

FUTURE PROJECTS
CAPITAL IMPROVEMENT PROGRAM
FISCAL YEARS UNKNOWN



FUTURE PROJECT LIST

FUTURE PROJECT: DIELMANN RECREATION COMPLEX RENOVATIONS - PHASE 2

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	Future				
UNKNOWN	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	UNKNOWN

Project Description:

A needs analysis for the Dielmann Recreation Complex was completed in 2013 and used as a guide for Round 15 Municipal Parks Grant Commission construction grant awarded in 2015. Phase I renovations included updates to the lobby, creation of a centralized check-in desk for the building, and updated and expanded meeting room space as well as energy efficiency upgrades. Future phases could include additional energy efficiency upgrades such as interior and exterior lighting, parking lot modifications for better traffic flow, updates to the East Meeting Room such as addition of a catering kitchen and direct entry from the east parking lot, a north facing clearstory for additional light in the ice arena, and additional on-ice lounge or locker room facilities.

Existing Condition:

The existing building is functional but inefficient from staffing, logistic and energy standpoints.

Justification: *Availability of Outside Funding; Beautification; Citizen Demand; Operating Efficiency; Condition of Existing Facility*

This project was designed based on public input, and may be possible for future grant funding; however, several other priority projects have been slated for Municipal Park Grant funding for FY2017-FY2021.

Operating Budget Impact:

TBD

Comments:

CIP grant matches for FY2017-FY2021 have been earmarked for other upgrades or improvements at the Creve Coeur Golf Course and park system.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ TBD

FUTURE PROJECT LIST

FUTURE PROJECT: DOWNTOWN STREETScape AND INFRASTRUCTURE

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	Future				
UNKNOWN	TBD	UNKNOWN	\$0	\$0	\$0	\$0	\$0	\$0	UNKNOWN

Project Description:

The downtown plan calls for a significant investment into the City’s Central Business District, which is generally the area bounded by Olive Boulevard on the north, Old Ballas Road on the east and south, and Interstate 270 on the west. Improvements to the public rights of way in this area include pavement, gutters, wide sidewalks, cross-walks, signals, and street furniture beyond items that are developer expenses.

Existing Condition:

Excluding the perimeter roads, only the Studt Avenue pavement meets the downtown zoning requirements. Everything else will need to be purchased.

Justification: *Economic Growth; Public Safety; Beautification*

The City has had this district in the Comprehensive Plan since 1969, and it is not reasonable to expect that all of the costs within the public rights-of-way can be borne by the development community. Without public investment, the likelihood of development is increasingly remote. Proposed improvements are supported by the 2006 Creve Coeur Central Business District / Downtown Area Implementation Strategy Report.

Operating Budget Impact:

Operating costs are unknown, but these are expected to be low. The City will be required to enter into a maintenance agreement with the Missouri Department of Transportation for any non-standard or decorative features along Olive Boulevard.

Comments:

Median planters and street lights will be extended east along Olive Boulevard through the Central Business District by the Olive Boulevard Transportation Development District in 2016. Further enhancements to Olive Boulevard may not be possible due to limited right of way.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ TBD

FUTURE PROJECT LIST

FUTURE PROJECT: FERNVIEW DRIVE / BELLERIVE ESTATES DRIVE SIDEWALK

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	Future				
\$700,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000

Project Description:

The project will involve the addition of a sidewalk along Fernview Drive and Bellerive Estates Drive to connect the sidewalk on Mason Manor Drive to Olive Boulevard. These streets serve as the main roadway for much of the residential area in Ward 4 and have recently been reclassified as “minor collectors.” This reclassification allows for roadway and sidewalk improvements to be considered for federal grants.

Existing Condition:

No sidewalk currently exists along Fernview Drive or Bellerive Estates Drive, and no continuous sidewalk exists through the surrounding residential neighborhoods.

Justification: *Public Safety; Availability of Outside Funding*

The addition of a sidewalk along both Fernview Drive and Bellerive Estates Drive would provide a designated area for pedestrians that would be safer than the street as the only option. Fernview Drive and Bellerive Estates Drive are each listed as “third priority” in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:

This sidewalk would not significantly impact the City’s operating budget.

Comments:

The proposed sidewalk would pass through approximately 50 properties. It is likely that the City would need to acquire easements from some of the affected property owners in order to adjust the lawns and driveways to allow the sidewalk to pass through. Fernview Drive and Bellerive Estates Drive were recently reclassified as “minor collector” roadways, a classification which qualifies these streets for federal grant assistance. The City would likely apply for a federal Transportation Alternatives Program grant for this project. This grant would require an aggressive schedule for easement acquisition.

Expenditure Type:

Planning, Design & Engineering	\$	100,000
Land Acquisition	\$	100,000
Construction	\$	500,000
Equipment	\$	
Other	\$	
Total	\$	700,000

FUTURE PROJECT LIST

FUTURE PROJECT: FERNVIEW AT OLIVE INTERSECTION IMPROVEMENTS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	Future				
\$850,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$850,000

Project Description:
 This project involves improvements to the intersection of Fernview Drive at Olive Boulevard, including new traffic signals, pavement widening, pedestrian facilities, and illuminated street name signs.

Existing Condition:
 The intersection of Fernview Drive and Olive Boulevard has old traffic signal equipment and poor islands and grades, and these conditions combine to create a barrier for future sidewalk projects along Olive Boulevard and along Fernview Drive.

Justification: *Public Safety; Availability of Outside Funding; Condition of Existing Facility*
 The intersection improvements at Fernview and Olive would allow for pedestrian improvements where no pedestrian facilities currently exist.

Operating Budget Impact:
 The City would need to maintain illuminated street name signs and other non-standard items added to the intersection of Fernview and Olive, but this expense is expected to be minimal.

Comments:
 Olive Boulevard is owned and maintained by the Missouri Department of Transportation and this project would require MoDOT approval and permitting. Olive Boulevard and Fernview Drive qualify for federal grant assistance. The City could receive up to 80% reimbursement for costs related to this project if such a grant was awarded.

Expenditure Type:	
Planning, Design & Engineering	\$ 100,000
Land Acquisition	\$
Construction	\$ 750,000
Equipment	\$
Other	\$
Total	\$ 850,000

FUTURE PROJECT LIST

GOLF COURSE STORMWATER SYSTEM IMPROVEMENTS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	Future				
\$1,200,000	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000

Project Description:

The scope of this project includes those improvements to the lakes and drainage channels at the Creve Coeur Golf Course that have been identified but not included in the five-year CIP projections. Future projects include: dam replacement, south channel improvements, silt removal of the center two lakes, and replacing the gabion rock lining the lakes with boulders and aquatic plants.

Existing Condition:

The lake system that runs through the Creve Coeur Golf Course was originally constructed as a series of stormwater detention lakes as part of the Creve Coeur Executive Office Park development, which is immediately north of the golf course. The dam at the south end of this system has failed, and the lakes have accumulated silt and are no longer deep enough to allow for fountains or to be healthy enough to resist algae growth during the summer.

Justification: *Condition of Existing Facility; Beautification, Citizen Demand*

The lakes are filling in with silt and debris, which must be removed to restore adequate water depth to support healthy ponds that continue to function as settlement basins. Suspended solids are significant pollutants in stormwater runoff, and settling ponds are recommended at the upstream end of a retention/detention system to allow the solids to settle out of the stormwater before the water flows into area creeks and streams.

Operating Budget Impact:

The anticipated maintenance costs for the stormwater facilities are expected to be approximately \$15,000 per year for the next 20 years.

Comments:

Significant improvements are proposed for the lake system in the FY2017-FY2021 CIP, including a stabilization repair for the dam, silt removal from the southern-most and northern-most lakes, forebay system for the north pond, and repairs to the stone retaining wall at the north pond.

Expenditure Type:

Planning, Design & Engineering	\$ 100,000
Land Acquisition	\$
Construction	\$ 1,100,000
Equipment	\$
Other	\$
Total	\$ 1,200,000

FUTURE PROJECT LIST

FUTURE PROJECT: HIBLER ROAD RECONSTRUCTION – EAST OF FALAISE

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	Future				
\$800,000	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000

Project Description:

The scope of this project involves the realignment of the vertical profile of the street, roadway widening, sidewalk construction, and curb installation. New stormwater facilities and utility relocation would be required to accommodate improvements.

Existing Condition:

This section of Hibler Road is a narrow, two-lane asphalt road with small ditches along each side for drainage. On each side of the road, there are trees immediately adjacent to the pavement that form a small wooded area of common ground for neighboring subdivisions.

Justification: *Public Safety; Condition of Existing Facility*

Reconstructing this section of road would improve the pavement condition and improve safety by increasing sight distance at the hills, removing trees, widening the road, installing curbs, and adding pedestrian access. Hibler Road is identified as a “third priority” in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:

Minimal impact to the operating budget is anticipated for the roadway, but ongoing maintenance of features to clean stormwater runoff may be necessary. The costs associated with this maintenance will depend upon the type and scope of the water-quality infrastructure that is required.

Comments:

The City will be required to include water-quality infrastructure into the project due to the roadway reconstruction and the addition of curbing and stormwater facilities. Additional right of way and utility relocation appear to be necessary for any widening east of Hibler Oaks Drive.

Expenditure Type:

Planning, Design & Engineering	\$	100,000
Land Acquisition	\$	200,000
Construction	\$	500,000
Equipment	\$	
Other	\$	
Total	\$	800,000

FUTURE PROJECT LIST

FUTURE PROJECT: LADUE ROAD IMPROVEMENTS AT I-270

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	Future				
UNKNOWN	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	UNKNOWN

Project Description:

The project will require the evaluation of the traffic flow of Ladue Road between New Ballas Road and Coeur de Ville Drive, including the Ladue Road interchange at Interstate 270. Following the traffic study, the project would involve the design and construction of improvements to provide better traffic management and access to get on and off I-270.

Existing Condition:

Ladue Road intersects New Ballas Road, Emerson Road, Interstate 270, and Coeur de Ville within a quarter of a mile. This area is heavily used during morning and evening rush hours as commuters use this route for work, local hospitals, and schools. Turning lane lengths are generally inadequate to accommodate this congestion, and several of the turning movements from these intersections are in conflict.

Justification: *Public Safety; Condition of Existing Facility*

The existing intersection and roadway configuration causes traffic congestion and difficulties navigating across lanes of traffic to gain access to I-270. Improvement of access to Interstate 270 at Ladue Road would provide motorists with a better alternative to access the highway and could relieve pressure at the Olive/270 interchange.

Operating Budget Impact:

The City will be required to maintain any decorative and/or non-standard facilities that are installed within the rights of way of the Missouri Department of Transportation (MoDOT), including Interstate 270, Emerson Road, Ladue Road, and Coeur de Ville Drive.

Comments:

Interstate 270, Emerson Road, Ladue Road, and Coeur de Ville Drive are owned and maintained by MoDOT, and improvements to these roadways will require MoDOT approval. The City will explore grant and cost-sharing opportunities to implement this project. If changes are required to the I-270 overpass at Ladue Road, the scale and cost of this project will likely exceed what can be expected to receive federal funding through the Surface Transportation Program, which is typically sought for major roadway projects. Other funding sources may be required.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	
Other	\$	
Total	\$	TBD

FUTURE PROJECT LIST

FUTURE PROJECT: LINDBERGH PEDESTRIAN BRIDGE/LIGHT INDUSTRIAL DISTRICT INFRASTRUCTURE

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs							
			Prior Years	FY 20__	Future					
>3,000,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	>\$3,000,000

Project Description:

A pedestrian bridge is contemplated over Lindbergh Boulevard to link the plant science and light industrial areas to the services west of Lindbergh Boulevard. Sidewalks, street lights, and new road surfaces are also needed.

Existing Condition:

There is currently no pedestrian connection across the interchange of Olive Boulevard and Lindbergh Boulevard. The road surfaces are severely broken in many locations and the street lights are present only in limited locations.

Justification: *Beautification; Citizen Demand; Condition of Existing Facility; Availability of Outside Funding*

There is increasing development pressure on the "LI" Light Industrial District to convert properties to high-tech. This area promises to be a significant benefit to community identity and economic development; however, the current conditions are not attractive to these uses. Proposed improvements are supported by the 2002 Comprehensive Plan. The sidewalk bridge would connect the sidewalks on Olive Boulevard on either side of the Lindbergh Boulevard interchange. The Creve Coeur Pedestrian Plan lists sidewalks along Olive Boulevard are listed as "first priority" and sidewalks along Old Olive Street Road and Lindbergh Boulevard as "second priority."

Operating Budget Impact:

The City will be required to maintain any decorative and/or non-standard facilities that are installed within the Olive Boulevard, Old Olive Street Road, and Lindbergh Boulevard rights of way.

Comments:

The Missouri Department of Transportation (MoDOT) owns and operates Olive Boulevard, Old Olive Street Road, and Lindbergh Boulevard. MoDOT would require the City enter into a maintenance agreement for any decorative and/or non-standard items. This project requires MoDOT approval and permitting. Grant funding is available for this sort of a project, but the City would likely need to contribute more than 50% of the cost in order to receive a grant.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ >3,000,000

FUTURE PROJECT LIST

FUTURE PROJECT: LINDBERGH STREETScape ENHANCEMENT PROJECT

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs							
			Prior Years	FY 20__	Future					
\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600,000

Project Description:

This project would aim to improve the appearance of the Lindbergh Boulevard corridor with a variety of street-enhancement elements, such as: landscape beds and tree plantings at the Olive/Lindbergh interchange, sandblasting old paint off the concrete median and applying stain, painting the signal mast arms and overhead signs black, and installing illuminated street name signs.

Existing Condition:

For the most part, Lindbergh Boulevard is a four-lane road with a concrete barrier as a median between the northbound and southbound lanes. The traffic signals are old and either galvanized or painted yellow. There is an asphalt pedestrian path on each side of the road in the shoulder area.

Justification: *Beautification, Citizen Demand; Economic Growth*

Lindbergh Boulevard is one of the principal corridors near the eastern city limits of Creve Coeur. Streetscape enhancements may be helpful in attracting businesses and/or visitors to the city and the project has been recommended by some citizens. Proposed improvements are part of the 2003 Lindbergh Streetscape Master Plan.

Operating Budget Impact:

Depending on whether irrigation is included as part of this project, and the amount of landscaping that is installed, annual maintenance costs could be significant. The City would need to pay ongoing electrical expenses for any lighting that is installed, as well as maintenance costs for any decorative or non-standard items.

Comments:

City staff will continue to pursue grants to assist with the cost to construct some or all of the designed improvements. The Missouri Department of Transportation (MoDOT) owns and operates Lindbergh Boulevard. MoDOT will require that the City enter into a maintenance agreement for any decorative and/or non-standard items. This project will require MoDOT approval and permitting.

Expenditure Type:

Planning, Design & Engineering	\$	100,000
Land Acquisition	\$	
Construction	\$	1,500,000
Equipment	\$	
Other	\$	
Total	\$	1,600,000

FUTURE PROJECT LIST

FUTURE PROJECT: NEW BALLAS ROAD/OLIVE BOULEVARD INTERSECTION IMPROVEMENTS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	Future				
\$1,750,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,000

Project Description:

This project will improve the geometry of the intersection by re-aligning lanes and extending right turn lanes. As an additional improvement, the existing traffic signals will be replaced with new black powder-coated posts and mast arms, and updated pedestrian signals.

Existing Condition:

The New Ballas Road lane alignment is offset between the north and south sides of Olive Boulevard. The traffic signal equipment is getting older and will soon require replacement. Pedestrian facilities at this intersection are limited, and the existing signal equipment and medians force the one crosswalk across Olive to be crooked.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

The intersection of Olive Boulevard and North New Ballas Road is one of the principal intersections in the City. The equipment is outdated and the geometry and visibility of the intersection pose potential hazards. Improvements to this intersection would also impact and improve the pedestrian crossings. Sidewalks along both Olive Boulevard and North New Ballas Road are listed at “first priority” in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:

No significant operating budget increase is anticipated to account for this project.

Comments:

Olive Boulevard is owned and maintained by the Missouri Department of Transportation and this project would require MoDOT approval and permitting. Olive Boulevard and New Ballas Road qualify for federal grant assistance. The City could receive up to 80% reimbursement for costs related to this project if such a grant were awarded.

Expenditure Type:

Planning, Design & Engineering	\$	200,000
Land Acquisition	\$	50,000
Construction	\$	1,500,000
Equipment	\$	
Other	\$	
Total	\$	1,750,000

FUTURE PROJECT LIST

FUTURE PROJECT: NEW BALLAS ROAD SIDEWALK PHASE II

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	Future				
\$340,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000

Project Description:

This project is designed to fill in gaps in the pedestrian network on the west side of New Ballas Road from Rocky Road to Ladue Road.

Existing Condition:

The sidewalk on the west side of New Ballas Road has number of gaps between Rocky Drive and Ladue Road. The City and DeSmet Jesuit High School constructed a sidewalk along the Post Office frontage and across DeSmet frontage. No sidewalk exists between Rocky Drive and the Post Office and from Emerald Green south to Ladue Road.

Justification: *Public Safety; Citizen Demand; Availability of Outside Funding*

Providing a sidewalk where none exists would improve accessibility and protect the general public walking along the area. New Ballas Road is identified as a "first priority" in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:

None.

Comments:

It will be necessary to obtain easements for this project. New Ballas Road is classified as a minor arterial roadway and therefore qualifies for federal grant assistance for roadway and sidewalk projects.

Expenditure Type:

Planning, Design & Engineering	\$	40,000
Land Acquisition	\$	
Construction	\$	300,000
Equipment	\$	
Other	\$	
Total	\$	340,000

FUTURE PROJECT LIST

FUTURE PROJECT: OFFICE PARK ROADWAY AND SIDEWALK IMPROVEMENTS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	Future				
\$1,250,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	1,250,000

Project Description:

The project will involve asphalt pavement resurfacing and sidewalk replacement along Olde Cabin Road, Office Parkway, and Craig Road within the Creve Coeur Executive Office Park. The new sidewalk would be increased to six feet wide to be consistent with the Creve Coeur Pedestrian Plan and would include sidewalk lighting.

Existing Condition:

The pavement within the Creve Coeur Executive Office Park is generally in good condition, although the micro-surfacing from 2011 has begun to wear off. The sidewalks within the Office Park are generally structurally sound, but these sidewalks are not technically accessible. Any further micro-surfacing or resurfacing would require that the City address the accessibility issues along the sidewalk at the same time.

Justification: *Condition of Existing Facility; Coordination; Economic Development; Availability of Outside Funding*

The roads and sidewalks within the Creve Coeur Executive Office Park are heavily used by the businesses located there and serve as the means to access the City’s Dielmann Recreational Complex. Maintenance of the pavement will be needed soon, and the scope of the sidewalk improvements and the longer life of the pavement resurfacing make a resurfacing project for the pavement repairs more logical than another surface treatment. Sidewalks along Craig Road (South of Olive), Office Parkway, and Olde Cabin Road are listed as “third priority” sidewalks in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:

None.

Comments:

The cost breakdown for the project includes approximately 75% for sidewalk replacement, lighting, and curbing, and 25% for pavement resurfacing. These sidewalk improvements qualify for federal grant assistance, but an application failed in 2015. Staff estimates that this project would qualify for approximately \$600,000 in grant assistance.

Expenditure Type:

Planning, Design & Engineering	\$ 100,000
Land Acquisition	\$
Construction	\$ 1,150,000
Equipment	\$
Other	\$
Total	\$ 1,250,000

FUTURE PROJECT LIST

FUTURE PROJECT: PARK PLAYGROUND SAFETY SURFACE REPAIRS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	Future				
\$75,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000

Project Description:

This project involves the replacement of damaged areas and rejuvenation of the rubberized safety surface beneath the City’s playgrounds. The playground at Millennium Park has the most urgent need, and replacement of this safety surface is scheduled for FY2017. Several other playgrounds will require attention in the near future.

Existing Condition:

The City has four playgrounds in three parks that use a rubberized safety surface to provide the required fall protection against injury if a child were to fall off of a playground or swing set. The surfaces in Millennium Park were installed in 2002 and 2006, Beirne Park in 2009, and Conway Park in 2011. These surfaces begin to show significant wear after about 10-12 years of use, at which time replacement or significant maintenance is recommended.

Justification: *Public Safety; Availability of Outside Funding; Condition of Existing Facility*

Keeping the safety surface of the City’s playgrounds in good condition is required for the continuing use of the playgrounds and the safety of the playgrounds’ users.

Operating Budget Impact:

None.

Comments:

This work would qualify for grant funding through the Municipal Parks Grant program.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	75,000
Equipment	\$	
Other	\$	
Total (Per Park)	\$	75,000

FUTURE PROJECT LIST

FUTURE PROJECT: PUBLIC WORKS EQUIPMENT STORAGE BUILDING

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	Future				
\$270,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$270,000

Project Description:

The project involves the planning, design, engineering and construction for the demolition of the existing residential structure at 1030 North Lindbergh Boulevard and construction of an equipment storage shed at this property. The new building will have a floor area of approximately 5,600 square feet and will house the City’s leaf vacuums, limb chippers, and other equipment that is stored on this site when not in use. The total project cost is estimated to be \$270,000. Planning, design and engineering (\$30,000) will provide better estimates of cost to be programmed into the appropriate future fiscal year.

Existing Condition:

The existing house is deteriorated and has little value to the operations of the Public Works Department. The basement stays wet, the grading and the subsurface drains are such that storm water infiltrates through the back door of the basement, and the roof and chimney leak into the upstairs portion of the house. The site currently provides no shelter for the City’s equipment that is stored there.

Justification: *Condition of Existing Facility; Operating Efficiency*

The existing structure on this site provides little benefit to the Public Works Department. The property at 1030 N. Lindbergh Blvd is used as an equipment storage lot, a transfer station for the leaf and limb collection programs, a project supply lot, and a restroom facility for City workers. Currently the equipment is stored outside in the elements, which cause accelerated aging through exposure to UV as well as extreme temperature change, rain, and snow.

Operating Budget Impact:

A new structure will have water, electric and sewer hookups, but monthly utility costs are expected to be minimal (approximately \$3,000/annually). The structure proposed would be a concrete block building with a metal roof requiring minimal maintenance. Another positive impact on the operating budget will be a reduction in maintenance on equipment as well as increasing its service life.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$	30,000
Land Acquisition	\$	
Construction	\$	240,000
Equipment	\$	
Other	\$	
Total	\$	270,000

FUTURE PROJECT LIST

FUTURE PROJECT: STUdT EXTENSION – OLD BALLAS ROAD TO CRAIG ROAD

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs							
			Prior Years	FY 20__	Future					
>\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	>\$1,000,000

Project Description:

This downtown plan recommended that Studt Avenue be extended east beyond Old Ballas Road, to Craig Road. This will require the purchase of the office building at 677 Craig Road prior to construction of the road.

Existing Condition:

The office property is in fair condition but is small and does not appear to be fully occupied. It is appraised by the St. Louis County Assessor at \$812,900 in 2015. There is no right-of-way present and no reusable pavement.

Justification: *Public Safety; Condition of Existing Facility*

The intersection of North New Ballas Road and Olive Boulevard has a very low level of service for those going northbound to Olive Boulevard. Extending Studt Avenue would draw motorists well east of New Ballas Road, through the future downtown area, before turning on Craig Road to reach Olive Boulevard. Connecting Studt Avenue to Craig Road will also extend alternate access to the Creve Coeur Fire Department. Proposed improvements are supported by the 2005 Creve Coeur Central Business District Land Use Plan.

Operating Budget Impact:

Unknown.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ >1,000,000

FUTURE PROJECT LIST

FUTURE PROJECT: WEST OLIVE MEDIAN ENHANCEMENTS PHASE II (MASON ROAD TO FERNVIEW DRIVE)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs							
			Prior Years	FY 20__	Future					
\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000

Project Description:

This project includes the construction of landscaped medians with decorative lighting in the medians along Olive Boulevard. Additional right-turn lanes may also be constructed to help manage traffic at signalized intersections. Replacement of traffic control signals with an upgraded black powder coat, Accessible Pedestrian Signals/cross walk signals, and illuminated street name signs are also planned as part of this project.

Existing Condition:

Olive Boulevard from Mason Road west to Fernview Drive is typically four lanes wide with a two-way lane between the east-bound and west-bound lanes. There are many points to make left turns to either the north or south, thus causing congestion and safety concerns.

Justification: *Public Safety; Economic Development; Beautification*

Olive Boulevard serves as a principal roadway in Creve Coeur. Improvements to the traffic flow and aesthetics along Olive will benefit many residents and visitors to the City.

Operating Budget Impact:

The City will be required to maintain any decorative and/or non-standard facilities that are installed within the Olive Boulevard right of way.

Comments:

The Missouri Department of Transportation (MoDOT) owns and operates Olive Boulevard. MoDOT will require that the City enter into a maintenance agreement for any decorative and/or non-standard items. This project will require MoDOT approval and permitting.

Expenditure Type:

Planning, Design & Engineering	\$	200,000
Land Acquisition	\$	
Construction	\$	2,000,000
Equipment	\$	
Other	\$	
Total	\$	2,200,000

FUTURE PROJECT LIST

FUTURE PROJECT: WEST OLIVE SIDEWALK CONCEPT STUDY (MASON ROAD TO WEST CITY LIMIT)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	Future				
\$80,000	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000

Project Description:

The project involves engineering design services to evaluate the available options and to develop a preliminary plan to create a continuous, accessible pedestrian route along approximately 7,000 linear feet of the south side of Olive Boulevard, from Mason Road to Highway 141. Infill sidewalk and accessibility improvements will be needed between Mason Road and Fernview Drive, but intersection improvements, retaining walls, and a pedestrian crossing at Creve Coeur Creek will likely be required to extend the sidewalk to Highway 141.

Existing Condition:

No continuous sidewalk currently exists along the south side of Olive Boulevard between Mason Road and the west city limit near Highway 141. Significant obstacles to creating this sidewalk include the intersection of Olive at Fernview, the crossing of Creve Coeur Creek, and existing grades.

Justification: *Public Safety; Coordination; Availability of Outside Funding*

The project will add and improve pedestrian accessibility along Olive Boulevard. This project would qualify for a federal Transportation Alternatives Program grant due to the sidewalk improvements, and it may qualify for a federal Surface Transportation Program grant with the anticipated traffic signal and intersection improvements at Fernview and Olive. A concept plan will allow the City to understand the scope of work for this project and will assist the City in any grant application(s) for the project. This sidewalk is identified as a “first priority” in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:

None.

Comments:

Olive Boulevard is owned and maintained by the Missouri Department of Transportation. The design for improvements along Olive will need to be approved by MoDOT. A portion of this concept design (from Fernview west to Mill Crossing) was developed in FY 2013-FY 2014, but this study was postponed indefinitely and was moved to a future project.

Expenditure Type:

Planning, Design & Engineering	\$ 80,000
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 80,000

Additional Comments:

The original intent was to develop a plan to create a continuous sidewalk along Olive Boulevard through both Creve Coeur and Chesterfield. Chesterfield informed the City in the fall that they were no longer interested in participating in this plan, negating the overall goal for the project. Furthermore, with the cost of projects increasing, the City decided to focus on maintenance and improvements to the City’s infrastructure, as opposed to a study in how to improve MoDOT’s infrastructure.