## III.B.

DATE:

February 13, 2013

TO:

Michael G. Herring, ICMA-CM

City Administrator

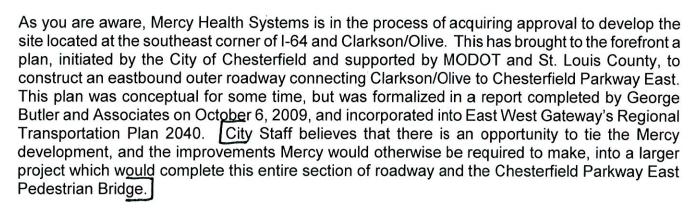
FROM:

James A. Eckrich, P.E.

Public Works Director / City Engineer

RE:

South Outer I-64 TIP Application



City Staff believes that this entire project could be partially funded through the Transportation Improvement Program (TIP) administered by East West Gateway. As stated in the Schoettler Road Bridge memorandum, the TIP funds up to eighty percent of construction, right of way, and design costs associated with infrastructure improvements to eligible roads and bridges. Staff believes this project is an excellent candidate as it will improve regional traffic flow and add pedestrian access to a growing area. Accordingly, Staff is in the process of working with a consultant to draft a TIP application to East West Gateway, under the Surface Transportation Program – Suballocated (STP-S), to fund the section of South Outer I-64 from Clarkson/Olive to Chesterfield Parkway East and the pedestrian bridge over I-64 adjacent to Chesterfield Parkway East. The estimate for this entire project is not yet complete, but is believed to be in vicinity of \$5,000,000. In this case, in order to maximize the chance of obtaining the grant, Staff would propose a City match of thirty percent, resulting in a breakdown of \$3,500,000 in federal (grant) costs and \$1,500,000 in City costs.

While the costs outlined above are certainly substantive, in reality the total cost to the <u>City of Chesterfield is expected to be much lower, and potentially zero</u>. The City has secured a cash escrow from Mercy Health Systems in an amount anticipated to cover the section of South Outer I-64 which would be required as part of the Mercy project. It is likely that the City's responsibility as part of the grant application could be entirely funded through Mercy's escrow. These details would need to be finalized in further discussions with Mercy, and the options are probably best left unwritten until further negotiations are held with Mercy.



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Similar to the Schoettler Road Bridge grant, this TIP application requires an application fee of 0.5% of the federal (grant) portion of the project. We believe the fee will be around \$17,500. If the grant is not approved, the entire application fee will be refunded to the City. There is some question as to whether a project of this scope will be funded through the TIP. However, Staff is working to optimize our chances and has requested letters of support from MODOT, St. Louis County, and Mercy Health Systems.

Please be advised that the scope of the project and estimate are not yet finalized. We will have this completed by the City Council Meeting on March 4, 2013, at which time the actual cost of the grant application will be provided.

## **Action Recommended**

This matter should be forwarded to the Planning and Public Works Committee for its consideration of approval of the submittal of a grant application for the construction of South Outer I-64 from Clarkson/Olive to Chesterfield Parkway East, including the pedestrian bridge over I-64. The associated application fee is estimated to be \$17,500. Funding for the grant application would be provided from the Capital Projects Fund.

2/13/13

## STUDY REPORT

City of Chesterfield Department of Planning Chesterfield, MO

Travel Demand Model Review of Major Roadway and Highway Improvements Proposed by: Sachs Properties

GBA Project No. 11432

October 6, 2009



CUP + Concept F is the completion of the South Outer 40 connection between Olive Boulevard and Chesterfield Parkway East and the expansion of the collector road system in the area as shown. This connection is shown in **Figure 7:** CUP + Concept F highlighted in purple.

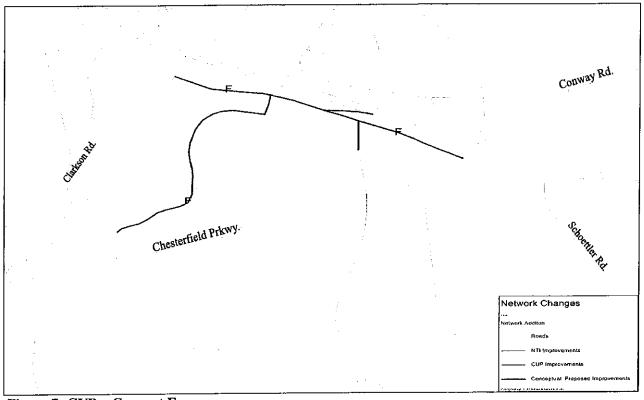


Figure 7: CUP + Concept F

The major change to the collector road system in the SE quadrant of the Chesterfield Loop provides new routes for the dispersion of traffic in this region of the City. Many of the overall peak period traffic volumes on the major roadway in this area remain the same under this alternative but the addition of the new streets improves the overall capacity of the area. Traffic on Clarkson Road at the South Outer Drive would be expected to be reduced by almost 25% (about 100 vehicles). New South Outer 40 Drive volumes would increase nominally from the previous EB 40/61 ramp only volumes.

The intersection of Chesterfield Parkway East with South Outer 40 Drive would be expected to have decreased levels of service due primarily to the reconfiguration of this intersection and the added west leg. The remainder of intersection in this region would maintain the projected levels of service anticipated based upon the base CUP model projections.

This alternative has a score of -9 based upon the developed methodology, the lowest and only negative score recorded for any of the isolated geometric improvements. Many of the intersections in the area of the Route 40/61 interchange with Olive / Clarkson would experience slightly higher traffic flows since the modified street network allows for more movements and therefore marginally lower operations and levels of service.

The primary need for this alternative is to complete the outer road system, along with Alternate G, and to provide the required infrastructure for the construction of an interchange at the Chesterfield Parkway East and US 40/61. The projected traffic volumes for the CUP + Concept F model can be found in the **Appendix**.



