

## Geyer Road Revitalization FAQ

October 6, 2021

### What is the purpose of the Geyer Road Revitalization project?

The project goals are to replace the aging roadway pavement, improve stormwater management, extend the life of the roadway surface with installation of concrete curb and gutter, improve pedestrian access and safety by installing sidewalks along Clayton Road, south on Geyer to Kirkwood, and maintain bicycle facilities as they are now, with share the road. It is not possible to add a bicycle lane because of limits on the available land to increase the width of the street.

### How will the costs for this improvement be paid?

The project is being funded with over \$3 Million in Federal funding and the remainder, \$1,406,000, is Frontenac local match funds.

	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
<b>Total</b>	<b>\$3,410,400</b>	<b>\$1,406,000</b>	<b>\$4,816,400</b>

### What are the requirements related to the Federal Grant funding?

Missouri Department of Transportation (Mo DOT) and East-West Gateway Council of Governments (EWG) are the clearinghouse in MO for federal transportation related grants. Mo DOT and EWG are responsible for assuring that applicants who receive federal grant funds follow the associated federal guidelines for any grant funding provided. EWG response to questions about the sidewalks: The minimum in the 2018 STP-S round criteria (page 10) is 5'. If there are concerns due to trees, then a narrowing of the sidewalk at a few select locations to avoid a tree would be permitted. The preliminary plans proposed removing 9 trees. 6' is preferred when the sidewalk is built to the back of the curb." For additional information about the Federal Guidelines and Scoring Criteria, see the following website: [STP-S Project Development Workbook](#) and [Scoring Criteria Guide](#) The Federal ADA guidelines for sidewalks can be found here: <https://adatile.com/ada-sidewalk-requirements>).

### Is there a choice to not have any sidewalks?

Yes, there was a choice to have sidewalks or to not have sidewalks. A survey of residents on Geyer and a general Frontenac resident survey were completed in 2016. The majority in both surveys voted in favor of sidewalks. In view of the survey results, initial grant funding was pursued in 2018 and the final grant application for phase 3 was awarded in the summer of 2021. This project cannot receive STP-S related Federal grant funding without sidewalks, as requirements of this grant funding include improving ADA accessibility and pedestrian safety. *Frontenac will spend more of its own local taxpayer dollars on repaving Geyer if sidewalks are eliminated. An estimate of the financial impact of removing sidewalks and losing the matching Federal funding is pending.*

### Who is responsible for maintenance and any liability related to the sidewalks?

Our understanding from the City attorney is that the City retains accountability for maintenance of the concrete sidewalks. Neither the City nor its residents have liability for environmental hazards such water, snow or ice accumulation on the sidewalks. Additional information from the City attorney is available on the City website.

### Are there choices related to the sidewalk layout?

Yes, there are choices related to the layout of the sidewalk. The sidewalk can be 6' wide, solid concrete from the back of the curb or have a 2' grass buffer offset from the curb at the street and then have a 5' wide concrete sidewalk. There are pictures of these two options in the power point on the City's website. Sidewalk excavation for either layout is about 6"-12". The width of the driving and shared bike lanes do not change as a result of which layout is chosen.

**Are there choices for the sidewalk being on the east side of Geyer or the west side of Geyer?**

Yes, there is a choice about putting the sidewalk on the east side or the west side. A more comprehensive cost-benefit analysis, including the impact on the tree canopy is in process. Regardless of which side the sidewalks are on, construction measures defined by an ISA certified arborist will be implemented to protect the roots of trees and minimize the impact of construction. Tree replacement will be negotiated with individual residents impacted in compliance with the City ordinances. Choice of side for sidewalks will not change the width of the driving lanes or the inability to have a separate bicycle. A final arborist report and cost-benefit analysis are pending.

*West side impact:*

At this time, it appears that 17 trees would need to be removed, some of which are in fair or critical condition.

*East side impact:*

At this time, it appears as if a fewer number of trees will be impacted by sidewalks. Some utility poles will need to be relocated. Some poles may be partially within the sidewalk. The sidewalk cannot be placed on State Historic Preservation property, which includes the Church at the turn south of Hermitage Hills. A crosswalk would need to be established north of the Church, such as a four-way stop, for safe crossing to the west side.

**Is the arborist a resident of Frontenac or involved in other projects in Frontenac?**

The arborist selected for this project is not a resident of Frontenac. He has been retained by Lockmueller Group and other organizations, including St Louis County Library, for other projects in and around Frontenac. The role and responsibilities of the arborist is to assess the type, size and condition of trees related to a construction site and provide recommendations about measures to protect trees that may be impacted by proposed construction. Arborists do not determine what trees to remove or enforce municipal tree preservation ordinances. Please refer to Frontenac landscape and tree preservation ordinances for additional information about tree preservation, removal, and replacement.

**How much space is needed for easements?**

Approximately 5'- 15'. Most easements are temporary for construction to tie in the driveway with the new street. In general, the sidewalk is within the right of way. There are a few exceptions where property will be acquired to complete the project. The approximate easement needed is not affected by which side the sidewalks are placed.

**Where there is a slope/water or hill/elevation of the property next to the road, what will be done?**

The engineers will assess each property individually and, with the subdivision trustees and property owner determine the best way to manage the apron for each subdivision entrance and how to make driveways and sidewalks flush with the new pavement and sidewalks. In some cases a retaining wall or other features may be necessary.

**What is required to bury the lines currently on the utility poles?**

David Taylor, an Ameren District Engineer has provided various estimates of the expenses related to burying the electric lines, in addition to requiring 5% of the total estimated project cost for providing design fees that would be added to final charges for burying the lines. The project cost estimates have varied by several million dollars and do not include burying any lateral service connections or transformers. Additionally, other utilities, such as Charter, Spectrum and AT&T would charge additional fees to bury their lines. A more specific estimate of the costs has been requested.

**Do the lines on the Utility poles have to be buried during the roadway and sidewalk construction?**

No, burying Ameren and other lines on the Utility poles would be a separate project completed after the roadway and sidewalks are completed.

**What is the next step?**

The final cost benefit and other analysis and the report from the arborist need to be completed. If you are interested in participating on a resident committee to review this information and help determine a process to complete final decisions, please notify Jaysen Christensen by email as soon as possible.