



**Memo to:** Board of Aldermen  
**From:** Frank Johnson, City Clerk  
**Subject:** STP Grant Application for Crescent Road Sidewalks  
**Date:** April 27, 2020

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Last week, the City of Twin Oaks received a letter from East-West Gateway Council of Governments regarding our Surface Transportation Program (STP) grant application for sidewalks on Crescent Road. The letter stated that in light of the challenging financial situations for many municipalities due to COVID-19, East-West Gateway is asking all cities that applied for funding to confirm that they still have the financial capacity to provide the local match for the project.

A response from the city is required by Wednesday, April 29. If no response is received, East-West Gateway will assume that match is still secure and no action is needed.

The complete application prepared by Weiss Design Group is attached to this memo, but some brief highlights include:

- The project would construct 5-foot concrete sidewalks along the north side of Crescent Road between Meramec Station Road and the city limits. It would also build curb and gutter on both sides of Crescent Road along the same length.
- The total cost of the project is estimated to be \$1,064,832, so the **city's 20 percent local match amounts to \$212,967.**
- East-West Gateway programs projects in three phases, typically over several years. The city's cost breakdown, as estimated by the application, is as follows:
  - Federal FY 2022, Preliminary Engineering \$27,600
  - Federal FY 2023, Right-of-Way Acquisition \$6,000
  - Federal FY 2024, Construction \$179,367



Crescent Avenue Improvements (STP)

2020 STP-S GRANT APPLICATION

Assembled by Weis Design Group

A/E# 1912-19-1

FEBRUARY 13, 2020

# **PROJECT APPLICATION**

**PROJECT APPLICATION FEE: \$4,259.33**

**COMPLETED STP-S APPLICATION**

**REQUIRED SIGNATURES**



# Surface Transportation Block Grant Program

2020 Call for Projects

For the St. Louis Region

## Road Project Type

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Sponsoring Agency: City of Twin Oaks

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Project Title: Crescent Avenue Improvements (STP)

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Federal Amount Requested: \$851,865.60

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**Applications Due: February 13, 2020 by 4:00 pm**



**EAST-WEST GATEWAY**  
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

November 8, 2019

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

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

### PLEASE NOTE:

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

The call for projects begins on **November 8, 2019** and ends on **February 13, 2020** at 4:00 pm. Applications received after the deadline will not be accepted. Submit the completed application and necessary attachments electronically to EWG at [stps@ewgateway.org](mailto:stps@ewgateway.org). Save the electronic copy as a PDF file using the following format: 2020STPS\_[Sponsor]\_[Project Name].pdf. Please submit one application per email. Electronic copies can also be delivered on a CD or USB drive. You will receive an email confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application, contact EWG staff.

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

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

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

Project sponsors wanting feedback on applications may submit a preliminary copy by **January 8, 2020** to EWG at [stps@ewgateway.org](mailto:stps@ewgateway.org). EWG staff will review the applications submitted and will return comments by email by **January 22, 2020**. If a preliminary application is submitted for feedback, a final application must still be submitted by **February 13, 2020**.

### CONTACT INFORMATION

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

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

## PROJECT CHECKLIST AND SUBMITTAL REQUIREMENTS

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

**The materials should be submitted in the following order.**

### Project Application:

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

### Attachment A:

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

### Attachment B:

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

Attachment C:

- Crash reports** – attach full crash reports for all fatal and serious injury crashes and up to 10 minor injury and/or property damage only crashes that coincide with the safety countermeasure within the project limits from 2013-2017. Redact any personal information (e.g. names, addresses, etc.). Crash reports are not required if the project has no safety countermeasures.

Attachment D: (optional)

- Documentation of an approved or adopted plan, ordinance, and/or policy that supports the project** – do not attach entire plan documents, only include the necessary pages.
- Letters of support** – endorsements or petitions from associations, boards, school districts, citizens, businesses, etc. Only attach letters of support that pertain to specific project.
- Documentation of public involvement process** – public meeting minutes, newspaper clippings, press announcements, etc.

Attachment E:

- Operations and maintenance** – use Operations and Maintenance Form provided by EWG. Only submit one per sponsor.
- ITS architecture consistency** – submit ITS Architecture Project Consistency Statement Form provided by EWG if project includes ITS elements or modifies existing ITS.

SUBMITTAL TYPE (CHECK ONE):

- Preliminary application (for comments) – Due **January 8, 2020**
- Final application – Due **February 13, 2020**

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SPONSOR INFORMATION							
Sponsoring agency:	City of Twin Oaks						
Secondary sponsor agency (if applicable):	N/A						
<b>Chief Elected Official/Chief Executive Director:</b>							
Name:	Russ Fortune			Title:	Mayor		
Street address:	1381 Big Bend Road						
City:	Ballwin	State:	MO	County:	St. Louis Co.	ZIP code:	63021
<b>Project contact:</b>							
Name:	Theresa Gonzales			Title:	Administrative Assistant		
Agency:	City of Twin Oaks						
Street address:	1381 Big Bend Road						
City:	Ballwin	State:	MO	County:	St. Louis Co.	ZIP code:	63021
Phone Number:	(636) 225-7873		E-mail address:	tgonzales@cityoftwinoaks.com			
<b>Application contact:</b>							
Name:	Christopher Einig			Phone Number:	636-207-0832		
E-mail address:	ceinig@weisdesigngroup.com						
PROJECT INFORMATION							
Project title:	Crescent Avenue Improvements (STP)						
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 for this specific road segment within the last 10 years? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No							
If yes, when? N/A							
Does this project touch MoDOT or IDOT 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 the state DOT.</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?   N/A							

ROADWAY INFORMATION				
Name of street or facility to be improved:	Crescent Avenue			
Project length (miles):	.38			
Project limits – north/west reference point, cross street, or intersection:	Crescent Avenue and Meramec Station Road			
Project limits – south/east reference point, cross street, or intersection:	Crescent Avenue and City Limits			
Federal functional classification of road (per EWG) <sup>1</sup> :	Minor Collector			
Average roadway pavement condition (PASER):	5.5			
	CURRENT:		PROPOSED:	
Traffic volumes (AADT):	6298	Year:2016	9447	Year:2036
Speed limit of street:	20		20	
Number of through lanes (both directions):	2		2	
Number of turn lanes:	0		0	
Two-way left turn lanes?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Typical lane width:	11		11	
Outside lane width:	11		11	
Shoulder width:	0		0	
On-street parking allowed?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Curb and gutter?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Sidewalks?	<input type="checkbox"/> One side <input type="checkbox"/> Both sides <input checked="" type="checkbox"/> None		<input checked="" type="checkbox"/> One side <input type="checkbox"/> Both sides <input type="checkbox"/> None	
Sidewalk width:	0		5	
Existing sidewalk surface condition <sup>2</sup> :	<input type="checkbox"/> Poor <input type="checkbox"/> Fair <input type="checkbox"/> Good <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> None		n/a	
Sidewalk/roadway separation width:	N/A		.5'	
On-road bicycle facility <sup>3</sup> ?	<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	

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

<sup>2</sup> **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.

<sup>3</sup> 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 the EWG Bicycle Planning Guide for a description on bicycle facilities: [https://www.ewgateway.org/wp-content/uploads/2018/07/BicyclePlanningGuide\\_June2018.pdf](https://www.ewgateway.org/wp-content/uploads/2018/07/BicyclePlanningGuide_June2018.pdf).

## 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):

- All acquired or none needed  
 In process  
 Not started

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

Permanent easements will be required of the street and along the new storm sewer system.  
 Temporary construction easements will be required for both sides of the street and along the new storm sewer system.

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

None

Right-of-way acquisition by: City of Twin Oaks

Right-of-way condemnation by: City of Twin Oaks

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

- Yes  No  Unknown

## UTILITY COORDINATION

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

Will the project 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 UE
<input checked="" type="checkbox"/> Phone	AT&T
<input checked="" type="checkbox"/> Gas	SPIRE
<input checked="" type="checkbox"/> Water	MISSOURI AMERICAN WATER
<input checked="" type="checkbox"/> Cable TV	SPECTRUM
<input checked="" type="checkbox"/> Storm sewer	MSD
<input type="checkbox"/> Sanitary sewer	
<input type="checkbox"/>	
<input type="checkbox"/>	

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

Ten utility poles will need to be relocated for the proposed sidewalk. Ameren UE has already been notified of the the need to moved the poles dependent upon the awarding of funds for this project.

Utility coordination completed by: Consultant

Designed by: Utility

Inspected by: Utility

## 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: N/A

Number of crossings impacted: N/A

Are the crossings active?  Yes  No

Width of crossing: N/A

What is the crossing type?

- Timber  
 Rubberized  
 Asphalt  
 Concrete  
 Other

Describe other:

N/A

## PROJECT MAINTENANCE

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

After this resurfacing it is anticipated that a micro surface seal coat will be required at year 10 and year 20.

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

Minor curb repair, edge sealing cost will be approximately \$1,000.00 per and will be paid from the City General Fund.

## AMERICANS WITH DISABILITIES ACT

Under the 1990 Americans with Disabilities Act (ADA), Title II requires public entities with more than 50 employees to complete a self-evaluation and create an effective ADA transition plan<sup>4</sup>.

Does your local public agency have more than 50 employees?

Yes  No

If yes, does your agency have an adopted ADA transition plan?

Yes  No

If your agency has an ADA transition plan, when was it adopted? N/A

If ADA transition plan is not adopted, when is it expected to be adopted? Unknown

<sup>4</sup> FHWA Questions and Answers about ADA/Section 504: [https://www.fhwa.dot.gov/civilrights/programs/ada/ada\\_sect504qa.cfm](https://www.fhwa.dot.gov/civilrights/programs/ada/ada_sect504qa.cfm).

## PROJECT DESCRIPTION

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

Crescent Avenue lacks pedestrian transportation facilities despite high volumes of pedestrian and bicycle travel along the roadway. Crescent Avenue connects the east and west sides of the City of Twin Oaks, which is divided by Missouri Highway 141. All of Crescent Avenue outside of the city limits already has sidewalks on both sides of the street. The proposed sidewalks will connect the existing sidewalk south of the city limits to the pedestrian crossing over Highway 141. The proposed crosswalk at Valley School Road and Crescent Avenue will connect both routes to the bridge over Highway 141 and the attractions in Twin Oaks. The new sidewalk will provide access to several popular destinations in Twin Oaks including Twin Oaks Park, single and multi-unit residential housing, a public library, and retail centers. Twin Oaks is home to a very physically active population. Local residence already walk on Crescent Avenue for recreation/exercise and to access destinations within Twin Oaks. With the recent opening of the Twin Oaks Luxury Apartments, the population has significantly increased. The proposed work intends to redirect the current pedestrian traffic onto facilities separated from the roadway.

The project will also accommodate bicycle facilities. New bicycle racks at the entrance to Twin Oaks Park will encourage bicycling to and from the park. On the Gateway Bike Plan, Crescent Avenue is marked as having wide outside lanes for bicycle travel. Crescent Avenue is highly attractive to bicyclist because of the low speed limit (20 mph) and the low vehicle traffic. Importantly, the Crescent Avenue Bridge is the only unsignalized or grade separated crossing of Highway 141 between MO 340 and the Meramec River, a 10 mile stretch cutting through the heart of St. Louis County. The proposed connection will also create a safer access for residents east of Highway 141 to three hiking/biking trails, without needing to cross Highway 141 at the heavily signalized and heavily trafficked intersection of Big Bend Road and Highway 141. Those trails are the Vance Trail, the Ohlendorf West Park, and the Arnold Grove Trail head. For all these reasons, providing access across the Crescent Avenue Bridge would contribute greatly to the goal of increasing multi-modal accessibility through the St. Louis area.

The goal of the proposed work is to provide safe pedestrian access between the gap in pedestrian facilities separating most of the attractions and destinations within Twin Oaks from the residences southwest of Big Bend Road and Highway 141. The proposed work calls for the construction a new 1,960 linear feet of 5' wide concrete sidewalk on one side of the street with 1.5' wide 6" vertical concrete curb and gutter on both sides. The roadway is to be overlain with 2" asphaltic concrete after the installation of sidewalk and curb and gutter. The primary destinations directly on Crescent Avenue for the pedestrians and bicyclists are the Twin Oaks Park and access to the Twin Oaks Presbyterian Church. East of Highway 141 the primary destinations are Big Bend Square, Stonegate Center, Fritz's Frozen Custard, Schnucks Grocery, Grand Glaize St. Louis County Library, and the Villages of Twin Oaks Apartments. The proposed work will improve safe pedestrian transportation between these destinations, encourage multi-modal transportation, and increase the City's revenue from the increased business generated by the additional traffic.

## COMMUNITY SUPPORT

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

The project was presented at the City's public board meeting on January 21st, 2020.

## PROJECT DEVELOPMENT SCHEDULE

Note: many stages can occur concurrently.

Activity Description	Start Date (MM/YYYY)	Finish Date (MM/YYYY)	Time Frame (Months)
Receive notification letter	10/2020	10/2020	1
Execute agreement (project sponsor and DOT)	11/2021	01/2022	3
<b>Engineering services contract submitted and approved*</b>	02/2022	05/2022	4
Obtain environmental clearances (106, CE2, T&E, etc.)	06/2022	10/2022	5
Public meeting/hearing	08/2022	10/2022	3
Develop and submit preliminary plans	08/2022	10/2022	3
Preliminary plans approved	10/2022	11/2022	2
Develop and submit right-of-way plans	09/2022	10/2022	2
Review and approval of right-of-way plans	10/2022	11/2022	2
<b>Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*</b>	11/2022	02/2023	4
Right-of-way acquisition	02/2023	01/2024	12
Utility coordination	09/2022	08/2023	12
Develop and submit PS&E	02/2023	07/2023	6
<b>District approval of PS&amp;E/advertise for bids*</b>	07/2023	09/2023	3
Submit and receive bids for review and approval	10/2023	01/2024	4
Project implementation/construction	01/2024	12/2024	12

\* 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% in Missouri for all phases of work and 80% in Illinois for construction/construction engineering phase only. In Illinois, PE and right-of-way must be paid with local funds.

Activity <sup>5</sup>	Starting Federal Fiscal Year <sup>6</sup>	Total Phase Cost	STP-S Funds Requested	Sponsor Share	Sponsor Share Percentage
PE / Planning / Environmental Studies	FY 2022	\$ 138,000	\$ 110,400	\$ 27,600	20.00%
Right-of-Way	FY 2023	\$ 30,000	\$ 24,000	\$ 6,000	20.00%
Construction Engineering	FY 2024	\$ 75,000	\$ 60,000	\$ 15,000	20.00%
Construction / Implementation	FY 2024	\$ 821,832	\$ 657,465	\$ 164,367	20.00%
<b>TOTAL PROJECT COST</b>		<b>\$ 1,064,832</b>	<b>\$ 851,865</b>	<b>\$ 212,967</b>	<b>20.00%</b>

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 Twin Oaks: \$212,967

<sup>5</sup> **Illinois:** construction/construction engineering funds are available in FY 2024.

**Missouri:** preliminary engineering funds are available in FY 2022, right-of-way in FY 2022 or FY 2023, and construction/construction engineering in FY 2023 or FY 2024.

<sup>6</sup> Fiscal years are federal fiscal years (October 1 through September 30).

## SAFETY

Were there any crashes along project limits from 2013-2017? **Note:** a project can still potentially receive partial points if it does not have crashes, but includes a preventive safety countermeasure.

Yes  No

**Total number of crashes by severity type along project limits:**

Fatal (K on the KABCO scale):	0
Serious injury (A on the KABCO scale):	1
Minor injury (B and C on the KABCO scale):	1
Property damage only (O on the KABCO scale):	3
Total number of crashes from 2013-2017 along project limits:	5

Does the project include safety countermeasure(s)?

Yes  No

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

Countermeasure	CMF	CMF ID
Implement systemic signing and marking improvements at stop-controlled intersections	.917	8866

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

Describe how the proposed safety countermeasure(s) will address the crashes occurring along the project limits:  
The proposed signals, pavement markings, and signage will increase pedestrian safety and driver awareness within the project limits.

Are there any undocumented safety issues?

Yes  No

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

N/A

## MULTIMODAL

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

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

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

One bike rack is to be installed at the entrance to Twin Oaks Park. The project includes the application of sharrows, noted in the cost estimate as Bicycle Chevron Pavement Markings.

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 16'), in-pavement)
- Other
- None

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

New 5' sidewalks with 1.5' wide 6" vertical concrete curb and gutter will be install on the left side of the road (looking northeast). Seven new ADA curb ramps will be installed to carry pedestrian traffic across existing side streets and intersections. The project also includes partial replacement of existing sidewalk slabs located east of the bridge over highway 141. A pedestrian bench will be installed at the park entrance. New crosswalk striping, signage, and pedestrian signals are included in the proposed work.



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

- Pedestrian signals/push buttons
- 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)
- Raised crosswalks
- Midblock crossings
- Pedestrian refuge islands
- Curb radius reduction
- Curb extension or bulb-outs
- Bicycle boxes
- Colored pavement crossings for bicycles lanes marked through intersection
- Other
- None

Describe the intersection or crossing treatments (including 'other') in detail and identify crosswalk locations:

A new crossing is planned with a Rectangular Rapid-Flashing Beacon (RRFB) will be installed at the intersection of Valley School Road and Crescent Avenue. High-visibility crosswalk markings will be installed at all new pedestrian crossing locations. See plan sheets for locations.

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

A new signalized pedestrian crossing with RRFBs will be installed at the intersection of Valley School Road and Crescent Avenue. New pedestrian crossing signage will be installed in advance of the pedestrian crossings.

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

- Yes  No

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

N/A

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

Yes  No

If yes, identify the improvements:

N/A

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

Yes  No

Is the project within ½ mile of a school?

Yes  No

If yes, identify the school(s):

School Name	Proximity to Project
Twin Oaks Christian School	<input type="checkbox"/> Direct <input checked="" type="checkbox"/> Within ½ mile
	<input type="checkbox"/> Direct <input type="checkbox"/> Within ½ mile
	<input type="checkbox"/> Direct <input type="checkbox"/> Within ½ mile
	<input type="checkbox"/> Direct <input type="checkbox"/> Within ½ mile

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

Yes  No

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

The project provides direct access to Valley Park Fire Department and Twin Oaks City Park. Crescent Avenue also provides access to Big Bend Square, Stonegate Center, Fritz's Frozen Custard, Schnucks Grocery, Grand Glaize St. Louis County Library, and the Villages of Twin Oaks Apartments.

## SYSTEM RELIABILITY

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

Yes  No

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

N/A

## INTERMODAL CONNECTIONS

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

Yes  No

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

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

Yes  No

If yes, identify the facility or major freight generator:

N/A

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

N/A

## ENVIRONMENT

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

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

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

The pedestrian crossing beacons are to be solar powered.

## NOTIFICATION OF TITLE VI & NONDISCRIMINATION REQUIREMENTS

### Title VI

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

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

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

### Nondiscrimination

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

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

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

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

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

RUSSELL L. FORTUNE  
 Name (print)

MAYOR  
 Title

Russell J Fortune  
 Signature

1-21-2020  
 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: Crescent Avenue Improvements (STP)

Local Match Amount: \$ 212,967.00

Sponsoring Agency: City of Twin Oaks

**Chief Elected Official (or Chief Executive Officer):**

Name (print): Russell L. Fortune

Signature: Russell L. Fortune

Date: 2-5-2020

**Chief Financial Officer:**

Name (print): April Milne

Signature: April Milne

Date: 1/21/2020

**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): Russell L. Fortune  
Title: MAYOR Email: rvss.fortune@gmail.com  
Signature: *Russell Fortune*  
Date: 1-21-2020

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

Name (print): SAME AS ABOVE  
Title: \_\_\_\_\_ Email: \_\_\_\_\_  
Signature: \_\_\_\_\_  
Date: \_\_\_\_\_

**Person of Responsible Charge – Construction/Implementation Phase**

Name (print): SAME AS ABOVE  
Title: \_\_\_\_\_ Email: \_\_\_\_\_  
Signature: \_\_\_\_\_  
Date: \_\_\_\_\_

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

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

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

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

Russell L. Fortune  
Name (print)  
MAYOR  
Title  
Quinn S. Justice  
Signature  
1-21-2020  
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.

Russell L. Fortune  
Name (print)  
MAYOR  
Title  
Russell L. Fortune  
Signature  
1-20-2020  
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.

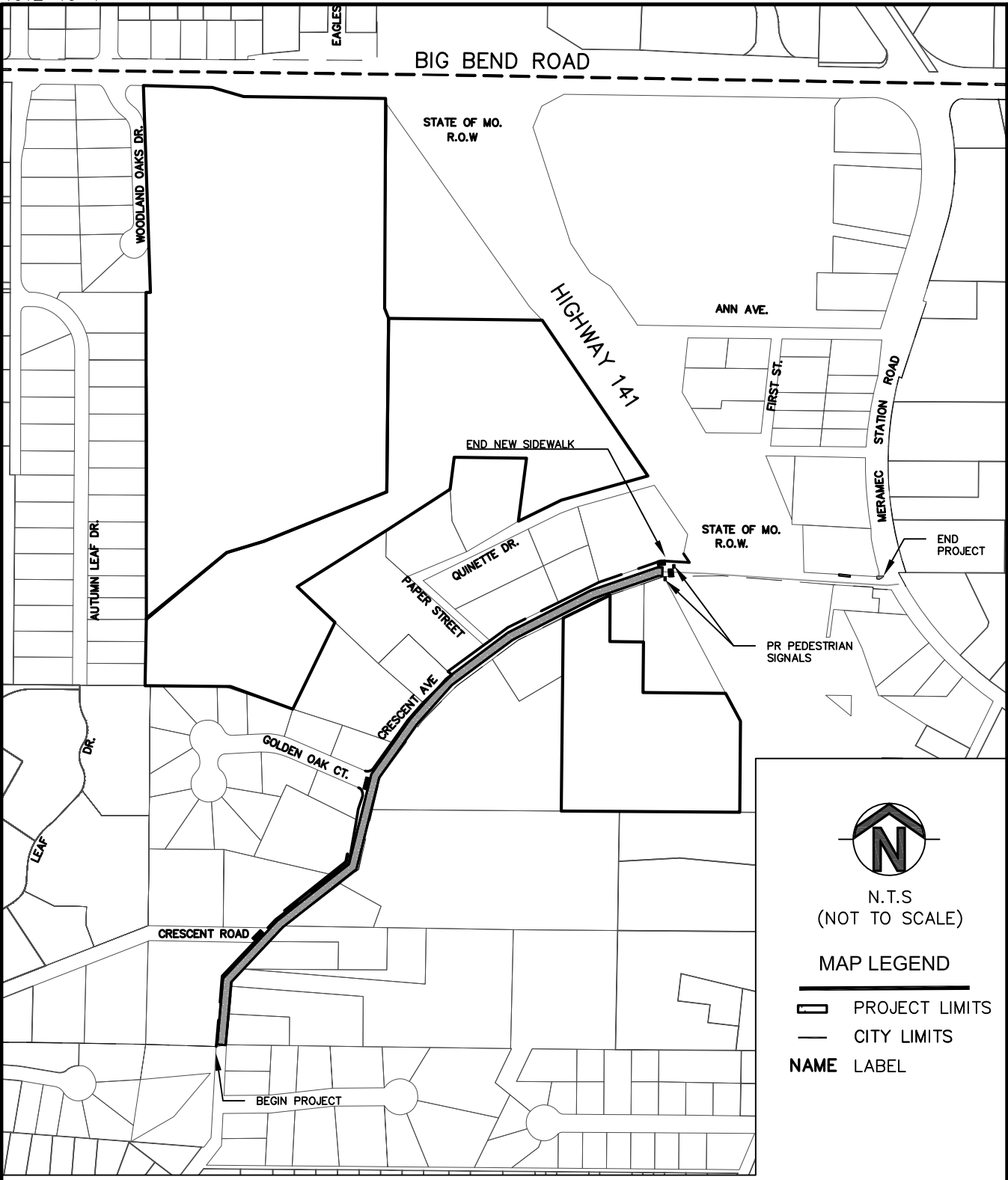
# **ATTACHMENT A:**


**PROJECT LOCATION MAP**

**DETAILED COST ESTIMATE**



**LETTER OF PERMISSION**

**LETTER OF COORDINATION**



  
 N.T.S  
 (NOT TO SCALE)

**MAP LEGEND**

 PROJECT LIMITS  
 CITY LIMITS  
**NAME LABEL**

**LOCATION MAP**

I:\Clients\Twin Oaks\1912-19-1 Crescent Ave. STP Grant App 2020\Civil DWG\1912-19-1 GRANT MAPS.dwg Jan 24, 2020 - 2:03pm, cke



**Weis Design Group**  
 16296 Westwoods Business Park Dr.  
 Ellisville, Mo. 63021  
 www.weisdesigngroup.com  
 (636) 207-0832  
 (618) 874-0320  
 f. (636) 207-0328

**CRESCENT AVENUE**  
**LOCATION MAP**  
**CITY OF TWIN OAKS, MISSOURI**

Designed By: TPW
Drawn By: CKE
Checked By: MJS

**Estimate of Project Costs**

Project Sponsor:	City of Twin Oaks
Project Title:	Crescent Avenue Improvements (STP)
Date:	2/5/2020

<b>Specific Roadway Items</b>				
<b>Item</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
MOBILIZATION	1	LS	\$13,465.00	\$13,465.00
EROSION CONTROL	1	LS	\$8,000.00	\$8,000.00
CONTRACTOR SURVEYING/LAYOUT, CONSTRUCTION STAKING AND MONUMENT REPLACEMENT	1	LS	\$10,000.00	\$10,000.00
SAWCUT EXISTING PAVEMENT (FULL DEPTH)	3,920	LF	\$3.00	\$11,760.00
CLEARING AND GRUBBING	1	LS	\$1,000.00	\$1,000.00
EXCAVATION AND REMOVALS	610	CY	\$30.00	\$18,300.00
EMBANKMENT FOR RETAINING WALL	1	LS	\$10,000.00	\$10,000.00
GRADING FOR SIDEWALK AND RETAINING WALL	1	LS	\$35,000.00	\$35,000.00
REMOVE ASPHALT DRIVEWAY AND APRON INCLUDES SUBBASE	192	SY	\$20.00	\$3,840.00
REMOVE CONCRETE DRIVEWAY AND APRON INCLUDES SUBBASE	288	SY	\$20.00	\$5,760.00
REMOVE AND REPLACE CONCRETE WALK 6" AGGREGATE SUBBASE (COMPACTED) (FOR CONC. CURB & GUTTER)	430	TN	\$20.00	\$8,600.00
4" AGGREGATE SUBBASE (COMPACTED) (FOR WALKS, DRIVES, AND APRONS)	350	TN	\$20.00	\$7,000.00
EDGE MILL EXISTING ASPHALT 5' WIDE, 0" TO 1" DEPTH	2,180	SY	\$0.65	\$1,417.00
ASPHALT WEDGE COURSE	40	TN	\$140.00	\$5,600.00
PLACE 2" ASPHALT CONCRETE SURFACE COURSE TYPE "BP-1"	650	TN	\$90.00	\$58,500.00
PLACE 6" CONCRETE DRIVE	480	SY	\$75.00	\$36,000.00
PLACE 1.5' WIDE, 6" VERTICAL CONCRETE CURB AND GUTTER. INCLUDES PREPARATION OF SUBGRADE.	3,920	LF	\$30.00	\$117,600.00
RETAINING WALL	1,728	SF	\$45.00	\$77,760.00
BUTT JOINTS	4	EA	\$230.00	\$920.00
SILT SOCKS	3	EA	\$80.00	\$240.00
<b>SUBTOTAL</b>				<b>\$433,262.00</b>

<b>Utilities</b>				
<b>Item</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
HYDRANT RELOCATION	4	EA	\$2,000.00	\$8,000.00
POWER POLE RELOCATION	10	EA	\$4,000.00	\$40,000.00
INSTALL CURB INLET	1	EA	\$3,000.00	\$3,000.00
INSTALL AREA INLET	1	EA	\$3,000.00	\$3,000.00
INSTALL 12" RCP	150	LF	\$100.00	\$15,000.00
INSTALL FLARED END SECTION	1	EA	\$8,000.00	\$8,000.00
ADJUST VALVE BOX, METER BOX, STOP BOX, SANITARY CLEANOUT, ETC.	4	EA	\$90.00	\$360.00
WATER SERVICE LINE ADJUSTMENTS	4	EA	\$150.00	\$600.00
				\$0.00
				\$0.00
<b>SUBTOTAL</b>				<b>\$77,960.00</b>





Mayor's Office  
Tel: 636-225-5171  
Fax: 636-225-0643

City Hall  
Tel: 636-225-5171  
Fax: 636-225-0643

Municipal Court  
Tel: 636-225-5696  
Fax: 636-225-0643

February 7, 2020

Aldерwoman Lisa Perry Eisenhower  
City of Twin Oaks  
1381 Big Bend Road  
Twin Oaks, MO 63021

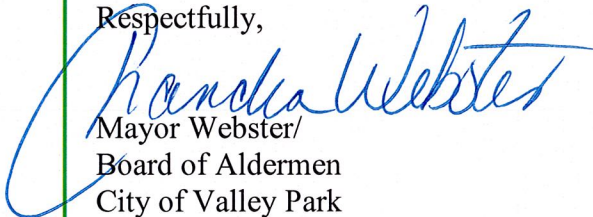
Dear Aldерwoman Eisenhower,

This letter is in reference to the proposed sidewalk improvements on Crescent Avenue in The City of Twin Oaks.

At the January 21, 2020 City of Valley Park Board of Aldermen Regular Session Meeting, the Board voted unanimously in support of the sidewalk improvements that the City of Twin Oaks has proposed.

The City of Valley Park Board of Aldermen, along with Mayor Webster, respectfully asks that the City of Twin Oaks be awarded a grant for sidewalks along Crescent Avenue.

Respectfully,

  
Mayor Webster/  
Board of Aldermen  
City of Valley Park

320 Benton Street, Valley Park Missouri 63088

[www.valleyparkmo.org](http://www.valleyparkmo.org)



**Valley Park School District**  
One Main Street • Valley Park, Missouri 63088

**Tim Dilg, Ed.D.**  
Superintendent  
[tdilg@vp.k12.mo.us](mailto:tdilg@vp.k12.mo.us)

636-923-3695  
FAX 636-861-1002

February 7, 2020

Mrs. Lisa Eisenhauer  
1447 Autumn Leaf Dr.  
Twin Oaks, MO 63021

RE: City of Twin Oaks Grant Proposal

Dear Mrs. Eisenhauer:

As Superintendent of the Valley Park School District, the safety and security of our students is always a top priority.

As such, I am encouraged to learn that the City of Twin Oaks is pursuing a grant that would create sidewalks on the north side of Crescent Street and am in full support of their grant proposal. Additional sidewalks would help our students and community members more safely access our district.

Sincerely,

Dr. Tim Dilg  
Superintendent of Schools  
Valley Park School District



# **ATTACHMENT B:**

**PHOTOGRAPHS**

**DETAILED MAP**

**PLANS AND TYPICAL SECTION**

**ROAD CONDITION (PASER)**

# The City of Twin Oaks

## Crescent Avenue Improvements (STP)



Location 1



Location 2

# The City of Twin Oaks

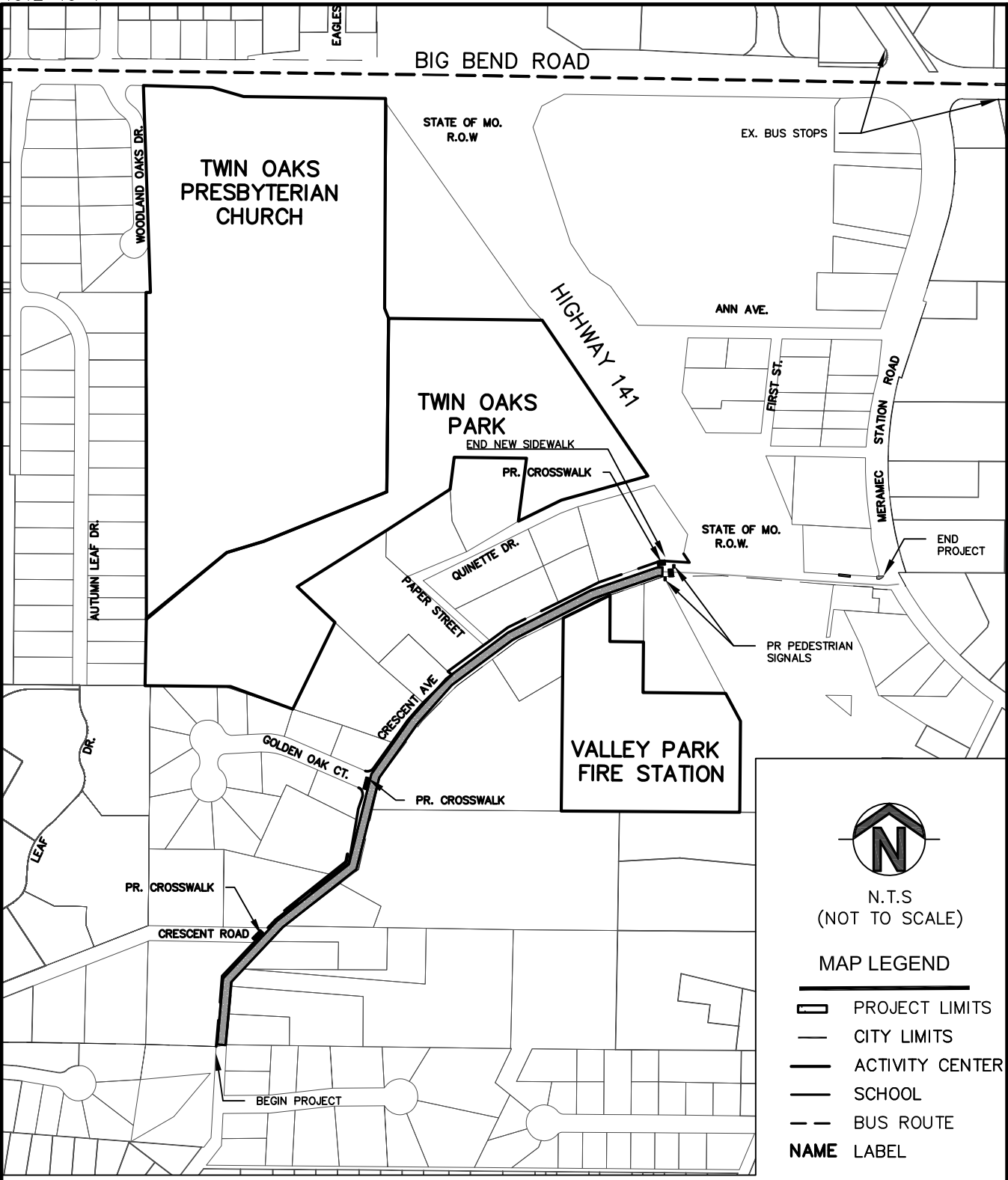
## Crescent Avenue Improvements (STP)



Location 3








Location 4



N.T.S  
(NOT TO SCALE)

**MAP LEGEND**

-  PROJECT LIMITS
-  CITY LIMITS
-  ACTIVITY CENTER
-  SCHOOL
-  BUS ROUTE

**NAME LABEL**

**DETAILED MAP**



**Weis Design Group**

16296 Westwoods Business Park Dr.  
 Ellisville, Mo. 63021  
 www.weisdesigngroup.com  
 (636) 207-0832  
 (618) 874-0320  
 f. (636) 207-0328

**CRESCENT AVENUE  
 DETAILED MAP  
 CITY OF TWIN OAKS, MISSOURI**

Designed By:  
TPW

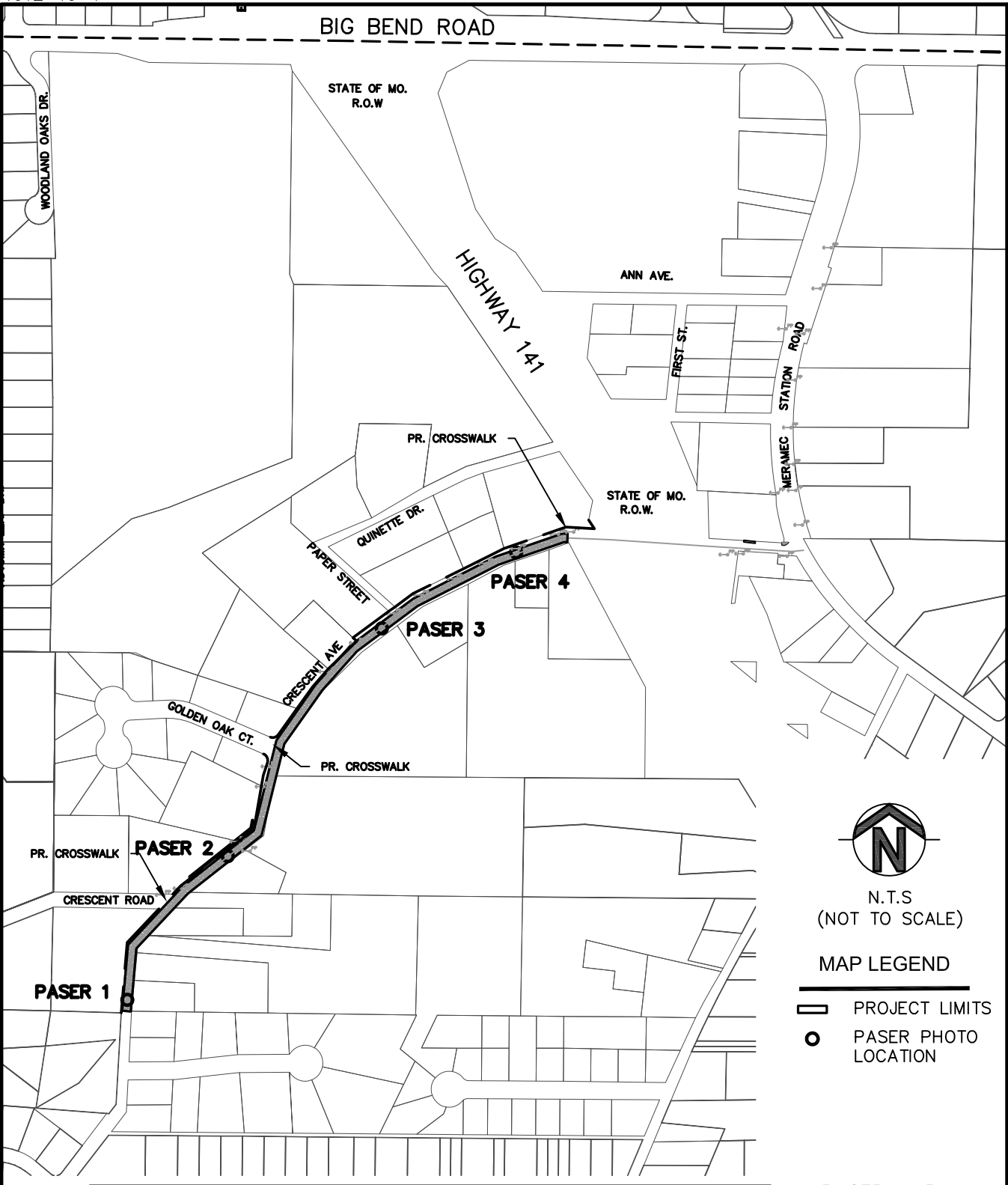
Drawn By:  
CKE

Checked By:  
MJS









N.T.S  
(NOT TO SCALE)

MAP LEGEND

- PROJECT LIMITS
- PASER PHOTO LOCATION

PASER MAP

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

**CRESCENT & MERAMEC STA.**

**PASER MAP**

**CITY OF TWIN OAKS, MISSOURI**

Designed By:  
TPW

Drawn By:  
CKE

Checked By:  
---



## Road Condition Evaluation Form

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

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

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

### INSTRUCTIONS:

The first evaluation should be performed at the beginning of the project limits, with subsequent evaluations occurring at a uniform distance each 1/8 mile (660 feet) along the roadway until reaching the other end of the limits. If the project is less than 3/8 mile (1,980 feet), conduct three evaluations at a uniform distance (e.g., a 1/4 mile project would include three evaluations, spaced 440' apart). If the project is greater than one mile in length, conduct at least eight evaluations at a uniform distance (e.g., a 1 1/2 mile project would include eight evaluations, spaced 990' apart).

Record the PASER rating for each location in the table below. If multiple roadways are within the project limits, simply list the new roadway name in the column on the left. You may attach another sheet with additional locations if needed. Attach an evaluation sheet for each location (see next pages), a picture of each location, and a map showing all evaluation locations. Select the evaluation sheet that matches the surface type (asphalt or concrete).

Roadway Name	Location #	Distance from start point	PASER Rating
Crescent Avenue	1	START	6
Crescent Avenue	2	800	5
Crescent Avenue	3	1600	6
Crescent Avenue	4	2050	5
	5		
	6		
	7		
	8		
	9		
	10		
	11		
	12		
	13		
	14		
	15		
	16		
<b>AVERAGE PASER:</b>			5.5

**Asphalt Evaluation Sheet**

(Provide this page for each location.)

Roadway Name: Crescent Avenue

Date: 12-24-19

Evaluation Location #: 1 Distance from Start Point: 0 Location PASER Rating: 6

Check all that apply:

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

Comments:

Longitudinal cracking along center line  
Rutting less than 1/4" in depth at wheel path  
Block cracking over approx. 15% of pavement

Drainage:

Comments:

Well Drained

**Asphalt Evaluation Sheet**

(Provide this page for each location.)

Roadway Name: Crescent Avenue

Date: 12-24-19

Evaluation Location #: 2 Distance from Start Point: 800' Location PASER Rating: 5

Check all that apply:

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

Comments:

Longitudinal cracking along center line, and in wheel path  
Rutting less than 1/4" in depth at wheel path  
Block cracking over approx. 40% of pavement

Drainage:

Comments:

Well Drained

**Asphalt Evaluation Sheet**

(Provide this page for each location.)

Roadway Name: Crescent Avenue

Date: 12-24-19

Evaluation Location #: 3 Distance from Start Point: 1600 Location PASER Rating: 6

Check all that apply:

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

Comments:

Longitudinal cracking along center line  
Rutting less than 1/4" in depth at wheel path  
Block cracking over approx. 15% of pavement

Drainage:

Comments:

Well Drained

**Asphalt Evaluation Sheet**

(Provide this page for each location.)

Roadway Name: Crescent Avenue

Date: 12-24-19

Evaluation Location #: 4 Distance from Start Point: 2050 Location PASER Rating: 5

Check all that apply:

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

Comments:

Longitudinal cracking along center line  
Rutting less than 1/4" in depth at wheel path  
Block cracking over approx. 50% of pavement  
Alligator cracking over approx. 15% of pavement

Drainage:

Comments:

Well Drained

# **ATTACHMENT C:**

## **TRAFFIC CRASH SUMMARY**

## Vehicle Accidents & Traffic Stops: Meramec Station & Crescent Ave

Between 2014 and 2019, there have been a total of four calls for service for vehicle accidents and 22 traffic stops at the intersection of Meramec Station & Crescent Ave. There was a slight uptick in 2019, in which there were calls for service for two accidents and five traffic stops.

Nature Code	2014	2015	2016	2017	2018	2019
Vehicle Accident- No Injuries	1					
Vehicle Accident- Unknown Injuries					1	1
Vehicle Accident with Injuries						1
Traffic Stops	5	3	4	1	4	5

Table was created using both directed and self-initiated calls for service

# **ATTACHMENT D:**

**DOCUMENTATION OF APPROVED RESOLUTION**

**LETTERS OF SUPPORT**

**PUBLIC MEETING MINUTES**



**A RESOLUTION AUTHORIZING THE CITY OF TWIN OAKS, MISSOURI, SUPPORTING THE GRANT APPLICATION TO BE PREPARED FOR THE FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM SURFACE TRANSPORTATION PROGRAM FOR CRESCENT AVENUE IMPROVEMENTS.**

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WHEREAS, the City of Twin Oaks is applying to the East-West Gateway Coordinating Council of Governments for the program years of 2021-2024 Transportation Improvement Program Surface Transportation Program; and

WHEREAS, an application is necessary to be made and agreements entered into with East-West Gateway and or the Missouri Department of Transportation (the "Application"); and

WHEREAS, Crescent Avenue is a minor collector and as such, may be eligible for said funding under this program; and

WHEREAS, the Board of Aldermen of the City of Twin Oaks believes the best interests of the public would be served by making Application and obligating general funds sufficient to meet its share of costs in the event of an award;

**NOW, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF TWIN OAKS, MISSOURI, AS FOLLOWS:**

**Section 1.** The City of Twin Oaks, Missouri, shall apply for a grant under the terms and conditions of the East-West Gateway Council of Governments and shall enter into and agree to the understandings and assurances in said Application.

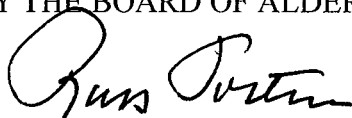
**Section 2.** The Mayor is hereby authorized on behalf of the City of Twin Oaks, Missouri, to execute such documents and all other documents necessary for the carrying out of said Application, including payment of up to \$5,000.00 for the grant application fee.

**Section 3.** The Mayor is hereby authorized to provide such additional information as may be required to accomplish the obtaining of such grant.

**Section 4.** To facilitate Application, the Board hereby approves the agreement with P.H. Weis & Associates, Inc., d/b/a Weis Design Group substantially in the form of Exhibit 1 attached and incorporated by reference.

**Section 5.** This Resolution is adopted and shall be in full force and effect on and after its passage and approval.

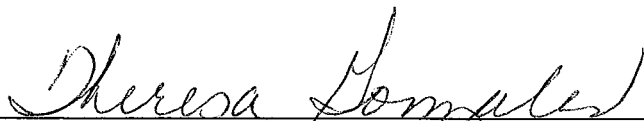
THIS RESOLUTION WAS PASSED AND APPROVED THE 21<sup>ST</sup> DAY OF JANUARY 2020,  
BY THE BOARD OF ALDERMEN OF THE CITY OF TWIN OAKS, MISSOURI.



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Russ Fortune, Mayor

Attest:



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Theresa Gonzales, Acting City Clerk



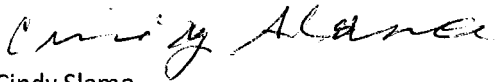
To Whom It May Concern:

Twin Oaks Park is a beautiful setting for visitors within a ten mile radius of our city limits. Ninety percent of the visitors to our park visit from all parts of St. Louis County.

In addition to providing an enjoyable experience for our visitors, we consider safety a top priority.

Crescent Avenue is a primary access point to the park and the Park Committee would highly support the sidewalk project to increase safety for our visitors.

Twin Oaks Park Chairman

  
Cindy Slama

**MINUTES OF THE REGULAR MEETING-PUBLIC HEARING OF THE  
BOARD OF ALDERMEN OF TWIN OAKS,  
TWIN OAKS TOWN HALL  
ST. LOUIS COUNTY, MISSOURI  
WEDNESDAY, JANUARY 21, 2020**

The meeting of the Twin Oaks Board of Aldermen was called to order at 10:00 am. Roll Call was taken:

Mayor: Russ Fortune-yea

Aldermen: April Milne –yea  
Dennis Whitmore –yea

Lisa Eisenhauer – yea  
Tim Stoeckl – yea

Also Present: Theresa Gonzales, Acting City Clerk  
Paul Rost, City Attorney

Permanent records are kept of all minutes and ordinances. Each ordinance is read a minimum of two times by title, unless otherwise noted.

**APPROVAL OF THE AGENDA**

Mayor Fortune stated that he was removing the Park Committee Report and the Financial Report due to the fact that Cindy Slama, Park Chairman and Jeff Blume, Financial Consultant were unable to attend the meeting.

Alderman Whitmore requested to add under Special Discussion as 11c the 2020 Census.

Mayor Fortune asked if there were any additional changes to the agenda. Hearing none, Alderman Milne motioned to approve the Agenda as amended, seconded by Alderman Whitmore. The motion passed by a voice vote.

**APPROVAL OF THE CONSENT AGENDA**

Mayor Fortune asked if there were any changes to the Consent Agenda consisting of the January 8, 2020 Regular Meeting Minutes and the Bills for Approval from January 8, 2020 through January 21, 2020. Alderman Milne had a question concerning the payment to CivicPlus. Alderman Stoeckl motioned to approve the Consent Agenda seconded by Alderman Milne. The motion passed by voice vote.

**WEISS DESIGN GROUP-SIDEWALK GRANT FOR CRESCENT AVENUE**  
**PUBLIC HEARING**

The Public Hearing regarding the Grant Proposal for a Sidewalk along Crescent Avenue was called to order by Mayor Fortune at 10:05 a.m. Tom Weiss of Weiss Design Group reviewed the grant proposal with the Board. He reviewed the process and timeline of the grant procedure as well.

Mr. Weiss met with East/West Gateway about the proposed sidewalk project. The plan to update the striping of Meramec Station Road to include a crosswalk and bike lane in the grant proposal was not well received by the Commission. Mr. Weiss stated that the proposed sidewalk along Crescent Avenue will run from Meramec Station to Crescent Road. However, an ADA ramp will be included to extend around onto Meramec Station.

Mayor Fortune stated that he had spoken with Paul Young who lives on the south side of Crescent Avenue and is a Valley Park resident, about running the sidewalk along the south side of Crescent Avenue on his property. Mr. Young was not in favor of this at this time. He continued by stating that the only option for the placements of the sidewalk is on the north side of Crescent Avenue which will present a few more obstacles.

Mayor Fortune asked Mr. Weiss what happens if the City is unable to obtain easements from the residents along Crescent Avenue. Mr. Weiss stated he has been successful in acquiring easements for past projects and that the City will need to be prepared to take the appropriate means to obtain the easements if necessary.

Mr. Weiss stated that the City's matching funds for the project will be due periodically throughout construction.

Mr. Weiss stated that letters of endorsement from the community are important. The three most important letters to obtain are from the Twin Oaks Park Committee, the Valley Park School District, the Valley Park Fire District and if possible a letter from Valley Park Board of Aldermen.

Mr. Weiss will contact the City once the Grant application is completed and they have a final cost for the application fee. Mr. Weiss did state that if the City does not receive the Grant the application fee is returned.

There being no further questions or discussion, Mayor Fortune closed the Public Hearing at 10:56 a.m.

## REPORT OF COMMITTEES/COMMISSIONS/CONTRACTORS

**YTD Project Summary:** Acting City Clerk Gonzales reviewed the progress on existing City projects. She stated that she had removed from the list the website project and legal review since these projects have been completed.

### PRELIMINARY CITIZEN COMMENTS

There were no citizen comments.

### UNFINISHED BUSINESS/ACTION ITEMS

**Banners For Intersection:** Acting City Clerk Gonzales stated she has contacted several companies regarding metal banners for the intersection. She will continue this process and will hopefully have more information at the February 5<sup>th</sup> meeting. Alderman Milne suggested sending the new logo to the companies and see what design they are able to create.

**Golden Oak Ct. Street Light-Ameren:** Acting City Clerk Gonzales stated that John Williams, Public Works, met with a representative from Ameren on Golden Oak regarding the installation of a new street light across from the circle. She stated that a light is possible in this location. The City would be responsible for running conduit for Ameren to run the cable through. There is no charge for the light. No decision was made at this time by the Board.

**Boly Entrance:** Mayor Fortune asked the Board if they had reviewed the RFP for Boly Lane entrance and if they had any questions or changes. Alderman Whitmore had changes that he will give to Acting City Clerk Gonzales after the meeting. Mayor Fortune stated that the bids will be available on February 5<sup>th</sup>. The prebid meeting will be February 19<sup>th</sup> and opening of the bids received will be on February 26<sup>th</sup>.

### NEW BUSINESS

**Waterfall Pump in the Park:** Mayor Fortune stated that John Williams, Public Works, had Vandevanter Engineering out to look at the waterfall pump in the Park. The pump will need to be replaced. They gave a proposal for a new pump and starter kit. They also suggested that the old pump could be taken to their workshop to see if it could be repaired which would provide the City with a backup pump.

**Resolution 2020-01-A Resolution Authorizing The City Of Twin Oaks, Missouri Supporting The Grant Application To Be Prepared For The FY 2021-2024 Transportation Improvement Program Surface Transportation Program For Crescent Avenue Improvements:** Mayor Fortune asked for any questions concerning Resolution 2020-01. Mayor Fortune asked for a motion to approve Resolution 2020-01.

Alderman Whitmore motioned to approve Resolution 2020-01, seconded by Alderman Milne. The motion passed by voice vote.

**2020 Census:** Alderman Whitmore stated there was an article in the St. Louis Post Dispatch with a list of contacts for the upcoming census. He felt it would be beneficial for the City to contact the person for our area to verify the apartments will be included in the 2020 Census.

### SPECIAL DISCUSSION

**Attorney's Report:** Attorney Rost stated the P & Z Meeting is scheduled for next Tuesday, January 28<sup>th</sup>. The approval of the Big Bend outlot is on the agenda.

**Mayor and Aldermen Comments:** Mayor Fortune spoke with Bing Dempewolf, HR Consultant, concerning the City Clerk position. There were several issues Mayor Fortune was not comfortable with. Discussion ensued. The Board was in agreement to ask Ms. Dempewolf to remove the job add from any job sites where it is been posted and to put a hold on the process till the Board is able to meet.

Mayor Fortune introduced Sgt. Rodriguez who will be replacing Sgt. Molden at the 7th precinct. Sgt. Rodriguez stated he is looking forward to working with the City.

Alderman Eisenhower stated that the Valley Park School Board and the Valley Park Board of Aldermen have upcoming meetings which would be a good time to request the letters of support for the Crescent Avenue sidewalk grant. Mr. Weiss stated that February 10<sup>th</sup> would be the deadline to get the letters to his office. Alderman Eisenhower stated she would be willing to attend these meetings to request the letters.

### FINAL CITIZEN COMMENTS

There were no final citizen comments.

### ADJOURNMENT

There being no further business, Alderman Eisenhower motioned to adjourn the regular meeting at 11:40 a.m., seconded by Alderman Whitmore and the motion passed with the unanimous consent of the Board of those present.

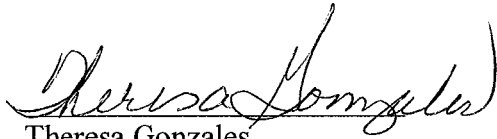
Drafted By:



Theresa Gonzales,  
Acting City Clerk

Date of Approval: 2-5-2020

ATTEST:



Theresa Gonzales,  
Acting City Clerk



Russ Fortune,  
Mayor, Board of Aldermen



# **ATTACHMENT E:**

## **OPERATIONS AND MAINTENANCE FORM**

## Operations and Maintenance Form

<b>Name of Local Public Agency</b>	City of Twin Oaks	
<b>State</b>	MO	
<b>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.</b>		
Lane miles vs Centerline miles	If you don't know what the difference between a lane mile and centerline mile contact Jason Lange	
Total Lane Miles	(in miles)	or
Total Centerline Miles	2.4	(in miles)
<i>Transit Agencies Only</i> # of Vehicles in Fleet		
<b>2. Budget Information</b>		
Year of most recent budget	2020	
Budgeted Total Revenue	1.09 million	
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.	
<b>3. Total expenditures for transportation operations and maintenance – from your current budget</b> (This would include, in total, how much is budgeted for: salaries, fringe benefits, materials and equipment needed to deliver the roadway and bridge maintenance programs. This includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching; mowing right of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals) - DO NOT INCLUDE CAPITAL IMPROVEMENTS SUCH AS OVERLAY RESURFACING, TIP PROJECTS, OR OTHER MAJOR ROAD/SIDEWALK PROJECTS		
Total Transportation Operations and Maintenance Expenditures	319,049.77	

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

Updated: 2/2018