



Date: January 9, 2024

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](http://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, February 9, 2024 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 – Hwy 100/Rabbit Trail Intersection Improvement and Phoenix Center Drive Relocation" clearly marked on the outside.

Sincerely,

Charles Stankovic, PE  
City Engineer

<b>City of Washington, Project: Hwy 100/Rabbit Trail Intersection Improvement and Phoenix Center Drive Relocation</b>	
Federal Aid No:	CMAQ-6400(628)
Location:	Intersection of Hwy 100, Rabbit Trail Dr. and International Ave.
Proposed Improvement:	Relocating Phoenix Center drive connection to Rabbit Trail south. Adding right turn lane from SB International Ave to Hwy 100. Additional ADA sidewalk and other intersection improvements
Length:	0.11 miles
Approximate Construction Cost:	\$1,617,200
DBE Goal Determination:	10%
Consultant Services Required:	<i>The engineering responsibilities may include but are not limited to the following: 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, Right-of-way acquisition, contract documents, assisting with the bidding process, construction support / construction inspection, utility coordination/permits and traffic controls, including preparation of PS&amp;E and final documents.</i>
Other Comments:	Submit 4 copies of RFQ
Contact:	Charles Stankovic, PE 405 Jefferson Street Washington, MO 63090 636-390-1014 cstankovic@washmo.gov
Deadline:	12:00 pm, CDT on Friday, February 9, 2024

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

CMAQ

## Congestion Mitigation & Air Quality Improvement Program

2023 Call for Projects

For the St. Louis Region

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Sponsoring Agency: \_\_\_\_\_

Project Title: \_\_\_\_\_

Federal Amount Requested: \_\_\_\_\_

**Applications Due: February 9, 2023 by 4:00 pm**

\* If applying for Carbon Reduction Program (CRP) funds, fill out this application. More information on CRP is provided in Appendix B of the CMAQ Project Development Workbook.



**EAST-WEST GATEWAY**  
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

November 2022

## CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

### PROJECT APPLICATION FORM

Please refer to the CMAQ Project Development Workbook for more information on the program requirements, available funding, and scoring criteria. The CMAQ Project Development Workbook and supplemental materials are available on the East-West Gateway Council of Governments (EWG) [CMAQ Call for Projects](https://www.ewgateway.org/transportation-planning/transportation-improvement-program/competitive-transportation-programs/call-for-projects-cmaq/) web page:

<https://www.ewgateway.org/transportation-planning/transportation-improvement-program/competitive-transportation-programs/call-for-projects-cmaq/>

The call for projects begins on **November 4, 2022** and ends on **February 9, 2023** at 4:00 pm. Applications received after the deadline will not be accepted. Submit the completed application and necessary attachments electronically to EWG at [cmaq@ewgateway.org](mailto:cmaq@ewgateway.org). Save the electronic copy as a PDF file using the following format: 2023CMAQ\_[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. The information provided in this application is public record.

### APPLICATION FEE

An application fee is required for each project that is submitted for consideration. The application fee is ½ of one percent of the federal funds being requested. For example, a project sponsor requesting \$800,000 in federal funding would be required to pay a \$4,000 application fee. Counties make annual contributions to EWG and, as such, a credit equal to their annual contribution is applied against their application fee. Counties will be invoiced for any amount above the annual contribution credit.

The TIP Application Fee Payment Information Form must be included with the TIP application fee. This form is available on the CMAQ Call for Projects web page. Application fees may be submitted by check via mail or through electronic funds transfer (EFT). Mailed application fees must be postmarked by February 9, 2023. For check payments, send the TIP Application Fee Payment Information Form and check to:

TIP Application  
East-West Gateway Council of Governments  
1 S. Memorial Drive, Suite 1600  
St. Louis, MO 63102-2451

For EFT payments, send the TIP Application Fee Payment Information Form via email to [tipappfees@ewgateway.org](mailto:tipappfees@ewgateway.org). EFT payments are due by February 16, 2023.

### CONTACT INFORMATION

Jason Lange, TIP Coordinator  
East-West Gateway Council of Governments  
One Memorial Drive, Suite 1600  
St. Louis, MO 63102-2451  
E-mail: [cmaq@ewgateway.org](mailto:cmaq@ewgateway.org)

## 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:

- ☐ **Completed CMAQ 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 (MO 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.
- ☐ **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, or St. Clair County Transit District).

### Attachment B:

- ☐ **Photographs** – attach photo(s) (e.g., showing current roadway congestion).
- ☐ **Typical section** – show details of before and after roadway improvements.
- ☐ **CMAQdata spreadsheet** – required for project evaluation.
- ☐ **Traffic engineering analysis** – required for roadway projects.

### Attachment C: (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, citizens, 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:

- ☐ **ITS architecture consistency** – submit ITS Architecture Project Consistency Statement Form provided by EWG if project includes ITS elements or modifies existing ITS.

SPONSOR INFORMATION															
Sponsoring agency:															
Secondary sponsor agency (if applicable):															
<b>Chief Elected Official/Chief Executive Director:</b>															
Name:					Title:										
Street address:															
City:				State:				County:				ZIP code:			
<b>Project contact:</b>															
Name:					Title:										
Agency:															
Street address:															
City:				State:				County:				ZIP code:			
Phone Number:					E-mail address:										
<b>Application contact:</b>															
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 previously competed for funds for this specific project? <input type="checkbox"/> Yes <input type="checkbox"/> No															
If yes, when?															
Does this project touch MoDOT or IDOT right-of-way or involve a MoDOT or IDOT roadway? <input type="checkbox"/> Yes <input type="checkbox"/> No															
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) <sup>1</sup> :			
	<b>CURRENT:</b>	<b>PROPOSED (Year of Construction):</b>	
Traffic volumes (AADT):	Year:		Year:
Identify source of AADT <sup>2</sup> :			
Speed limit of street (mph):			
Number of through lanes (both directions):			
Number of turn lanes:			
Two-way left turn lanes?	<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 <sup>3</sup> :	<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 (feet):			
On-road bicycle facility <sup>4</sup> ?	<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No
On-road bicycle facility width (feet):			
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):			

<sup>1</sup> EWG Functional Classification maps: [www.ewgateway.org/FuncClass](http://www.ewgateway.org/FuncClass).

<sup>2</sup> 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.

<sup>3</sup> **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

<sup>4</sup> 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](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 require the relocation of any 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:	
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 <sup>5</sup> .	
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?	

<sup>5</sup> FHWA Questions and Answers about ADA/Section 504: [https://www.fhwa.dot.gov/civilrights/programs/ada\\_sect504qa.cfm](https://www.fhwa.dot.gov/civilrights/programs/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.

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	10/2023	10/2023	1		
Execute agreement (project sponsor and DOT)					
<b>Engineering services contract submitted and approved*</b>					
Obtain environmental clearances (106, CE-2, 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					
<b>Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*</b>					
Right-of-way acquisition					
Utility coordination					
Develop and submit PS&E					
<b>District approval of PS&amp;E/advertise for bids*</b>					
Submit and receive bids for review and approval					
Project implementation/construction					
* Finish date must match fiscal year for each milestone shown in <b>bold</b> text.					
FINANCIAL PLAN					
Note: federal participation for a phase of work must not exceed 80% for most projects. Carpool/vanpool acquisition and marketing projects may be reimbursed up to 100%. Sponsor share of at least 50% is required for public-private partnerships.					
Activity <sup>6</sup>	Starting Federal Fiscal Year <sup>7</sup>	Total Phase Cost	Federal Funds Requested	Sponsor Share	Sponsor Share Percentage
PE / Planning / Environmental Studies	FY				
Right-of-Way (ROW)	FY				
Construction Engineering	FY				
Construction / Implementation	FY				
<b>TOTAL PROJECT COST</b>					
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:					

<sup>6</sup> **Illinois:** preliminary engineering (PE) funds are available in FY 2024, right-of-way (ROW) in FY 2024 or FY 2025, and construction/construction engineering in FY 2025 or FY 2026.

**Missouri:** PE funds are available in FY 2024, ROW in FY 2024 or FY 2025, and construction/construction engineering in FY 2025 or FY 2026. **Note:** FY 2025 construction/construction engineering must be less than \$1 million federal.

<sup>7</sup> Fiscal years are federal fiscal years (October 1 through September 30).

## PROJECT TYPE

Check the box below that describes the primary benefit of the proposed improvement. More information can be found in **Appendix A** of the CMAQ Project Development Workbook.

### Transit:

- ☐ System startup
- ☐ Transfer center
- ☐ Vehicle replacement
- ☐ New vehicle
- ☐ Park-and-ride facilities
- ☐ Other (specify):

### Diesel retrofits:

- ☐ Diesel engine replacement
- ☐ Installation of after treatment hardware
- ☐ Other (specify):

### Traffic flow improvements:

- ☐ Traffic signal interconnect
- ☐ Traffic signal replacement
- ☐ New traffic signal(s)
- ☐ Signal controller upgrades
- ☐ Intersection improvements
- ☐ Roundabout
- ☐ Other (specify):

### Rideshare:

- ☐ Rideshare marketing
- ☐ Vanpool/carpool program
- ☐ Vanpool vehicle acquisition
- ☐ Park-and-ride facilities
- ☐ Reverse commute program
- ☐ Other (specify):

### Bicycle and pedestrian:

- ☐ Bicycle parking improvements
- ☐ Bicycle lanes
- ☐ Shared use path
- ☐ Sidewalk
- ☐ Other (specify):

### Inspection maintenance program (I-M)/other:

- ☐ Alternative fuel project
- ☐ Enhanced I-M program
- ☐ Mechanic training program
- ☐ Transit information/marketing
- ☐ Educational program
- ☐ Other (specify):

## EMISSIONS DATA

Attach all applicable data identified in the CMAQdata spreadsheet (found on the [CMAQ Call for Projects](#) web page) for the type of project selected above. Provide all information from the area of primary benefit. A traffic engineering analysis is required for roadway projects. Traffic volumes must be based on present conditions/land use. If a large development is scheduled to open prior to the year of construction, the sponsor must provide its methodology to EWG staff for approval. Please contact EWG staff if any of the information requested is unclear or unavailable or if there are any questions concerning applicability. Failure to include the required data will result in rejection of the project application. Additional project data may be submitted and is encouraged. EWG staff will calculate the emissions reductions. Contact EWG staff by January 9, 2023 if the CMAQdata spreadsheet does not include the proposed project type or to seek approval to use proposed traffic volumes (for after) based on the anticipated development.

## 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.

John Nilges

Name (print)

Public Works Director

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 Infrastructure Investment and Jobs Act (IIJA).


Project Title: HWY 100 & Rabbit Trail

Local Match Amount: \$466,800

Sponsoring Agency: City of Washington, MO

### Chief Elected Official (or Chief Executive Officer):

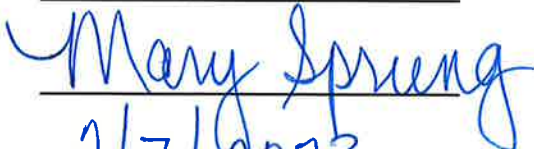
Name (print): Doug Hagedorn

Signature: 

Date: 2/7/2023

### Chief Financial Officer:

Name (print): Mary Sprung

Signature: 

Date: 2/7/2023

## PERSON OF RESPONSIBLE CHARGE CERTIFICATION

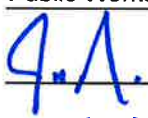
The key regulatory provision, 23 CFR 635.105 – Supervising Agency, provides that the State Transportation Agency (STA) is responsible for construction of federal-aid projects, whether it or a local public agency (LPA) performs the work. The regulation provides that the STA and LPA must provide its full-time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

Title: Public Works Director Email: jnilges@washmo.gov


Signature: 

Date: 2/7/23

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

Name (print): John Nilges

Title: Public Works Director Email: jnilges@washmo.gov

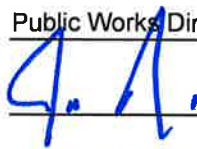
Signature: 

Date: 2/7/23

### Person of Responsible Charge – Construction/Implementation Phase

Name (print): John Nilges

Title: Public Works Director Email: jnilges@washmo.gov

Signature: 

Date: 2/7/23



## 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.

John Nilges

Name (print)

Public Works Director

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.

John Nilges

Name (print)

Public Works Director

Title

J. Nilges

Signature

2/7/23

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.

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# SUPPLEMENTAL DOCUMENTS FOR HWY 100/RABBIT TRAIL INTERSECTION IMPROVEMENT AND PHOENIX CENTER DRIVE RELOCATION CMAQ PROJECT

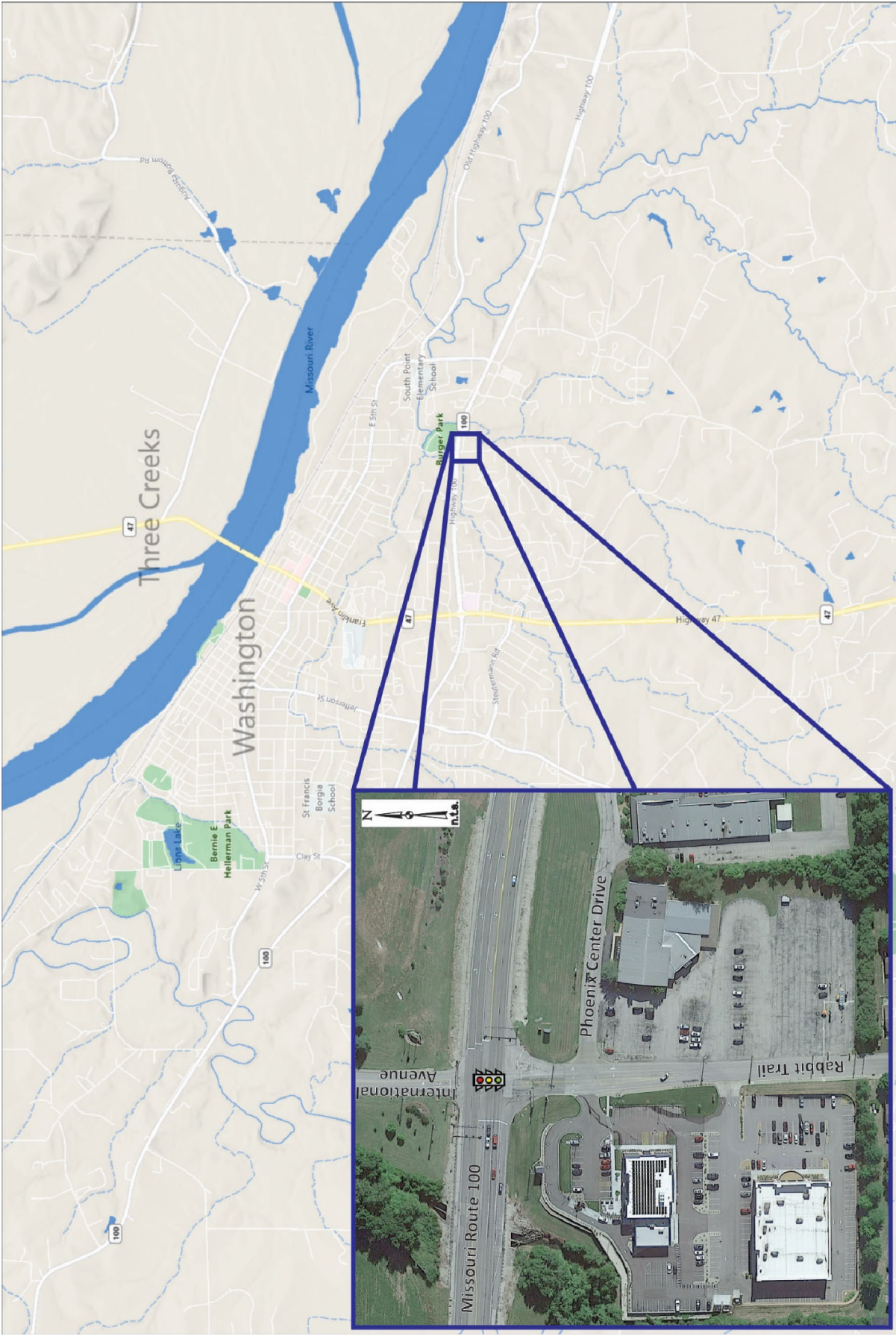
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# Attachment A

# Project Location Map



# Detailed Cost Estimate



## Estimate of Project Costs

Project Sponsor: City of Washington, MO

Project Title: HWY 100/Rabbit Trail Intersection and Phoenix Center Relocation

Date: 2/2/2023

### Specific Roadway Items

Item	Quantity	Unit	Unit Price	Amount
<b>HWY 100 &amp; INTERNATIONAL</b>				
MOBILIZATION		5% OF ROADWAY		\$8,630.00
CURB & GUTTER REMOVAL	595	FT	\$15.00	\$8,925.00
PAV'T MARKING REMOVAL (ARROWS)	5	EA	\$300.00	\$1,500.00
SIDEWALK REMOVAL	15	SQYD	\$20.00	\$300.00
DRIVEWAY REMOVAL	0	SQYD	\$25.00	\$0.00
OTHER REMOVALS		10% OF REMOVAL		\$1,075.00
FULL DEPTH SAWCUT	840	LF	\$10.00	\$8,400.00
TYPE 1 AGGREGATE FOR BASE	400	SQYD	\$8.00	\$3,200.00
PCC PAV'T 10"	350	SQYD	\$70.00	\$24,500.00
CURB & GUTTER (ROLLED)	650	LF	\$35.00	\$22,750.00
DOWELED ON PCC ISLAND	390	SQFT	\$15.00	\$5,850.00
REMOVE AND REPLACE BITUMINOUS SHOULDER	50	SQYD	\$175.00	\$8,750.00
SOLID YELLOW LINE, 4"	950	FT	\$4.00	\$3,800.00
SOLID WHITE LINE, 6"	480	FT	\$3.00	\$1,440.00
SOLID WHITE LINE, 12"	200	FT	\$6.00	\$1,200.00
SOLID WHITE LINE, 24"	44	FT	\$18.00	\$792.00
WHITE ARROWS	6	EA	\$750.00	\$4,500.00
SIGNING		30% OF MARKING		\$3,520.00
RELOCATE SECONDARY SERVICE POLE	1	LS	\$15,000.00	\$15,000.00
RELOCATE POWER SUPPLY CABINET	1	LS	\$6,500.00	\$6,500.00
RELOCATE MAST ARM ASSEMBLY	1	LS	\$25,000.00	\$25,000.00
PEDESTRIAN POSTS & EQUIPMENT	3	LS	\$8,500.00	\$25,500.00
SIGNAL CABINET	1	LS	\$30,000.00	\$30,000.00
REMOVE SIGNAL EQUIPMENT	1	LS	\$8,500.00	\$8,500.00
<b>PHOENIX CENTER RELOCATION</b>				\$0.00
MOBILIZATION		8% OF ROADWAY		\$72,000.00
DRIVEWAY REMOVAL	6700	SQYD	\$15.00	\$100,500.00
OTHER REMOVALS		10% OF REMOVAL		\$10,050.00
FULL DEPTH SAWCUT	2000	LF	\$10.00	\$20,000.00
TYPE 1 AGGREGATE FOR BASE	5125	SQYD	\$8.00	\$41,000.00
PCC PAV'T 8"	4295	SQYD	\$45.00	\$193,275.00
CURB & GUTTER (ROLLED)	3000	LF	\$35.00	\$105,000.00
SOLID YELLOW LINE, 4"	600	FT	\$4.00	\$2,400.00
SOLID WHITE LINE, 6"	2000	FT	\$4.00	\$8,000.00
SOLID WHITE LINE, 12"	0	FT	\$6.00	\$0.00
SOLID WHITE LINE, 24"	100	FT	\$12.00	\$1,200.00
SOLID BLUE LINE, 6"	500	FT	\$4.00	\$2,000.00
SOLID BLUE LINE 12"	350	FT	\$6.00	\$2,100.00
WHITE ARROWS	5	EA	\$500.00	\$2,500.00
SIGNING		30% OF MARKING		\$5,460.00
				\$0.00
<b>SUBTOTAL</b>				<b>\$785,117.00</b>

[illegible]

### Specific Pedestrian Items

[illegible]

### 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
TOPOGRAPHICAL AND TOPO SURVEYING	2% OF FULL PROJECT			\$37,344.00
<b>HWY 100 &amp; INTERNATIONAL</b>				
SEEDING	3,000	ACRE	\$2.00	\$6,000.00
EROSION CONTROL FENCE	900	FT	\$10.00	\$9,000.00
DITCH CHECK	3	EA	\$750.00	\$2,250.00
EARTHWORK (CUT)	400	CUYD	\$5.00	\$2,000.00
EARTHWORK (FILL)	800	CUYD	\$5.00	\$4,000.00
EARTHWORK (HAUL)	400	CUYD	\$18.00	\$7,200.00
GRANULAR BACKFILL	60	CUYD	\$40.00	\$2,400.00
RIP RAMP - LARGE STONE REVENTMENT	40	SQYD	\$250.00	\$10,000.00
INLETS/MANHOLES	4	EA	\$3,000.00	\$12,000.00
30 IN FES	2	EA	\$3,500.00	\$7,000.00
30 IN REINFORCED CONCRETE PIPE	80	LF	\$225.00	\$18,000.00
UTILITY RELOCATES	1	EA	\$50,000.00	\$50,000.00
TRAFFIC CONTROL	1	EA	\$38,400.00	\$38,400.00
<b>PHOENIX CENTER RELOCATION</b>				
SEEDING	15,100	SQYD	\$3.00	\$45,300.00
EROSION CONTROL FENCE	1,200	FT	\$10.00	\$12,000.00
DITCH CHECK	4	EA	\$500.00	\$2,000.00
EARTHWORK (CUT)	3,000	CUYD	\$5.00	\$15,000.00
EARTHWORK (FILL)	3,500	CUYD	\$5.00	\$17,500.00
EARTHWORK (HAUL)	500	CUYD	\$18.00	\$9,000.00
GRANULAR BACKFILL	50	CUYD	\$40.00	\$2,000.00
INLETS/MANHOLES	24	EA	\$3,000.00	\$72,000.00
30 IN REINFORCED CONCRETE PIPE	2,400	LF	\$60.00	\$144,000.00
TRAFFIC CONTROL	1	EA	\$38,400.00	\$44,300.00
				\$0.00
				\$0.00
				\$0.00
SUBTOTAL				\$568,694.00

Construction Cost Total	\$1,437,436.00
Contingency	\$126,958.00
Inflation	\$90,150.00
Preliminary Engineering	\$242,736.00
Right-of-Way	\$250,000.00
Construction Engineering/Inspection	\$186,720.00
Project Total *	\$2,334,000.00

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

Add lines as needed.

# Attachment B

# Photographs



Aerial View of the Highway 100/Rabbit Trail Drive Intersection and Rabbit Trail Drive/Phoenix Center Dr.



Photos of Northbound Rabbit Trail Drive Queue from the Highway 100 signal - Midday peak hour (2021)





Photos of Northbound Rabbit Trail Drive Queue from the Highway 100 signal - Midday peak hour (2022)



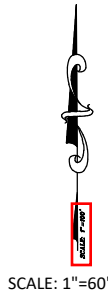
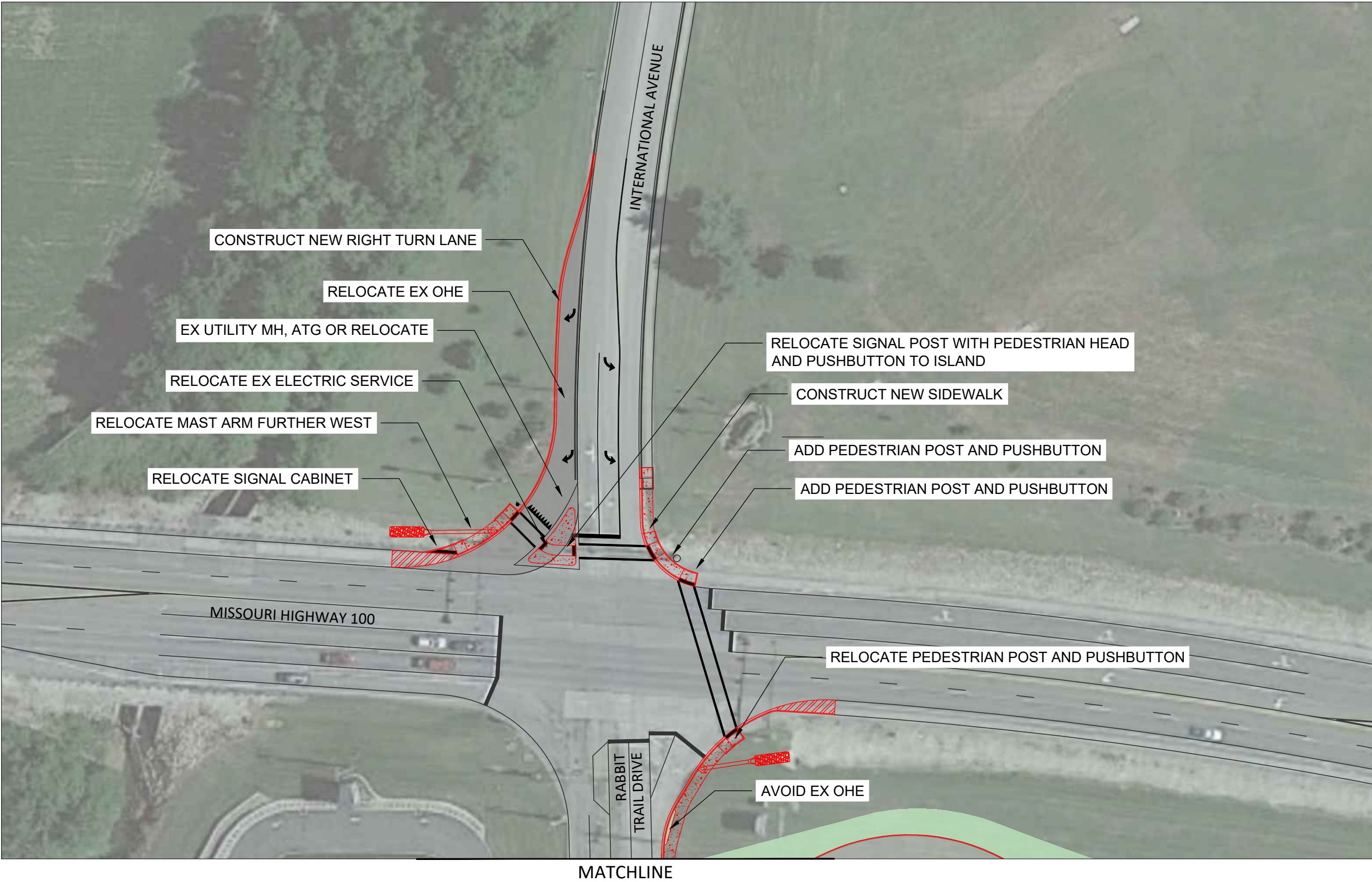
Photos of Northbound Rabbit Trail Drive Queue from the Highway 100 signal - PM peak hour (2021)



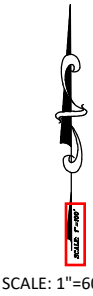
Photos of Northbound Rabbit Trail Drive Queue from the Highway 100 signal - PM peak hour (2022)



# Project Exhibits







# CMAQ data Spreadsheet

## INTERSECTION

<b>Title:</b>	<b>HWY 100/Rabbit Trail and Phoenix Relocation</b>
Road	International Ave/Rabbit Trail
Intersecting Road	1) HWY 100 2)Phoenic Center

<b>PROJECT TYPE:</b>	<b>Mark (X) next to improvement</b>
1 = LEFT TURN LANES	
2 = RIGHT TURN LANES	X
3 = AUXILIARY LANES	

For intersection projects, vehicle mix assumed to be constant.

<b>Describe Bike/Ped Elements:</b>	<b>Present on one side, will be added to other</b>
------------------------------------	--

Input Data - Year Used	
Before (i.e. 2022)	After (Year of project opening)
2022	~2026

Traffic volumes must be based on present conditions/land use. If a large development is scheduled to open prior to the year of construction, the sponsor must provide its methodology to EWG staff no later than January 9, 2023 for approval to use proposed traffic volumes (for after) based on the anticipated development. Exceptions will not be granted to sponsors who miss this deadline and the project application will not be considered further.

Required Input Data / Assumptions	Before	After	Remarks
Average Vehicle Delay (sec/veh)	19	16	PM Peak Hour
Daily Intersection Volume (veh), or			Vehicles entering intersection
Peak Hour Volume (veh)	2,640	2,640	

Use Peak Hour Volume for worst time of day (weekday AM or PM)

Vehicle mix assumed to be 55% passenger car, 34% passenger truck, and 11% light commercial truck

# Traffic Engineering Analysis

November 15, 2022

Mr. John Nilges, P.E.  
Public Works Director  
City of Washington  
405 Jefferson Street  
Washington, Missouri 63090

RE: Intersection Study  
Highway 100 and Rabbit Trail/Phoenix Center Drive Intersection  
Washington, Missouri  
CBB Job No. 089-22

Dear Mr. Nilges:

As requested, CBB has completed a study pertaining to an evaluation of the intersection of Rabbit Trail Drive with Highway 100 and with Phoenix Center Drive in Washington, Missouri. The study location relative to the surrounding area is depicted in **Figure 1**.

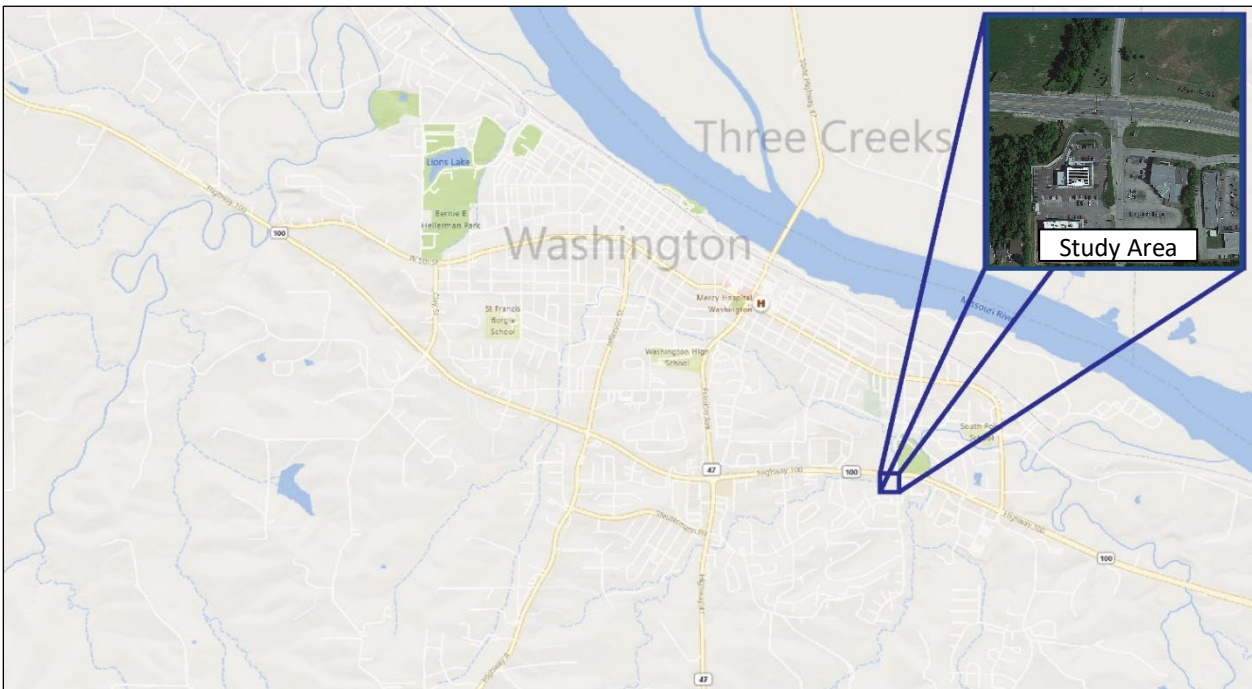


Figure 1: Study Area





The proximity of the Phoenix Center Drive intersection to the Rabbit Trail Drive and Highway 100 signalized intersection creates congestion and safety concerns due to the limited spacing between the two intersections. Since the previous study in 2021, a Planet Fitness and a new multiuse bank building and Starbucks recently opened on the west side of Rabbit Trail Drive and The Overlook at Weber Farms recently developed to the south adding more traffic to Rabbit Trail Drive. Given that the previous study considered an estimate of potential new trips before recent developments were made, new traffic counts were collected.

The previous study from 2021 evaluated the following specific potential solutions:

- Relocate Phoenix Center Drive farther south to align with the existing Planet Fitness drive on the west side of Rabbit Trail Drive;
- Restrict Phoenix Center Drive and the existing bank drive to right-in/right-out only; and
- Restrict the left-turns exiting Phoenix Center Drive and the existing bank drive onto Rabbit Trail Drive.

Ultimately, the city moved forward with the first alternative of realigning Phoenix Center Drive with the existing Planet Fitness Drive.

The following key intersections were included in the study:

- Highway 100 and Rabbit Trail Drive;
- Rabbit Trail Drive and Phoenix Center Drive/ Bank Drive; and
- Rabbit Trail Drive and Planet Fitness Drive.

The traffic impact study evaluated the 2022 conditions for the weekday AM, Midday, and PM peak hours for the existing conditions and the proposed improved alternative.





## EXISTING CONDITIONS

**Area Roadway System:** **Highway 100** is a principal east-west arterial roadway owned and maintained by Missouri Department of Transportation (MoDOT). Highway 100 provides access to Highway 47 to the west and Interstate 44 to the east. Within the study area, Highway 100 provides four travel lanes, two lanes in each direction, and a center median. Note, along Highway 100 the center median is either a physical barrier or striped out pavement. Highway 100 has a posted speed limit of 45 miles per hour (mph). Shoulders are provided along the roadway, but sidewalks and marked bike lanes are not provided along the roadway.

**Rabbit Trail Drive/International Avenue** is north-south roadway owned and maintained by the City of Washington. North of Highway 100, International Avenue is classified as a major collector roadway and south of Highway 100, Rabbit Trail Drive is classified as a minor collector roadway. Rabbit Trail Drive/International Avenue generally provides two travel lanes, one lane in each direction. International Avenue has a posted speed limit of 30 mph and provides a sidewalk on the east side of the roadway. Rabbit Trail Drive has a posted speed limit of 25 mph and provides a sidewalk on the west side of the roadway. Shoulders and marked bike lanes are not provided along either roadway.

**Phoenix Center Drive** is a local, east-west, two-way roadway (one lane in each direction) from Rabbit Trail Drive to Point Road. Phoenix Center Drive serves as a “backdoor” to the Phoenix Center shopping plaza. The posted speed limit is 30 mph. Shoulders, sidewalks, and marked bike lanes are not provided along the roadway.

The intersection Highway 100 and Rabbit Trail Drive/International Avenue is under traffic signal control. The eastbound approach provides one left-turn lane, two through lanes, and one right-turn lane. The westbound approach provides one left-turn lane, one through lane, and one shared through/right-turn lane. The northbound and southbound approaches provide one left-turn lane and one shared through/right-turn lane. A pedestrian crosswalk is provided across the east leg of the intersection. **Figure 2** provides an aerial view of the Highway 100 and Rabbit Trail Drive/International Avenue intersection.

The intersection of Rabbit Trail Drive and Phoenix Center Drive operates under side-street stop control. The northbound and southbound approaches provide one left-turn lane and one shared through/right-turn. The eastbound and westbound approaches provide a single lane. An aerial view of the Rabbit Trail Drive and Phoenix Center Drive intersection is also depicted in **Figure 2**.



Figure 2: Aerial View of the Highway 100/Rabbit Trail Drive Intersection and Rabbit Trail Drive/Phoenix Center Drive

**Existing Traffic Volumes:** Video, turning movement traffic counts were conducted on Wednesday, September 28<sup>th</sup> during the morning (7:00 - 9:00 a.m.), midday (11:30 a.m. – 1:30 p.m.) and afternoon (4:00 - 6:00 p.m.) peak periods at the following intersections:

- Highway 100 and Rabbit Trail Drive;
- Rabbit Trail Drive and Phoenix Center Drive/ Bank Drive; and
- Rabbit Trail Drive and Planet Fitness Drive.

Based on the traffic data collected, the AM peak hour occurred between 7:00 and 8:00 a.m., the Midday peak hour occurred between 12:00 and 1:00 p.m., and the PM peak hour occurred between 4:00 and 5:00 p.m. The existing peak hour volumes are summarized in **Exhibit 1**.



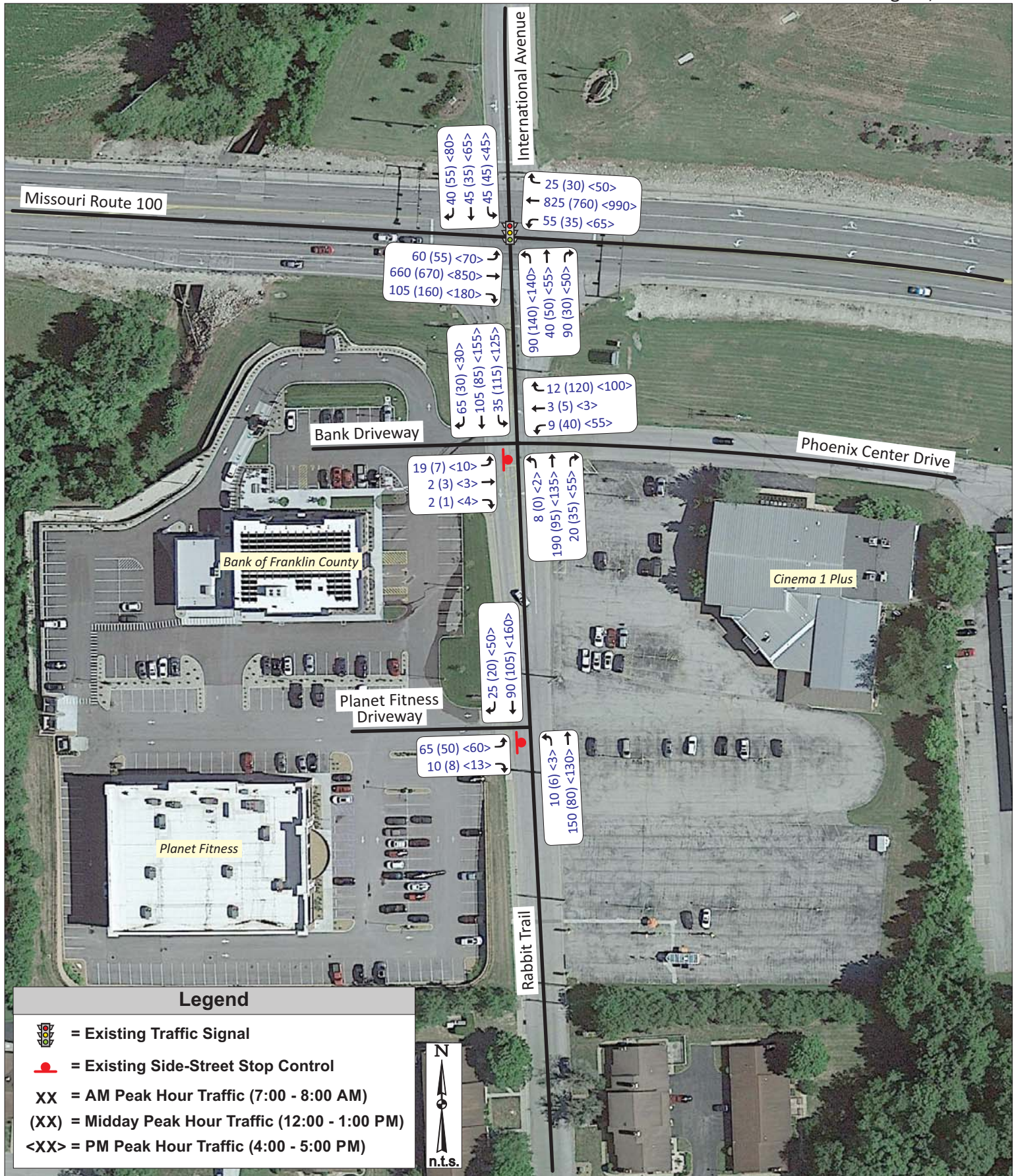


Exhibit 1: Existing Traffic Volumes





**Existing Rabbit Trail Drive Queuing:** There is approximately 100 feet of storage on Rabbit Trail Drive before the northbound queue from the traffic signal at Highway 100 would impede the motorists to and from Phoenix Center Drive. Based on video observations, the northbound Rabbit Trail Drive queue from the Highway 100 traffic signal extended back to Phoenix Center Drive and beyond frequently during the Midday and PM peak hours. **Figures 3 and 4** show the northbound Rabbit Trail Drive queue near Phoenix Center Drive during the Midday peak hour in 2021 and 2022 respectively, while **figures 4 and 5** show the observed queues during the PM peak hour in 2021 and 2022 respectively.



Figure 3: Photos of Northbound Rabbit Trail Drive Queue from the Highway 100 signal - Midday peak hour (2021)



Figure 4: Photos of Northbound Rabbit Trail Drive Queue from the Highway 100 signal - Midday peak hour (2022)



Figure 5: Photos of Northbound Rabbit Trail Drive Queue from the Highway 100 signal - PM peak hour (2021)



Figure 6: Photos of Northbound Rabbit Trail Drive Queue from the Highway 100 signal - PM peak hour (2022)

It should be noted that courtesy gaps for inbound and outbound vehicles were observed at the Phoenix Center Drive intersection when the northbound queues extended past the roadway. The courtesy gaps were observed to increase the total length of the queue in the field. Additionally, vehicles allowing a courtesy gap were observed to be stopped within the sight triangle for vehicles attempting to travel from westbound Phoenix Center Drive to southbound Rabbit Trail Drive creating the potential for a crash.

**Existing Crashes:** Based on data obtained from the Missouri State Highway Patrol database, there have been 21 crashes at the intersection of Rabbit Trail Drive and Phoenix Center Drive in the past nine years. Although there have been no fatalities, a portion on these crashes (14 percent) involve at least one reported injury. Approximately 50 percent of the crashes were right-angle or left-turn crashes which are often the most severe with regards to injury. A summary of the crash data is provided in **Table 1**.

Table 1: Crash Summary (2013-2021)

Intersection / Approach	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total
Rabbit Trail Drive and Phoenix Center Drive										
Property Damage Only	5	1	7	2	1	1	1			18
Injuries					1			2		3
Fatalities										0
Total	5	1	7	2	2	1	1	2	0	21



## TRAFFIC ANALYSIS

**Study Procedures:** The 2022 operating conditions were analyzed using SYNCHRO 11, a macro-level analytical traffic flow model. SYNCHRO is based on study procedures outlined in the *Highway Capacity Manual*, published by the Transportation Research Board. This manual, which is used universally by traffic engineers to measure roadway capacity, establishes six levels of traffic service: Level A ("Free Flow"), to Level F ("Fully Saturated"). Levels of service (LOS) are measures of traffic flow, which consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is often considered acceptable for peak period conditions in urban and suburban areas.

The thresholds that define level of service at an intersection are based upon the type of control used (i.e., whether it is signalized or unsignalized) and the calculated delay. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and then the intersection as a whole. At intersections with partial (side-street) stop control, delay is calculated for the minor movements only since motorists on the main road are not required to stop.

Level of service is directly related to control delay. At signalized intersections, the level of service criteria differ from that at unsignalized intersections primarily because varying transportation facilities create different driver expectations. The expectation is that a signalized intersection is designed to carry higher traffic volumes, and consequently may experience greater delay than an unsignalized intersection. **Table 2** summarizes the thresholds used in the analysis for signalized and unsignalized intersections.

Table 2: Level of Service Thresholds

LEVEL OF SERVICE (LOS)	CONTROL DELAY PER VEHICLE (SEC/VEH)	
	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS
A	$\leq 10$	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50





**Preferred Alternative:** As mentioned previously, there is only about 100 feet of storage available on Rabbit Trail Drive at the Highway 100 signal before the northbound queues from the traffic signal would impede motorists trying to turn into and out of Phoenix Center Drive. As noted in **Tables 3, 4 and 5** and observed in the field, the 95<sup>th</sup> percentile queues are estimated at 120 feet in the AM peak hour, 130 feet in the Midday peak hour and 150 feet in the PM peak hour, all of which exceed the available storage of 100 feet. Although northbound motorists were observed stopping on the south side of Phoenix Center Drive to allow motorists to turn into and out of Phoenix Center Drive, this can create an unsafe condition as the stopped vehicles on Rabbit Trail Drive block the visibility for the turning vehicles to see oncoming traffic.

As discussed previously, the City desires to relocate Phoenix Center Drive farther to the south to align with the existing Planet Fitness drive on the west side of Rabbit Trail Drive. This location would provide approximately 330 feet of storage between the signal at Highway 100 and the relocated Phoenix Center Drive. The relocation of Phoenix Center Drive would improve the traffic flow along this section of Rabbit Trail Drive, as well as the safety. **Figure 7** depicts a possible alignment for relocated Phoenix Center Drive.

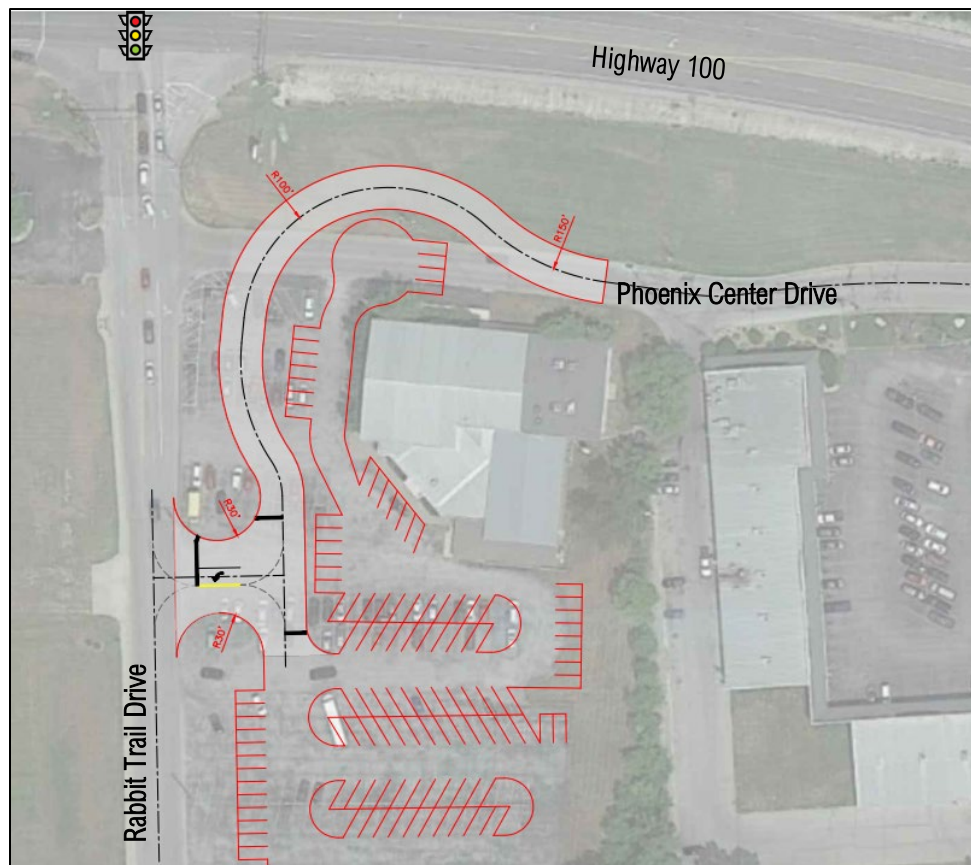


Figure 7: Relocated Phoenix Center Drive Concept Sketch



In conjunction with the relocation of Phoenix Center Drive, the southbound approach of International Avenue at Highway 100 would be widened to add a southbound right-turn lane. In addition, pedestrian improvements are proposed to connect the existing sidewalk along the east side of International Avenue to the signal at Highway 100 with a sidewalk continuing down the east side of Rabbit Trail Drive to the relocated Phoenix Center Drive intersection.

The existing traffic volumes were reassigned to account for the relocation of Phoenix Center Drive as shown in **Exhibit 2**.

**Operating Conditions:** The study intersections were evaluated using the methodologies described previously. **Tables 3, 4 and 5** summarize the results of these analyses, which reflect the operating conditions and average delay for each of the study intersections during the weekday AM, Midday and PM peak hours for the 2022 traffic volumes considering both the existing roadway network and the proposed relocation of Phoenix Center Drive with the southbound right-turn lane at Highway 100. The Synchro estimated 95<sup>th</sup> percentile queues for the critical movement on each approach also shown in the tables. The existing lanes and traffic control for the study intersections were assumed for the Existing conditions. The existing signal timings were used for the Highway 100 and Rabbit Trail Drive intersection.

As shown in **Table 3**, in the AM peak hour the signalized intersection of Highway 100 and Rabbit Trail Drive operates at overall LOS A for both the existing and improved alternative with the most notable difference being the reduction in delay of about 9 seconds for the southbound approach of International Avenue with the addition of the southbound right-turn lane. The Synchro estimated queue for the northbound Rabbit Trail Drive approach at Highway 100 is the same for the existing and improved conditions with a 95<sup>th</sup> percentile queue of 120 feet during the AM peak hour which exceeds the available storage of 100 feet and would block Phoenix Center Drive in its current location.

As shown in **Table 4**, in the Midday peak hour the signalized intersection of Highway 100 and Rabbit Trail Drive operates at overall LOS B for both the existing and improved alternative with the most notable difference being the reduction in delay of about 5 seconds for the southbound approach of International Avenue with the addition of the southbound right-turn lane. The Synchro estimated queue for the northbound Rabbit Trail Drive approach at Highway 100 is the same for the existing and improved conditions with a 95<sup>th</sup> percentile queue of 130 feet during the Midday peak hour which exceeds the available storage of 100 feet and would block Phoenix Center Drive in its current location.

As shown in **Table 5**, in the PM peak hour the signalized intersection of Highway 100 and Rabbit Trail Drive operates at overall LOS B for both the existing and improved alternative with the most notable difference being the reduction in delay of about 17 seconds for the southbound approach of International Avenue with the addition of the southbound right-turn lane. The Synchro estimated queue for the northbound Rabbit Trail Drive approach at Highway 100 is the



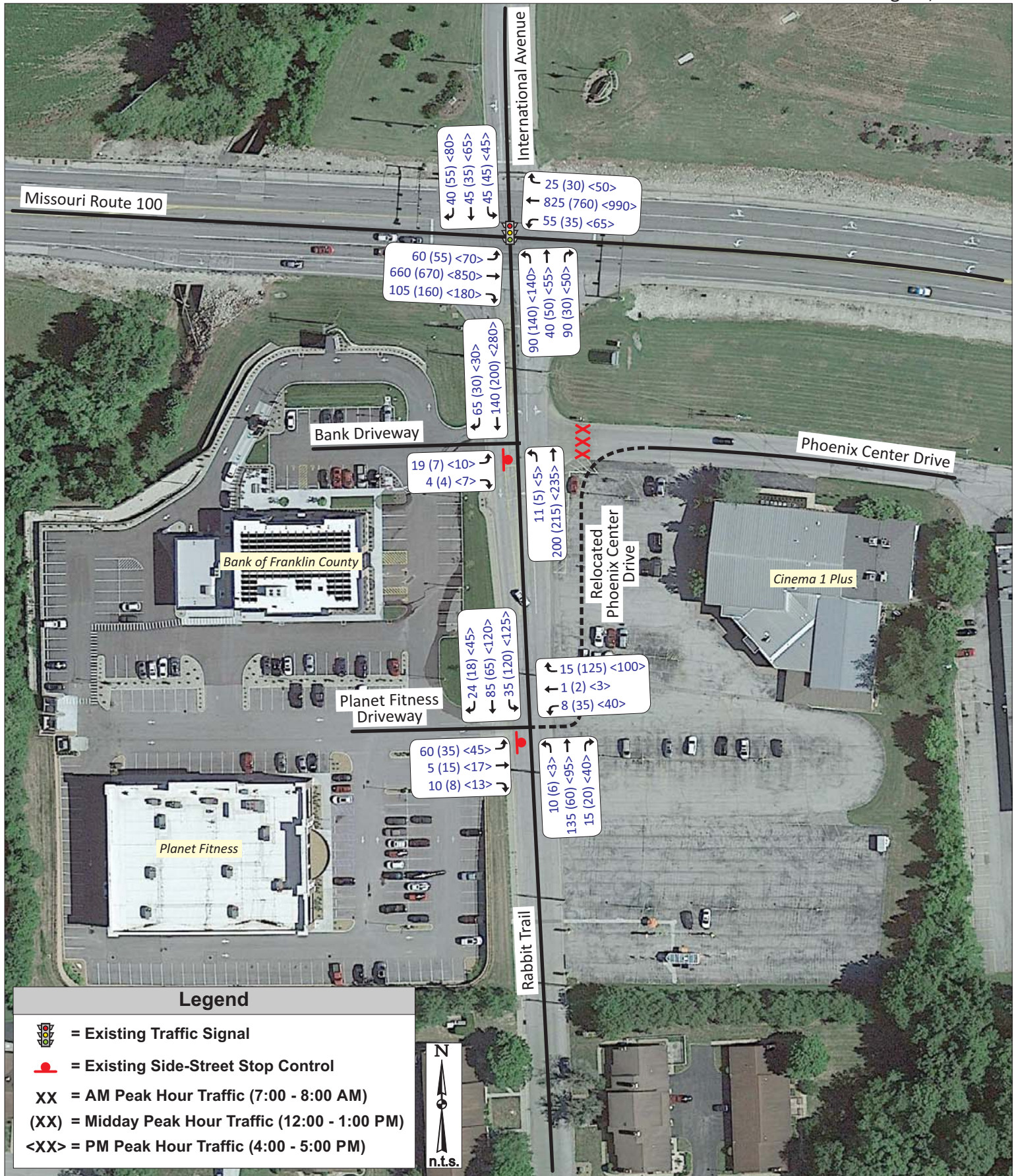


Exhibit 2: Reassigned 2022 Traffic Volumes - Preferred Alternative



same for the existing and improved conditions with a 95<sup>th</sup> percentile queue of 150 feet during the PM peak hour which exceeds the available storage of 100 feet and would block Phoenix Center Drive in its current location.

Table 3: 2022 Capacity Analysis Summary – AM Peak Hour

Intersection / Approach	AM Peak Hour – 2022 Conditions	
	Existing Roadway (No Changes)	Preferred Alternate (Relocate Phoenix Center Drive)
<b>Highway 100 and Rabbit Trail/International Avenue (Signalized)</b>		
Eastbound Highway100 Approach	A (2.6) 95th Q: 35' TH	A (2.3) 95th Q: 35' TH
Westbound Highway100 Approach	A (4.0) 95th Q: 35' TH	A (3.1) 95th Q: 35' TH
Northbound Rabbit Trail Approach	D (36.3) 95th Q: #120' TH	D (40.5) 95th Q: #120' TH
Southbound International Avenue Approach	D (39.7) 95th Q: 95' TH	C (30.9) 95th Q: 70' TH
<b>Overall</b>	<b>A (9.1)</b>	<b>A (8.4)</b>
<b>Rabbit Trail Drive and Phoenix Center Drive/Bank (Side-Street STOP Control)</b>		
Eastbound Bank Drive Approach <sup>1</sup>	B (13.6) 95th Q: <25' TH	B (11.6) 95th Q: <25' TH
Westbound Phoenix Center Drive Approach <sup>1</sup>	B (11.6) 95th Q: <25' TH	Relocated
Northbound Rabbit Trail Left-Turn	A (7.7) 95th Q: <25' LT	A (7.8) 95th Q: <25' LT
Southbound Rabbit Trail Approach	A (1.4) 95th Q: <25' TH	Free Flow
<b>Rabbit Trail and Planet Fitness Drive/Relocated Phoenix Center Drive (Side-Street STOP Control)</b>		
Eastbound Planet Fitness Drive Approach	B (11.0) 95th Q: <25' TH	B (12.4) 95th Q: <25' TH
Westbound Relocated Phoenix Center Dr Approach	N/A	B (10.2) 95th Q: <25' TH
Northbound Rabbit Trail Drive Approach	A (<1.0) 95th Q: <25' TH	A (<1.0) 95th Q: <25' TH
Southbound Rabbit Trail Drive Approach	Free Flow	A (1.9) 95th Q: <25' TH

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

95<sup>th</sup> percentile queue for the critical movement of the approach and lane (L-Left, T-Thru, R-Right)

<sup>1</sup> Delay does not include queue impacts from adjacent traffic signal





Table 4: 2022 Capacity Analysis Summary – Midday Peak Hour

Intersection / Approach	Midday Peak Hour – 2022 Conditions	
	Existing Roadway (No Changes)	Preferred Alternate (Relocate Phoenix Center Drive)
<b>Highway 100 and Rabbit Trail/International Avenue (Signalized)</b>		
Eastbound Highway100 Approach	A (5.8) 95th Q: 75' TH	A (5.8) 95th Q: 75' TH
Westbound Highway100 Approach	A (7.9) 95th Q: 105' TH	A (7.8) 95th Q: 105' TH
Northbound Rabbit Trail Approach	C (33.8) 95th Q: 130' LT	C (33.4) 95th Q: 130' LT
Southbound International Avenue Approach	C (26.5) 95th Q: 70' TH	C (21.3) 95th Q: 55' TH
<b>Overall</b>	<b>B (11.0)</b>	<b>B (10.6)</b>
<b>Rabbit Trail Drive and Phoenix Center Drive/Bank (Side-Street STOP Control)</b>		
Eastbound Bank Drive Approach <sup>1</sup>	C (15.1) 95th Q: <25' TH	B (11.0) 95th Q: <25' TH
Westbound Phoenix Center Drive Approach <sup>1</sup>	B (11.6) 95th Q: 25' TH	Relocated
Northbound Rabbit Trail Left-Turn	Free Flow	A (7.8) 95th Q: <25' LT
Southbound Rabbit Trail Approach	A (3.9) 95th Q: <25'	Free Flow
<b>Rabbit Trail and Planet Fitness Drive/Relocated Phoenix Center Drive (Side-Street STOP Control)</b>		
Eastbound Planet Fitness Drive Approach	B (10.1) 95th Q: <25' TH	C (15.0) 95th Q: <25' TH
Westbound Relocated Phoenix Center Dr Approach	N/A	B (10.4) 95th Q: <25' TH
Northbound Rabbit Trail Drive Approach	A (<1.0) 95th Q: <25' TH	A (<1.0) 95th Q: <25' TH
Southbound Rabbit Trail Drive Approach	Free Flow	A (4.7) 95th Q: <25' TH

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

95<sup>th</sup> percentile queue for the critical movement of the approach and lane (L-Left, T-Thru, R-Right)

<sup>1</sup> Delay does not include queue impacts from adjacent traffic signal



Table 5: 2022 Capacity Analysis Summary – PM Peak Hour

Intersection / Approach	PM Peak Hour – 2022 Conditions	
	Existing Roadway (No Changes)	Preferred Alternate (Relocate Phoenix Center Drive)
<b>Highway 100 and Rabbit Trail/International Avenue (Signalized)</b>		
Eastbound Highway100 Approach	B (11.2) 95th Q: 180' TH	B (10.3) 95th Q: 160' TH
Westbound Highway100 Approach	B (16.5) 95th Q: 480' TH	B (14.7) 95th Q: 475' TH
Northbound Rabbit Trail Approach	D (41.2) 95th Q: 150' LT	D (40.9) 95th Q: 150' LT
Southbound International Avenue Approach	D (44.5) 95th Q: 155' TH	C (27.9) 95th Q: 95' TH
<b>Overall</b>	<b>B (18.6)</b>	<b>B (16.3)</b>
<b>Rabbit Trail Drive and Phoenix Center Drive/Bank (Side-Street STOP Control)</b>		
Eastbound Bank Drive Approach <sup>1</sup>	C (16.6) 95th Q: <25' TH	C (17.0) 95th Q: <25' TH
Westbound Phoenix Center Drive Approach <sup>1</sup>	B (14.2) 95th Q: 35' TH	Relocated
Northbound Rabbit Trail Approach	A (<1.0) 95th Q: <25' TH	A (<1.0) 95th Q: <25' TH
Southbound Rabbit Trail Approach	A (3.2) 95th Q: <25'	Free Flow
<b>Rabbit Trail and Planet Fitness Drive/Relocated Phoenix Center Drive (Side-Street STOP Control)</b>		
Eastbound Planet Fitness Drive Approach	B (10.9) 95th Q: <25' TH	C (16.5) 95th Q: <25' TH
Westbound Relocated Phoenix Center Dr Approach	N/A	B (11.3) 95th Q: <25' TH
Northbound Rabbit Trail Drive Approach	A (<1.0) 95th Q: <25' TH	A (<1.0) 95th Q: <25' TH
Southbound Rabbit Trail Drive Approach	Free Flow	A (3.9) 95th Q: <25' TH

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

95<sup>th</sup> percentile queue for the critical movement of the approach and lane (L-Left, T-Thru, R-Right)

<sup>1</sup> Delay does not include queue impacts from adjacent traffic signal

It is important to note that the Synchro analysis software does not consider the queues from upstream signals and the impact they have on the ability to make left-turns from a side-street that is blocked by queues. Thus, it is likely the left-turns exiting Phoenix Center Drive in the existing scenario experience more delay than shown in the table.



As noted in Tables 3, 4 and 5, the side-street STOP approaches for both the existing and relocated Phoenix Center Drive intersections operate at acceptable levels of service for all three peak hours.

**City of Washington Future Roadway Plan:** Figure 8 depicts the City of Washington Major Street Plan Map in the vicinity of Rabbit Trail Drive. The plan shows the extension of Rabbit Trail Drive to Bieker Road. Looking at google earth, there is about 1,200 feet of roadway needed to make this connection. With the extension of Rabbit Trail Drive to Bieker Road, it is expected the traffic volumes on Rabbit Tail Drive would further increase with that connection, driving the need to implement improvements at the Rabbit Trail Drive and Phoenix Center Drive intersection.

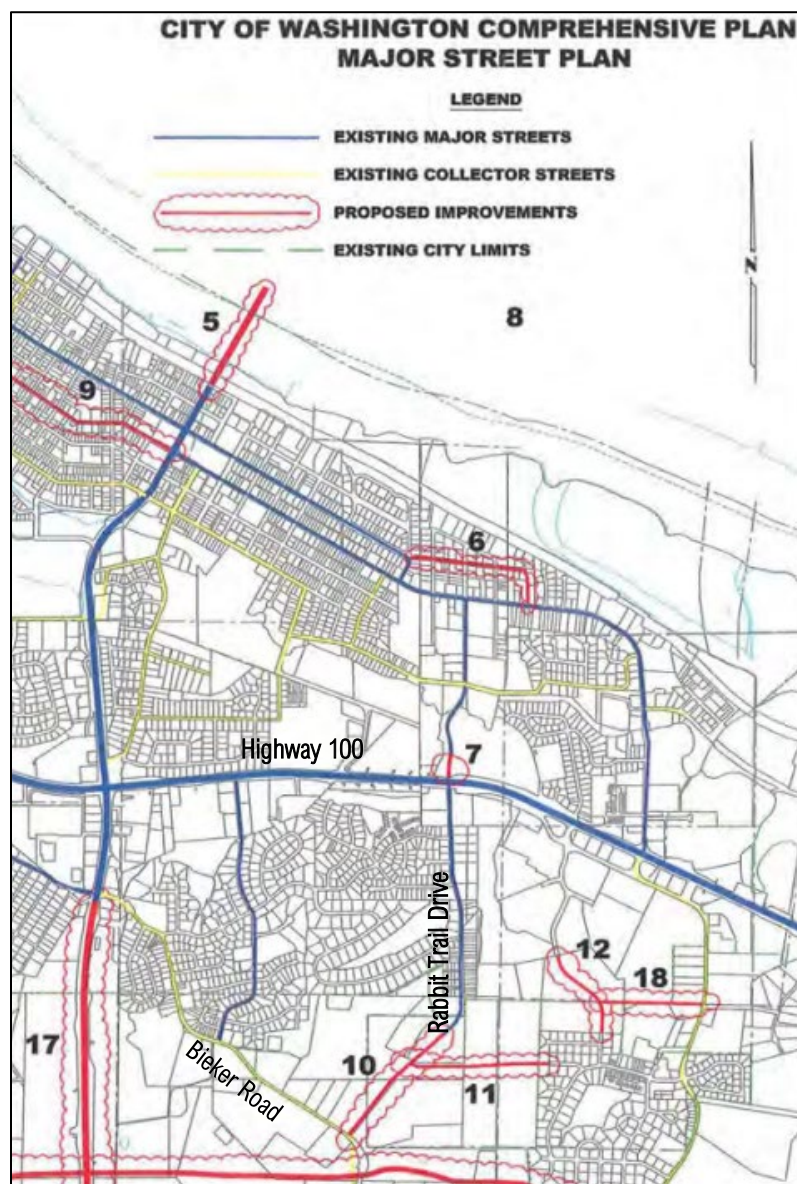


Figure 8: City of Washington Major Street Plan Excerpt (April 2013)



## SUMMARY

CBB completed the preceding study to evaluate the intersection of Rabbit Trail Drive with Highway 100 and with Phoenix Center Drive in Washington, Missouri. The proximity of the Phoenix Center Drive intersection to the signal at Highway 100 creates congestion and safety concerns due to the limited spacing between the two intersections.

There is approximately 100 feet of storage on Rabbit Trail Drive before the northbound queue from the traffic signal at Highway 100 impedes motorists trying to turn into and out of Phoenix Center Drive. Based on video observations, the northbound Rabbit Trail Drive queue from the Highway 100 traffic signal extended back to Phoenix Center Drive and beyond frequently during the Midday and PM peak hours. Although northbound motorists on Rabbit Trail Drive were often observed stopping on the south side of Phoenix Center Drive to allow motorists to turn into and out of Phoenix Center Drive, this creates an unsafe condition as the stopped vehicles on Rabbit Trail Drive block the visibility for the turning vehicles to see oncoming traffic.

The 95<sup>th</sup> percentile queue for the northbound Rabbit Trail Drive approach at Highway 100 is estimated at 120 feet in the AM peak hour, 130 feet in the Midday peak hour and 150 feet in the PM peak hour, all of which exceed the available storage of 100 feet.

As such, it is our understanding the City desires to relocate Phoenix Center Drive farther to the south to align with the existing Planet Fitness drive on the west side of Rabbit Trail Drive. This location would provide approximately 330 feet of storage between the signal at Highway 100 and the relocated Phoenix Center Drive. The relocation of Phoenix Center Drive would improve the traffic flow along this section of Rabbit Trail Drive, as well as the safety.

In conjunction with the relocation of Phoenix Center Drive, the southbound approach of International Avenue at Highway 100 would be widened to add a southbound right-turn lane. In addition, pedestrian improvements are proposed to connect the existing sidewalk along the east side of International Avenue to the signal at Highway 100 with a sidewalk continuing down the east side of Rabbit Trail Drive to the relocated Phoenix Center Drive intersection.

We trust this study adequately describes the preferred improvement for the Rabbit Trail Drive and Phoenix Center Drive intersection. If additional information is desired, please feel free to contact me at 314-449-9572 or [swhite@cbbtraffic.com](mailto:swhite@cbbtraffic.com).

Sincerely,

Shawn Lerai White, P.E., PTOE  
Associate - Senior Traffic Engineer

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

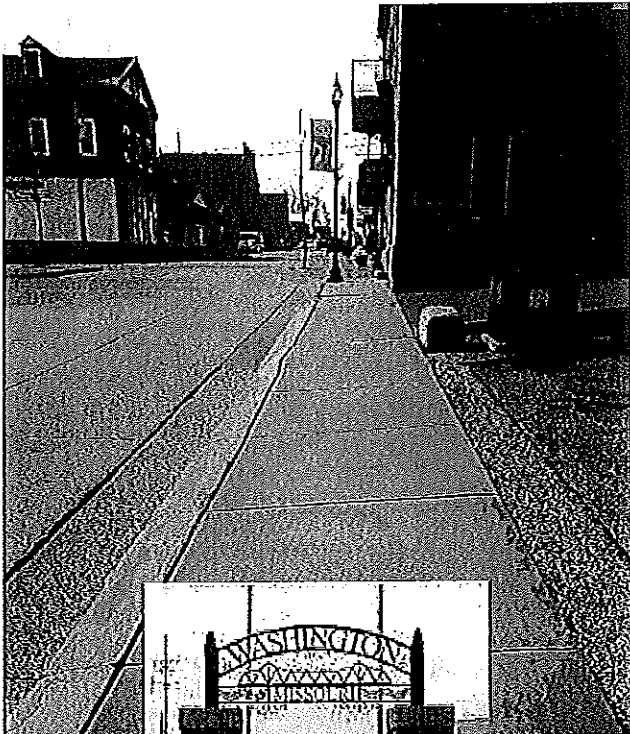
EXHIBIT A

Ex



**CITY OF WASHINGTON ADA  
TRANSITION PLAN**

Washington, MO  
May 30, 2018





RESOLUTION NO. 23-13707 INTRODUCED BY HIDRITCH/PATKE

A RESOLUTION AUTHORIZING THE CITY OF WASHINGTON TO APPLY FOR FUNDING THROUGH THE EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS TO PROVIDE FOR THE HIGHWAY 100 & INTERNATIONAL AVENUE/ RABBIT TRAIL DRIVE CMAQ PROJECT IN THE CITY OF WASHINGTON, FRANKLIN COUNTY, MISSOURI

WHEREAS, this intersection is experiencing increased delays and congestion; and

WHEREAS, the pedestrian crosswalks are to be extended to existing facilities to promote alternative modes of transportation; and

WHEREAS, increased traffic and congestion has increased the number of accident near misses.

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 Congestion Mitigation and Air Quality Grant Application with the East-West Gateway Council of Governments for the purpose of soliciting federal funds for the Highway 100 & International Avenue/Rabbit Trail Drive CMAQ Project.

SECTION 2: That the City Engineer is hereby authorized and directed to execute said Congestion Mitigation and Air Quality Grant Application on behalf of the City of Washington, Missouri.

SECTION 3: That the said Congestion Mitigation and Air Quality 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>	\$	9,336
<i>Grant</i>	\$	1,867,200
<i>City Match</i>	\$	466,800
<i>Total</i>	\$	2,587,502

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

(Seal)



Passed: 02-06-23

ATTEST:

Sheri Klokamp

J. D. H. C.  
President of City Council

Approved: 02-06-23

ATTEST:

Sheri Klokamp

J. D. H. C.  
Mayor of Washington, Missouri

**REGULAR MEETING OF WASHINGTON, MISSOURI CITY COUNCIL**  
**MONDAY, FEBRUARY 6, 2023 - 7:00 P.M.**  
**COUNCIL CHAMBER, 405 JEFFERSON STREET, WASHINGTON, MISSOURI**

		<b><u>SUGGESTED</u></b> <b><u>COUNCIL ACTION</u></b>	
<b>1. <u>INTRODUCTORY ITEMS:</u></b>			
Roll Call / Pledge of Allegiance		Need Motion/Mayor	Memo
Approval of the Minutes from the January 17, 2023 Council Meeting			
<u>Approval and Adjustment of Agenda including Consent Agenda</u>		Need Motion/Mayor	Memo
a. Liquor License Approval – Guffey’s LLC			
b. Final Payment Request – South Point Road Improvement Project			
<b>2. <u>PRIORITY ITEMS:</u></b>			
<b><u>Mayor’s Presentations, Appointments &amp; Reappointments</u></b>			
a. Proclamation Presentation – Mike and Eileen Stapp Excellence in Baseball and Softball Award		Mayor	
<b>3. <u>PUBLIC HEARINGS:</u></b>			
a. Short Term Rental – 612 Riverview Place		Accept Into Minutes	Memo
b. An ordinance granting a Special Use Permit to utilize 612 Riverview Place as a vacation rental in the City of Washington, Franklin County, Missouri.		Read/Second/Vote/Mayor	Memo
<b>4. <u>CITIZENS COMMENTS:</u></b>			
<b>5. <u>UNFINISHED BUSINESS:</u></b>			
<b>6. <u>REPORT OF DEPARTMENT HEADS:</u></b>			
<b>7. <u>ORDINANCES/RESOLUTIONS:</u></b>			
a. An ordinance amending Exhibit A of Ordinance No. 21-13459 being an ordinance annexing approximately 115 acres of the Watermann Farm as M-2, Heavy Industrial, into the City of Washington, Franklin County, Missouri.		Read & Int/Read/Vote/Mayor	Memo
b. An ordinance amending the 2023 Budget of the City of Washington, Missouri.		Read & Int/Read/Vote/Mayor	Memo
c. An ordinance providing for the approval and acceptance of Minimum Improvements for Maintenance for “The Meadow at Koch Farm” Subdivision in the City of Washington, Franklin County, Missouri.		Read & Int/Read/Vote/Mayor	Memo
d. An ordinance authorizing and directing the execution of an Easement Deed by and between the City of Washington, Missouri and 1400 Jefferson, LLC.		Read & Int/Read/Vote/Mayor	Memo
e. An ordinance authorizing and directing the execution of an Easement Deed by and between the City of Washington, Missouri and Union Electric Company.		Read & Int/Read/Vote/Mayor	Memo
f. An ordinance authorizing and directing the execution of a Parking License Agreement by and between the City of Washington, Missouri and Union Pacific Railroad Company.		Read & Int/Read/Vote/Mayor	Memo
g. An ordinance accepting the Proposal from S-K Contractors, Inc for boat dock decking, bumper removal and installation.		Read & Int/Read/Vote/Mayor	Memo

h. An ordinance accepting the Estimate from John Hall Lumber Co. for boat dock materials.	Read & Int/Read/Vote/Mayor	Memo
i. An ordinance authorizing and directing the execution of a Contractor Agreement with K.J.U. Inc. dba K.J. Unnerstall Construction Co. for installation of a concrete pad, sidewalks and fence at Optimist Skate Park.	Read & Int/Read/Vote/Mayor	Memo
j. An ordinance authorizing and directing the City of Washington, Missouri to enter into a Sales Contract between Schicker Chrysler Dodge Jeep Ram of Washington for the purchase of three (3) 2023 Dodge Durango Pursuit Patrol Vehicles.	Read & Int/Read/Vote/Mayor	Memo
k. An ordinance authorizing and directing the City of Washington, Missouri to enter into a Sales Contract between Public Safety Upfitters LLC for the purchase, outfitting and upgrading of equipment for three (3) 2023 Dodge Durango Pursuit Patrol Vehicles.	Read & Int/Read/Vote/Mayor	Memo
l. A resolution authorizing the City of Washington to apply for funding through the East-West Gateway Council of Governments to provide for the Highway 100 & International Avenue/Rabbit Trail Drive CMAQ Project in the City of Washington, Franklin County, Missouri.	Read/Second/Vote/Mayor	Memo
m. A resolution supporting the application for federal assistance from the Recreational Trails Program for Phase III of the Rotary Riverfront Trail Expansion in the City of Washington, Franklin County, Missouri.	Read/Second/Vote/Mayor	Memo

**8. COMMISSION, COMMITTEE AND BOARD REPORTS:**

**9. MAYOR'S REPORT:**

- a. Second Council Meeting in February – Tuesday, February 21, 2023 due to President's Day Holiday

**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 BY SHERRI KLEKAMP, CITY CLERK, FEBRUARY 2, 2023

A COPY OF THIS NOTICE IS ALSO AVAILABLE ONLINE AT [www.washmo.gov](http://www.washmo.gov)

# City's efforts to improve Rabbit Trail moves forward

By Ethan Colbert  
ecolbert@emissourian.com

It will likely take more than \$2.5 million to complete and likely won't be started until 2027, but Washington officials on Monday signed off on an effort to redesign and improve the intersection of Rabbit Trail, Highway 100 and International Avenue.

Second Ward Councilman Mark Wessels said he believes the proposed changes will be well worth the wait. He said the city is also not waiting for 2027 to try and alleviate congestion at the intersection.

"We are actually taking two or three steps to try and make changes to

that intersection," Wessels said of the planned extension of Rabbit Trail into Bieker Road and a planned eastward connection from Rabbit Trail Drive to Earth Crest Drive.

"We will have to see over time how drivers respond to those changes," said Wessels, who represents the city's Second Ward with fellow Councilman Mark Hidritch. The two have been advocating for improvements at the intersection for years.

"There is an excellent chance that these other two projects will happen before the grant-funded project gets going," Wessels said. "So, maybe between the combination

of those projects and the acknowledgment that the grant-funded project could be coming will be enough to keep tempers down."

That particular stretch of Highway 100 averages between 10,000 and 19,000 vehicles per day, while Rabbit Trail Drive averages between 1,000 and 1,700 vehicles per day. Phoenix Center Drive averages fewer than 1,000 cars per day, according to traffic counts completed in 2021 by the Missouri Department of Transportation.

Under the city's proposal, the city will relocate the intersection of Phoenix Center Drive to the south, add a right turn lane on Interna-

tional Avenue, and add sidewalks south along International Avenue toward the intersection.

Washington City Engineer John Nilges said Monday night at the Washington City Council meeting that city staff members are finalizing a Congestion Mitigation and Air Quality grant application for \$1.86 million. The application, which has a \$9,336 fee associated with it, is due Thursday. The fee is refunded if the city does not receive the grant.

The grant, which would cover 80 percent of the ultimate construction costs, is facilitated by the East-West Gateway Council of Governments. The

city would pay for the remaining 20 percent, which is estimated to be \$466,800, out of the city's half-cent transportation sales tax.

Nilges said on Monday that it is hard to estimate just how much the project will cost.

"We don't know what the right of way costs are exactly going to be at this time," Nilges said. The city will need to acquire an acre of property to make the improvements outlined in the proposal.

"The right of way acquisition could significantly increase the costs of this project," Nilges said.

In remarks to the city council, Nilges expressed cautious optimism that

the city's application could be approved.

"We know the application is not the strongest (in terms of mitigating congestion), but we know from talking with the East-West Gateway that it does meet the minimum requirements (for the program)," Nilges said. "Hopefully, that means, we can just squeeze this application in and get approved."

If the grant application is denied, Nilges said, the project would likely not move forward.

"There is no apparent funding source for a \$2.5 million project," Nilges said. He said if the city's application is denied, he could see that the city would continue to reapply in the future.



# Grant to pay for turn lanes

By Ethan Colbert  
ecolbert@emissourian.com

One of the focal points of Tuesday night's Washington City Council meeting will be a proposal from the city's public works department.

"What we are asking the city council is to approve a contract with (CBB Transportation) so that we can

have an updated traffic analysis of the intersection of Highway 100 and Rabbit Trail Drive, including new traffic counts now that Starbucks has opened in the Bank of Franklin County bank building," said Washington City Engineer John Nilges.

CBB Transportation, a St. Louis-based engineering

and planning firm, completed the most recent traffic count in 2021. Nilges said the company, based on experiences in other communities, believes the opening of the Starbucks has "generated a lot more traffic at that intersection."

According to traffic counts from the Missouri

• See Grant Page 4A

## GRANT

CONTINUED FROM 1A

Department of Transportation, the number of motorists using the intersection peaked in 2017 when 2,405 motorists turned from Rabbit Trail Drive onto Highway 100. In 2021, which is the most recent data available, that number was 2,298 motorists.

Nilges said the 2021 traffic study took into account the opening of the Planet Fitness location and the bank building.

If the contract is approved by the council, CBB would be tasked with reviewing traffic crash data from 2019 to 2021 and doing traffic counts at least three times a day on Highway 100, Rabbit Trail Drive, the driveway of the Planet Fitness and the driveway of the Bank of Franklin County location. The company suggests they would study traffic flow from 7-9 a.m.; 11:30 a.m. to 1:30 p.m.;

and 4-6 p.m.

In addition to the traffic counts, the company also would provide engineering services for additional turn lanes as well as design sidewalk improvements at the intersection that comply with the Americans with Disabilities Act, according to a memo from the company to Nilges. Specifically, CBB would design a southbound right-turn lane on International Avenue at Highway 100 and a westbound right-turn lane on Highway 100 for Rabbit Trail Drive. The firm also would design a solution for how Phoenix Center Drive's intersection with Rabbit Trail Drive could be moved south away from Highway 100.

These engineering services, Nilges said, are needed so the city can submit a complete Congestion Mitigation and Air Quality (CMAQ) grant application. The grant, which would cover 80 percent of

the ultimate construction costs, is facilitated by the East-West Gateway Council. The city would pay for the remaining 20 percent.

It is unclear how much the relocation of Phoenix Center Drive, the construction of the turn lanes and sidewalk improvements will cost. The current CBB contract carries a \$14,600 price tag, including \$4,700 for the traffic study, \$5,900 for the conceptual drawings and construction cost estimate for the turnlanes, sidewalks and street relocation, and \$4,000 for assisting the city with the grant application.

Nilges said Tuesday prior to the council meeting that the city would likely get the results from CBB in 60 days. He said city staff would then begin working on the CMAQ grant application, which is due later this fall.

"Last year, every CMAQ grant application that was submitted was

approved for funding. We are hoping that will be the case again this year," Nilges said. If the grant application is approved, Nilges said construction on the turnlanes would likely not begin until 2026 or 2027, with the latter representing Nilges' "worst-case scenario."

"Since the council directed city staff to look for grant opportunities to pay for these improvements, that means the federal government and MoDOT will be involved in the project," Nilges said. "It means they will be reviewing the plans and checking in every step along the way."

Once construction gets underway, Nilges said he expects it to move fairly quickly.

"I would imagine that construction will be wrapped up in a year," Nilges said. It is unlikely that the construction of the turnlanes or relocation of Phoenix Center Drive will be done any sooner, according to officials.

Nilges acknowledged on Tuesday that the road has been a source of frustration for city officials and residents for years. Critics of the intersection's traffic flow have said for more than a decade that it poses

significant safety risks to motorists.

"From my perspective, anything that provides a solution to that problem, that also increases safety to the traveling public is a good thing and worth the wait," Nilges said. That particular stretch of Highway 100 averages between 10,000 and 19,000 vehicles per day, while Rabbit Trail Drive averages between 1,000 and 1,700 vehicles per day. Phoenix Center Drive averages fewer than 1,000 cars per day, according to traffic counts completed in 2020 by the Missouri Department of Transportation.

FEATURED

## City eyes changes to Rabbit Trail

By Ethan Colbert [ecolbert@emissourian.com](mailto:ecolbert@emissourian.com)  
Apr 9, 2021

At the request of Lake Washington Condo Association members, the Washington Traffic Commission is taking another look at altering traffic patterns at the Highway 100 intersection with Rabbit Trail Drive near Phoenix Center Drive.

The road has been a source of consternation for city officials and nearby property owners for years. Critics of the intersection's traffic flow have said for more than a decade that it poses significant safety risks to motorists.

That particular stretch of Highway 100 averages between 10,000 and 19,000 vehicles per day, while Rabbit Trail Drive averages between 1,000 and 1,700 vehicles per day. Phoenix Center Drive averages fewer than 1,000 cars per day, according to traffic counts completed in 2020 by the Missouri Department of Transportation.

The number of vehicles using the intersection is likely to increase, according to city officials, who point to the continued residential developments being built south of the intersection on Rabbit Trail Drive and the construction of the Planet Fitness and the Bank of Franklin County landmark location. The new bank office, which is under construction now, also will include a "high use" office, coffee house or restaurant with a drive-thru, according to Washington Community and Economic Development Director Sal Maniaci.

City Engineer John Nilges said there have been two traffic studies completed on the intersection. The first study, completed in 2006, was paid for by a nearby property owner. A second study, which was completed last year, was paid for by the city.

Both identified that "left turns onto Rabbit Trail Drive may need to be restricted," Nilges said. One idea is to build a six- to eight-inch-wide curb that would prevent traffic from making left turns from Planet Fitness and the Bank of Franklin County building onto Rabbit Trail Drive. Similarly, motorists leaving Phoenix Center Drive would not be able to make a left turn onto Rabbit Trail Drive.

Nilges said such medians are cost effective and becoming more common in cities across Missouri, including Columbia.

Nilges said he expects to have a recommendation to make to the city's Traffic Commission and to the Washington City Council next month. If action is approved next month, Nilges said a design could be drafted in June with construction being underway later this fall.