



Date: June 17, 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 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.

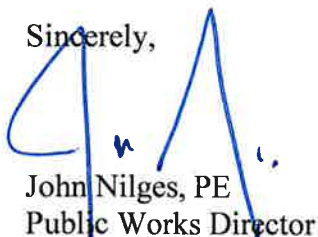
It is required that your firm be prequalified with MoDOT and listed in [MoDOT's Approved Consultant Prequalification List](#), or your firm will be considered non-responsive.

We request all letters be received by 12:00 pm, CDT on Wednesday, July 13, 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: Front Street ADA Improvements Project	
Federal Aid No:	STP-4940(607)
Location:	Front Street from Stafford St to Jefferson St
Proposed Improvement:	A two-inch asphalt resurfacing with full with cold mill, removal and replacement of all sidewalks, c/g, and intersection crossings with brick pavers to meet ADA regulations. Remove and replace storm sewer and add retaining walls where necessary.
Length:	0.51 miles
Approximate Construction Cost:	\$1,057,000
DBE Goal Determination:	12%
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 Wednesday, July 13, 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

Project Application Form

Transportation Alternatives Program

2020 Call for Projects

For the St. Louis Region

Bicycle and Pedestrian Facilities

Sponsoring Agency:

Project Title:

Federal Amount Requested:

Applications Due: Thursday, August 20, 2020 by 4:00 PM



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

TRANSPORTATION ALTERNATIVES PROGRAM

BICYCLE AND PEDESTRIAN FACILITIES – PROJECT APPLICATION FORM

Please refer to the TAP Project Development Workbook for more information on the program requirements, scoring criteria, and available funding. The Project Development Workbook is available on the East-West Gateway Council of Governments (EWG) [TAP Call for Projects](#) web page.

This project application form is for the bicycle and pedestrian facilities, including Safe Routes to School (SRTS) infrastructure. There are separate project application forms for the SRTS non-infrastructure activities, and for the community improvement and environmental mitigation activities. If your agency is interested in applying for those activities, please obtain the application form from the EWG website, or contact EWG staff for more information.

Viewing and utilizing the application form will require the installation of Adobe Reader. A free download of the software can be obtained here: <http://get.adobe.com/reader/>. **Please save the application to your computer before filling out the necessary information.** Rename the PDF file using the following format: 2020TAP_[Sponsor]_[Project Name].pdf. You may attach additional pages to the application if necessary to address questions in the application.

The call for projects begins **June 4, 2020** and ends on **August 20, 2020 at 4:00 p.m.** Applications received after the deadline will not be accepted. Submit the completed application and necessary attachments electronically to TAP@ewgateway.org. Please submit one application per email. Electronic copies can also be delivered on a CD or USB drive. 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.

Applicants must also submit one (1) hard copy (including attachments) to:

East-West Gateway Council of Governments
Attention: Transportation Planning Department – TAP
Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

The hard copy must be delivered to EWG or postmarked by the deadline. The information provided in this application is public record.

Project sponsors wanting feedback on applications may submit a preliminary copy by **July 9, 2020** to TAP@ewgateway.org. EWG staff will review the applications submitted and will return comments by email by **July 23, 2020**. If a preliminary application is submitted for feedback, a final application must still be submitted by **August 20, 2020**.

CONTACT INFORMATION

Melissa Theiss, Bicycle, Pedestrian, and Accessibility Transportation Planner
East-West Gateway Council of Governments
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451
Phone MO: (314) 421-4220
Phone IL: (618) 274-2750
E-mail: TAP@ewgateway.org

PROJECT CHECKLIST

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: (required)

- ☐ **Project application fee** – ½ of one percent of federal funds requested. Make checks payable to “East-West Gateway Council of Governments” or “EWGCOG.”
- ☐ **Completed TAP application**
- ☐ **Required signatures** – Notification of Title VI Requirements, Financial Certification of Matching Funds, Person of Responsible Charge Certification, Right-of-Way Acquisition Certification Statement, Policy on Reasonable Progress Certification – Missouri Sponsors Only, Certification of Funding Availability – Illinois Sponsors Only

Attachment A: (required)

- ☐ **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:
 - score for Environmental Justice
 - score for Population and Employment Index
- ☐ **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/facility.
- ☐ **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., Great Rivers Greenway, Madison County Transit District, Bi-State Development, St. Clair County Transit District, or another jurisdiction).

Attachment B: (not required, but used for project evaluation)

- ☐ **Photographs** – attach photo(s) of the current roadway or bicycle/pedestrian facility.
- ☐ **Detailed map (existing)** – provide a map showing:
 - bus stops/stations in relationship to project
 - community resources located within ½ mile of project limits (e.g., park, full service grocery, civic building, library, health care, recreation center)
 - cultural destinations located within ½ mile project (e.g., tourism destinations, heritage/historic sites, natural areas)
 - schools (grades K-12 and college/university) located within ½ mile of project limits
 - existing bicycle and/or pedestrian facilities within ½ mile of project limits
- ☐ **Detailed map (proposed)** – provide a map showing:
 - location of proposed improvements (e.g., RRFB/PHB, crosswalk visibility enhancements, medians and pedestrian crossing islands, new sidewalk/shared-use path)
- ☐ **Typical section** – show details of before and after improvements.
- ☐ **Crash reports** – provide bicycle and pedestrian crash reports along the project limits. Use crash reports from 2014-2019. Redact any personal information (e.g., names, addresses).
- ☐ **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.

Attachment C: (not required)

- ☐ **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 D: (required)

- ☐ **Operations and maintenance** – use Operations and Maintenance Form provided by EWG. Only submit one per sponsor.

SUBMITTAL TYPE (CHECK ONE):

- ☐ Preliminary application (for comments) – Due **July 9, 2020**
- ☐ Final application – Due **August 20, 2020**

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 along the project corridor within the last 10 years? <input type="checkbox"/> Yes <input type="checkbox"/> No									
If yes, when? 									
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			
Note: provide the following information for the road adjoining to the bike/ped facility.			
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 :			
	CURRENT:		PROPOSED:
Traffic volumes (AADT):		Year:	
Average daily use volume:			
Speed limit of street:			
Number of through lanes (both directions):			
Number of turn lanes:			
Typical lane width:			
Outside lane width:			
Shoulder width:			
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:			
Existing sidewalk surface condition ² :	<input type="checkbox"/> Poor <input type="checkbox"/> Fair <input type="checkbox"/> Good <input type="checkbox"/> Excellent <input type="checkbox"/> None		n/a
Sidewalk/roadway separation width:			
On-road bicycle facility ³ ?	<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:			

¹ EWG Functional Classification maps: <http://www.ewgateway.org/FuncClass>.

² **Poor:** the sidewalk has deep cracking and buckling, poor drainage, or a bulging surface (due to tree roots). 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.

³ On-road bicycle facility includes: bike lanes (separated, buffered, and standard). Shared-lane markings (sharrows) and share the road signage are not bicycle facilities. View EWG Bicycle Planning Guide for a description of 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 ⁴ .	
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?	

⁴ FHWA Questions and Answers about ADA/Section 504: https://www.fhwa.dot.gov/civilrights/programs/ada/ada_sect504qa.cfm.

PLANNING/COMMUNITY SUPPORT

Is the project identified in an approved plan, policy, or ordinance?

☐ Yes ☐ No

Name and adoption date of plan, policy, or ordinance:

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

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. If the project can be broken down into constructible segments, please provide information on each segment.

Project Description: STP-4940(607) Front Street

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)	02/2022	04/2022	2
Engineering services contract submitted and approved*	06/2022	10/2022	3
Obtain environmental clearances (106, CE2, T&E, etc.)	10/2022	05/2023	7
Public meeting/hearing	01/2023	01/2023	1
Develop and submit preliminary plans	11/2022	03/2023	4
Preliminary plans approved	03/2023	06/2023	3
Develop and submit right-of-way plans	03/2023	07/2023	4
Review and approval of right-of-way plans	07/2023	09/2023	2
Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*	11/2023	01/2024	2
Right-of-way acquisition	01/2024	08/2024	7
Utility coordination	05/2023	07/2024	14
Develop and submit PS&E	05/2024	08/2024	3
District approval of PS&E/advertise for bids*	08/2024	10/2024	1
Submit and receive bids for review and approval	10/2024	01/2025	3
Project implementation/construction	03/2025	07/2025	4
* Finish date must match fiscal year for each milestone shown in bold text.			

*Note: the dates established in the schedule above will be used in the applicable ESC between the sponsor agency and consultant firm.

**Schedule dates are approximate as the project schedule will be actively managed and issues mitigated through the project delivery process. The Award Date or Planning Study Date deliverable is not approximate and requires request to adjust.

FINANCIAL PLAN					
Note: federal participation for a phase of work must not exceed 80% of the total cost. For projects in Illinois, a local match is required to pay for at least 50% for right-of-way acquisition.					
Activity ⁵	Starting Federal Fiscal Year ⁶	Total Phase Cost	TAP Funds Requested	Sponsor Share	Sponsor Share Percentage
PE / Planning / Environmental Studies	FY 2022	\$ 90,000	\$ 72,000	\$ 18,000	20.00%
Right-of-Way	FY 2023	\$ 5,000	\$ 4,000	\$ 1,000	20.00%
Construction Engineering	FY 2024	\$ 75,000	\$ 60,000	\$ 15,000	20.00%
Construction / Implementation	FY 2024	\$ 887,000	\$ 709,600	\$ 177,400	20.00%
TOTAL PROJECT COST		\$ 1,057,000	\$ 845,600	\$ 211,400	20.00%
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:		Local Transportation Sales Tax - \$211,400			

⁵ Preliminary engineering funds are available in FY 2022, right-of-way in FY 2022 or FY 2023, and construction/construction engineering in FY 2022, FY 2023, or FY 2024.

⁶ Fiscal years are federal fiscal years (October 1 through September 30).

SAFETY

Does the project address a location with a history of crashes involving pedestrians and/or bicyclists along the project limits from 2014-2019?

☐ Yes ☐ No

If yes, provide the summary for each crash involving a pedestrian or bicyclist in the table below using crash data from 2014-2019. Provide the crash reports in Attachment B.

Date	Time of Day	Location (i.e., street name, cross street, intersection)	Collision Type (i.e., bicyclist or pedestrian)	Severity (i.e., fatal, serious injury, minor injury)

Are there any undocumented safety issues?

☐ Yes ☐ No

Describe the documented or undocumented safety issue:

Describe the countermeasure(s) and explain how specific features of the proposed project will improve safety for pedestrians, bicyclists, and/or motorists (documented and/or undocumented issues):

MULTIMODAL

Describe the existing conditions of the bicycle/pedestrian environment where the proposed facility will be constructed:

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”)
- ☐ Wayfinding, bicycle racks or parking, or other 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:

Does the proposed project incorporate any of the following intersection or crossing treatments?

- ☐ 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)
- ☐ High-visibility crosswalks (e.g., ladder, zebra, or continental crosswalk markings)
- ☐ Enhanced signing and marking
- ☐ Raised crosswalks
- ☐ Midblock crossings
- ☐ Pedestrian refuge islands
- ☐ Curb extension or bulb-outs
- ☐ Bicycle boxes
- ☐ Colored pavement crossings for bicycle 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 in detail (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 bus 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)? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, identify the improvements:	
Is the project within ½ mile of a school? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, identify the school(s):	
School Name	Proximity to Project
	<input type="checkbox"/> Within ¼ mile <input type="checkbox"/> Within ½ mile
	<input type="checkbox"/> Within ¼ mile <input type="checkbox"/> Within ½ mile
	<input type="checkbox"/> Within ¼ mile <input type="checkbox"/> Within ½ mile
	<input type="checkbox"/> Within ¼ mile <input type="checkbox"/> Within ½ mile
Does the project provide direct access (i.e., adjacent) to a community resource (e.g., park, full service grocery, civic building, library, health care, recreation center)? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Is the project within ½ mile of a community resource? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Identify all community resources (planned or existing) that the project serves:	
Does the project provide direct access to a cultural destination (e.g., "main street," tourism destinations, heritage/historic sites, natural areas)? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Is the project within ½ mile of a cultural destination? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, identify the cultural destinations that the project serves:	

Does the project provide a connection that reduces a barrier to use and functionality?

☐ Yes ☐ No

If yes, identify and describe the barrier (e.g., river, stream, railroad corridor, freeway, multi-lane highway). Also, identify the magnitude of the barrier (e.g., number of lanes, average daily traffic, posted speed, etc.):

Describe in detail how the project links to the existing pedestrian/bicycle network. Explain how pedestrians, bicyclists, and/or transit users would use this network to connect to key destinations, both within and adjacent to the project limits (no more than ½ mile). If the project does not directly touch an existing pedestrian/bicycle facility, explain why this segment is a priority for pedestrian/bicycle travel:

If applicable, give details about any topographical and/or physical constraints within or adjacent to the project limits:

ENVIRONMENT

Does the project incorporate any of the following green infrastructure improvements?

- ☐ Bioswales
- ☐ Rain gardens
- ☐ Pervious pavements
- ☐ Planter boxes
- ☐ Green bulb-outs
- ☐ 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.

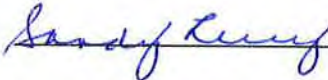
Project Title: Front Street ADA Improvements

Local Match Amount: \$211,400

Sponsoring Agency: City of Washington, MO

Chief Elected Official (or Chief Executive Officer):


Name (print): Sandy Lucy

Signature: 

Date: 8/13/20

Chief Financial Officer:

Name (print): Mary Sprung

Signature: 

Date: 8/13/2020

PERSON OF RESPONSIBLE CHARGE CERTIFICATION

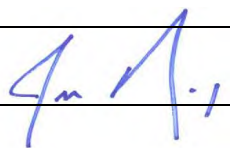
The key regulatory provision, 23 CFR 635.105 – Supervising Agency, provides that the State Transportation Agency (STA) is responsible for construction of federal-aid projects, whether it or a local public agency (LPA) performs the work. The regulation provides that the STA and LPA must provide its full-time 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: _____

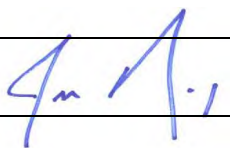
Signature:  _____

Date: _____

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

Name (print): _____

Title: _____ Email: _____

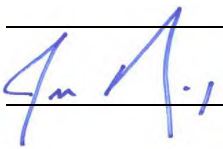
Signature:  _____

Date: _____

Person of Responsible Charge – Construction/Implementation Phase

Name (print): _____

Title: _____ Email: _____

Signature:  _____

Date: _____

RIGHT-OF-WAY ACQUISITION CERTIFICATION STATEMENT

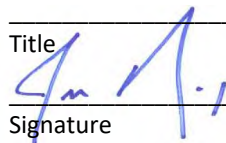
The State Department of Transportation and the Federal Highway Administration (FHWA) have the right and responsibility to review and monitor the acquisition procedures of any federally funded transportation project for adherence to The Uniform Relocation Assistance and Real Property Acquisition Policies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

CERTIFICATION FOR FUNDING AVAILABILITY – ILLINOIS SPONSORS ONLY

Section 1104 of the FAST Act provides for the reservation of funds apportioned to a state under 23 U.S.C. 104(b)(2) to carry out TAP under 23 U.S.C. 133(h).

Period of Availability: TAP funds are contract authority. TAP obligations are reimbursed from the Highway Account of the Highway Trust Fund and funds are available for obligation for a period of three (3) years after the last day of the fiscal year for which the funds are authorized.

Funding for projects programmed during this solicitation will be available beginning in FY 2022, and must be obligated before the end of FY 2025. The project will be removed from the Transportation Improvement Program if the sponsor fails to obligate funding for all phases of work by September 30, 2025. The undersigned representative of the Project Sponsor hereby certifies that s(he) has read this certification and will adhere to the funding availability provision.

Name (print)

Title

Signature

Date

Project Location Map

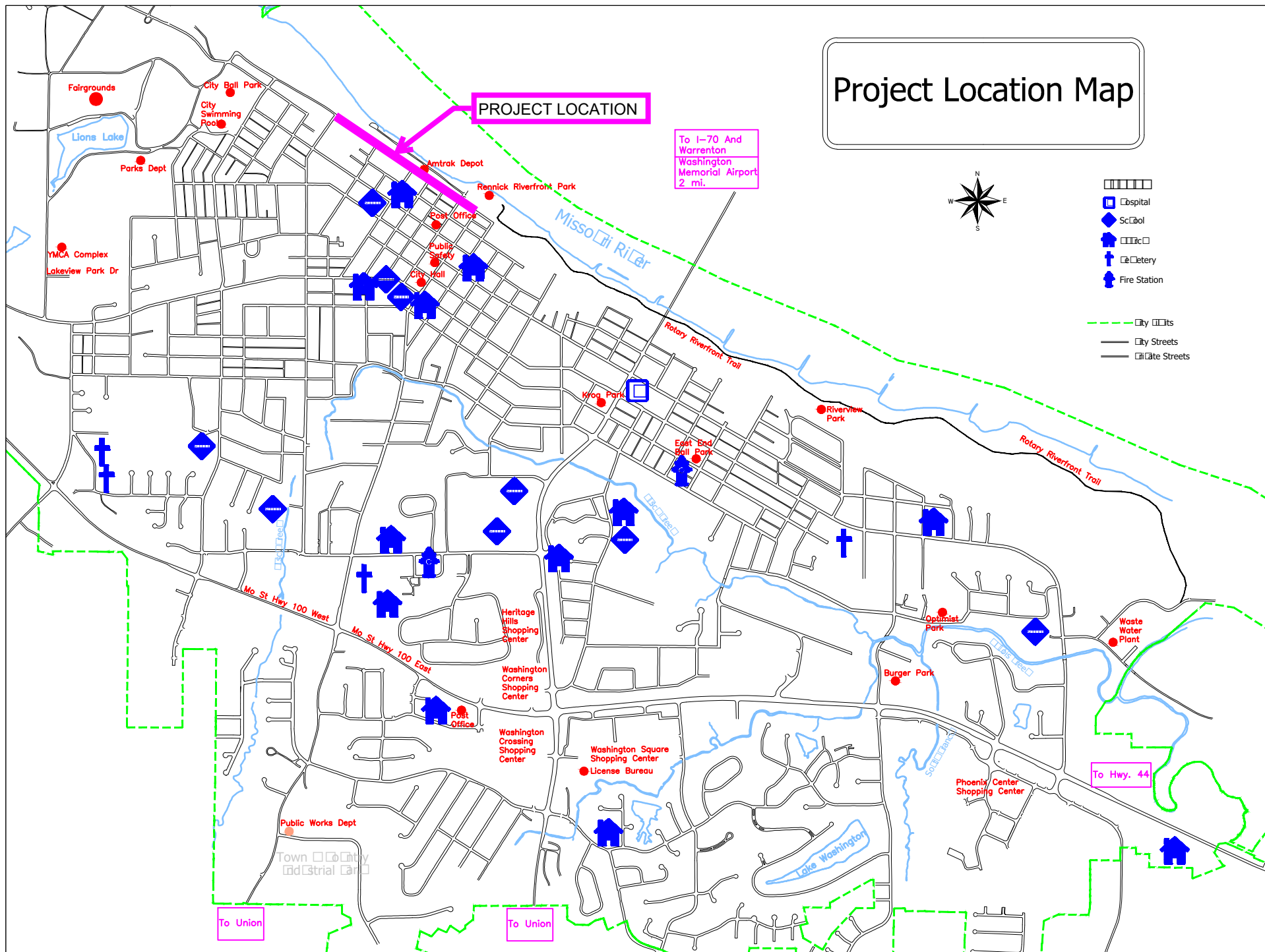
PROJECT LOCATION

To I-70 And
Warrenton
Washington
Memorial Airport
2 mi.



- Hospital
- School
- Police
- Cemetery
- Fire Station

- City Limits
- City Streets
- State Streets



Estimate of Project Costs	
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Project Sponsor: City of Washington, MO

Project Title: Front Street ADA Improvements
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Date: 6/22/2020

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
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27	27.0000
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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	\$30,000.00	\$30,000.00
Full Width Mill	9,000	Sq. Yd.	\$5.00	\$45,000.00
Asphalt Surface Course, BP-2	1,000	Tons	\$75.00	\$75,000.00
Curb & Gutter Removal / Replacement	5,000	Ln. Ft.	\$35.00	\$175,000.00
Remove and Replace Sign	30	Each	\$300.00	\$9,000.00
Replace Existing Grated Inlet with New Curb Inlet	10	Each	\$3,500.00	\$35,000.00
				\$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
SUBTOTAL:				\$419,000.00

Specific Bicycle Items	
1. Bicycle Frame	2. Bicycle Fork
3. Bicycle Seat	4. Bicycle Pedals
5. Bicycle Chain	6. Bicycle Sprockets
7. Bicycle Handlebars	8. Bicycle Grips
9. Bicycle Lights	10. Bicycle Bell
11. Bicycle Kickstand	12. Bicycle Reflectors
13. Bicycle Tire	14. Bicycle Valve
15. Bicycle Pump	16. Bicycle Tool
17. Bicycle Lock	18. Bicycle Repair Kit
19. Bicycle Helmet	20. Bicycle Water Bottle
21. Bicycle Fenders	22. Bicycle Racks
23. Bicycle Kickstand	24. Bicycle Kickstand
25. Bicycle Kickstand	26. Bicycle Kickstand
27. Bicycle Kickstand	28. Bicycle Kickstand
29. Bicycle Kickstand	30. Bicycle Kickstand
31. Bicycle Kickstand	32. Bicycle Kickstand
33. Bicycle Kickstand	34. Bicycle Kickstand
35. Bicycle Kickstand	36. Bicycle Kickstand
37. Bicycle Kickstand	38. Bicycle Kickstand
39. Bicycle Kickstand	40. Bicycle Kickstand
41. Bicycle Kickstand	42. Bicycle Kickstand
43. Bicycle Kickstand	44. Bicycle Kickstand
45. Bicycle Kickstand	46. Bicycle Kickstand
47. Bicycle Kickstand	48. Bicycle Kickstand
49. Bicycle Kickstand	50. Bicycle Kickstand
51. Bicycle Kickstand	52. Bicycle Kickstand
53. Bicycle Kickstand	54. Bicycle Kickstand
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59. Bicycle Kickstand	60. Bicycle Kickstand
61. Bicycle Kickstand	62. Bicycle Kickstand
63. Bicycle Kickstand	64. Bicycle Kickstand
65. Bicycle Kickstand	66. Bicycle Kickstand
67. Bicycle Kickstand	68. Bicycle Kickstand
69. Bicycle Kickstand	70. Bicycle Kickstand
71. Bicycle Kickstand	72. Bicycle Kickstand
73. Bicycle Kickstand	74. Bicycle Kickstand
75. Bicycle Kickstand	76. Bicycle Kickstand
77. Bicycle Kickstand	78. Bicycle Kickstand
79. Bicycle Kickstand	80. Bicycle Kickstand
81. Bicycle Kickstand	82. Bicycle Kickstand
83. Bicycle Kickstand	84. Bicycle Kickstand
85. Bicycle Kickstand	86. Bicycle Kickstand
87. Bicycle Kickstand	88. Bicycle Kickstand
89. Bicycle Kickstand	90. Bicycle Kickstand
91. Bicycle Kickstand	92. Bicycle Kickstand
93. Bicycle Kickstand	94. Bicycle Kickstand
95. Bicycle Kickstand	96. Bicycle Kickstand
97. Bicycle Kickstand	98. Bicycle Kickstand
99. Bicycle Kickstand	100. Bicycle Kickstand

Item	Quantity	Unit	Unit Price	Amount
Signage (Bicycle, etc.)	1	LS	\$5,000.00	\$5,000.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
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				\$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				\$5,000.00

Specific Pedestrian Items				
Item	Quantity	Unit	Unit Price	Amount
Sidewalk Removal/Replacement	18,000	Sq. Ft.	\$10.75	\$193,500.00
ADA Access Ramps Removal/Replacement	2,750	Sq. Ft.	\$28.00	\$77,000.00
Street Apron Removal/Replacement	7,000	Sq. Ft.	\$15.00	\$105,000.00
Driveway Apron Removal/Replacement	1,000	Sq. Ft.	\$20.00	\$20,000.00
Sidewalk Trench Drains	30	Ln. Ft.	\$250.00	\$7,500.00
				\$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				\$403,000.00

Specific Transit Items				
Item	Quantity	Unit	Unit Price	Amount
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
SUBTOTAL				\$0.00

Miscellaneous Other Items				
Item	Quantity	Unit	Unit Price	Amount
Restore Vegetation		Lump Sum		\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
SUBTOTAL				\$0.00

Construction Cost Total	\$827,000.00
Contingency	\$40,000.00
Inflation	\$20,000.00
Preliminary Engineering	\$90,000.00
Right-of-Way	\$5,000.00
Construction Engineering/Inspection	\$75,000.00
Project Total *	\$1,057,000.00

* The project total cost should match the total cost reported in the project application.

Front Street

Project Location Map

Legend

Washington

1. ENTIRE CORRIDOR IS LOCATED IN THE HISTORIC DOWNTOWN BUSINESS DISTRICT.

2. PROPOSED IMPROVEMENTS INCLUDE: ADA SIDEWALKS, RAMPS, AND CROSSWALKS

PUBLIC TRAIL

BOAT RAMP

RENNICK PARK

PUBLIC PARKING

AMTRAK STATION

PEDESTRIAN RR CROSSING

PROJECT EXTENTS

PUBLIC PARKING

Rhine River Ln

Hillcrest

Pine St

Cedar St

W Main St

W 2nd St

W 3rd St

W 4th St

Em St

Oak St

Jefferson St

Washington

POLICE STATION

CITY HALL

PUBLIC LIBRARY

Google Earth

900 ft

CRASH STATISTICS DETAIL

Date Range: 01/01/2014 - 12/31/2019

Private Property: Excluded

Report Number	Crash Date	Time	Officer
17-002643	10/22/2017	103	00249 - DAVID BURKE
18-000395	02/23/2018	1100	00249 - DAVID BURKE

Total Number of Crashes: 2

CRASHES BY SEVERITY

Date Range: 01/01/2014 -12/31/2019

Private Property: Excluded

Location:

Classification

Value	#	Percent
Fatal	0	0.000 %
Injury*	0	0.000 %
Property Damage Only	2	100.000 %
Total	2	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	2	8,200.00	\$16,400.00
Total			\$16,400.00

*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

Olive to Cedar

CRASH STATISTICS DETAIL

Date Range: 01/01/2014 - 12/31/2019

Private Property: Excluded

Report Number	Crash Date	Time	Officer
18-001048	05/15/2018	1348	00251 - BEN L JUERGENS

Total Number of Crashes: 1

CRASHES BY SEVERITY

Date Range: 01/01/2014 -12/31/2019

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

Cedar to Elm

CRASH STATISTICS DETAIL

Date Range: 01/01/2014 - 12/31/2019

Private Property: Excluded

Report Number	Crash Date	Time	Officer
16-001875	07/26/2016	721	00252 - DARRYL R BALLEYDIER
16-003295	12/16/2016	510	00000 - ERIC M SAAVEDRA

Total Number of Crashes: 2

CRASHES BY SEVERITY

Date Range: 01/01/2014 -12/31/2019

Private Property: Excluded

Location:

Classification

Value	#	Percent
Fatal	0	0.000%
Injury*	0	0.000%
Property Damage Only	2	100.000%
Total	2	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	2	8,200.00	\$16,400.00
Total			\$16,400.00

*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

Elm to Oak

WASHINGTON P.D.

6/24/2020

CRASH STATISTICS DETAIL

Date Range: 01/01/2014 - 12/31/2019

Private Property: Excluded

Report Number	Crash Date	Time	Officer
16-001909	07/29/2016	1343	00259 - MICHAEL W WISSBAUM
16-003122	11/25/2016	1915	00000 - CHRISTOPHER A SCHNEIDER
18-001158	05/30/2018	1015	00295 - PAUL J PFEIFFER
19-001074	05/23/2019	340	00251 - BEN L JUERGENS

Total Number of Crashes: 4

CRASHES BY SEVERITY

Date Range: 01/01/2014 -12/31/2019

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

CRASH STATISTICS DETAIL

Date Range: 01/01/2014 - 12/31/2019

Private Property: Excluded

Report Number	Crash Date	Time	Officer
16-001901	07/28/2016	1714	00299 - MICHAEL J GRISSOM
19-001687	08/10/2019	1446	00263 - GREGORY M GARRETT

Total Number of Crashes: 2

CRASHES BY SEVERITY

Date Range: 01/01/2014 -12/31/2019

Private Property: Excluded

Location:

Classification

Value	#	Percent
Fatal	0	0.000 %
Injury*	0	0.000 %
Property Damage Only	2	100.000 %
Total	2	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	2	8,200.00	\$16,400.00
Total			\$16,400.00

*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

Lafayette to Jeff

WASHINGTON P.D.

6/24/2020

CRASH STATISTICS DETAIL

Date Range: 01/01/2014 - 12/31/2019

Private Property: Excluded


Report Number	Crash Date	Time	Officer
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Total Number of Crashes: 0

Front Street

Project Location Map

Legend

 Washington

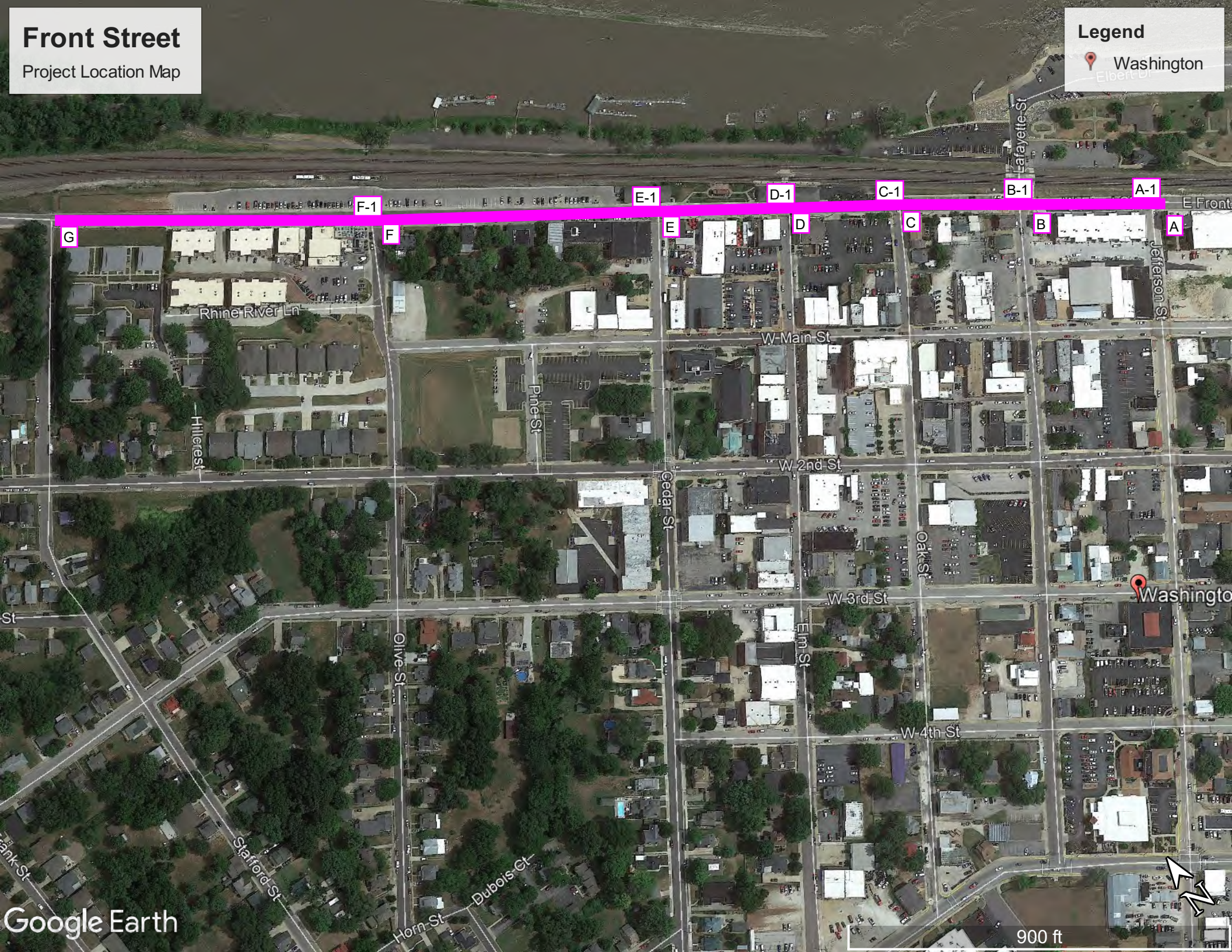
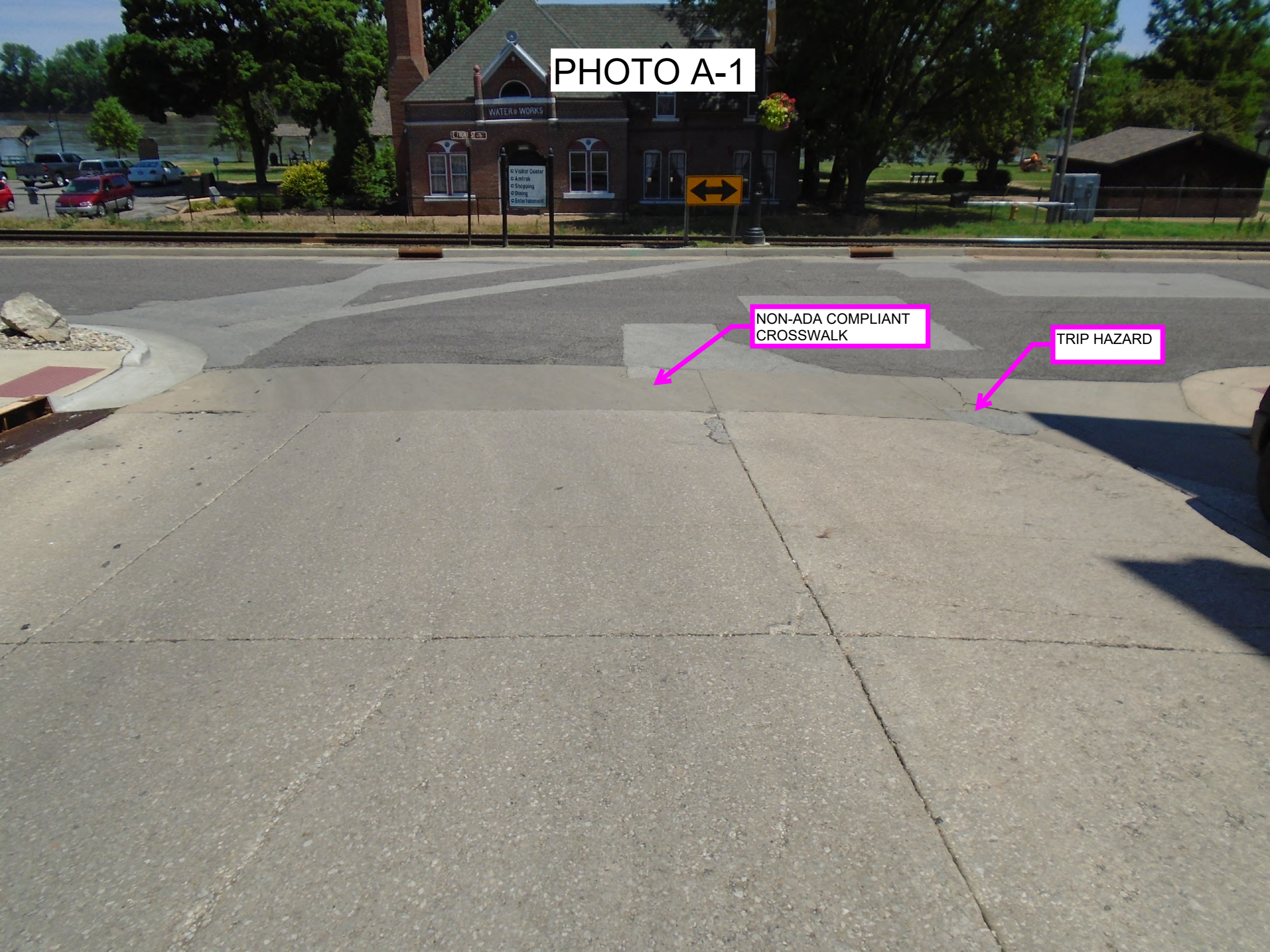


PHOTO A

NON-ADA COMPLIANT
CROSSWALK



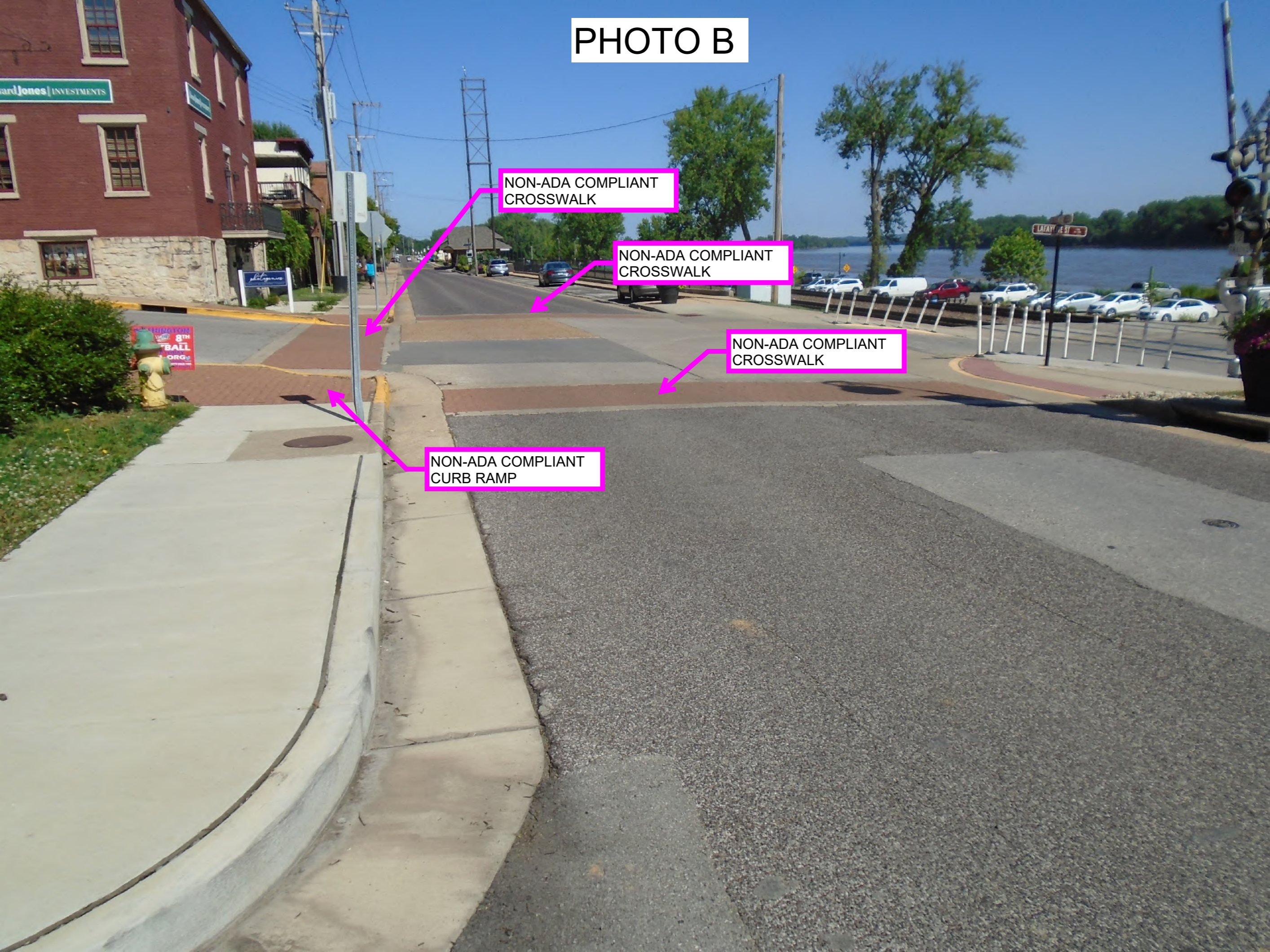
PHOTO A-1



NON-ADA COMPLIANT
CROSSWALK

TRIP HAZARD

PHOTO B



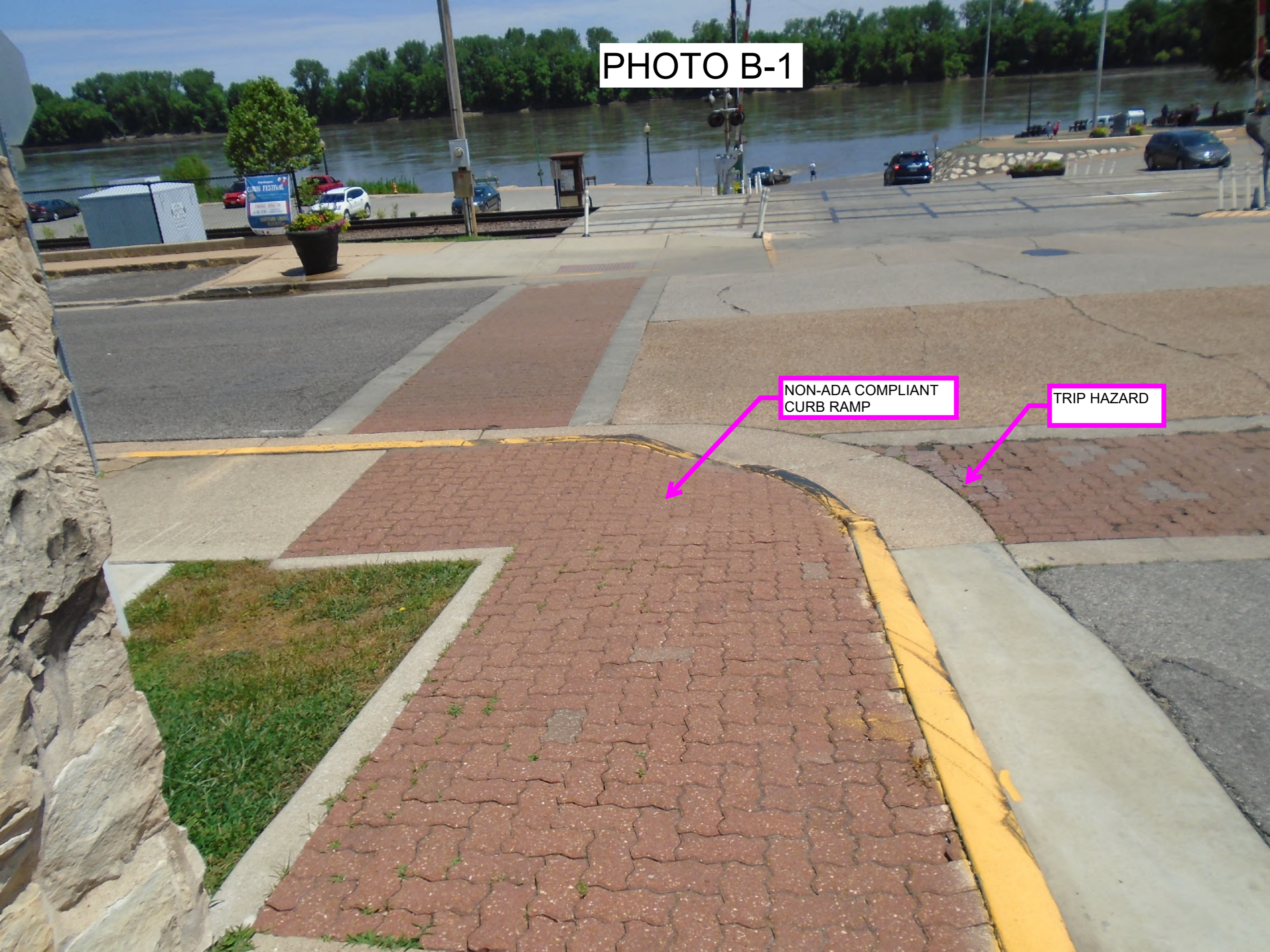
NON-ADA COMPLIANT
CROSSWALK

NON-ADA COMPLIANT
CROSSWALK

NON-ADA COMPLIANT
CROSSWALK

NON-ADA COMPLIANT
CURB RAMP

PHOTO B-1



NON-ADA COMPLIANT
CURB RAMP

TRIP HAZARD

PHOTO C

NON-ADA COMPLIANT
CROSSWALK

NON-ADA COMPLIANT
CURB RAMP

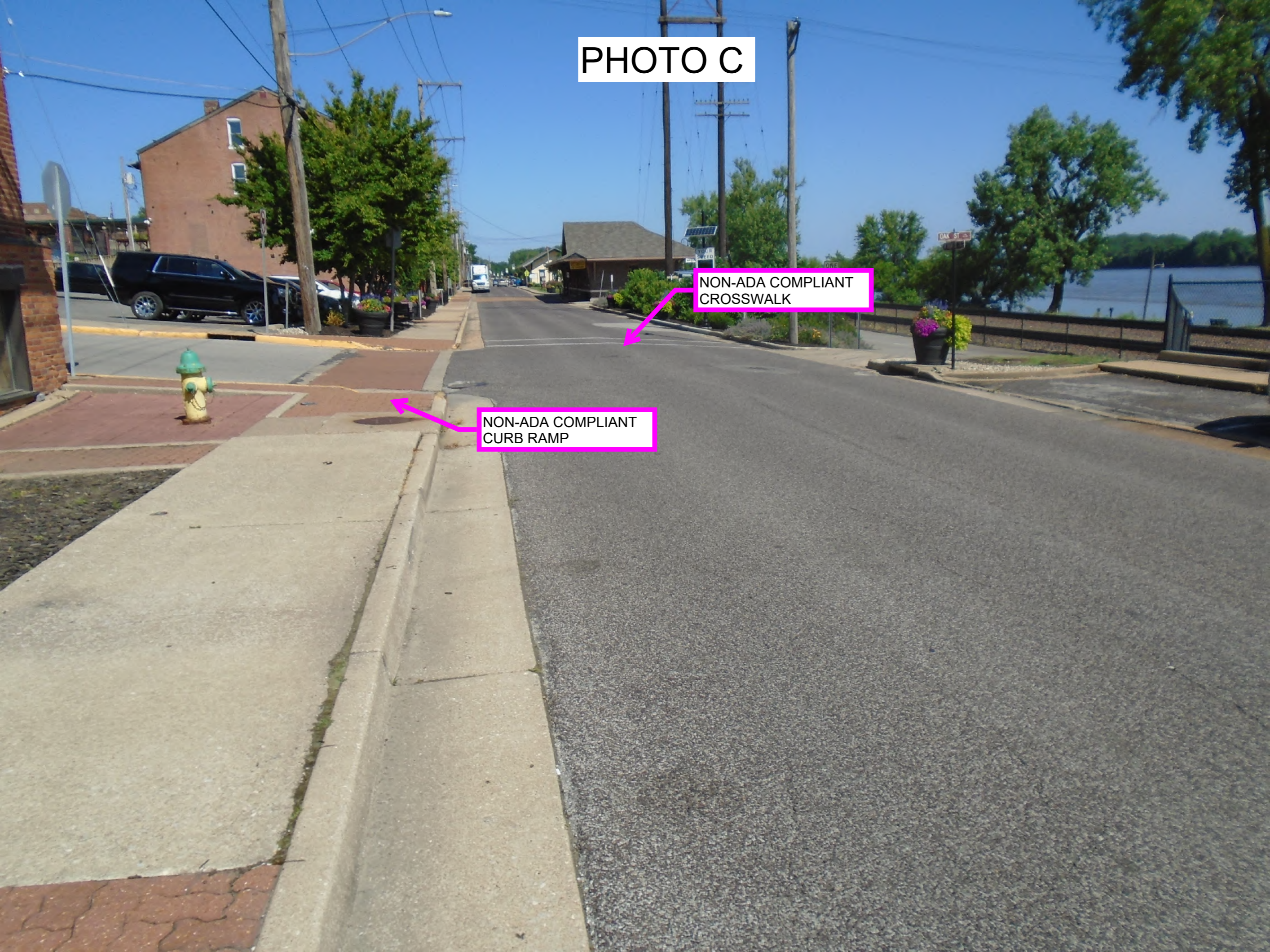
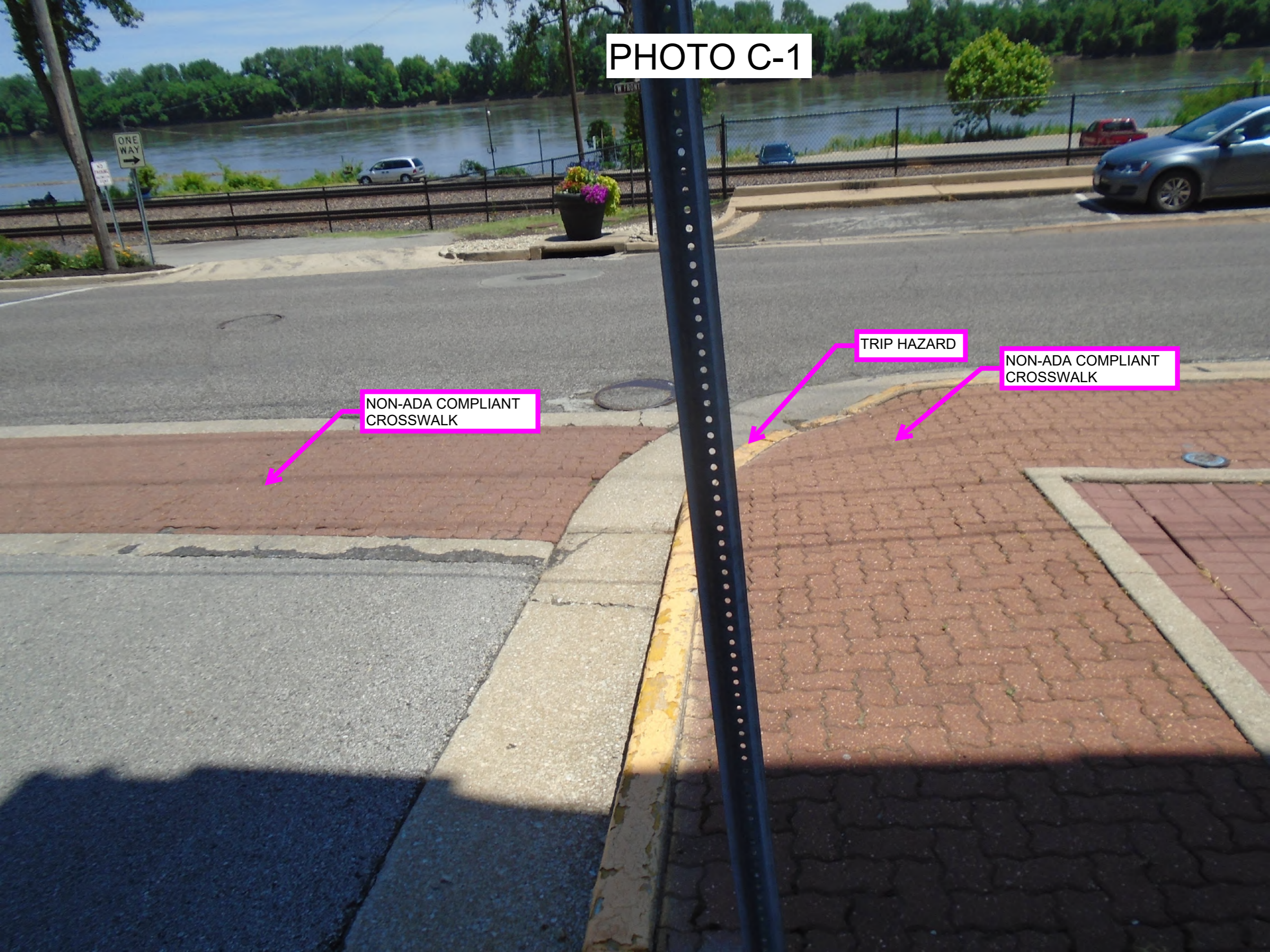


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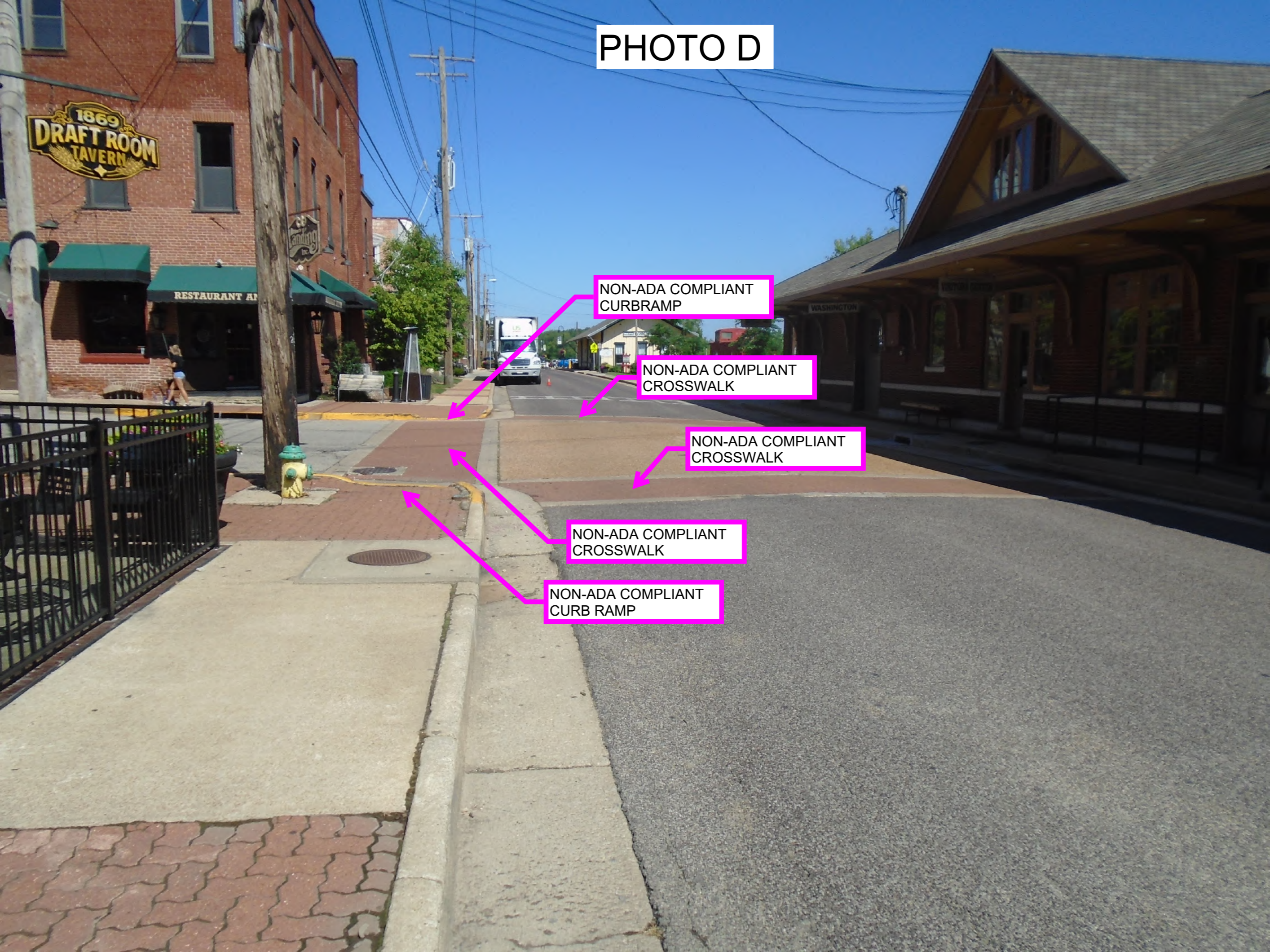


NON-ADA COMPLIANT
CROSSWALK

TRIP HAZARD

NON-ADA COMPLIANT
CROSSWALK

PHOTO D



NON-ADA COMPLIANT
CURBRAMP

NON-ADA COMPLIANT
CROSSWALK

NON-ADA COMPLIANT
CROSSWALK

NON-ADA COMPLIANT
CROSSWALK

NON-ADA COMPLIANT
CURB RAMP

PHOTO D-1

NO CURB RAMP

NON-ADA COMPLIANT
CROSSWALK

NON-ADA COMPLIANT
CURB RAMP

TRIP HAZARD

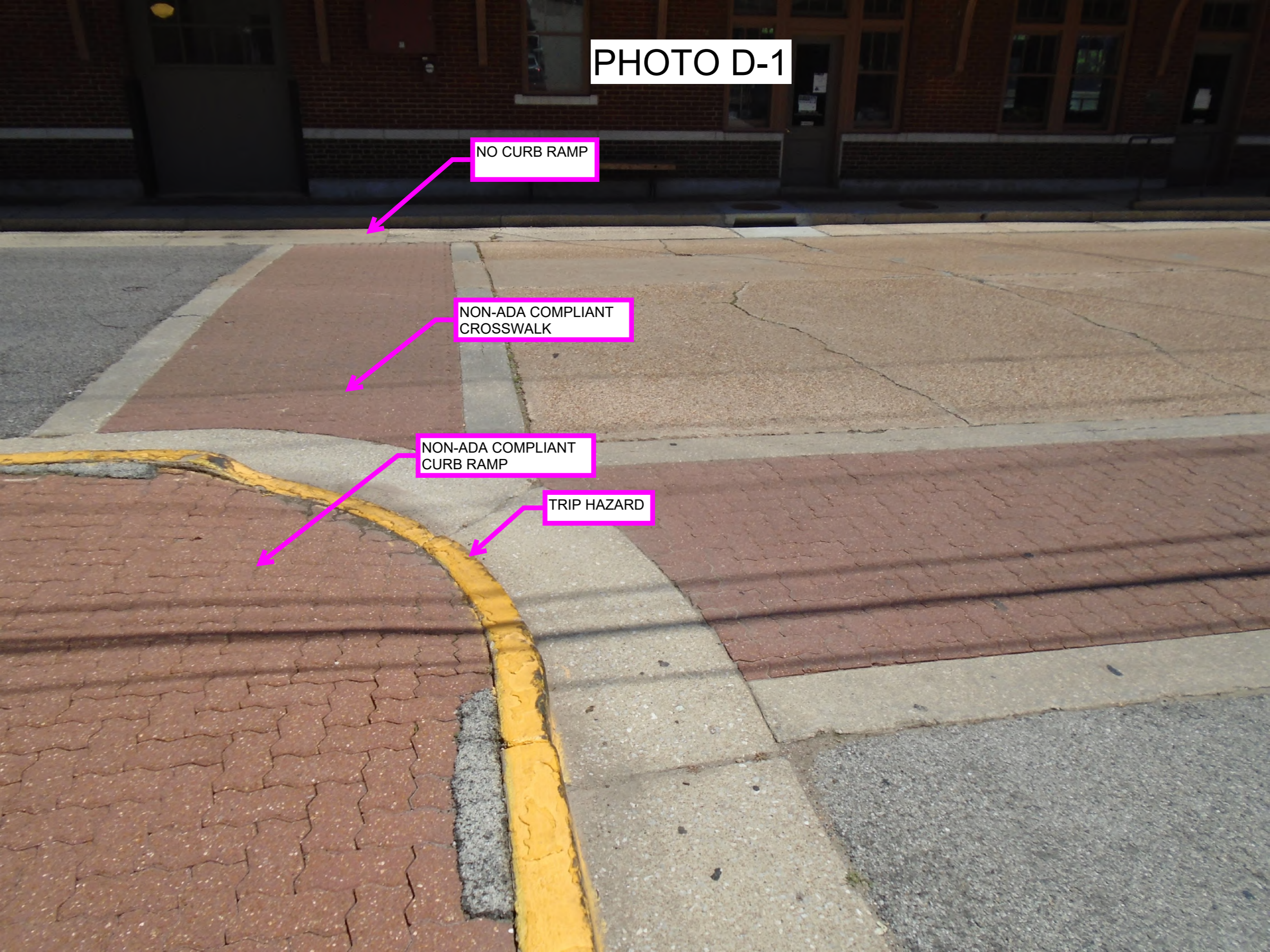


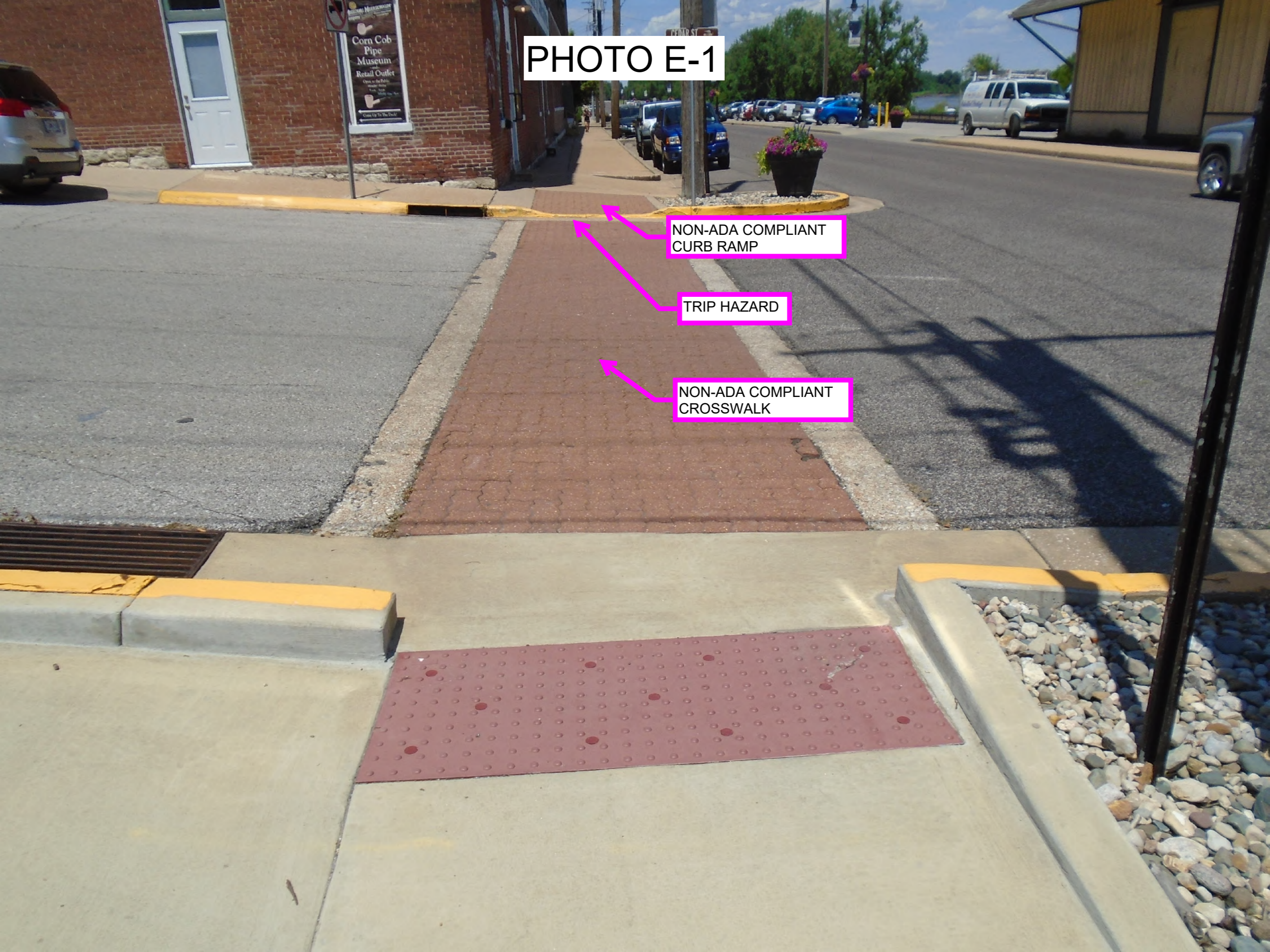
PHOTO E



NON-ADA COMPLIANT
CURB RAMP

NON-ADA COMPLIANT
CROSSWALK

PHOTO E-1



NON-ADA COMPLIANT CURB RAMP

TRIP HAZARD

NON-ADA COMPLIANT CROSSWALK

PHOTO F



NON-ADA COMPLIANT
CURB RAMP

PHOTO F-1

NO CURB RAMP

NO CURB RAMP

TRIP HAZARD

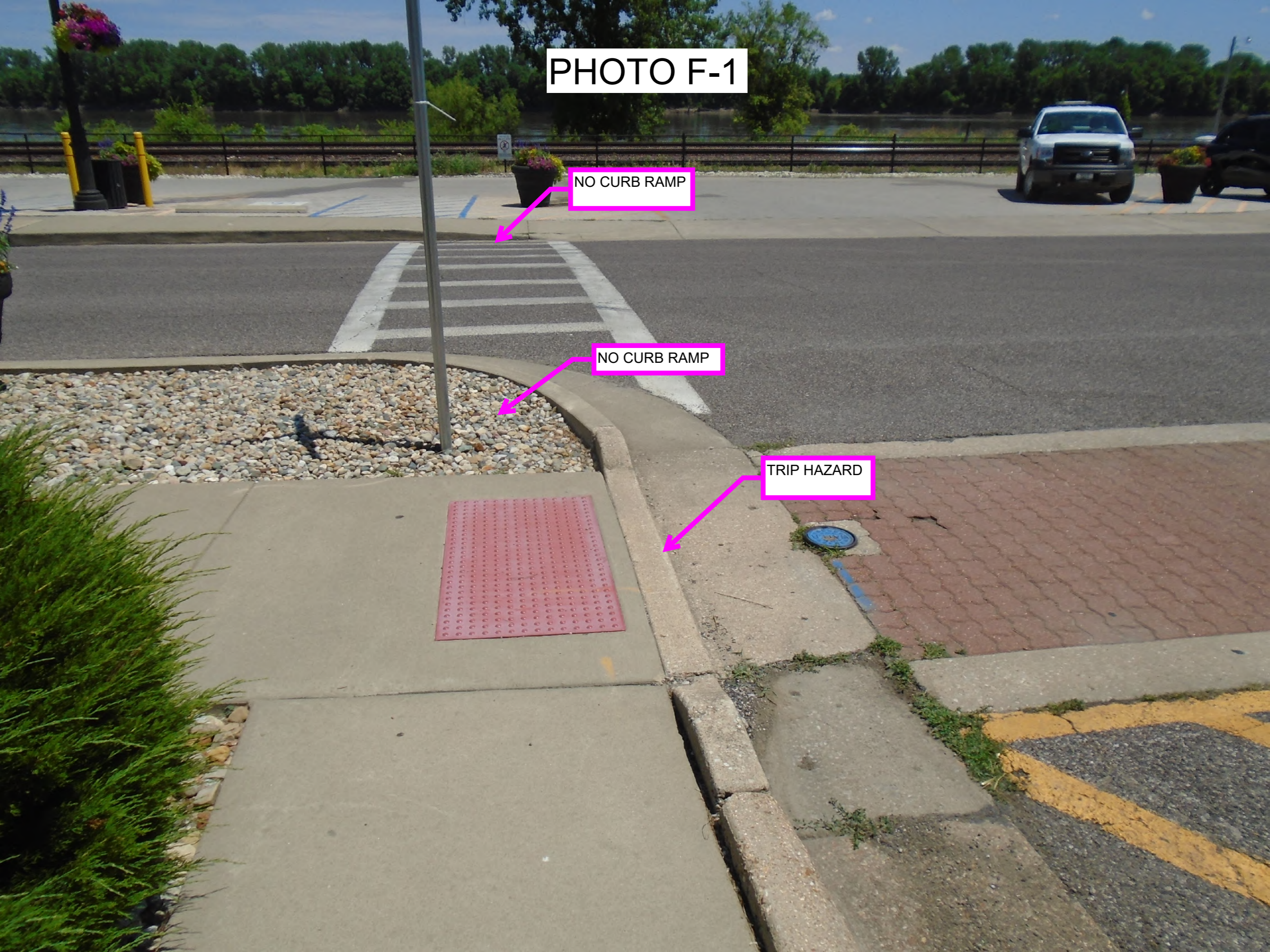


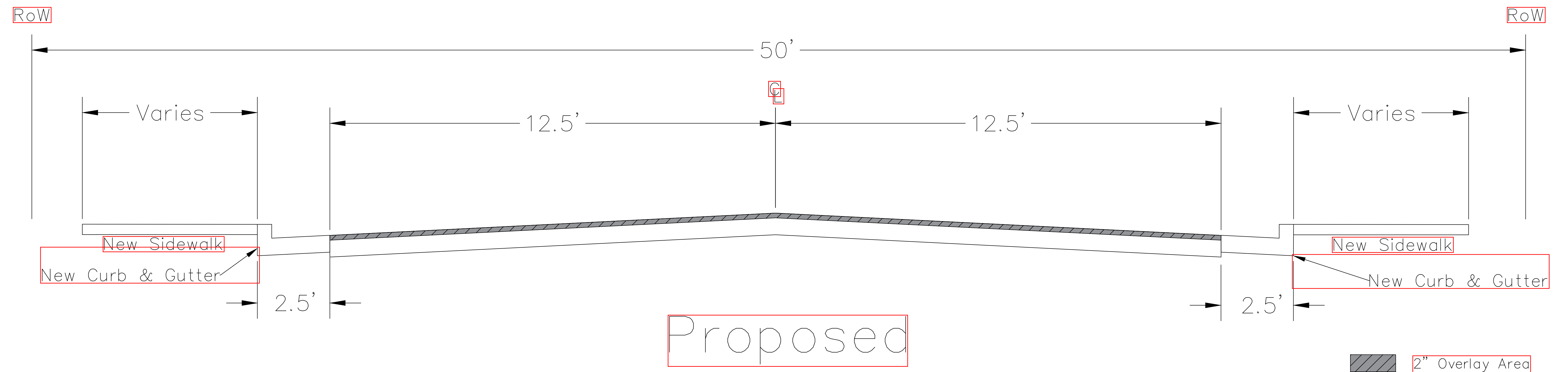
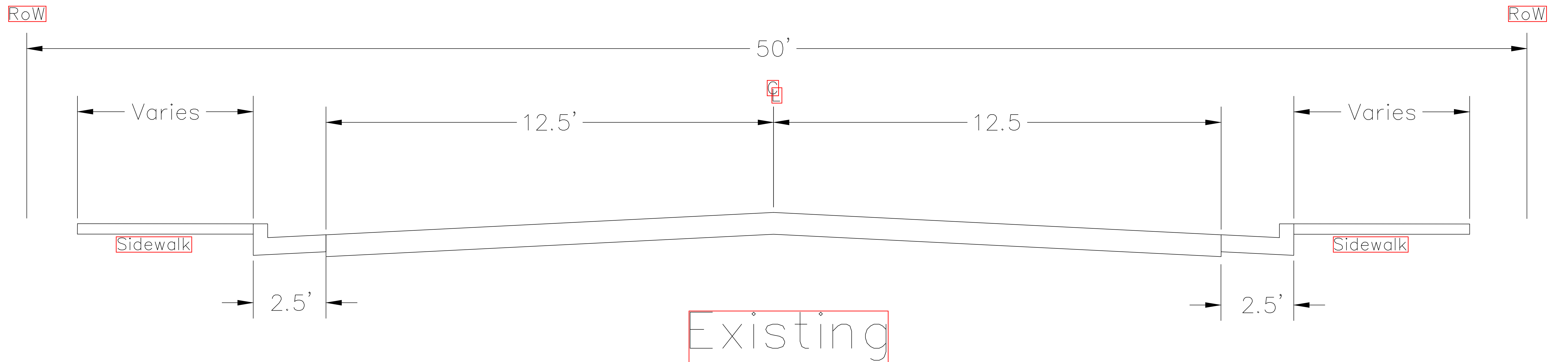
PHOTO G

NON-ADA COMPLIANT
CURB RAMP



Front Street

Typical Roadway Sections



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

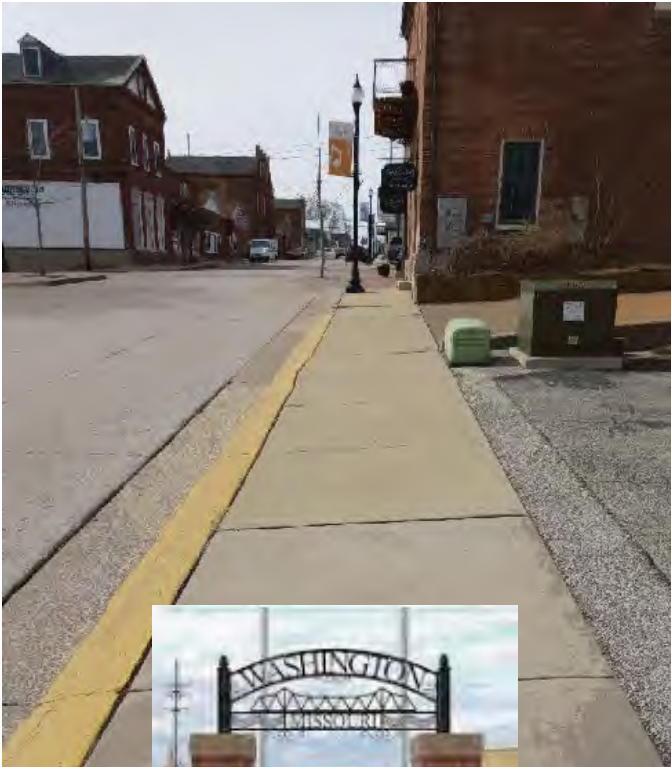
ATTEST: Sherri Kulkamp
Deputy City Clerk

Sandy Roney
President of City Council

APPROVED: 06-04-18

ATTEST: Sherri Kulkamp
Deputy City Clerk

Sandy Roney
Mayor of Washington, Mo.



CITY OF WASHINGTON ADA TRANSITION PLAN

Washington, MO
May 30, 2018

REGULAR MEETING OF WASHINGTON, MISSOURI CITY COUNCIL
MONDAY, AUGUST 3, 2020, 7:00 P.M.
COUNCIL CHAMBER, 405 JEFFERSON STREET, WASHINGTON, MISSOURI

MASKS ARE REQUIRED BY EVERYONE ATTENDING PUBLIC MEETINGS

	<u>SUGGESTED COUNCIL ACTION</u>	
1. <u>INTRODUCTORY ITEMS:</u>		
Roll Call / Pledge of Allegiance		
Approval of the Minutes from the July 20, 2020 Council Meeting	Need Motion/Mayor	Memo
<u>Approval and Adjustment of Agenda Including Consent Agenda:</u>		
a. City Collector's Report Summary – April 2020		
b. City Investment Report Summary – April 2020		
c. Liquor License Renewals		
d. Final Pay Request – Outdoor Warning Consulting LLC – Sirens		
e. Final Pay Request – Verint Audiolog Recorder – BusComm		
f. Change Orders 1&2 – Westport Pools – Municipal Pool Complex		
2. <u>PRIORITY ITEMS:</u>		
<u>Mayor's Presentations, Appointments & Re-Appointments</u>		
a. Washington Area Highway Transportation Committee Reappointments	Accept/Approve/Mayor	Memo
b. Washington Tax Increment Financing Commission Reappointments	Accept/Approve/Mayor	Memo
c. Police Department Reappointment	Accept/Approve/Mayor	Memo
3. <u>PUBLIC HEARINGS:</u>		
4. <u>CITIZENS COMMENTS:</u>		
5. <u>UNFINISHED BUSINESS:</u>		
6. <u>REPORT OF DEPARTMENT HEADS:</u>		
7. <u>ORDINANCES/RESOLUTIONS:</u>		
a. An ordinance of the City of Washington, Missouri to establish a procedure to disclose potential conflicts of interest and substantial interest for certain municipal officials.	Read &Int/Read/Vote/Mayor	
b. An ordinance authorizing and directing the execution of a contract by and between the City of Washington, Missouri and Insituform Technologies USA, LLC for the Storm Sewer CIPP Project 2020.	Read &Int/Read/Vote/Mayor	Memo

- | | | |
|--|---------------------------|------|
| c. An ordinance authorizing and directing the execution of a Coronavirus Aid, Relief, and Economic Security Act Agreement by and between the City of Washington, Missouri and the Missouri Highways and Transportation Commission. | Read &Int/Read/Vote/Mayor | |
| d. An ordinance authorizing and directing the execution of an Aviation Consultant Agreement by and between the City of Washington, Missouri and Crawford, Murphy & Tilly, Inc. | Read &Int/Read/Vote/Mayor | |
| e. An ordinance authorizing and directing the execution of an agreement by and between the City of Washington, Missouri and N.B. West Contracting Company for the 2020 Rotary Riverfront Trail Paving Project and amend the 2020 Budget. | Read &Int/Read/Vote/Mayor | Memo |
| f. An ordinance authorizing and directing the execution of an Assignment of Lease Agreement by and between the City of Washington, Missouri, Washington Historical Society, Inc., and Historic Washington Foundation, Inc. | Read &Int/Read/Vote/Mayor | |
| g. An ordinance authorizing and directing the City of Washington to accept the proposal from Cornerstone Contracting Company for Brick Sealing and Masonry repairs for Fire Department Headquarters, Station #3 and Station #4. | Read &Int/Read/Vote/Mayor | Memo |
| h. A resolution authorizing the City of Washington to apply for funding through the East-West Gateway Council of Governments to provide for the Front Street ADA Improvements Project, in the City of Washington, Franklin County, Missouri. | Read/Second/Vote/Mayor | Memo |

8. COMMISSION, COMMITTEE AND BOARD REPORTS:

9. MAYOR'S REPORT:

10. CITY ADMINISTRATOR'S REPORT:

11. COUNCIL COMMENTS:

12. CITY ATTORNEY'S REPORT:

Public Vote on whether or not to hold a closed meeting to discuss personnel, legal and real estate matters pursuant to Section 610.021 RSMo (2000)

Roll Call Vote

13. INFORMATION:

- a. General Sales Tax Report
- b. Capital Improvement Sales Tax Report
- c. Transportation Sales Tax Report
- d. Local Option Use Tax Report
- e. Budget Report

14. ADJOURNMENT:

NOTICE: COPIES OF THE PROPOSED ORDINANCES ON THIS AGENDA ARE AVAILABLE FOR PUBLIC INSPECTION PRIOR TO THE TIME THE BILL IS UNDER CONSIDERATION BY THE CITY COUNCIL. POSTED ON THE CITY HALL NOTICE BOARD BY MARY TRENTMANN, CITY CLERK, ON JULY 30, 2020
A COPY OF THIS NOTICE IS ALSO AVAILABLE ONLINE AT www.washmo.gov



PO BOX 144, 123 LAFAYETTE STREET
WASHINGTON, MO 63090

DOWNTOWNWASHMO.ORG

636-239-1743

June 30, 2020

East-West Gateway TAP Grant Selection Committee

To Whom It May Concern,

It is our understanding that the City of Washington, Missouri is applying for the Transportation Alternatives Program Grant to resurface Front Street from Stafford St. to Jefferson Street, including new pavers and sidewalks.

Downtown Washington, Inc. obviously has great interest in this area as it is one of the most traversed streets in our Historic Downtown. Front Street is known as the heart of our entertainment district and the requested improvements would be extremely beneficial to our handicapped citizens and visitors as well as the community at large.

Downtown Washington, Inc. fully supports the TAP application from the City of Washington and hope it receives full consideration.

Sincerely,

Tyler King
Executive Director
Downtown Washington, Inc.



WASHINGTON AREA CHAMBER OF COMMERCE
DIVISION OF TOURISM

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

June 30, 2020

East-West Gateway TAP Grant Selection Committee

To Whom It May Concern,

I am writing to you today on behalf of the Washington Tourism Committee in support of the City of Washington's Alternatives Program Grant to redevelop Front Street. The project, including resurfacing, burying utilities, ADA accessibility, and paver improvements, would be vital to achieving the goals of our group.

Front Street is the heart of our downtown district and tourism destination. Our Amtrak station accesses Front Street and the area becomes the front door to our community to almost 1,800 visitors a month. Upgrading the walkability of this area to accommodate not only our citizens but our visitors would be incredibly beneficial to the district.

The Washington Tourism Committee whole-heartedly supports the application and asks for the selection committee's consideration in funding the project.

Thank you,

Emily Underdown
Washington Tourism Director



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

July 1, 2020

East-West Gateway TAP Grant Selection Committee

To Whom It May Concern,

The Washington Area Chamber of Commerce is in favor of the City of Washington, Missouri's Transportation Alternatives Program Grant to resurface Front Street from Jefferson Streets to Stafford Street, including new sidewalks, intersection pavers, and sewer improvements.

We are directly affected by the improvements in this area, as it is not only adjacent to our office, but serves as the heart of the entertainment district for our community. A number of businesses and residences utilize this street every day. The proposed improvements are a necessity to ensure safety of our citizens and visitors to the district.

The Washington Area Chamber of Commerce fully supports the TAP application from the City of Washington and would appreciate the selection committee's consideration for the project.

Sincerely,

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

Operations and Maintenance Form

	Name of Local Public Agency	City of Washington	
	State	MO	
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			
Total Lane Miles		N/A (in miles)	or Total Centerline Miles 110 (in miles)
<i>Transit Agencies Only</i>			
# of Vehicles in Fleet		N/A	
2. Budget Information			
Year of most recent budget		2020	
Budgeted total revenue		\$2,600,000.00 Entire municipal or county budget	
Sources of revenue (i.e. sales tax, property tax, motor fuel tax)		Sales tax, road & bridge tax, motor fuel/gas tax, investment income, grants	
3. Total expenditures for transportation operations and maintenance – from your current budget <i>(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</i>			
Total Transportation Operations and Maintenance Expenditures		\$400,000.00	

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

Updated: 10/2018