



Date: May 12, 2022

Dear Consultant:

The City of Washington is requesting the services of a consulting engineering firm to perform the described professional services for the project included on the attached list. If your firm would like to be considered for these consulting services, you may express your interest by responding to the appropriate office, which is indicated on the attachments. Limit your letter of interest to no more than 5 pages. This letter should include any information which might help us in the selection process, such as the persons or team you would assign to each project, the backgrounds of those individuals, and other projects your company has recently completed or are now active. It is required that your firm's Statement of Qualification (RSMo 8.285 through 8.291) be submitted with your firm's Letter of Interest, or be on file with City of Washington. The statement of qualification is not included in the total page count limit.

DBE firms must be listed in the MRCC DBE Directory located on MoDOT's website at www.modot.gov, in order to be counted as participation towards an established DBE Goal. We encourage DBE firms to submit letters of interest as prime consultants for any project they feel can be managed by their firm.

It is required that your firm be prequalified with MoDOT and listed in [MoDOT's Approved Consultant Prequalification List](#), or your firm will be considered non-responsive.

We request all letters be received by 12:00 pm, CDT on Friday, June 10, 2022 at the office of:

Engineering Department
City of Washington
405 Jefferson Street
Washington, MO 63090

The RFQ shall be delivered in a sealed envelope with "RFQ – High Street Reconstruction and ADA Improvements" clearly marked on the outside.

Sincerely,

John Nilges, PE
Public Works Director

City of Washington, Project: High Street Reconstruction and ADA Improvements	
Federal Aid No:	STP-4940(608)
Location:	High Street from Fifth St to Front St
Proposed Improvement:	A two-inch asphalt resurfacing with full with cold mill, removal and replacement of all sidewalks and c/g to meet ADA regulations. Retaining walls where necessary.
Length:	0.7 miles
Approximate Construction Cost:	\$1,193,750
DBE Goal Determination:	14%
Consultant Services Required:	<i>The engineering responsibilities may include but are not limited to the following:</i> <i>The preparation of conceptual plans, preliminary plans, contract plans, and Right-of-Way plans. Design services may include, Right-of-Way plans, surveying geotechnical investigations, ADA compliance survey, subsurface utility exploration, public involvement, environmental and historic preservation services/permits, contract documents, assisting with the bidding process, construction support / construction inspection, utility coordination/permits and traffic controls, including preparation of PS&E and final documents.</i>
Other Comments:	Submit 4 copies of RFQ
Contact:	John Nilges, PE 405 Jefferson Street Washington, MO 63090 636-390-1015 jnilges@washmo.gov
Deadline:	12:00 pm, CDT on Friday, June 10, 2022

Pursuant to the Brooks Act for Consultant Selection – the following criteria will be the basis for selection.

Experience and Technical Competence -	30	Max Points
Capacity and Capability -	25	Max Points
Availability of staff assigned to the project	10	Max Points
Past Record of Performance -	25	Max Points
Outline consultants QA/QC plans	10	Max Point



Surface Transportation Block Grant Program

2021 Call for Projects

For the St. Louis Region

Road Project Type

Sponsoring Agency:

Project Title:

Federal Amount Requested:

Applications Due: February 11, 2021 by 4:00 pm



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

November 6, 2020

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 supplemental 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 6, 2020** and ends on **February 11, 2021** 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. Save the electronic copy as a PDF file using the following format: 2021STPS_[Sponsor]_[Project Name].pdf. The electronic submission must include scanned signatures and attachments. Please submit one application per email. 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. Note that hard copies cannot be accepted as East-West Gateway's offices are currently closed. The information provided in this application is public record.

Project sponsors wanting feedback on applications may submit a preliminary copy by **January 7, 2021** to EWG at stps@ewgateway.org. EWG staff will review the applications submitted and will return comments by email by **January 21, 2021**. If a preliminary application is submitted for feedback, a final application must still be submitted by **February 11, 2021**.

CONTACT INFORMATION

Jason Lange, TIP Coordinator
East-West Gateway Council of Governments
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451
E-mail: 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” or contact staci.alvarez@ewgateway.org to set up electronic funds transfer.
- ☐ **Completed STP-S application**
- ☐ **Scanned required signatures** – Notification of Title VI & Nondiscrimination Requirements, Financial Certification of Matching Funds, Person of Responsible Charge Certification, Right-of-Way Acquisition Certification Statement, 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., Bi-State Development, Madison County Transit District, 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 2014-2018. 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, residents, 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 7, 2021**

☐

Final application – Due **February 11, 2021**

SPONSOR INFORMATION									
Sponsoring agency:									
Secondary sponsor agency (if applicable):									
Chief Elected Official/Chief Executive Director:									
Name:					Title:				
Street address:									
City:		State:		County:		ZIP code:			
Project contact:									
Name:					Title:				
Agency:									
Street address:									
City:		State:		County:		ZIP code:			
Phone Number:					E-mail address:				
Application contact:									
Name:					Phone Number:				
E-mail address:									
PROJECT INFORMATION									
Project title:									
Project status: <input type="checkbox"/> New project <input type="checkbox"/> Continuation of STP-S/CMAQ/TAP project <input type="checkbox"/> Add to existing non-federally funded project					Is this application request for a piece of a larger project (phase) or the entire length of project? <input type="checkbox"/> Phase <input type="checkbox"/> Full 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:									
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):									
Has your agency received federal funds for this specific road segment within the last 10 years? <input type="checkbox"/> Yes <input type="checkbox"/> No									
If yes, when?									
Year of original roadway construction or most recent reconstruction:									
Year of last roadway resurfacing:									
Does this project touch MoDOT or IDOT right-of-way? <input type="checkbox"/> Yes <input 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 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?									

ROADWAY INFORMATION			
Name of street or facility to be improved:			
Project length (miles):			
Project limits – north/west reference point, cross street, or intersection:			
Project limits – south/east reference point, cross street, or intersection:			
Federal functional classification of road (per EWG) ¹ :			
Average roadway pavement condition (PASER):			
	CURRENT:		PROPOSED:
Traffic volumes (AADT):		Year:	
Identify source of AADT ² :			
Speed limit of street (mph):			
Number of through lanes (both directions):			
Number of turn lanes:			
Two-way left turn lanes ³ ?	<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No
Typical lane width (feet):			
Outside lane width (feet):			
Shoulder width (feet):			
On-street parking allowed?	<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No
Curb and gutter?	<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No
Sidewalks?	<input type="checkbox"/> One side <input type="checkbox"/> Both sides <input type="checkbox"/> None		<input type="checkbox"/> One side <input type="checkbox"/> Both sides <input type="checkbox"/> None
Sidewalk width (feet):			
Existing sidewalk surface condition ⁴ :	<input type="checkbox"/> Poor <input type="checkbox"/> Fair <input type="checkbox"/> Good <input type="checkbox"/> Excellent <input type="checkbox"/> None		n/a
Estimated sidewalk to be built (square yards):	n/a		
Sidewalk/roadway separation width (feet):			
On-road bicycle facility ⁵ ?	<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No
On-road bicycle facility width:			
Shared-use path/sidepath?	<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No
Shared-use path/sidepath width (feet):			
Estimated shared-use path to be built (square yards):	n/a		
Number of new and/or reconstructed curb ramps:	n/a		

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

² If source is state DOT, use data from most recent available year. If source is a count conducted by the local agency, must be within five years.

³ If two-way turn lane is proposed as part of road preservation, it must be paid for with local funds.

⁴ **Poor:** the sidewalk has deep cracking and buckling, poor drainage, or tree root damage). 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.

⁵ On-road bicycle facility includes: bike lanes (separated, buffered, and standard). **Shared-lane markings (sharrows) and share the road/bikes may use full lane 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.

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):

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

Right-of-way acquisition by:

Right-of-way condemnation by:

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.

☐ Electric

☐ Phone

☐ Gas

☐ Water

☐ Cable TV

☐ Storm sewer

☐ Sanitary sewer

☐

☐

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

Utility coordination completed by:

Designed by:

Inspected by:

RAILROAD COORDINATION	
Does the project traverse any property owned by a railroad? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Is there a railroad within 500' of project limits? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Name of railroad:	
Number of crossings impacted:	
Are the crossings active?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Width of crossing:	
What is the crossing type? <input type="checkbox"/> Timber <input type="checkbox"/> Rubberized <input type="checkbox"/> Asphalt <input type="checkbox"/> Concrete <input type="checkbox"/> Other	
Describe other:	
PROJECT MAINTENANCE	
List any regular maintenance tasks anticipated over the next 25 years:	
Estimated annual cost to maintain facility and funding source(s):	
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 ⁶ .	
Does your local public agency have more than 50 employees? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, does your agency have an adopted ADA transition plan? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If your agency has an ADA transition plan, when was it adopted?	
If ADA transition plan is not adopted, when is it expected to be adopted?	

⁶ FHWA Questions and Answers about ADA/Section 504: 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.

COMMUNITY SUPPORT

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

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	10/2021	10/2021	1		
Execute agreement (project sponsor and DOT)					
Engineering services contract submitted and approved*					
Obtain environmental clearances (106, CE2, T&E, etc.)					
Public meeting/hearing					
Develop and submit preliminary plans					
Preliminary plans approved					
Develop and submit right-of-way plans					
Review and approval of right-of-way plans					
Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*					
Right-of-way acquisition					
Utility coordination					
Develop and submit PS&E					
District approval of PS&E/advertise for bids*					
Submit and receive bids for review and approval					
Project implementation/construction					
* 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 ⁷	Starting Federal Fiscal Year ⁸	Total Phase Cost	STP-S Funds Requested	Sponsor Share	Sponsor Share Percentage
PE / Planning / Environmental Studies	FY				
Right-of-Way	FY				
Construction Engineering	FY				
Construction / Implementation	FY				
TOTAL PROJECT COST					
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:					

⁷ **Illinois:** construction/construction engineering funds are available in FY 2025.

Missouri: preliminary engineering funds are available in FY 2023, right-of-way in FY 2023 or FY 2024, and construction/construction engineering in FY 2024 or FY 2025. **Note:** FY 2024 construction/construction engineering must be less than \$1 million federal.

⁸ Fiscal years are federal fiscal years (October 1 through September 30).

SAFETY																	
<p>Were there any crashes along project limits from 2014-2018? Note: a project can still potentially receive partial points if it does not have crashes, but includes a preventive safety countermeasure.</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>																	
<p>Total number of crashes by severity type along project limits:</p> <table border="1"> <tr> <td>Fatal (K on the KABCO scale):</td> <td></td> </tr> <tr> <td>Serious injury (A on the KABCO scale):</td> <td></td> </tr> <tr> <td>Minor injury (B and C on the KABCO scale):</td> <td></td> </tr> <tr> <td>Property damage only (O on the KABCO scale):</td> <td></td> </tr> <tr> <td>Total number of crashes from 2014-2018 along project limits:</td> <td></td> </tr> </table>			Fatal (K on the KABCO scale):		Serious injury (A on the KABCO scale):		Minor injury (B and C on the KABCO scale):		Property damage only (O on the KABCO scale):		Total number of crashes from 2014-2018 along project limits:						
Fatal (K on the KABCO scale):																	
Serious injury (A on the KABCO scale):																	
Minor injury (B and C on the KABCO scale):																	
Property damage only (O on the KABCO scale):																	
Total number of crashes from 2014-2018 along project limits:																	
<p>Does the project include safety countermeasure(s)?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>																	
<p>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):</p> <table border="1"> <thead> <tr> <th>Countermeasure</th> <th>CMF</th> <th>CMF ID</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>			Countermeasure	CMF	CMF ID												
Countermeasure	CMF	CMF ID															
<p>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/.</p>																	
<p>Describe how the proposed safety countermeasure(s) will address the crashes occurring along the project limits:</p> 																	
<p>Are there any undocumented safety issues?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>																	
<p>If yes, describe the undocumented safety issue(s) and explain how the preventive safety countermeasure(s) will address the issue:</p> 																	

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 or end of trip facilities
- ☐ Other
- ☐ None

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

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:

Approximately what percentage of the project limits includes new or reconstructed sidewalk or shared-use path?

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 or brick crosswalk)
- ☐ 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:

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):

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:

Does the project incorporate improvements to existing transit stops or stations (e.g., 5' x 8' ADA landing pads, benches, shelters)?

☐ Yes ☐ No

If yes, identify the improvements:

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
	<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
	<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:

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:

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)?

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:

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:

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:

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 27—*Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance.*
 - 2. 49 CFR Part 37—*Transportation Services for Individuals with Disabilities (ADA).*
 - 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.*
 - 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 at 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.

Name (print)

Title

Signature

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: High Street Reconstruction and ADA Impr

Local Match Amount: \$238,750.00

Sponsoring Agency: City of Washington

Chief Elected Official (or Chief Executive Officer):

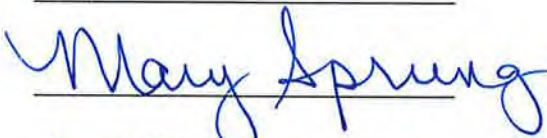
Name (print): Mayor Sandy Lucy

Signature: 

Date: 1-22-2021

Chief Financial Officer:

Name (print): Mary Sprung

Signature: 

Date: 1-29-2021

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): _____

Title: _____

Email: _____

Signature: _____

Date: _____

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

Name (print): _____

Title: _____

Email: _____

Signature: _____

Date: _____

Person of Responsible Charge – Construction/Implementation Phase

Name (print): _____

Title: _____

Email: _____

Signature: _____

Date: _____

RIGHT-OF-WAY ACQUISITION CERTIFICATION STATEMENT

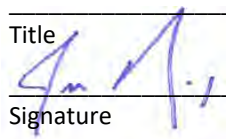
The State Department of Transportation and the Federal Highway Administration (FHWA) have the right and responsibility to review and monitor the acquisition procedures of any federally funded transportation project for adherence to The Uniform Relocation Assistance and Real Property Acquisition Policies 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.

Name (print)

Title



Signature

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.

Name (print)

Title

Signature

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.

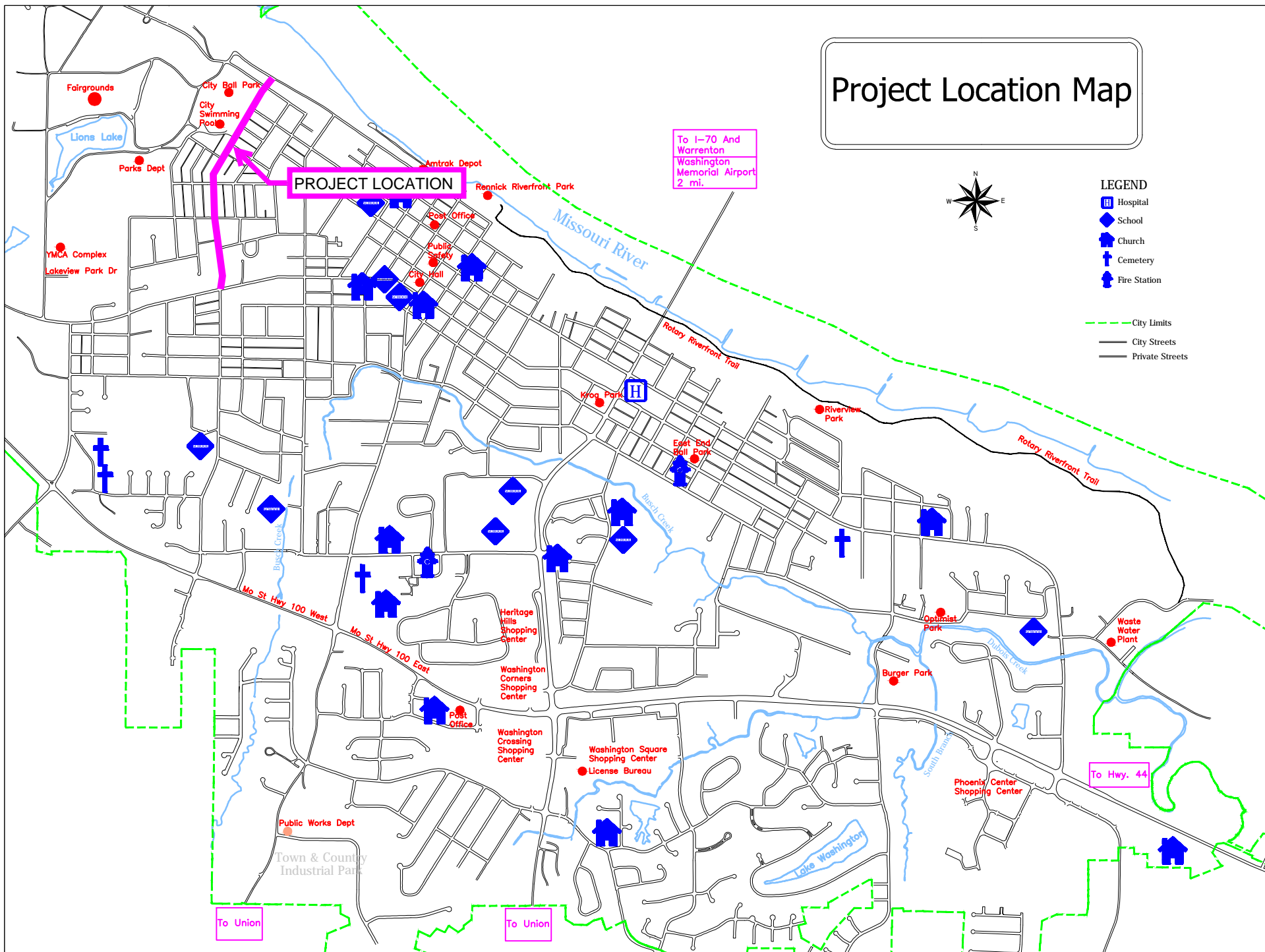
To be considered for this extension the Project Sponsor has to demonstrate on all counts: a) the delay is beyond their control and the sponsor has done due diligence in progressing the project; b) federal funds have already been obligated on the project or in cases that no federal funds are used for 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.

Project Location Map



Estimate of Project Costs

Project Sponsor:	City of Washington, MO
------------------	------------------------

Project Title: High Street Reconstruction and ADA Improvements
--

Date: 12/18/2020

Specific Roadway Items	
1	1.0000
2	2.0000
3	3.0000
4	4.0000
5	5.0000
6	6.0000
7	7.0000
8	8.0000
9	9.0000
10	10.0000
11	11.0000
12	12.0000
13	13.0000
14	14.0000
15	15.0000
16	16.0000
17	17.0000
18	18.0000
19	19.0000
20	20.0000
21	21.0000
22	22.0000
23	23.0000
24	24.0000
25	25.0000
26	26.0000
27	27.0000
28	28.0000
29	29.0000
30	30.0000
31	31.0000
32	32.0000
33	33.0000
34	34.0000
35	35.0000
36	36.0000
37	37.0000
38	38.0000
39	39.0000
40	40.0000
41	41.0000
42	42.0000
43	43.0000
44	44.0000
45	45.0000
46	46.0000
47	47.0000
48	48.0000
49	49.0000
50	50.0000
51	51.0000
52	52.0000
53	53.0000
54	54.0000
55	55.0000
56	56.0000
57	57.0000
58	58.0000
59	59.0000
60	60.0000
61	61.0000
62	62.0000
63	63.0000
64	64.0000
65	65.0000
66	66.0000
67	67.0000
68	68.0000
69	69.0000
70	70.0000
71	71.0000
72	72.0000
73	73.0000
74	74.0000
75	75.0000
76	76.0000
77	77.0000
78	78.0000
79	79.0000
80	80.0000
81	81.0000
82	82.0000
83	83.0000
84	84.0000
85	85.0000
86	86.0000
87	87.0000
88	88.0000
89	89.0000
90	90.0000
91	91.0000
92	92.0000
93	93.0000
94	94.0000
95	95.0000
96	96.0000
97	97.0000
98	98.0000
99	99.0000
100	100.0000

Item	Quantity	Unit	Unit Price	Amount
Mobilization	1	Lump Sum	\$50,000.00	\$50,000.00
Traffic Control	1	Lump Sum	\$15,000.00	\$15,000.00
Full Width Mill	13,600	Sq. Yd.	\$7.50	\$102,000.00
Asphalt Surface Course, BP-2	1,600	Tons	\$75.00	\$120,000.00
Curb & Gutter Removal/Replacement	7,300	Ln. Ft.	\$35.00	\$255,500.00
Remove and Replace Sign - Install Sign Post				
Sleeve 4" Dia. SCH 40 PVC	10	Each	\$300.00	\$3,000.00
Replace Existing Grated Inlet with New Curb Inlet	2	Each	\$5,000.00	\$10,000.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
SUBTOTAL:				\$555,500.00

Specific Bicycle Items	
1. Bicycle Frame	2. Bicycle Fork
3. Bicycle Wheel	4. Bicycle Tire
5. Bicycle Pedal	6. Bicycle Chain
7. Bicycle Saddle	8. Bicycle Handlebar
9. Bicycle Bell	10. Bicycle Light
11. Bicycle Mirror	12. Bicycle Lock
13. Bicycle Pump	14. Bicycle Repair Kit
15. Bicycle Helmet	16. Bicycle Glove
17. Bicycle Kickstand	18. Bicycle Bellows
19. Bicycle Chain Guard	20. Bicycle Fenders
21. Bicycle Racks	22. Bicycle Bags
23. Bicycle Tools	24. Bicycle Accessories
25. Bicycle Parts	26. Bicycle Components
27. Bicycle Assembly	28. Bicycle Maintenance
29. Bicycle Safety	30. Bicycle Performance
31. Bicycle Durability	32. Bicycle Reliability
33. Bicycle Efficiency	34. Bicycle Comfort
35. Bicycle Convenience	36. Bicycle Versatility
37. Bicycle Portability	38. Bicycle Storage
39. Bicycle Security	40. Bicycle Insurance
41. Bicycle Warranty	42. Bicycle Support
43. Bicycle Training	44. Bicycle Education
45. Bicycle Research	46. Bicycle Development
47. Bicycle Innovation	48. Bicycle Design
49. Bicycle Manufacturing	50. Bicycle Distribution
51. Bicycle Retail	52. Bicycle Wholesale
53. Bicycle Import	54. Bicycle Export
55. Bicycle Trade	56. Bicycle Market
57. Bicycle Industry	58. Bicycle Sector
59. Bicycle Economy	60. Bicycle Finance
61. Bicycle Law	62. Bicycle Regulation
63. Bicycle Policy	64. Bicycle Standard
65. Bicycle Certification	66. Bicycle Approval
67. Bicycle Inspection	68. Bicycle Testing
69. Bicycle Evaluation	70. Bicycle Assessment
71. Bicycle Comparison	72. Bicycle Contrast
73. Bicycle Contrast	74. Bicycle Difference
75. Bicycle Similarity	76. Bicycle Analogy
77. Bicycle Metaphor	78. Bicycle Symbolism
79. Bicycle Allegory	80. Bicycle Parable
81. Bicycle Fable	82. Bicycle Myth
83. Bicycle Legend	84. Bicycle Story
85. Bicycle Narrative	86. Bicycle Drama
87. Bicycle Comedy	88. Bicycle Tragedy
89. Bicycle Romance	90. Bicycle Adventure
91. Bicycle Mystery	92. Bicycle Thriller
93. Bicycle Science Fiction	94. Bicycle Fantasy
95. Bicycle Horror	96. Bicycle Action
97. Bicycle Western	98. Bicycle Historical
99. Bicycle Biographical	100. Bicycle Autobiographical

[illegible]

High Street

Location Map



FAIRGROUNDS



PUBLIC PARK



PUBLIC POOL

Legend

- Washington
- Washington

HIGH STREET

PROJECT LOCATION

START

FIFTH STREET

FRONT STREET

1

2

3

4

5

6

7

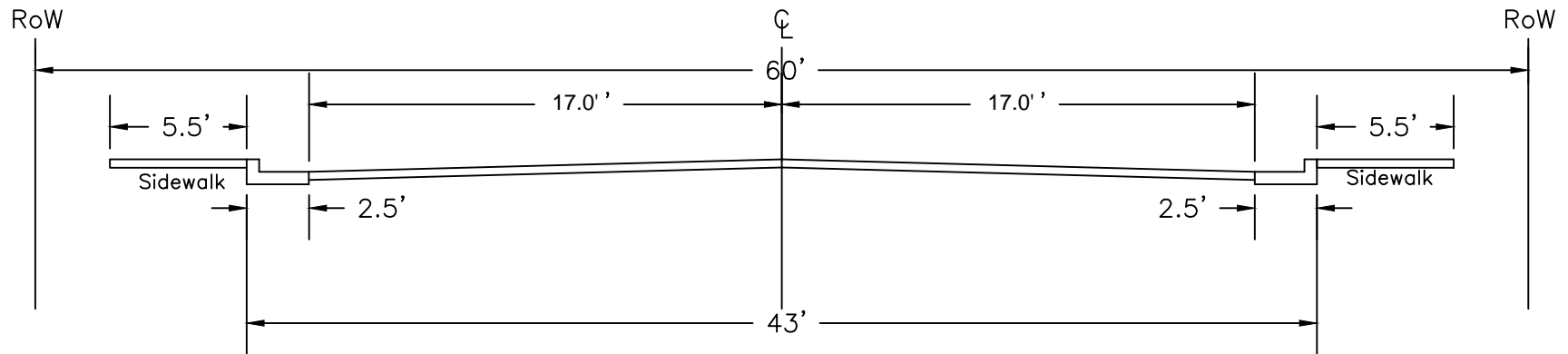


1000 ft

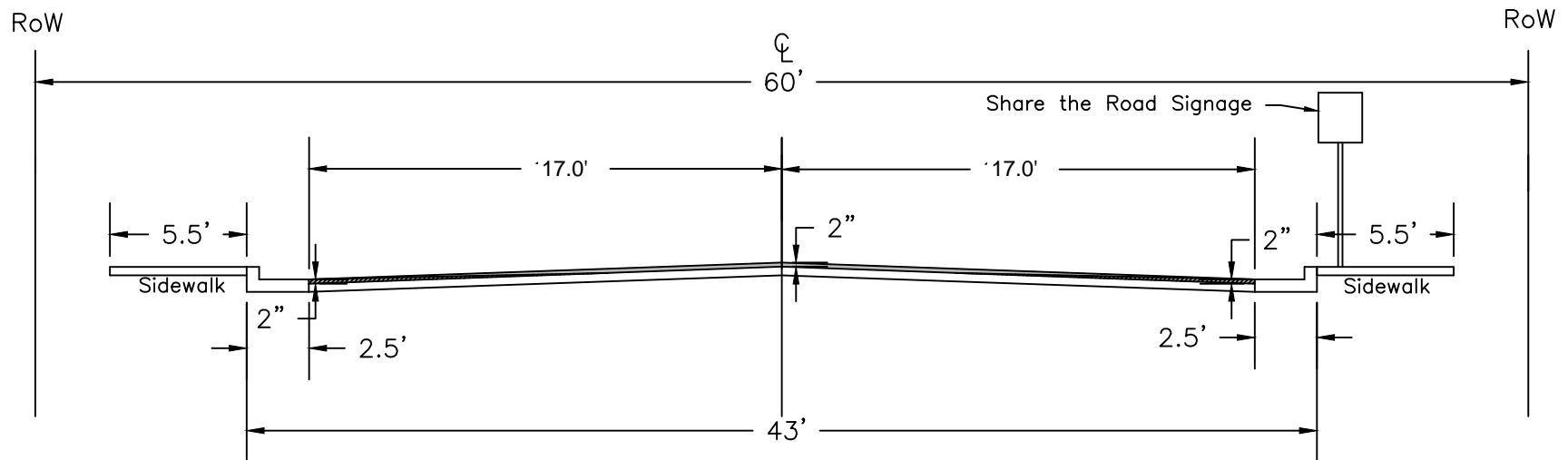
Google Earth

© 2020 Google

Typical Roadway Sections



Existing
A1



Proposed
A2

Overlay Area
14' Taper Milling Area

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/wp-content/uploads/sites/3/2019/12/Asphalt-PASER_02_rev13.pdf

Concrete Manual: https://epd.wisc.edu/tic/wp-content/uploads/sites/3/2019/12/Concrete-PASER_02_rep15.pdf

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. Individual location ratings must be whole numbers. 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
HIGH STREET	1	START	
HIGH STREET	2	420'	4
HIGH STREET	3	1224'	4
HIGH STREET	4	1840'	5
HIGH STREET	5	2266'	5
HIGH STREET	6	2650'	4
HIGH STREET	7	3200'	4
HIGH STREET	8	3300'	5
	9		
	10		
	11		
	12		
	13		
	14		
	15		
	16		
AVERAGE PASER:			4

Asphalt Evaluation Sheet

(Provide this page for each location.)

Roadway Name: _____

Evaluation Location #: _____

Date: _____

Location PASER Rating: _____

Check all that apply:

Raveling

Rutting

Transverse Cracks

Longitudinal Cracks

Flushing

Distortion

Reflection Cracks

Block Cracks

Polishing

Patches

Slippage Cracks

Alligator Cracks

Potholes

Comments:

Drainage:

Comments:



Asphalt Evaluation Sheet

(Provide this page for each location.)

Roadway Name: _____

Evaluation Location #: _____

Date: _____

Location PASER Rating: _____

Check all that apply:

Raveling

Rutting

Transverse Cracks

Longitudinal Cracks

Flushing

Distortion

Reflection Cracks

Block Cracks

Polishing

Patches

Slippage Cracks

Alligator Cracks

Potholes

Comments:

Drainage:

Comments:



Asphalt Evaluation Sheet

(Provide this page for each location.)

Roadway Name: _____

Evaluation Location #: _____

Date: _____

Location PASER Rating: _____

Check all that apply:

Raveling

Rutting

Transverse Cracks

Longitudinal Cracks

Flushing

Distortion

Reflection Cracks

Block Cracks

Polishing

Patches

Slippage Cracks

Alligator Cracks

Potholes

Comments:

Drainage:

Comments:



Asphalt Evaluation Sheet

(Provide this page for each location.)

Roadway Name: _____

Evaluation Location #: _____

Date: _____

Location PASER Rating: _____

Check all that apply:

Raveling

Rutting

Transverse Cracks

Longitudinal Cracks

Flushing

Distortion

Reflection Cracks

Block Cracks

Polishing

Patches

Slippage Cracks

Alligator Cracks

Potholes

Comments:

Drainage:

Comments:



SPEED
LIMIT
20
No Left Turn

W 1st St

W 1st St
W 1st St
W 1st St

ROAD
CLOSED

Pedestrian Crossing
Left Turn

Asphalt Evaluation Sheet

(Provide this page for each location.)

Roadway Name: _____

Evaluation Location #: _____

Date: _____

Location PASER Rating: _____

Check all that apply:

Raveling

Rutting

Transverse Cracks

Longitudinal Cracks

Flushing

Distortion

Reflection Cracks

Block Cracks

Polishing

Patches

Slippage Cracks

Alligator Cracks

Potholes

Comments:

Drainage:

Comments:



Asphalt Evaluation Sheet

(Provide this page for each location.)

Roadway Name: _____

Evaluation Location #: _____

Date: _____

Location PASER Rating: _____

Check all that apply:

Raveling

Rutting

Transverse Cracks

Longitudinal Cracks

Flushing

Distortion

Reflection Cracks

Block Cracks

Polishing

Patches

Slippage Cracks

Alligator Cracks

Potholes

Comments:

Drainage:

Comments:



Asphalt Evaluation Sheet

(Provide this page for each location.)

Roadway Name: _____

Evaluation Location #: _____

Date: _____

Location PASER Rating: _____

Check all that apply:

Raveling

Rutting

Transverse Cracks

Longitudinal Cracks

Flushing

Distortion

Reflection Cracks

Block Cracks

Polishing

Patches

Slippage Cracks

Alligator Cracks

Potholes

Comments:

Drainage:

Comments:



CRASH STATISTICS DETAIL

Date Range: 1/1/2014 - 12/31/2018

Private Property: Excluded

Report Number	Crash Date	Time	Officer
16-002340	09/08/2016	1633	00299 - MICHAEL J GRISSOM
17-000915	04/21/2017	745	00000 - CELIA C RUDOLPH
17-001301	05/30/2017	1545	00000 - BRIAN W TODD
17-001934	08/04/2017	1550	00259 - MICHAEL W WISSBAUM
17-002796	11/10/2017	555	00295 - PAUL J PFEIFFER
18-000605	03/25/2018	2250	00298 - CASEY C HILL
18-001966	09/05/2018	2048	00281 - GREGORY M WALTERS
18-002013	09/08/2018	1402	00273 - CHAD M SLOAN
18-002784	12/09/2018	1129	00295 - PAUL J PFEIFFER

Total Number of Crashes: 9

CRASHES BY MONTH

Date Range: 1/1/2014-12/31/2018

Private Property: Excluded

Location:

Month	Number of Crashes	Percentage
January	0	0.00%
February	0	0.00%
March	1	11.11%
April	1	11.11%
May	1	11.11%
June	0	0.00%
July	0	0.00%
August	1	11.11%
September	3	33.33%
October	0	0.00%
November	1	11.11%
December	1	11.11%
Total	9	100.00%

CRASHES BY SEVERITY

Date Range: 1/1/2014 -12/31/2018

Private Property: Excluded

Location:

Classification

Value	#	Percent
Fatal	0	0.000 %
Injury*	2	22.222 %
Property Damage Only	7	77.778 %
Total	9	100.000 %

*If a crash has both fatalities AND injuries, it is classified as a Fatal Crash.

Number of Injuries and Deaths

Value	#
Injuries	2
Deaths	0

Economic Loss to Community Due to Crashes

Value	#	x	Cost
Number of Fatalities	0	1,210,000.00	\$0.00
Number of Injuries	2	62,500.00	\$125,000.00
Number of Property Damage Only	7	8,200.00	\$57,400.00
Total			\$182,400.00

*Economic costs may be used by a community to state or estimate the economic impact of motor vehicle crashes that occurred within its jurisdiction in a given time period. It is a measure of the productivity lost and expenses incurred because of the crashes. Economic costs, however, should not be used for cost-benefit analysis because they do not reflect what society is willing to pay to prevent a statistical fatality or injury.

National Safety Council "Estimating the Cost of Unintentional Injuries", 1988

CRASH STATISTICS DETAIL

Date Range: 1/1/2014 - 12/31/2018

Private Property: Excluded

Report Number	Crash Date	Time	Officer
16-001555	06/21/2016	700	00281 - GREGORY M WALTERS

Total Number of Crashes: 1

CRASHES BY MONTH

Date Range: 1/1/2014-12/31/2018

Private Property: Excluded

Location:

Month	Number of Crashes	Percentage
January	0	0.00%
February	0	0.00%
March	0	0.00%
April	0	0.00%
May	0	0.00%
June	1	100.00%
July	0	0.00%
August	0	0.00%
September	0	0.00%
October	0	0.00%
November	0	0.00%
December	0	0.00%
Total	1	100.00%

CRASHES BY SEVERITY

Date Range: 1/1/2014 -12/31/2018

Private Property: Excluded

Location:

Classification

Value	#	Percent
Fatal	0	0.000%
Injury*	0	0.000%
Property Damage Only	1	100.000%
Total	1	100.000%

*If a crash has both fatalities AND injuries, it is classified as a Fatal Crash.

Number of Injuries and Deaths

Value	#
Injuries	0
Deaths	0

Economic Loss to Community Due to Crashes

Value	#	x	Cost
Number of Fatalities	0	1,210,000.00	\$0.00
Number of Injuries	0	62,500.00	\$0.00
Number of Property Damage Only	1	8,200.00	\$8,200.00
Total			\$8,200.00

*Economic costs may be used by a community to state or estimate the economic impact of motor vehicle crashes that occurred within its jurisdiction in a given time period. It is a measure of the productivity lost and expenses incurred because of the crashes. Economic costs, however, should not be used for cost-benefit analysis because they do not reflect what society is willing to pay to prevent a statistical fatality or injury.

National Safety Council "Estimating the Cost of Unintentional Injuries", 1988

CRASH STATISTICS DETAIL

Date Range: 1/1/2014 - 12/31/2018

Private Property: Excluded

Report Number	Crash		Officer
	Date	Time	
16-001692	07/04/2016	2150	00270 - R. PATRICK MORIN
17-001426	06/13/2017	1150	00000 - BRIAN W TODD
17-003148	12/20/2017	1508	00259 - MICHAEL W WISSBAUM
18-000722	04/07/2018	1520	00253 - JASON D GIBSON

Total Number of Crashes: 4

CRASHES BY MONTH

Date Range: 1/1/2014-12/31/2018

Private Property: Excluded

Location:

Month	Number of Crashes	Percentage
January	0	0.00%
February	0	0.00%
March	0	0.00%
April	1	25.00%
May	0	0.00%
June	1	25.00%
July	1	25.00%
August	0	0.00%
September	0	0.00%
October	0	0.00%
November	0	0.00%
December	1	25.00%
Total	4	100.00%

CRASHES BY SEVERITY

Date Range: 1/1/2014 -12/31/2018

Private Property: Excluded

Location:

Classification

Value	#	Percent
Fatal	0	0.000 %
Injury*	0	0.000 %
Property Damage Only	4	100.000 %
Total	4	100.000 %

*If a crash has both fatalities AND injuries, it is classified as a Fatal Crash.

Number of Injuries and Deaths

Value	#
Injuries	0
Deaths	0

Economic Loss to Community Due to Crashes

Value	#	x	Cost
Number of Fatalities	0	1,210,000.00	\$0.00
Number of Injuries	0	62,500.00	\$0.00
Number of Property Damage Only	4	8,200.00	\$32,800.00
Total			\$32,800.00

*Economic costs may be used by a community to state or estimate the economic impact of motor vehicle crashes that occurred within its jurisdiction in a given time period. It is a measure of the productivity lost and expenses incurred because of the crashes. Economic costs, however, should not be used for cost-benefit analysis because they do not reflect what society is willing to pay to prevent a statistical fatality or injury.

National Safety Council "Estimating the Cost of Unintentional Injuries", 1988

RESOLUTION NO. 21-13243 INTRODUCED BY PATKE/SULLENTRUP

A RESOLUTION AUTHORIZING THE CITY OF WASHINGTON TO APPLY FOR FUNDING THROUGH THE EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS TO PROVIDE FOR THE HIGH STREET RECONSTRUCTION AND ADA IMPROVEMENTS PROJECT, IN THE CITY OF WASHINGTON, FRANKLIN COUNTY, MISSOURI.

WHEREAS, High Street provides a vital transportation corridor from Highway 100 to the City Park, City Municipal Pool, City Auditorium, Fairgrounds, and Downtown District; and

WHEREAS, the pedestrian crosswalks are not ADA compliant and are in disrepair; and

WHEREAS, curb and gutter is in need of reconstruction; and

WHEREAS, sidewalks and ADA ramps will be removed and replaced to repair their deteriorating condition and bring into ADA compliance to support a bikeable/walkable community; and

WHEREAS, grant money for such project is available through the East-West Gateway Council of Governments; and

NOW, THEREFORE, be it resolved by the Council of the City of Washington Missouri, as follows:

SECTION 1: That the City of Washington, Missouri shall complete, accept, execute and submit a Surface Transportation Block Grant Application with the East-West Gateway Council of Governments for the purpose of soliciting federal funds for the High Street Reconstruction and ADA Improvements Project.

SECTION 2: That the City Engineer is hereby authorized and directed to execute said Surface Transportation Block Grant Application on behalf of the City of Washington, Missouri.

SECTION 3: That the said Surface Transportation Block Grant Application provides for the process of granting an agreement between the Missouri Department of Transportation and the City of Washington, Missouri, for federal financial assistance in the maximum amount of 80% in

federal funds and the minimum amount of 20% in City local match to assist with the project described herein.

<i>Application Fee</i>	\$	4775
<i>Grant</i>	\$	955,000
<i>City Match</i>	\$	238,750
<i>Total</i>	\$	1,198,525

SECTION 4: That this Resolution shall be in full force and effect from and after the date of its adoption.

PASSED: 01-19-21

ATTEST: *Sheri Klekamp*
City Clerk

Sandy Luey
President of the City Council

APPROVED: 01-19-21

ATTEST: *Sheri Klekamp*
City Clerk

Sandy Luey
Mayor of Washington, Missouri



January 8, 2021

Honorable Mayor and City Council
City of Washington
Washington, MO 63090

RE: Resolution – High Street STP Application

Dear Mayor and City Council Members:

The following resolution authorizes the City to apply of funding through East-West Gateway for the following project:

High Street Reconstruction and ADA Improvements

This project will overlay, remove and replace curb and gutter, and make ADA improvements along High Street from Fifth Street to Front Street. The following is the funding breakdown:

Application Fee	\$	4775
Grant	\$	955,000
City Match	\$	238,750
Total	\$	1,198,525

If awarded the project, it would be funding out of the City's ½ cent transportation sales tax.

Respectfully submitted,

John Nilges, P.E.

Public Works Director

RESOLUTION NO. 18-11875 INTRODUCED BY: PETTET/HOLTMEIER

A RESOLUTION SUPPORTING AN ADA TRANSITION
PLAN IN THE CITY OF WASHINGTON, MISSOURI.

WHEREAS, the City of Washington is required by Title II of the American with Disabilities Act (ADA) to ensure programs and services are accessible to persons with disabilities (28 CFR 35.149-35.151); and

WHEREAS, this requirement extends to physical access at government facilities and pedestrian facilities in public rights-of-way; and

WHEREAS, The City of Washington ADA Transition Plan provides a plan, identifies existing conditions, and provides schedule to ensure compliance with the ADA.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Washington, Missouri, as follows:

SECTION 1: The City of Washington ADA Transition Plan, with all included maps, descriptive matter, appendices and other matters contained therein, is hereby supported and is marked Exhibit A, attached hereto and incorporated herein by reference.

Adopted this 4th day of June, 2018 by the City Council of the City of Washington, Missouri.

PASSED: 06-04-18

ATTEST: Sherri Kulkamp
Deputy City Clerk

Sandy Roney
President of City Council

APPROVED: 06-04-18

ATTEST: Sherri Kulkamp
Deputy City Clerk

Sandy Roney
Mayor of Washington, Mo.

JR

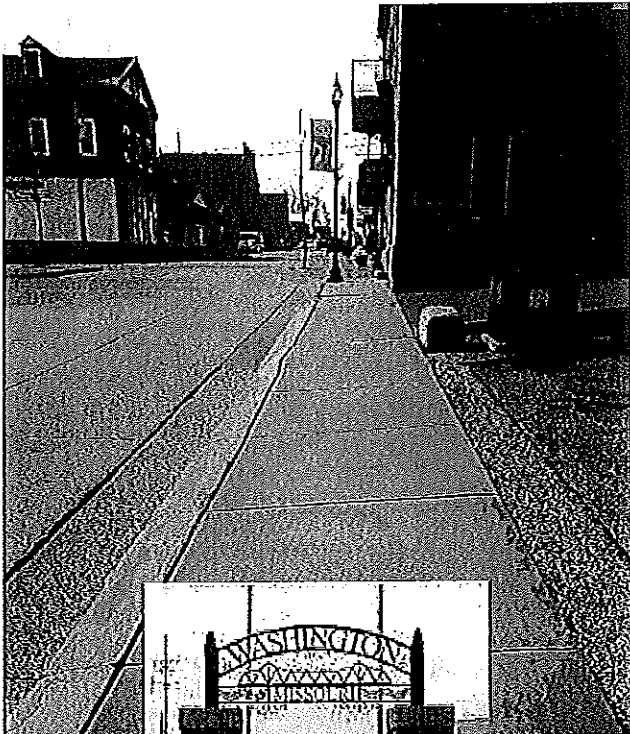
EXHIBIT A

Ex



**CITY OF WASHINGTON ADA
TRANSITION PLAN**

Washington, MO
May 30, 2018





WASHINGTON AREA CHAMBER OF COMMERCE
DIVISION OF TOURISM

323 W MAIN STREET
WASHINGTON, MO 63090
(636) 239-2715 x101
TOURISM@WASHMO.ORG

December 2, 2020

City of Washington
Attn: John Nilges
405 Jefferson Street
Washington, MO 63090

RE: High Street ADA Improvements and Reconstruction

Dear Mr. Nilges:

After learning about the proposal that the City of Washington has made to make the following improvements: ADA upgrades to the sidewalks and resurfacing of High Street from Fifth Street to Front Street, I would like to show support of this venture. The overall experience of the tourists and visitor coming into town, would significantly improve with these enhancements.

As the Director of Tourism for Washington, keeping the ease, and most importantly, the safety of the visitors at the forefront, is my main concern. These developments put in place by the City of Washington would aid in visitor travel both by car and on foot. We have many tour groups participate in guided tours, utilizing these City streets and sidewalks, so enhancements of any kind would be greatly appreciated.

With hopes of moving forward with this project, I am anxious to see the City of Washington continue to keep Washington a place where tourists want to wine, dine, play and stay. I have confidence in the City of Washington and their plans for these improvements and I hope they receive the necessary assistance that has been requested.

Sincerely,

Emily Underdown
Director of Tourism



WASHINGTON AREA CHAMBER OF COMMERCE
323 W MAIN STREET • WASHINGTON, MO 63090
(636) 239-2715 • INFO@WASHMO.ORG

December 2, 2020

City of Washington
Attn: John Nilges
405 Jefferson Street
Washington, MO 63090

RE: High Street ADA Improvements and Reconstruction

Dear Mr. Nilges,

I am writing today on behalf of the Washington Area Chamber of Commerce to show our support for the High Street ADA Improvements and Reconstruction.

We believe these improvements are very beneficial to our community and will help attract new businesses and families to Washington. By reconstructing new sidewalks and paving High Street, it will improve safety and ensure ADA compliance for our residences to walk through town from our residential areas to our pool complex, park system, and fairgrounds. Improvements like this are important for Washington to continue to be a great place where families want to live, work, and enjoy life.

Please accept our endorsement for the City of Washington's High Street Improvements project.

Sincerely,

Jennifer Giesike, CFE
President/CEO
Washington Area Chamber of Commerce

**COUNCIL WORKSHOP MEETING
MONDAY, JANUARY 4, 2021 – 6:00 p.m.
COUNCIL CHAMBER
405 JEFFERSON STREET
WASHINGTON, MO**

MASKS ARE REQUIRED BY EVERYONE ATTENDING PUBLIC MEETINGS

INTRODUCTORY ITEMS:

Roll call/Pledge of Allegiance

ACTION:

1. APPROVAL OF MINUTES:

Approval of the December 7, 2020 Workshop minutes

Approve/Mayor

2. PRESENTATIONS:

A. 2021 STP Transportation Grant

Discussion

3. REPORT OF DEPARTMENT HEADS:

A. Administration Department –

a. Aironet ISP Consulting Proposal

Discuss-send to Council

b. Downtown Washington, Inc. Contract

Discuss-send to Council

B. Communications –

a. Dispatching Service Agreement, City of Berger, MO

Discuss-send to Council

C. Finance Department –

a. Budget Amendments

Discuss-send to Council

D. Parks Department –

a. Bid Recommendation – Bobcat Track Loader

Discuss-send to Council

E. Police Department –

a. Purchase (3) 2020 Ford PPV Utility Patrol Vehicles

Discuss-send to Council

b. Purchase (3) 2020 Ford Police Interceptors

Discuss-send to Council

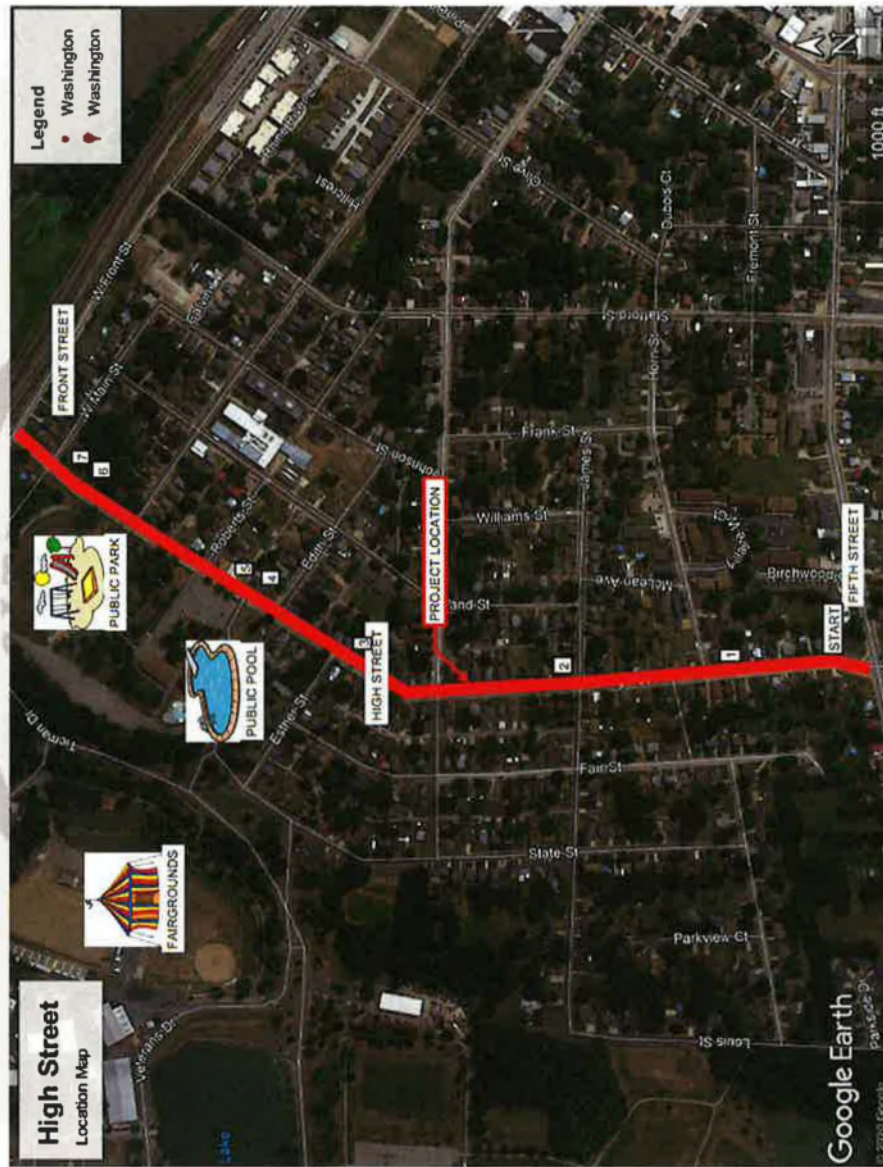
F. Engineering Department -

a. High Street Improvements Project, STP-6403(606)

Discuss-send to Council

4. ADJOURNMENT:

POSTED ON CITY HALL NOTICE BOARD BY SHERRI KLEKAMP, CITY CLERK, DECEMBER 30, 2020
A COPY OF THIS NOTICE IS ALSO AVAILABLE ONLINE AT www.washmo.gov.





Operations and Maintenance Form

	Name of Local Public Agency	City of Washington								
	State	Missouri								
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.										
Lane miles vs Centerline miles If you don't know what the difference between a lane mile and centerline mile contact Jason Lange <table border="1"> <tr> <td>Total Lane Miles</td> <td></td> <td>(in miles)</td> <td>or</td> <td>Total Centerline Miles</td> <td>107</td> <td>(in miles)</td> </tr> </table>				Total Lane Miles		(in miles)	or	Total Centerline Miles	107	(in miles)
Total Lane Miles		(in miles)	or	Total Centerline Miles	107	(in miles)				
Transit Agencies Only <table border="1"> <tr> <td># of Vehicles in Fleet</td> <td></td> </tr> </table>				# of Vehicles in Fleet						
# of Vehicles in Fleet										
2. Budget Information										
<table border="1"> <tr> <td>Year of most recent budget</td> <td>2020</td> </tr> <tr> <td>Budgeted total revenue</td> <td>\$31,126,980.00 Entire municipal or county budget</td> </tr> <tr> <td>Sources of revenue (i.e. sales tax, property tax, motor fuel tax)</td> <td>Sales tax, road and bridge tax, motor fuel/gas tax, investment income, rent/leasing</td> </tr> </table>				Year of most recent budget	2020	Budgeted total revenue	\$31,126,980.00 Entire municipal or county budget	Sources of revenue (i.e. sales tax, property tax, motor fuel tax)	Sales tax, road and bridge tax, motor fuel/gas tax, investment income, rent/leasing	
Year of most recent budget	2020									
Budgeted total revenue	\$31,126,980.00 Entire municipal or county budget									
Sources of revenue (i.e. sales tax, property tax, motor fuel tax)	Sales tax, road and bridge tax, motor fuel/gas tax, investment income, rent/leasing									
3. Total expenditures for transportation operations and maintenance – from your current budget (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										
<table border="1"> <tr> <td>Total Transportation Operations and Maintenance Expenditures</td> <td>\$1,371,945.00</td> </tr> </table>				Total Transportation Operations and Maintenance Expenditures	\$1,371,945.00					
Total Transportation Operations and Maintenance Expenditures	\$1,371,945.00									

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

Updated: 10/2018