Presentation to City of Frontenac, Missouri



GEYER ROAD REVITALIZATION



Public Engagement Meeting October 6th, 2021



AGENDA

- Introductions
- Project Goals
- Schedule & Funding
- Existing Conditions
- Potential improvements





PROJECT GOALS

- Extend the life of the Roadway Surface
- Improve Stormwater Drainage
- Improve Safety (pedestrians & vehicles)
- Provide Pedestrian and Bicycle Facilities
- Maintain the Character of the Area



EXISTING CONDITIONS

- Roadway
 - 2 11 to 12 ft. Lanes
 - Asphalt Curbing
 - No Shoulders
 - Minimal to No Sidewalks
 - Drainage Problems.





EXISTING CONDITIONS

- Right of Way
 - 30 60 ft.
 - Majority is 40 50 ft.
 - Utility Poles East Side
 - Existing Landscaping and Vegetation Near the Road





EXISTING CONDITIONS

- Drainage Issues
 - Known Problem Areas
- Safety
 - Tight Curves
 - Poor Sight Distance
 - Ponding Water on Road

Date:	Location of Flooding	g/Erosion
Name:		77101120
Address:	8	
Phone #:		
Are there flooding problems in your area (If No, skip to Question 6)	? Yes N	io
2. What is flooded?	Street Yard Gerege Basement Main Level	
3. From where does the flood water come?	Overflow from Creek/Swale Overflow from Storm Drain Flow from Neighbor's Yard Ponding in Yard	
4. How does water enter structure?	Through Structure Opening Plumbing Backup Other	=
5. How many times has flooding occurred in	the last 5 years?	
6. Are debris and trash in the Stormwater S	ystem a problem in your are	a?
7. Is erosion (All and the second
B. What is the		
9. Additional (
9. Additional (Please note by 1 Contractors to a		



SCHEDULE & FUNDING UPDATE

Grant Funding – Schedule (Phase 1)

- Design Phase
 - MoDOT has approved preliminary and right of way plans.
 - Complete design and incorporate negotiation commitments on going.
- Right-of-Way Acquisition Phase
 - MoDOT has issued authorization to acquire right of way/easements.
 - Letters mailed out to residents, individual meetings to begin soon.
- Construction Phase
 - MoDOT to approve final plans and issue authorization to bid.
 - Anticipate going out to bid Summer 2022.



SCHEDULE & FUNDING UPDATE

Grant Funding – Schedule (Phases 2 & 3)

- Design Phase
 - Awaiting MoDOT approval to start design.
 - Will be combined and bid as one project.
- Right-of-Way Acquisition Phase
 - Anticipate starting acquisition Fall 2022
- Construction Phase
 - Anticipate going out to bid Summer/Fall 2023.



SCHEDULE & FUNDING UPDATE

Grant Funding – Over \$3 Million in Federal Funding

Including sidewalk was key to getting funding

	Federal Funds	Local Match	Total Cost
Phase 1	\$1,049,300	\$449,700	\$1,499,000
Phase 2	\$1,263,500	\$541,500	\$1,805,000
Phase 3	\$1,097,600	\$414,800	\$1,512,400
Total	\$3,410,400	\$1,406,000	\$4,816,400



- Repair and Resurfacing of Road is Needed
- Additional Improvements
 - Concrete Curb & Gutter
 - Drainage Infrastructure
 - Sidewalks (One Side of Street)
 - Sidewalk Extension along Clayton Road





Sidewalk Location and Width

 Grant funding requires 6' Sidewalk at Back of Curb or 5' Sidewalk with 2' minimum offset.

Response from MoDOT/East-West Gateway:

Reducing the width of sidewalk to 4' is not approved. Changing the approved scope of work from 6' wide sidewalk to 4' wide sidewalk would reduce the points for this project in the 2018 STP-S round. The adjusted score of this project is such that would not have been recommended for funding.

The minimum sidewalk width allowed per the 2018 EWG STP-S criteria is 5'. If there are concerns due to trees then a narrowing of the sidewalk to 4' at a few select locations to avoid a tree would be permitted. Looking at the preliminary plans, I did not see a lot of trees that were proposed to be removed (9 by my count). A 6' sidewalk would be the preferred construction when it is built to the back of curb as a matter of safety and pedestrian comfort. See below for FHWA's view on sidewalk width.

Per FHWA

Sidewalks require a minimum width of 5.0 feet if setback from the curb or 6.0 feet if at the curb face. Any width less than this does not meet the minimum requirements for people with disabilities. Thus, any existing 4.0-foot-wide sidewalk often force pedestrians into the roadway in order to talk. Even children walking to school find that a 4.0 foot width is not adequate.



Sidewalk Location

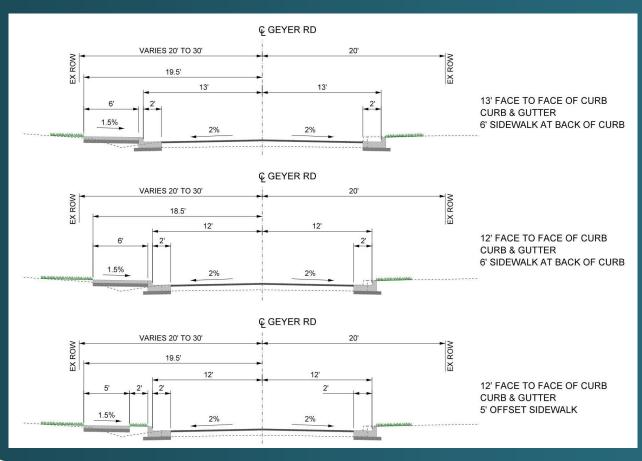
- Easement needs similar on either side
- State Historic Preservation Office (SHPO) approval
- Would require extensive consultation
- Likely not to be approved since west side is a viable alternative







Sidewalk Layout Alternatives





Existing ConditionGeyer Road at

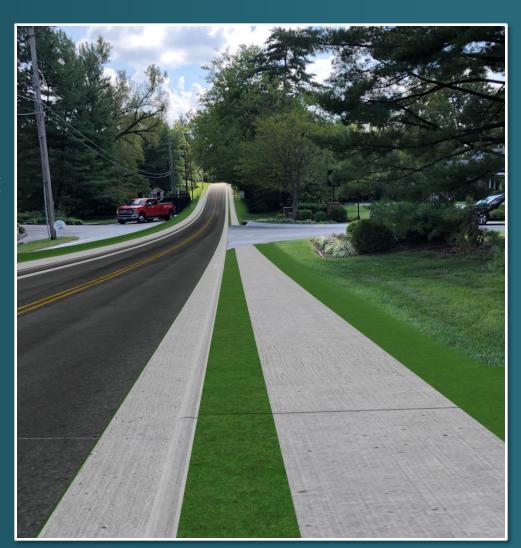
Hermitage Hill Road





Potential Improvement

5' Sidewalk with 2' Buffer Strip





Potential Improvement
6' Sidewalk at Back of
Curb





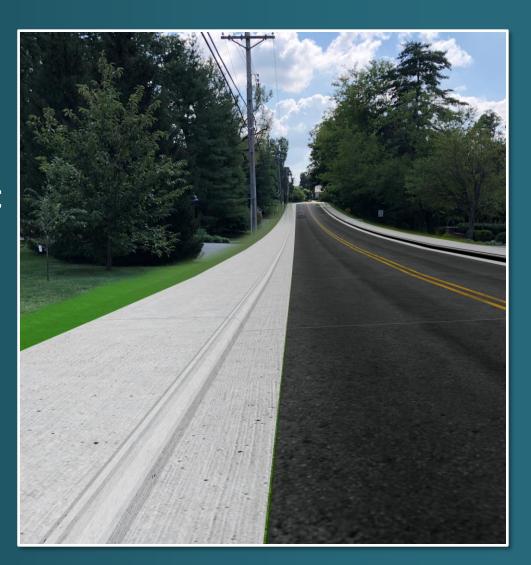
Existing ConditionGeyer Road at Outer

Ladue Drive





Potential Improvement
6' Sidewalk at Back of
Curb





Due Diligence: Initial Tree Evaluation Summary





Impact to Tree Canopy

- Anticipate 17 trees on west side will require removal for sidewalk.
- Several of these trees are in fair or critical condition.
- Excavation for sidewalk will generally be shallow (6"-12")
- Stipulate construction methods to minimize impact to remaining trees.



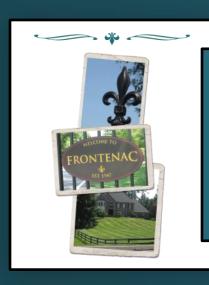
RELOCATE UTILITIES UNDERGROUND?

Ameren Cost Summary

- Approximately 87 spans (not including ~16 lateral spans servicing other streets and individual properties)
- Ameren engineers note that there may also be additional costs to bury any lateral service connections and transformers, etc.
- Ameren would charge the City 5% of the total estimated project cost for the design fee (applied to the final cost).
- "We're estimating the project would cost over 3 million dollars. Ameren will
 not split the cost with Frontenac." David Taylor, Ameren District Engineer
- This cost does not include burying of the other utilities on the poles like Charter and ATT



QUESTIONS / ADDITIONAL DISCUSSION



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