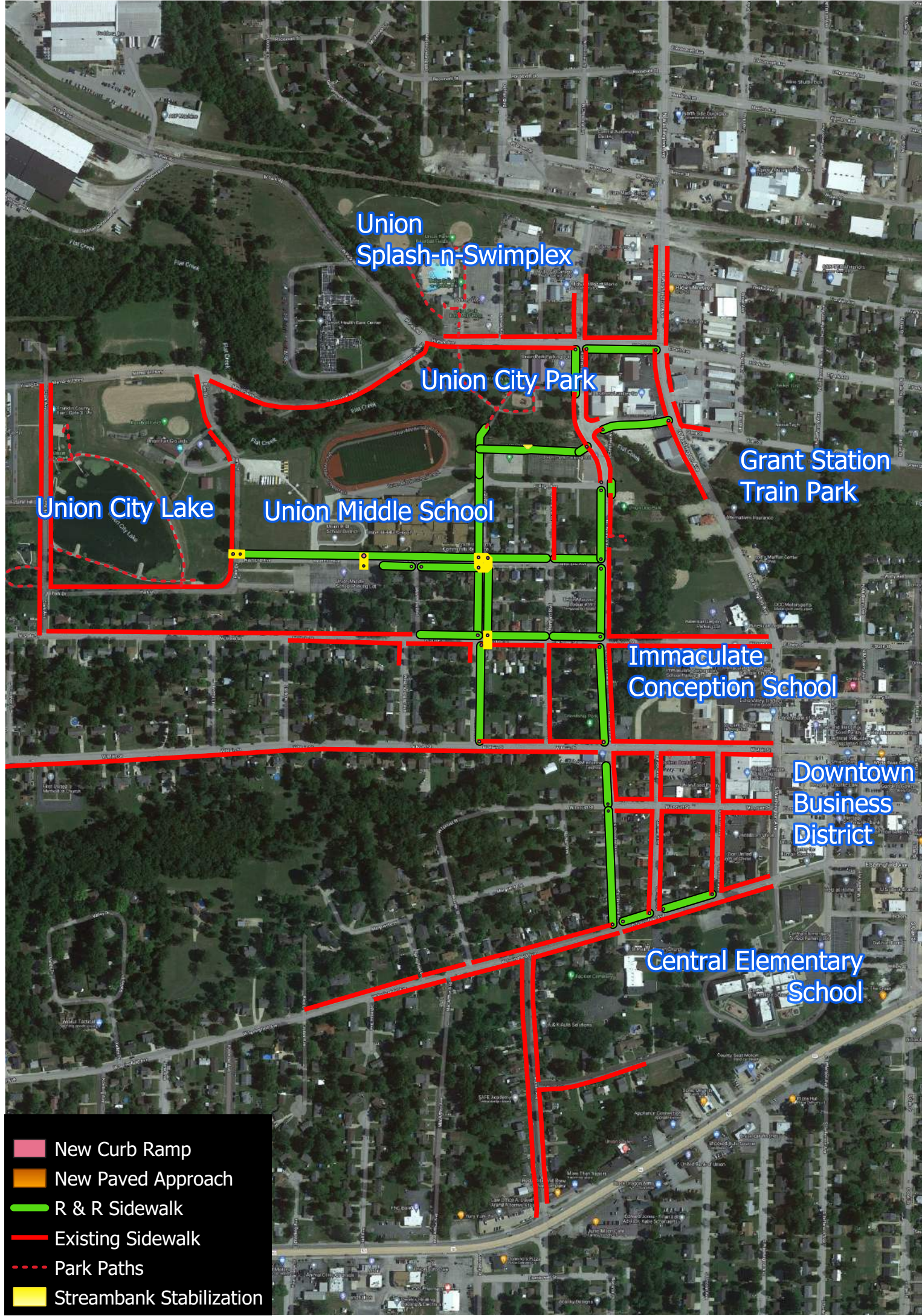
One-time extensions of up to three (3) months may be granted by EWG staff and one-time extensions greater than three (3) months, but not more than nine (9) months, will go to the Board of Directors for their consideration and approval. Projects requesting schedule advancements will be handled on a case-by-case 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 and MoDOT district offices. Additionally, project sponsors are contacted at least every three (3) months by EWG staff for project status updates.

Project Location





Union
Splash-n-Swimplex

Union City Park

Grant Station
Train Park

Union City Lake

Union Middle School

Immaculate
Conception School

Downtown
Business
District

Central Elementary
School

- New Curb Ramp
- New Paved Approach
- R & R Sidewalk
- Existing Sidewalk
- Park Paths
- Streambank Stabilization



Union Middle School

Immaculate Conception School

Central Elementary School

- New Curb Ramp
- New Paved Approach
- R & R Sidewalk
- Existing Sidewalk
- Park Paths
- Streambank Stabilization

Estimate of Project Costs	
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Project Sponsor:	City of Union, MO
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Project Title: School Pedestrian Route Improvements

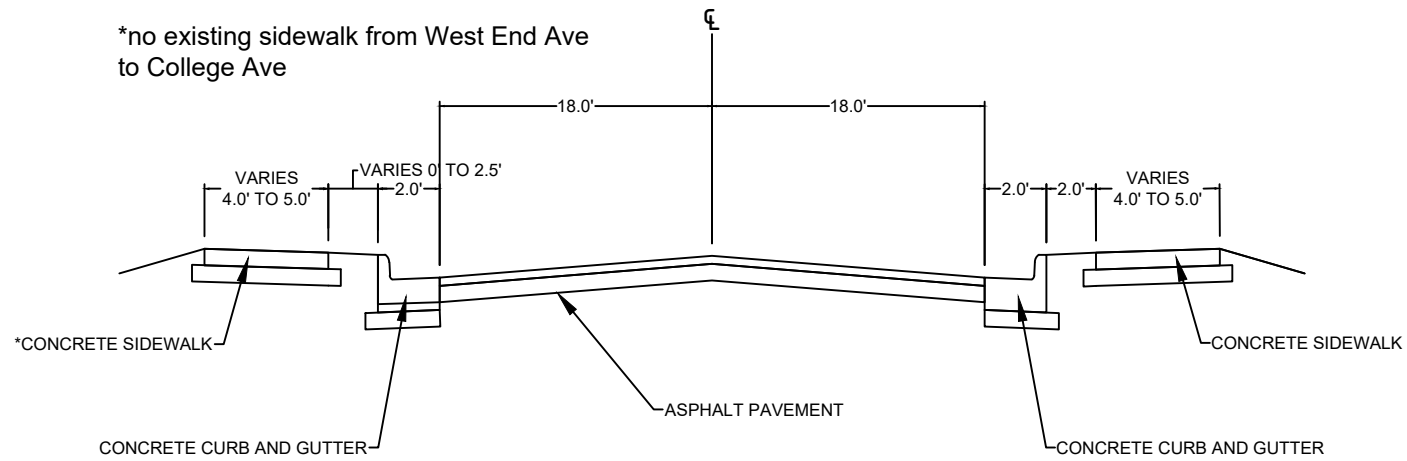
Date: 7/21/2023

Specific Roadway Items	
1	1.000
2	2.000
3	3.000
4	4.000
5	5.000
6	6.000
7	7.000
8	8.000
9	9.000
10	10.000
11	11.000
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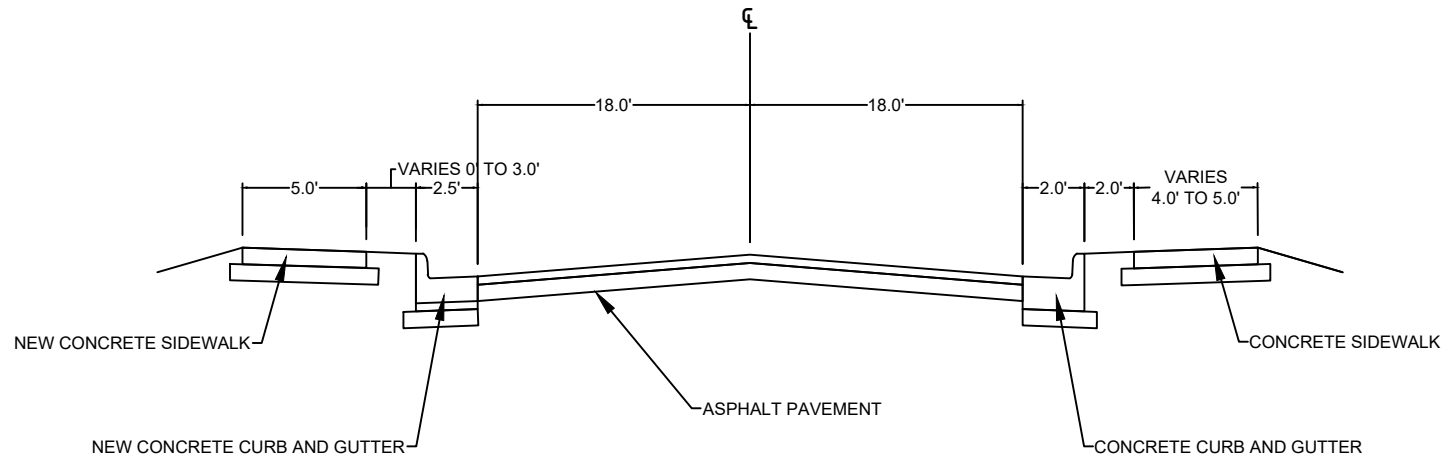
Item	Quantity	Unit	Unit Price	Amount
Removal of Improvements	1	LS	\$25,000.00	\$25,000.00
Linear Grading	45	STA	\$638.00	\$28,710.00
Type 1 Aggregate for Base (4 in. thick)	319	SY	\$7.00	\$2,233.00
Curb and Gutter	5,500	LF	\$64.00	\$352,000.00
Storm Sewer Structure	1	EA	\$2,750.00	\$2,750.00
Precast Drop Inlet (2 ft x 2 ft)	5	EA	\$750.00	\$3,750.00
Curved Vane Grate and Frame (2 ft x 2 ft)	5	EA	\$2,000.00	\$10,000.00
12 in. Pipe Group A	150	LF	\$145.00	\$21,750.00
24 in. Pipe Group A	40	LF	\$170.00	\$6,800.00
Signing and Striping	1	LS	\$7,500.00	\$7,500.00
Traffic Control	1	LS	\$6,000.00	\$6,000.00
Mobilization	1	LS	\$25,000.00	\$25,000.00
Contractor Furnished Surveying and Staking	1	LS	\$8,000.00	\$8,000.00
Modular Block Retaining Wall	125	SF	\$50.00	\$6,250.00
Seeding	0.5	ACRE	\$5,000.00	\$2,500.00
Silt Fence	400	LF	\$2.00	\$800.00
Curb Inlet Check	10	EA	\$116.00	\$1,160.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
			SUBTOTAL	\$510,203.00

Specific Bicycle Items	
1. Bicycle Frame	2. Bicycle Fork
3. Bicycle Wheel	4. Bicycle Tire
5. Bicycle Pedal	6. Bicycle Chain
7. Bicycle Saddle	8. Bicycle Handlebar
9. Bicycle Bell	10. Bicycle Light
11. Bicycle Kickstand	12. Bicycle Lock
13. Bicycle Helmet	14. Bicycle Repair Kit
15. Bicycle Water Bottle	16. Bicycle Pump
17. Bicycle Chainring	18. Bicycle Cassette
19. Bicycle Spoke	20. Bicycle Nipple
21. Bicycle Seatpost	22. Bicycle Stem
23. Bicycle Brake	24. Bicycle Brake Cable
25. Bicycle Headset	26. Bicycle Bottom Bracket
27. Bicycle Derailleur	28. Bicycle Shift Cable
29. Bicycle Chainstay	30. Bicycle Seat Clamp
31. Bicycle Kickstand	32. Bicycle Lock
33. Bicycle Helmet	34. Bicycle Repair Kit
35. Bicycle Water Bottle	36. Bicycle Pump
37. Bicycle Chainring	38. Bicycle Cassette
39. Bicycle Spoke	40. Bicycle Nipple
41. Bicycle Seatpost	42. Bicycle Stem
43. Bicycle Brake	44. Bicycle Brake Cable
45. Bicycle Headset	46. Bicycle Bottom Bracket
47. Bicycle Derailleur	48. Bicycle Shift Cable
49. Bicycle Chainstay	50. Bicycle Seat Clamp
51. Bicycle Kickstand	52. Bicycle Lock
53. Bicycle Helmet	54. Bicycle Repair Kit
55. Bicycle Water Bottle	56. Bicycle Pump
57. Bicycle Chainring	58. Bicycle Cassette
59. Bicycle Spoke	60. Bicycle Nipple
61. Bicycle Seatpost	62. Bicycle Stem
63. Bicycle Brake	64. Bicycle Brake Cable
65. Bicycle Headset	66. Bicycle Bottom Bracket
67. Bicycle Derailleur	68. Bicycle Shift Cable
69. Bicycle Chainstay	70. Bicycle Seat Clamp
71. Bicycle Kickstand	72. Bicycle Lock
73. Bicycle Helmet	74. Bicycle Repair Kit
75. Bicycle Water Bottle	76. Bicycle Pump
77. Bicycle Chainring	78. Bicycle Cassette
79. Bicycle Spoke	80. Bicycle Nipple
81. Bicycle Seatpost	82. Bicycle Stem
83. Bicycle Brake	84. Bicycle Brake Cable
85. Bicycle Headset	86. Bicycle Bottom Bracket
87. Bicycle Derailleur	88. Bicycle Shift Cable
89. Bicycle Chainstay	90. Bicycle Seat Clamp
91. Bicycle Kickstand	92. Bicycle Lock
93. Bicycle Helmet	94. Bicycle Repair Kit
95. Bicycle Water Bottle	96. Bicycle Pump
97. Bicycle Chainring	98. Bicycle Cassette
99. Bicycle Spoke	100. Bicycle Nipple

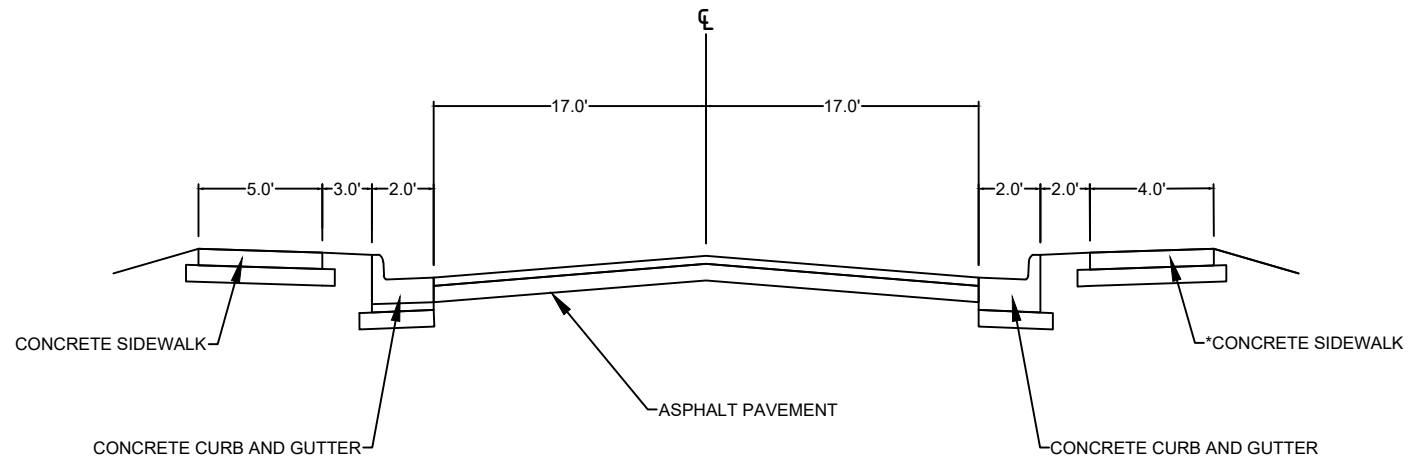
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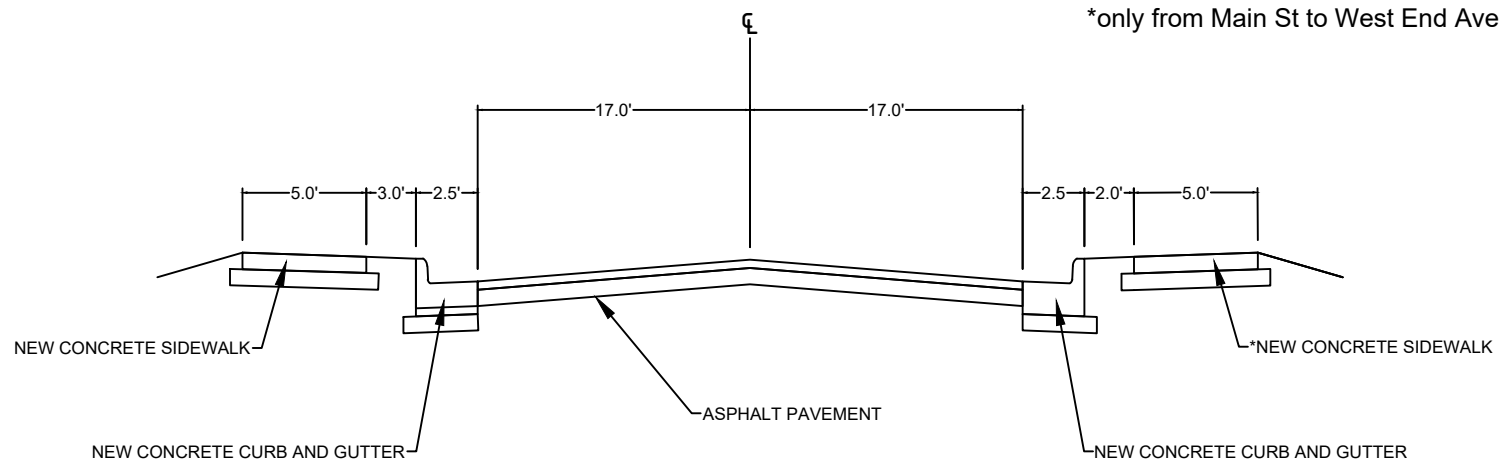
TYPICAL SECTION CHRISTINA AVE
(EXISTING)



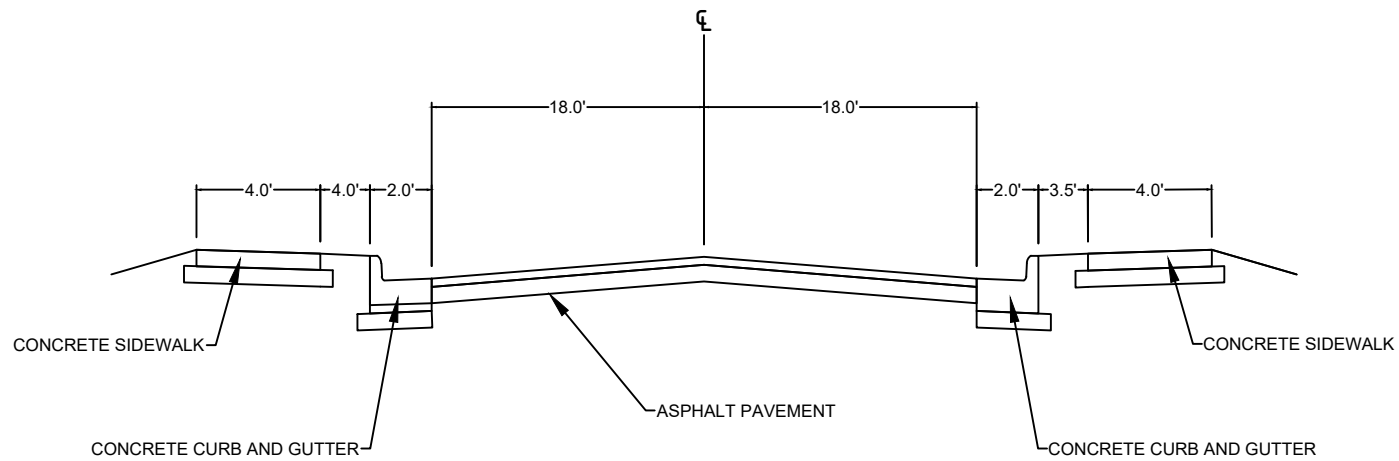
TYPICAL SECTION CHRISTINA AVE
(PLANNED)



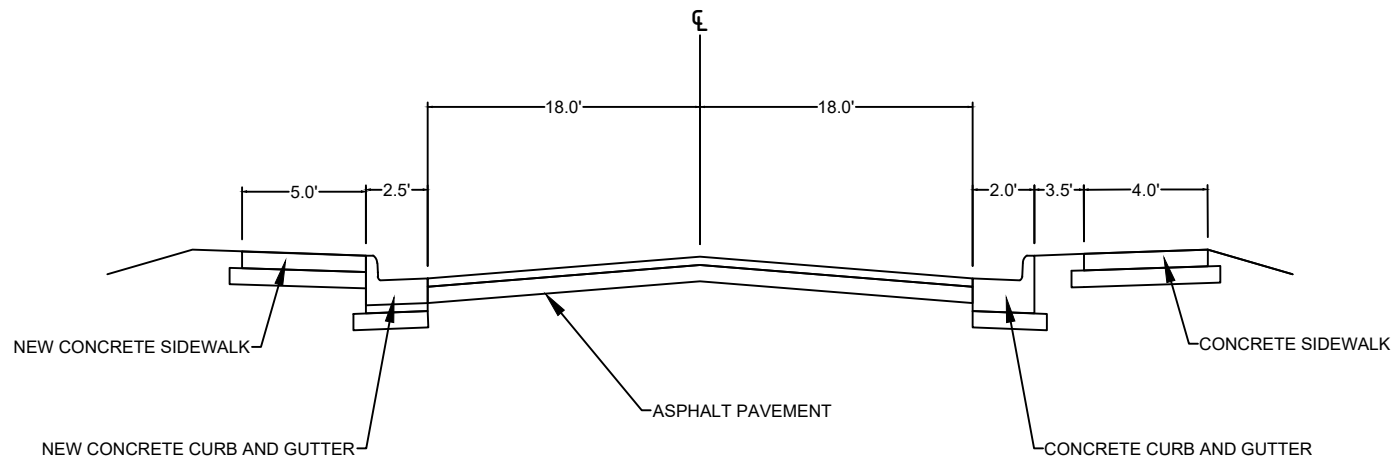
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(EXISTING)



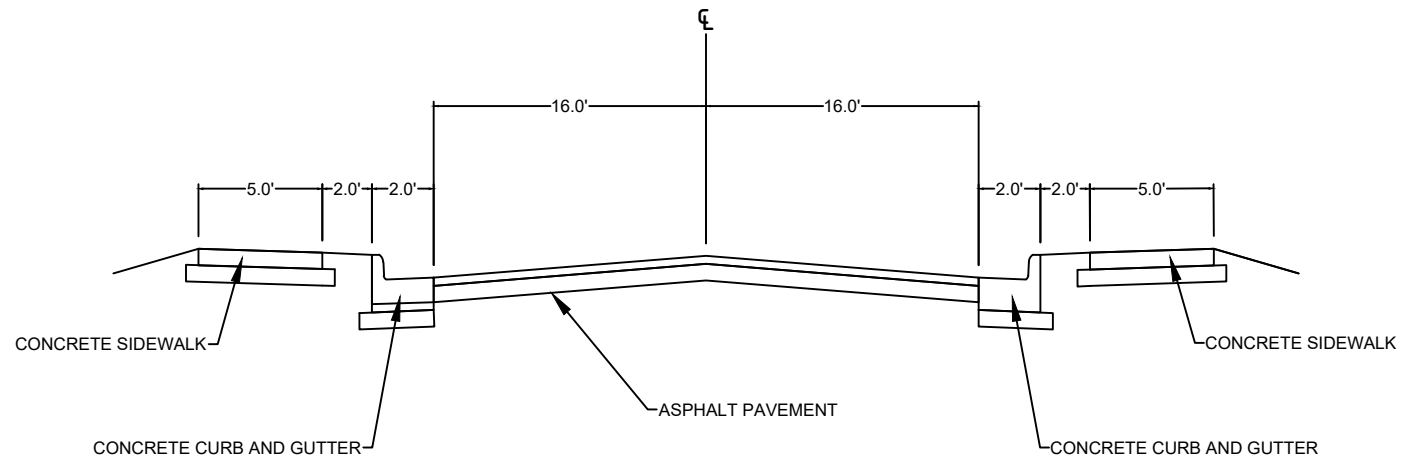
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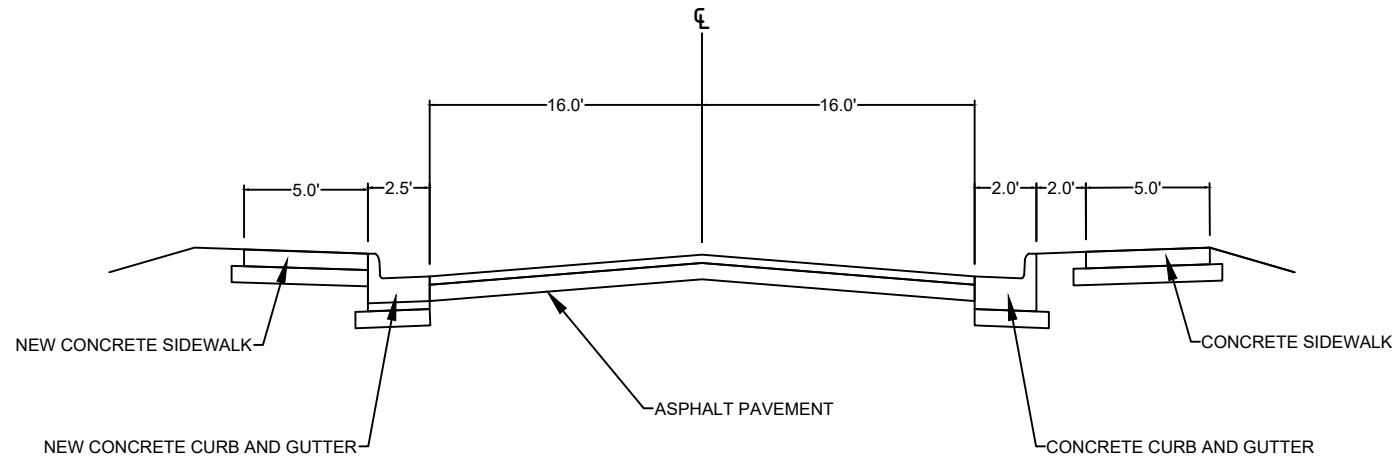
TYPICAL SECTION SPRINGFIELD AVE
(EXISTING)



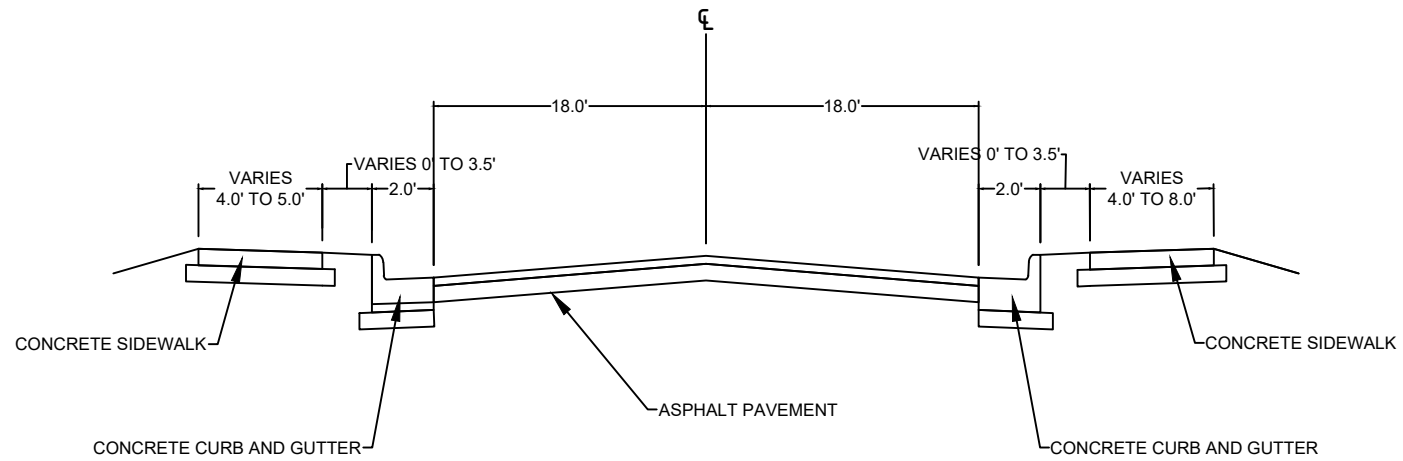
TYPICAL SECTION SPRINGFIELD AVE
(PLANNED)



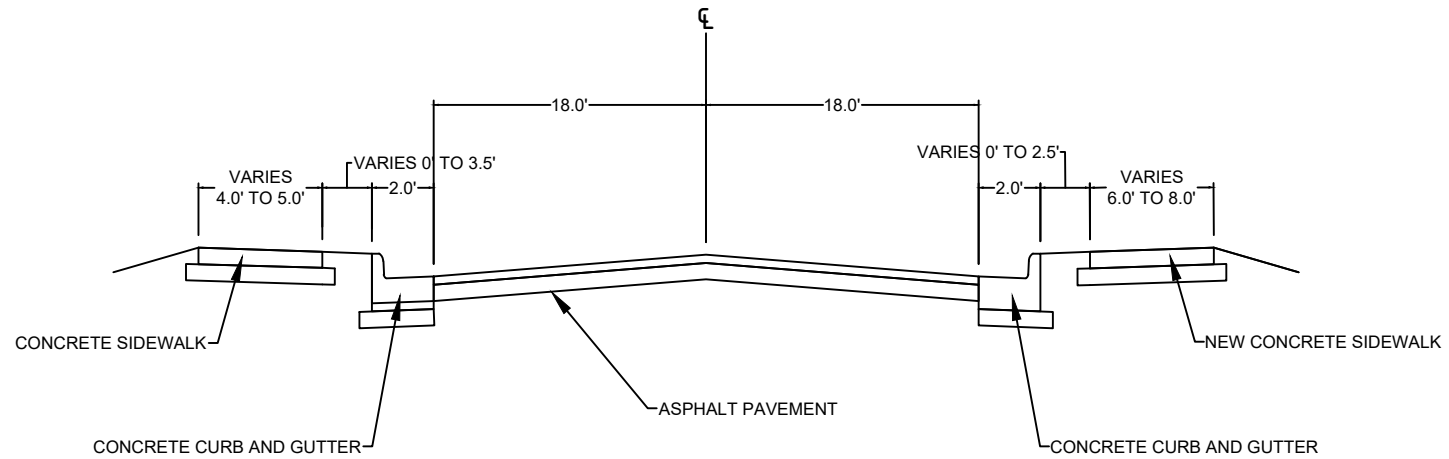
TYPICAL SECTION STATE ST
(EXISTING)



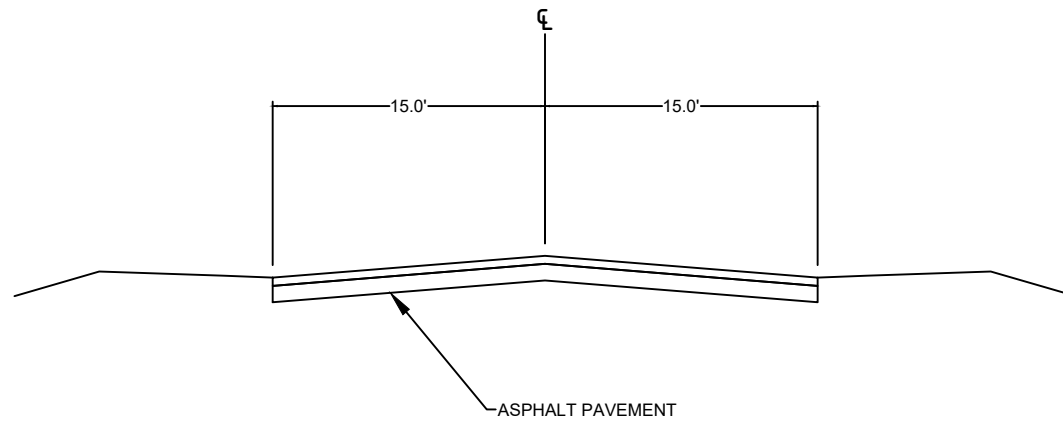
TYPICAL SECTION STATE ST
(PLANNED)



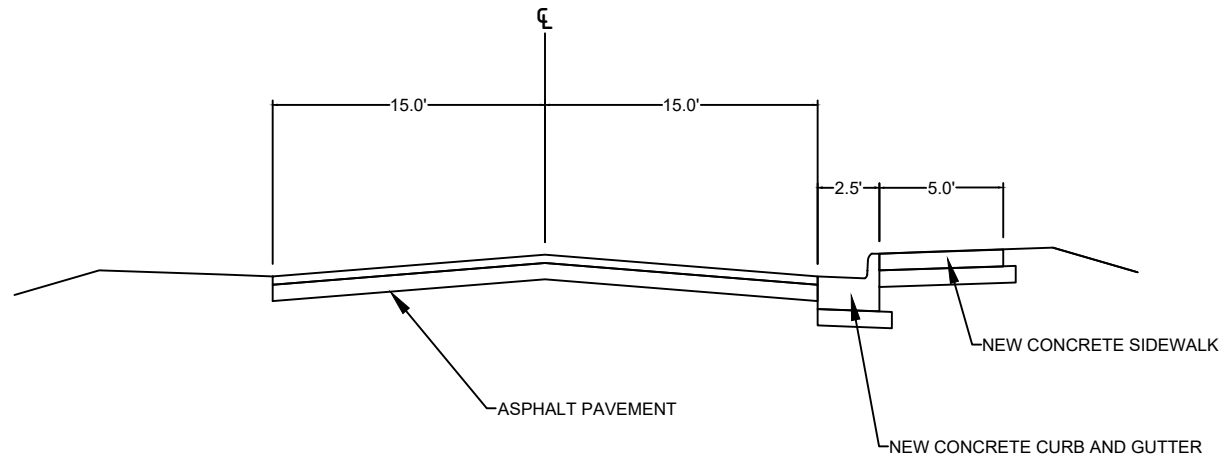
TYPICAL SECTION W PARK AVE
(EXISTING)



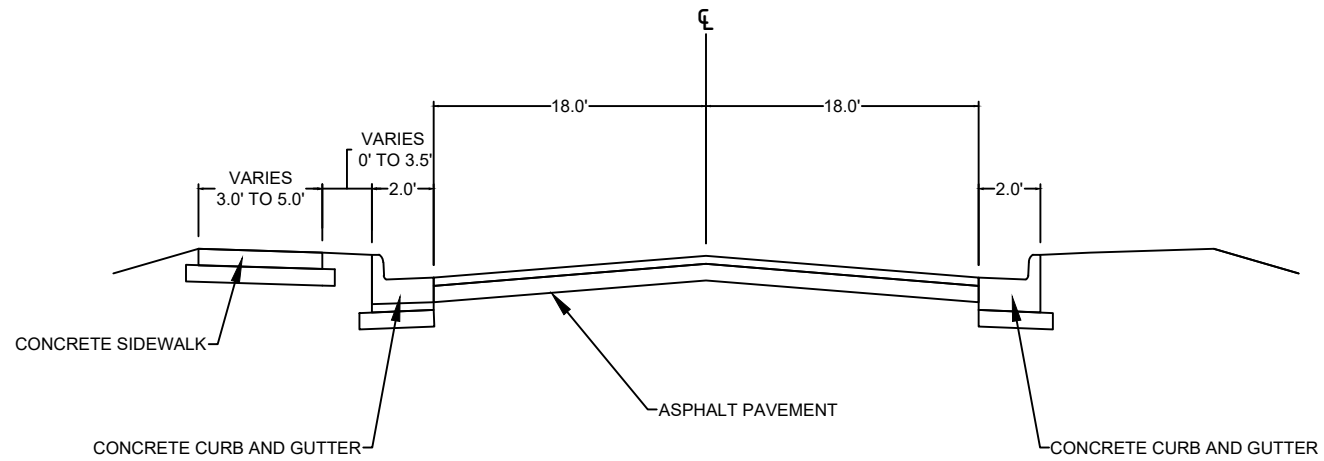
TYPICAL SECTION W PARK AVE
(PLANNED)



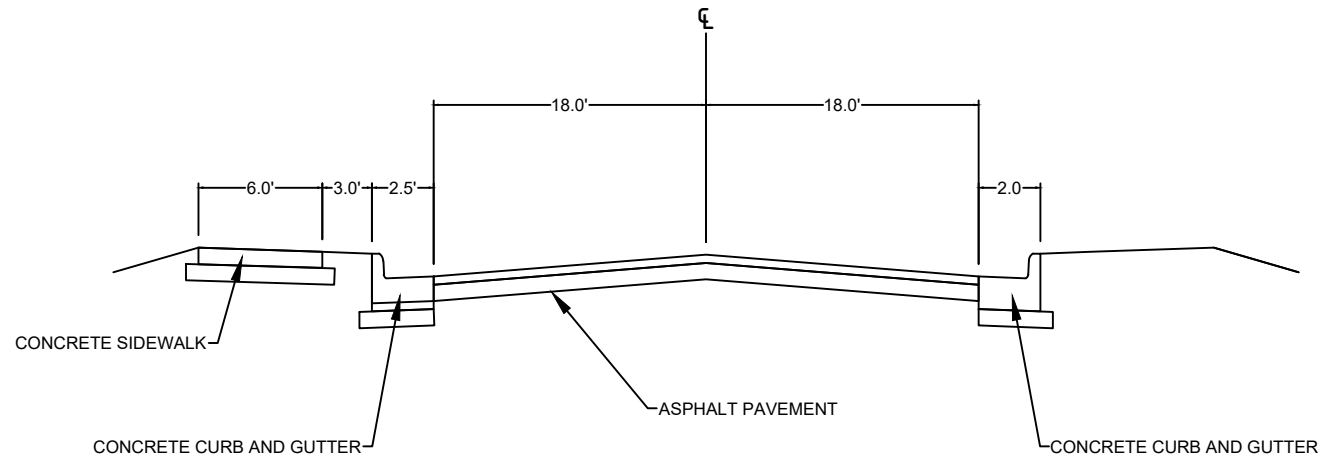
TYPICAL SECTION WATER ST
(EXISTING)



TYPICAL SECTION WATER ST
(PLANNED)



TYPICAL SECTION WEST END AVE
(EXISTING)



TYPICAL SECTION WEST END AVE
(PLANNED)

UNION

2035

COMPREHENSIVE PLAN UPDATE

Adopted October 10, 2022



Goal 5:

Parks, Open Space & Community Health

Improve Enhance Union's existing, high-quality park space and physical geography to create an expanded, interconnected park system for passive and active recreation and environmental preservation.

Section 3.04.05.

Parks, Open Space & Community Health

Objective 5.1:

Improve and expand Union’s parks and recreation system as needed to remain state-of-the-art and address changes in resident population.

- Strategy 5.1.1: **Develop a City-wide Parks and Trails Master Plan as a counterpart to this Comprehensive Plan Update.**
- Strategy 5.1.2: **Develop and conduct a bi-annual parks and recreation user survey of residents, as part of a broader citizen satisfaction survey.**
- Strategy 5.1.3: **Identify and plan for the acquisition of additional park land and trail rights-of-way for future system expansion. Ensure that Union’s park system meets or exceeds the National Recreation and Parks Association (NRPA) standard of 10 acres per 1,000 residents.**
- Strategy 5.1.4: **Plan for the construction of designated trails, greenways, and on-street bike and pedestrian facilities are at an interval of no more than one-half (1/2) mile across the entire City, ensuring that all households are within one-quarter (1/4) mile or less of a designated facility.**

Section 3.04.05.

Parks, Open Space & Community Health

Objective 5.2:

Provide high-quality, public access to the Bourbeuse Riverfront within the City of Union.

Strategy 5.2.1: Plan for and establish a public park along the Bourbeuse River.

Strategy 5.2.2: Plan for and develop a variety of low-impact active and passive recreational uses that are flood tolerant and respond to the area's riparian landscape. Uses to consider may include:

- » Gravel bar and beach access;
- » Boat access facilities;
- » Fishing access;
- » Hiking, bike, and equestrian trails;
- » Designated off-road vehicle (ORV) trails;
- » Conservation areas;
- » Interpretive exhibits and displays on history and ecology;
- » Multi-purpose gathering spaces and venues; and
- » Seasonal camping facilities.

Strategy 5.2.3: Explore operational and funding partnerships with the State of Missouri and Franklin County, including Missouri Department of Natural Resources and Missouri Department of Conservation.

Objective 5.3:

Work towards making Union a “Healthy Community”.

Strategy 5.3.1: Install sidewalks to Union's schools and along all roads. Make sure kids can safely walk to school.

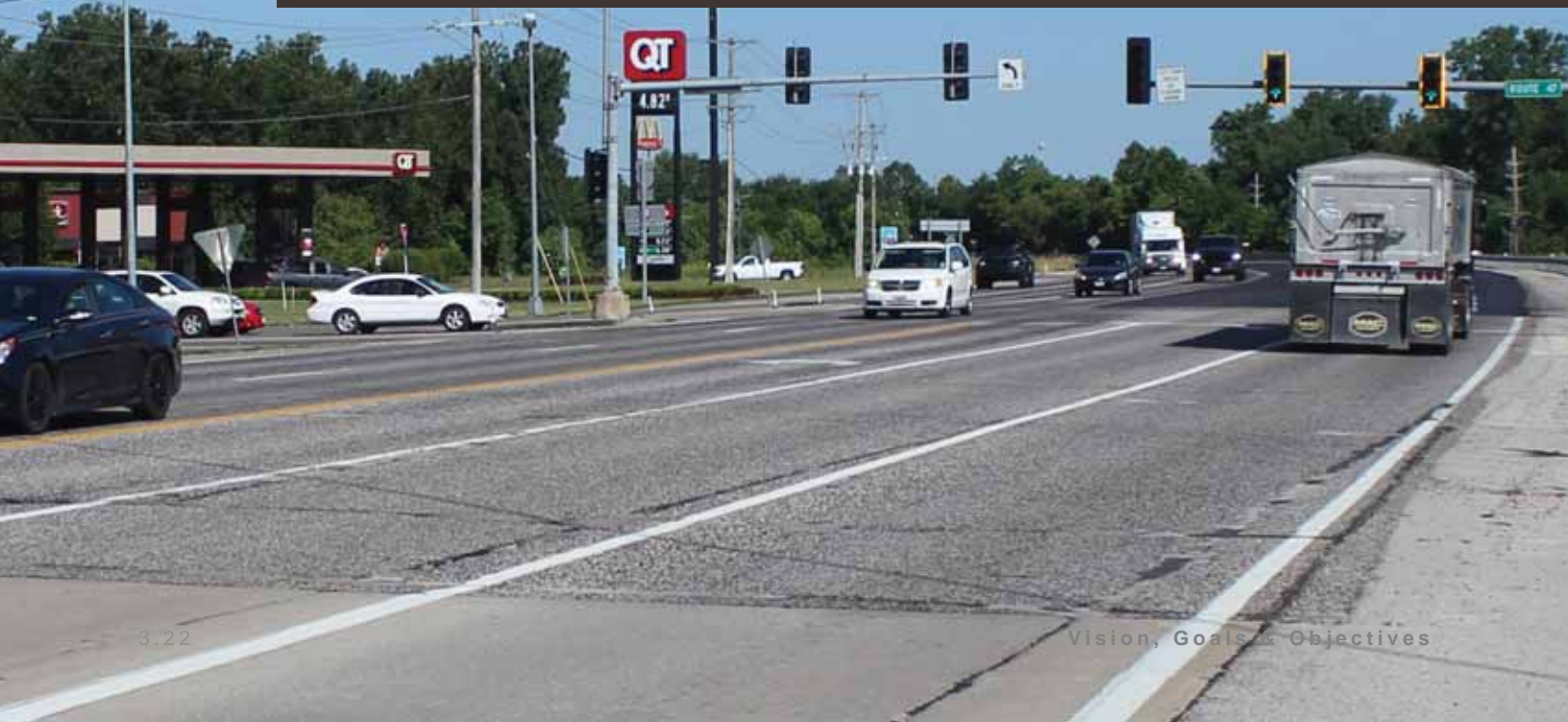
Strategy 5.3.2: Promote better nutrition in cooperation with restaurants, grocery stores, farmers markets, and others.

Strategy 5.3.3: Plan for a comprehensive trail system connecting parks, neighborhoods, shopping areas with connections (visual & physical) to the Bourbeuse River.

Goal 6:

Transportation & Accessibility

Maintain a safe and efficient road system that provides pedestrian and pedestrian and multi-modal access to all users and supports future economic development while maintaining the small-town character and the integrity, security, and privacy of Union's original street network.



Section 3.04.06.

Transportation & Accessibility

Objective 6.1:

Enhance Union’s regional connectivity for community and economic development.

-
- Strategy 6.1.1: **Work with Missouri Department of Transportation (MODOT) and Franklin County to complete the realignment of MO-47 and intersection improvement of U.S. 50 and MO-47.**
 - Strategy 6.1.2: **Continued with the planned development of the Highway 47 Expressway improvement; work with MODOT for cost-sharing opportunities to enhance the project.**
 - Strategy 6.1.3: **Work with MODOT, Franklin County, Washington, and St. Clair to improve MO-47 to four (4) lanes north to Bieker Road (Washington) and south to Miller Drive (St. Clair).**
 - Strategy 6.1.4: **Work with MODOT to improve U.S. 50 to four (4) lanes from Progress Parkway to I-44.**

Objective 6.2:

Maintain and improve Union’s city streets for safety, efficiency, and accessibility.

-
- Strategy 6.2.1: **Widen, pave and/or resurface all collector roads.**
 - Strategy 6.2.2: **Require a level of service (LOS) of C or better in all new projects. Any development that causes traffic to exceed a level of C should be required to provide the necessary updates to the appropriate roadways.**
 - Strategy 6.2.3: **Incorporate state of the practice design features such as roundabouts, traffic calming and synchronized traffic signals into roadway projects.**
 - Strategy 6.2.4: **Add electric vehicle (EV) charging stations at City parks and facilities; consider regulatory incentives to encourage property owners to provide EV charging stations at businesses.**

Section 3.04.06.

Transportation & Accessibility

Objective 6.3:

Ensure equitable transportation options for all residents, regardless of age, income, or ability.

Strategy 6.2.1: Provide sidewalks and paths to connect the City's neighborhoods, schools, downtown and parks/recreational areas for pedestrians and cyclists.

Strategy 6.2.2: Continue to seek funding and create strategic public/private partnerships to facilitate the construction of new sidewalks or the rehabilitation of old sidewalks.

Strategy 6.2.3: Continue evaluating the availability of multi-modal transportation services; such as the need to expand on-demand public transit for elderly over the coming years. Providing services to an increasing elderly population is a challenge facing Union as well as other communities throughout the nation.



P.O. Box 440

Union, Mo. 63084

Mr. Jim Wild
East-West Gateway Council of Governments
1 South Memorial Drive, Suite 1600
Saint Louis, MO 63102

Dear Mr. Wild:

I would like to encourage your council to award a grant to the City of Union for the pedestrian facilities upgrades in close proximity to Union R-XI Middle School.

The improvements recommended in this grant application provide increased safety for pedestrian travel surrounding the Middle School campus. The proposed restoration and upgrades along West End Ave., North Christina Ave., Delmar Ave. and Water St. will provide accessible sidewalks for students, parents, and other pedestrians to safely travel to and from school.

The Union R-XI School District is supportive of this work, as its goal is to keep our children and families safe.

Sincerely,

Dr. Virgil Weideman
School Board President
Union R-XI School District

Mr. Jim Wild
East-West Gateway Council of Governments
1 South Memorial Drive, Suite 1600
Saint Louis, MO 63102

Dear Mr. Wild:

I would like to encourage your council to award a grant to the City of Union for the pedestrian facilities upgrades in close proximity to Union Parks and Recreation Summer Camp, Facility Number is DVN 002934383.

The improvements recommended in this grant application provide increased safety for pedestrian travel surrounding the Union Parks Facilities. The proposed restoration and upgrades along West End Ave., North Christina Ave., Delmar Ave. and Water St. will provide accessible sidewalks for students, parents, and other pedestrians to safely travel to and from summer camp.

The Union Parks and Recreation Department is supportive of this work, as its goal is to keep our children and families safe.

Sincerely,

Chad Pohlmann
City of Union
Parks and Recreation Director
500 East Locust Street
Union, MO 63084
Work: (636) 583-8471
Mobile: (636) 262-5472
parkdirector@unionmissouri.gov

CITY OF UNION PUBLIC NOTICE

Meeting of Transportation Committee Wednesday, May 31, 2023 at 4:30 p.m. City Hall, 10 East Locust Street, Union, MO

1. Approval of Minutes – March 1, 2023
2. 2023 Safe Streets and Roads for All (SS4A) Grant Application – July 10, 2023
3. 2023 Transportation Alternatives Program (TAP) Grant Application – July 21, 2023
4. 2023 Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) Grant Application – August 18, 2023
5. Street Maintenance Program
6. Oak Street STP
7. Union Expressway STP
8. Union Expressway – Project Extension Request
9. Railroad Crossing at Independence Drive
10. Traffic Count – Water Tower Drive
11. Miscellaneous
12. Adjourn

*Pat Monaco, Chairman
Russell Rost, Secretary
Robert L. Schmuke, Mayor
Ann Schroeder, Member
Dr. Mike Mabe, Member
Darin Price, Member
Steve Dickey, Member
Vacancy, Member*

Posted this 25th day of May 2023

Cc: Mayor
Board of Aldermen
City Administrator City Attorney
Assistant City Administrator/Economic Development Director
Department Heads
Union Missourian KLPW

REPORT AND RECOMMENDATIONS OF THE TRANSPORTATION COMMITTEE OF THE CITY OF UNION, FRANKLIN COUNTY, MISSOURI.

Be it remembered that the Transportation Committee of the City of Union, Missouri met in regular session at City Hall in said City at the hour of 4:30 p.m. on the 31st day of May, 2023 at which time and place there were present the following:

Members:	Russell Rost, Secretary	Pat Monaco, Chairman
	Dennis Soetebier, Alderman Liaison	Darin Price
	Robert L. Schmuke, Mayoral Liaison	Dr. Mike Mabe
	Ann Schroeder	
Absent:	Steve Dickey	Vacancy
Also, Present:	Jaklynn Welker, Deputy City Clerk	J.D. Kelley, City Engineer
	Jonathan Zimmerman, City Administrator	
	James Schmieder, Assistant City Admin./Econ. Dev. Director	
	Others: Ed Stowe	Media:0

A quorum being present, Chairman Pat Monaco declared the committee to be in session for the transaction of business.

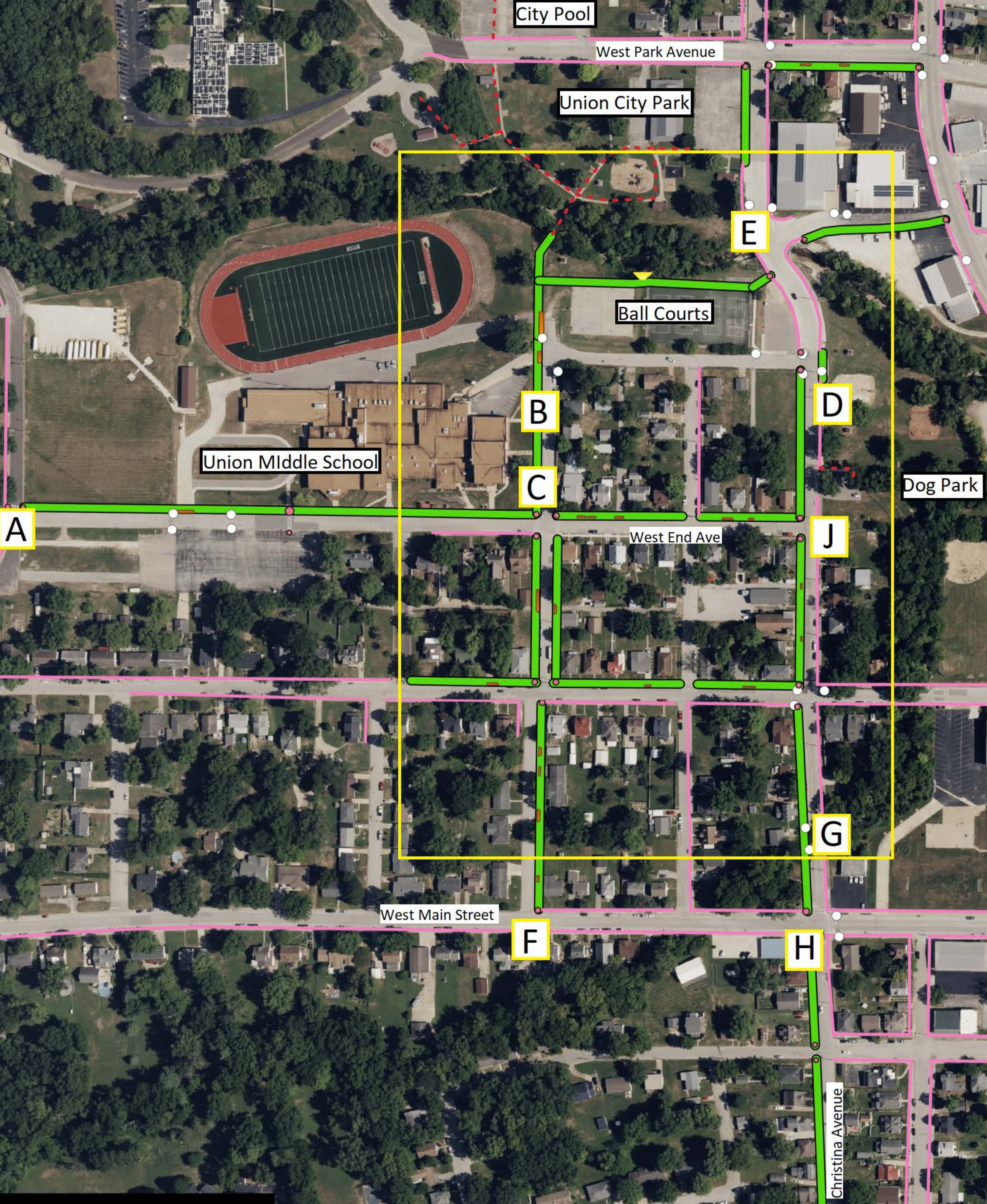
1. **Approval of Minutes – March 1, 2023** – A **motion** was made to approve the minutes of the March 1, 2023 meeting, Rost / Schroeder 2nd, approved 6-0.
2. **2023 Safe Streets and Roads for All (SS4A) Grant Application – July 10, 2023** - City Engineer J.D. Kelley explained the grant stating it is a federal grant which the city applied for last year but was denied due to East-West Gateway receiving the grant funding. This would be a two-step grant with the first step being the creation of an action plan. J.D. further explained the city would look at projects that have a low-cost but high impact. These would include safe networks from the schools to roadways. The grant requires a minimum funding of \$100,000 with a 20% match. Discussion was had on which entities can apply, and how much funding the city would request. After discussion a **motion** was made to recommend to the Board of Aldermen that the city apply for the 2023 Safe Streets and Roads for All (SS4A) Grant Application, Rost/Mabe 2nd, approved 6-0.
3. **2023 Transportation Alternatives Program (TAP) Grant Application – July 21, 2023**- City Engineer J.D. Kelley explained this is another federal grant through East-West Gateway that the city would like to apply for. He would like to use the funds to focus on the area near Union Middle School on the streets of Park, Washington Avenue, State, Main, and Springfield Avenue. This project would consist of updating sidewalks, adding sidewalks, and visible features to slow traffic down. Once completed the project would complete the sidewalks on State Street. Discussion was had on congestion during dismissal time at the Union Middle School and how the grant could be applied to alleviate the issues in that area. City Administrator Jonathan Zimmermann explained that not all of this project would be completed at one time. It would be completed over the course of several grant projects. Concluding discussion, a **motion** was made to recommend to the Board of Aldermen that the city apply for the 2023 Transportation Alternatives Program (TAP) Grant Application, Rost/Mabe 2nd, approved 6-0.

4. **2023 Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) Grant Application – August 18, 2023** – City Engineer J.D. Kelley explained the grant and what it can be used for as the uses are vast in that it can be applied toward any facility or area in town that would safeguard against natural disasters. His thoughts for the project would be along Flat Creek and work on upgrading the riparian corridor through Grant Park. The creek bank is currently unstable, and has invasive species that would need cleaned out. The city would also look at other areas of town that include creek banks. The grant is a 20% match with a \$100,000 minimum. A **motion** was made to recommend to the Board of Aldermen that the city apply for the 2023 Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) Grant Application, Mabe/Rost 2nd, approved 6-0.
5. **Street Maintenance Program** – City Engineer J.D. Kelley explained the current budget has about \$100,000 left in street maintenance and they are recommending a 2" overlay at the intersection of McKinley and South Street. This project is estimated to cost between \$70-\$80,000. J.D. explained there is currently a shortage of asphalt as the nearby plants are not milling the asphalt that is needed for this project. J.D then presented a list of the proposed street maintenance projects for the 2023 – 2024 budget and explained how they will approach street repairs going forward. He explained the different types of asphalt repairs, and how to assess streets in the current state. The budget for street maintenance for the 2023-2024 budget is \$500,000. The proposed list would be within the budgeted amount. Chairman Pat Monaco questioned how streets are selected for repair and questioned the status of Denmark Road. City Administrator Jonathan Zimmermann explained Denmark Road would need a total rebuild that would most likely be completed by applying for a grant and completed in phases.
6. **Oak Street STP** – City Engineer J.D. Kelley updated the committee on the STP project at Oak Street. The project will consist of a mill/overlay from Highway 50 to Springfield Avenue, sidewalk and curb replacement and relocating the light poles. The project was submitted to MoDOT last week for review and the city should have a response in 1-3 months. The project is budgeted at \$386,000 and will go out for bid in the fall of 2023 with construction beginning in the spring of 2024. City Administrator Jonathan Zimmermann explained the current culvert would have an epoxy reface to match the coloring in the sidewalk and extend the guard rail on either end. The sidewalks will continue the decorative edge similar to the sidewalks on Main Street. The sidewalks will tie into the new sidewalks MoDOT is installing on Highway 50.
7. **Union Expressway STP**- City Engineer J.D. Kelley updated the committee on the Expressway project explaining the city is currently in the property acquisition phase. Geotechnical work should begin soon. The city has 15 parcels they will need to acquire, two of which have attorneys. The city has consulted with a retired MoDOT specialist who is working with the individuals. The county has two parcels to acquire.
8. **Union Expressway – Project Extension Request** – City Engineer J.D. Kelley explained a project extension was requested due to property acquisitions taking longer than anticipated. This extension will provide nine additional months.
9. **Railroad Crossing at Independence Drive** – The city met with MoDOT a few weeks ago as they are wanting to install safety crossing guards at the crossing of Park and Independence. MoDOT would have to modify the radius on Park Street slightly to allow for clearance. At this time, they have not asked for city participation. This project will not disturb any utilities.

10. **Traffic Count – Water Tower Drive** – City Administrator Jonathan Zimmermann conducted a speed study on Water Tower Drive after receiving a citizen complaint for excessive speeds in the area. He further explained the speed doppler and how it works. Jonathan presented a report on the results explaining the maximum speed recorded was 34 miles/hour and the minimum was 30 miles/hour. He concluded there was not an excessive speed issue.
11. **Miscellaneous** – City Administrator Johnathan Zimmermann asked Darin Price, Jaguar Transport, to give a report on the railroad. Darin explained they have applied for a grant to take the transload station to full scale. They should have a response within twenty days and if approved construction would begin in July 2023. Jaguar Transport has a customer who is wanting to haul butane, which can only be hauled between November and May. Darin explained butane is not any more dangerous than propane, it is more combustible, and does not dissipate like propane. He further explained trains in town do not go above a speed of 10 miles/hour which minimizes risks of any accidents occurring. He also explained two large companies are looking at switching their provider once they give a sixty-day notice. Discussion was had on safety exercises, schools within the area, and communications with the fire department.
12. **Adjourn** – Motion to adjourn. Rost/Schroeder 2nd, approved 6-0.

Pat Monaco, Chairman

Recording Secretary,
Jaklynn Welker
Deputy City Clerk



A

Union Middle School

Sidewalk too narrow

West End Ave

No Curb ramp. ADA-
Compliant Ramp Desired

To City Lake & Union High School



JAY CEE RD

SLOW
SCHOOL
ZONE

SPEED
LIMIT
15
SCHOOL

AT&T

NEWCASTLE

B

Bottom of wheelchair ramp
has poor drainage

Fix sidewalk grading and road
grading where school entry
road crosses

New sidewalk for bridge to
union park

Delmar Ave.

Pathway leading behind
basketball and tennis
courts

C



4-WAY

Sidewalk

West End Ave.

No Curb Ramps
ADA compliant ramps desired

Delmar Avenue

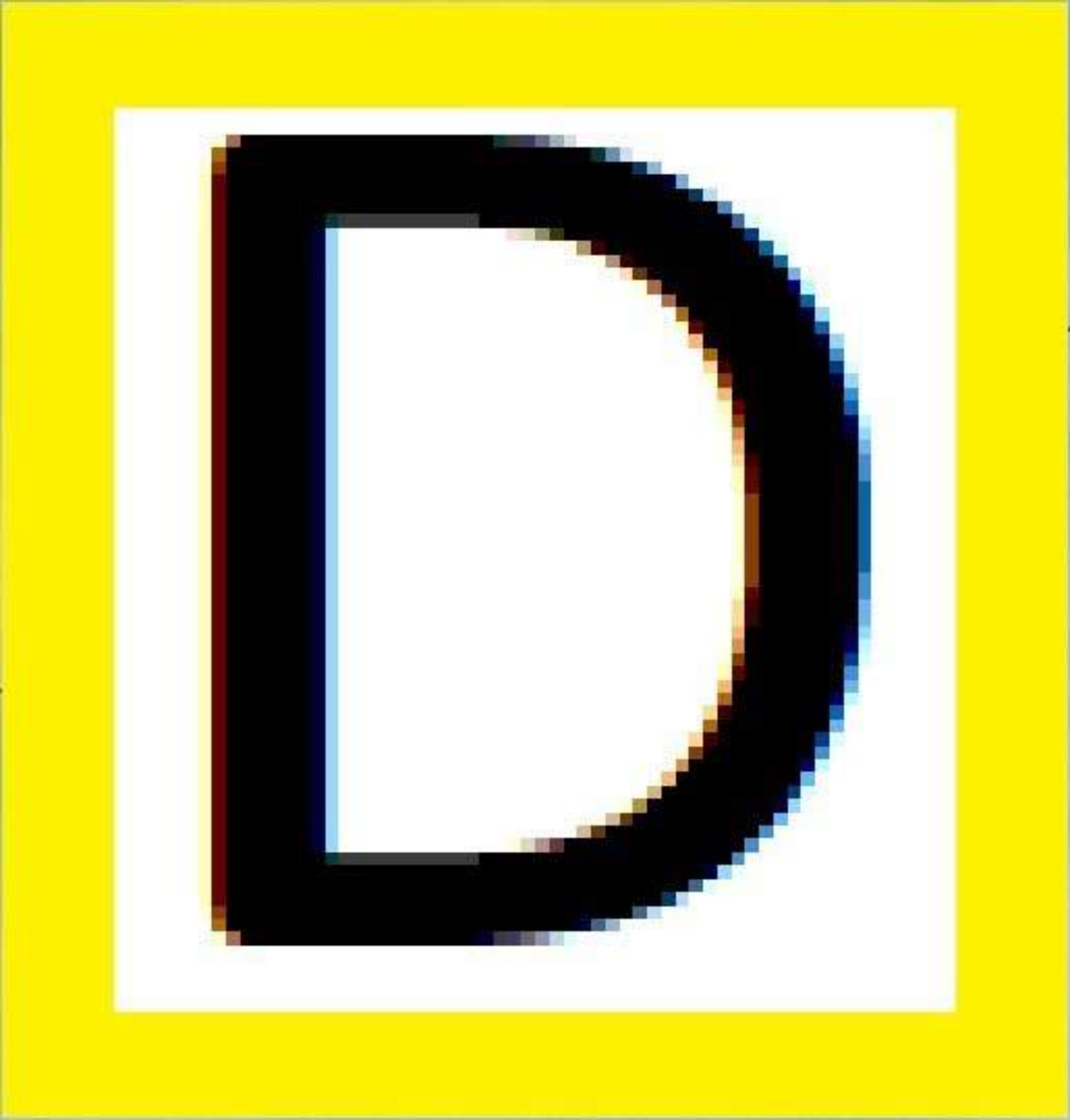




STOP

4-WAY

WEST END



No curb ramp. ADA compliant ramp desired

Inlets to be replaced with wheelchair safe grates

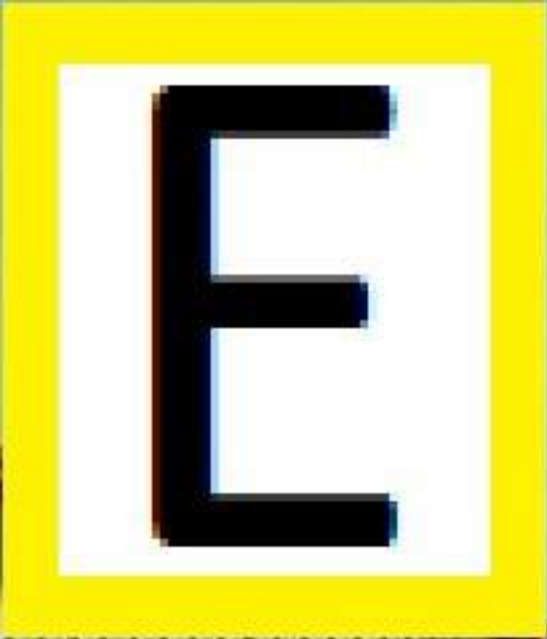
Sidewalk moves to streetside and water fountain and shower move into the dog park

College Ave.

Christina Ave.

New sidewalk up christina ave





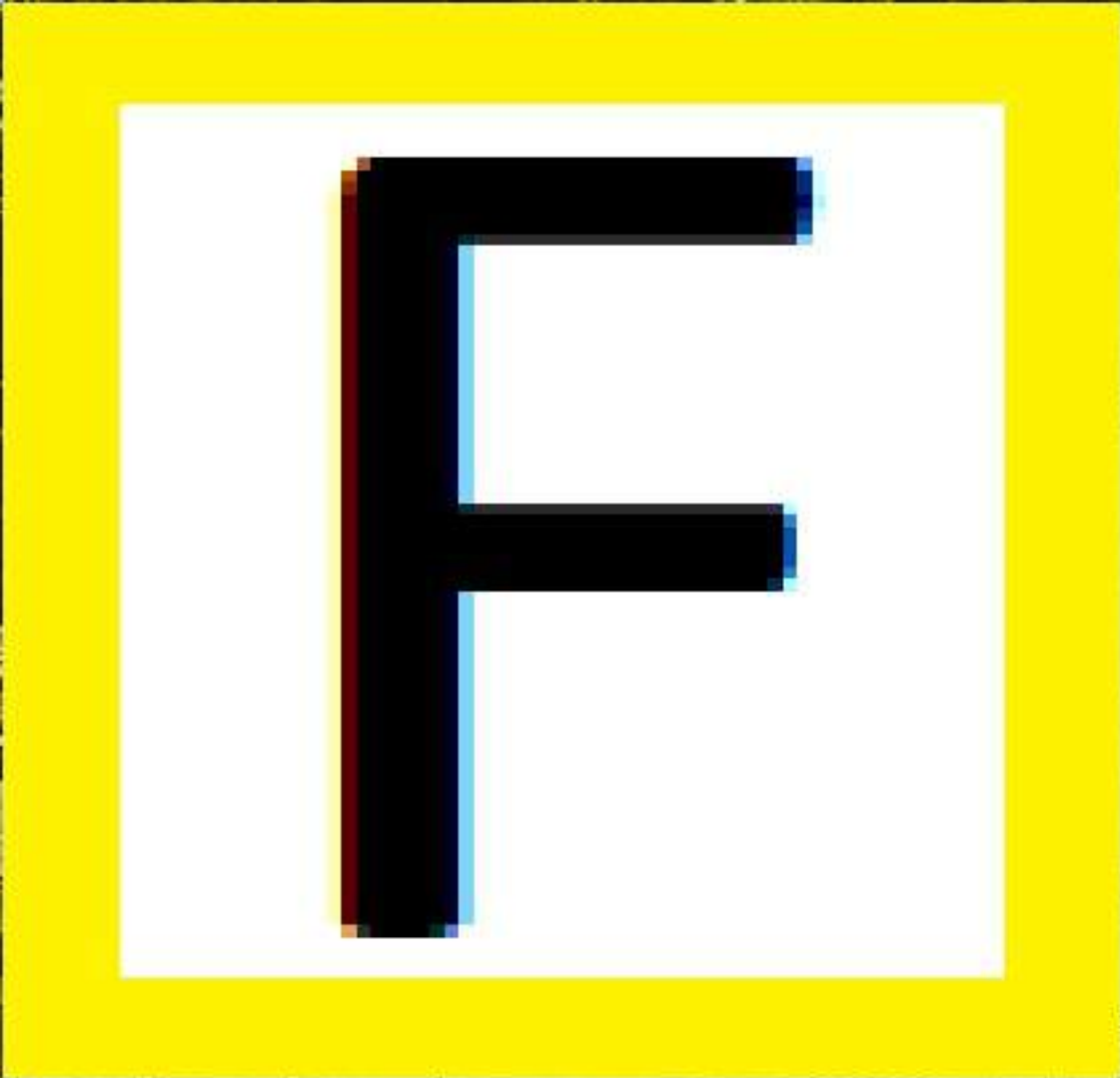
No direct path to park
through parking lot and
road traffic

Water st.



Sidewalk down water st,
connecting grant station park to
union city park

Christina Ave.



Delmar Ave.

No sidewalk the length of Delmar
This connects Main to the middle
school along the shortest route

West Main St.



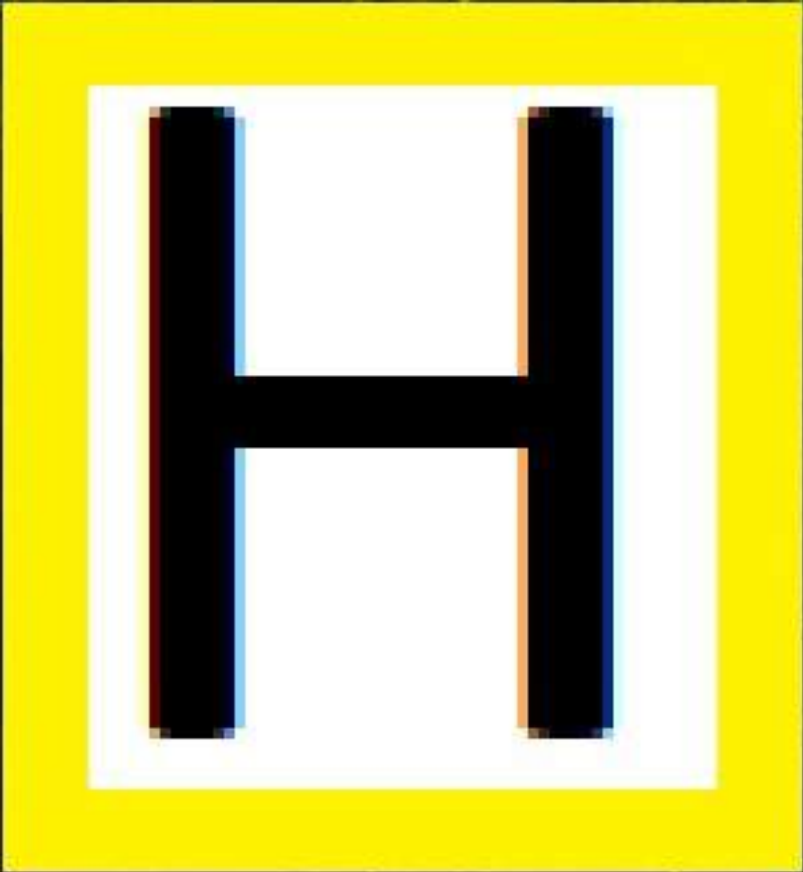




Non ADA compliant
driveway entrances

Christina Ave.





W Main St.

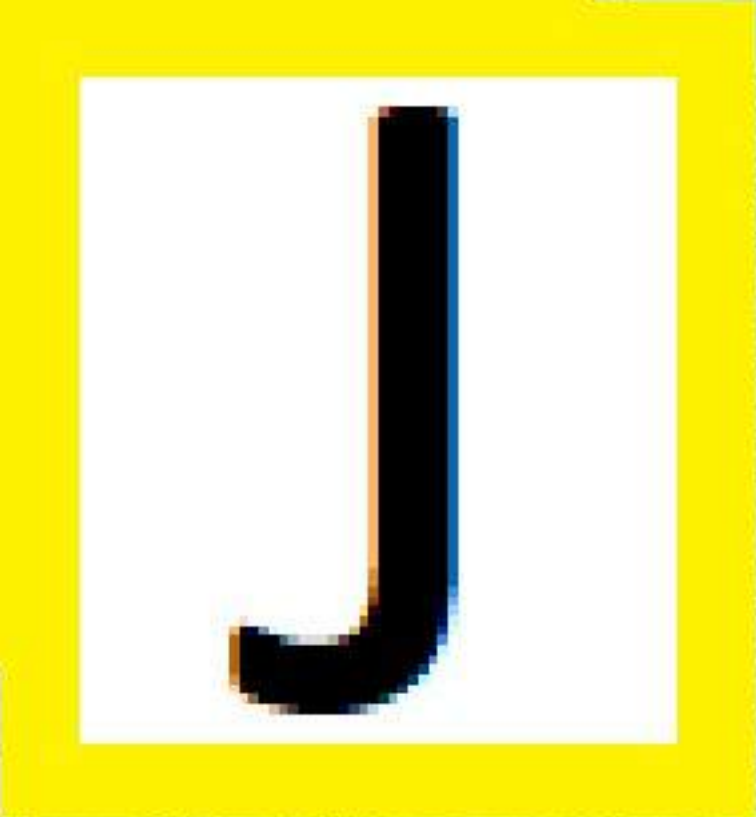
MAIN ST

Non compliant sidewalk
at creek crossing

Christina Ave.

Move crossings closer to
intersection for better visibility

Building on corner
obstructing view



New sidewalk down Christina ave.

Retaining wall sidewalk buckling & may need removal to redo sidewalk

New ADA compliant curb

Park Avenue
Water st.
HALL BROS. LUMBER

Christina Ave

West End

