



Date: October 18, 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, 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, November 20, 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 – Highway 100/E Fifth Street Intersection Improvement" clearly marked on the outside.

Sincerely,

Charles Stankovic, PE
City Engineer

City of Washington, Project: Highway 100/E Fifth Street Intersection Improvement	
Federal Aid No:	CMAQ-6400(631)
Location:	Intersection of Hwy 100 and E. Fifth Street
Proposed Improvement:	Adding additional second left turn lane and new dedicated right turn lane from SB E. Fifth Street to Hwy 100. Additional ADA sidewalk and other intersection improvements
Length:	0.1 miles
Approximate Construction Cost:	\$757,841
DBE Goal Determination:	8%
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&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 Wed, Nov 20, 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

2024 Call for Projects

For the St. Louis Region

Sponsoring Agency: _____

Project Title: _____

Federal Amount Requested: _____

Applications Due: February 8, 2024 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 2023

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 3, 2023** and ends on **February 8, 2024** 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. Save the electronic copy as a PDF file using the following format: 2024CMAQ_[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 8, 2024. 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. EFT payments are due by February 15, 2024.

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

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.
- CMAQ data 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):									
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:				Is this application request for a piece of a larger project (phase) or the entire length of project?					
<input type="checkbox"/> New project				<input type="checkbox"/> Phase					
<input type="checkbox"/> Continuation of STP-S/CMAQ/TAP project				<input type="checkbox"/> Full project					
<input type="checkbox"/> Add to existing non-federally funded 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) ¹ :			
	CURRENT:	PROPOSED (Year of Construction):	
Traffic volumes (AADT):	Year:	Year:	Year:
Identify source of AADT ² :			
Speed limit of street (mph):			
Number of through lanes (both directions):			
Number of turn lanes:			
Two-way left turn lanes?	<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 ³ :	<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 ⁴ ?	<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):			

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

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

³ **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

⁴ 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 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 ⁵ .	
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?	

⁵ FHWA Questions and Answers about ADA/Section 504: https://www.fhwa.dot.gov/civilrights/programs/ada_sect504qa.cfm.

EQUITY

Transportation equity populations (TEPs) are population groups that face barriers related to transportation or are disproportionately affected by negative effects of past transportation decisions. They are people of minority races and ethnicities, those with income below the poverty level, seniors (aged 65+), those with limited English proficiency (LEP), persons with disabilities, and no-vehicle households. See EWG's Transportation Equity Assessment for additional details: <https://www.ewgateway.org/transportation-planning/long-range-transportation-planning/connected-2050/trans-equity-assessment/>

Are you familiar with EWG's Transportation Equity Assessment?

Yes No

Have you considered how this project would affect one or more of these groups that travel in or through your community?

Yes No

If yes, please describe either positive or negative impacts on TEP populations that would be associated with this project.

How can EWG help you incorporate equity into your transportation projects?

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					
<i>Note: many stages can occur concurrently.</i>					
Activity Description	Start Date (MM/YYYY)	Finish Date (MM/YYYY)	Time Frame (Months)		
Receive notification letter	10/2024	10/2024	1		
Execute agreement (project sponsor and DOT)					
Engineering services contract submitted and approved*					
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					
Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*					
Right-of-way acquisition					
Utility coordination					
Develop and submit PS&E					
District approval of PS&E/advertise for bids*					
Submit and receive bids for review and approval					
Project implementation/construction					
* Finish date must match fiscal year for each milestone shown in bold text .					
FINANCIAL PLAN					
<i>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.</i>					
Activity⁶	Starting Federal Fiscal Year⁷	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				
TOTAL PROJECT COST					
Identify the source(s) of local matching funds (e.g., state DOT, city, county, county road board, county motor fuel tax, private entity), and the amount for each source:					

⁶ **Illinois:** preliminary engineering (PE) funds are available in FY 2025, right-of-way (ROW) in FY 2025 or FY 2026, and construction/construction engineering in FY 2026 or FY 2027.

Missouri: PE funds are available in FY 2025, ROW in FY 2025 or FY 2026, and construction/construction engineering in FY 2026 or FY 2027. **Note:** FY 2026 construction/construction engineering must be less than \$1 million federal.

⁷ 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):

Rideshare:

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

Diesel retrofits:

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

Bicycle and pedestrian:

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

Traffic flow improvements:

- Traffic signal interconnect
- Traffic signal replacement
- New traffic signal(s)
- Signal controller upgrades
- Intersection improvements
- Roundabout
- 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 8, 2024 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.

Charles Stankovic

 Name (print)
 City Engineer

 Title


 Signature
 2/6/2024

 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).

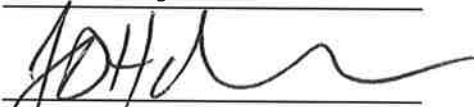
Project Title: Highway 100/E Fifth Street Intersection

Local Match Amount: \$226,568

Sponsoring Agency: City of Washington

Chief Elected Official (or Chief Executive Officer):

Name (print): James D. Hagedorn

Signature: 

Date: 5 Feb 24

Chief Financial Officer:

Name (print): Sherri Klekamp

Signature: 

Date: 2/5/24



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): Charles Stankovic, PE
Title: City Engineer Email: cstankovic@washmo.gov
Signature: 
Date: 2/6/2024

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

Name (print): Charles Stankovic
Title: City Engineer Email: cstankovic@washmo.gov
Signature: 
Date: 2/6/2024

Person of Responsible Charge – Construction/Implementation Phase

Name (print): Charles Stankovic
Title: City Engineer Email: cstankovic@washmo.gov
Signature: 
Date: 2/6/2024

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.

Charles Stankovic

Name (print)

City Engineer

Title



Signature

2/6/2024

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.

Charles Stankovic

Name (print)

City Engineer

Title



Signature

2/6/2024

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.

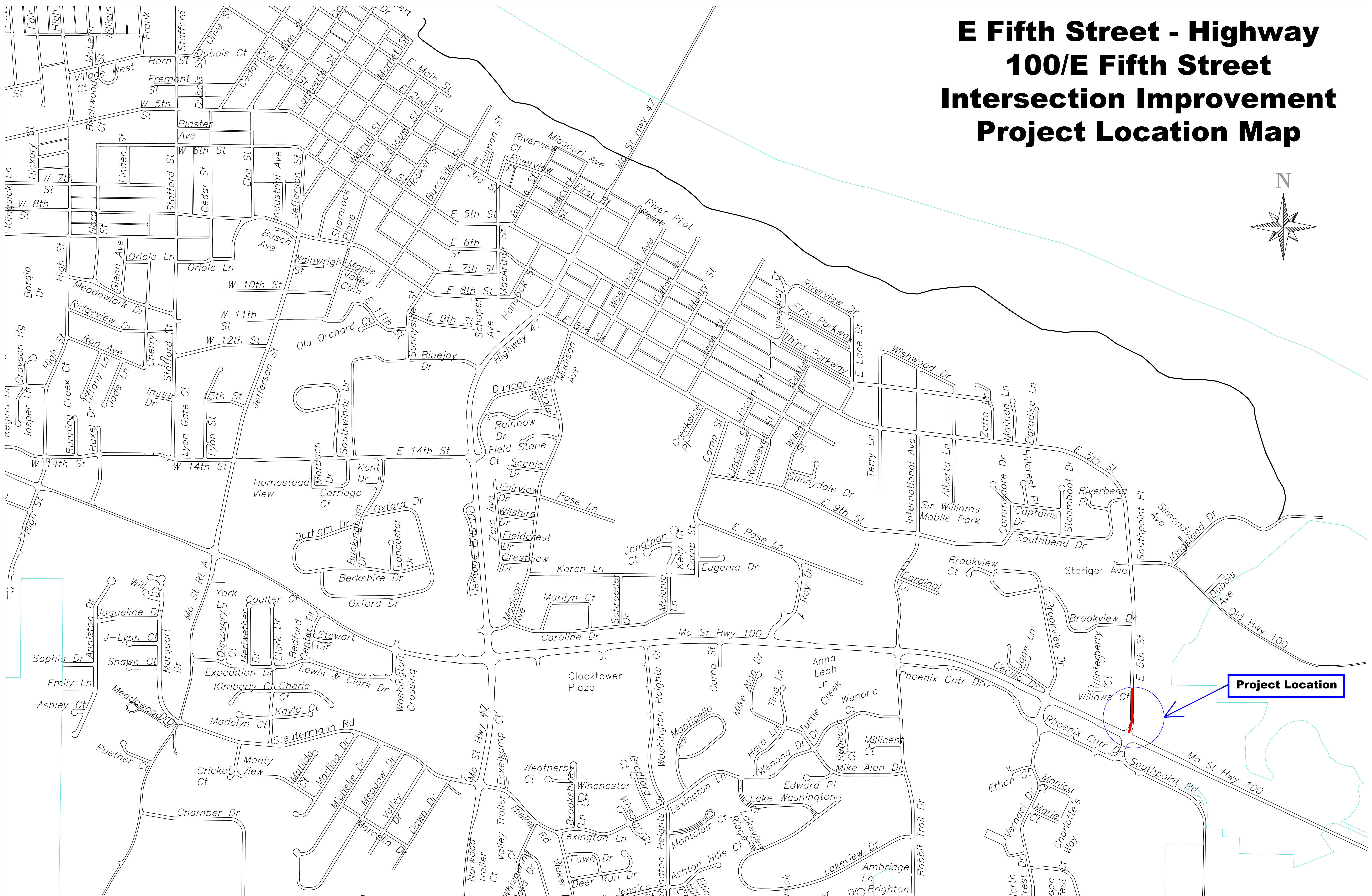
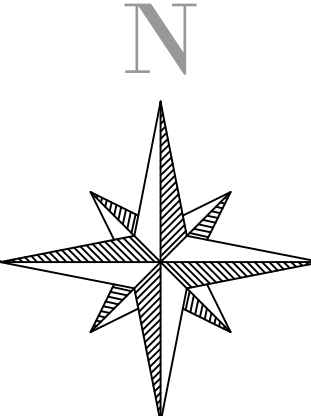
Project Monitoring

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.

Aerial Map - Highway 100/E Fifth Street Intersection Improvement Project



E Fifth Street - Highway 100/E Fifth Street Intersection Improvement Project Location Map



Project Location

Missouri Department of Transportation

1590 Woodlake Drive
Chesterfield, Missouri 63017-5712
314.275.1500
Fax: 573.522.6475
1.888.ASK MODOT (275.6636)

January 29, 2024

Mr. Charles Stankovic
City Engineer
City of Washington
405 Jefferson Street
Washington, MO 63090

Re: City of Washington – CMAQ Grant Application to East-West Gateway
Letter of Support

Dear Mr. Stankovic:

I am writing to express support for the City of Washington's application for a CMAQ grant through East-West Gateway for an intersection improvement project at E. 5th Street and Highway 100 in Franklin County. The proposed project includes an additional left turn lane from southbound E. 5th Street to eastbound Highway 100 and a dedicated right turn lane from southbound E. 5th Street to westbound Highway 100. The project also includes ADA improvements for pedestrians. This will improve traffic congestion and accommodate mobility and safety.

MoDOT supports the project for the City of Washington. If the city is successful in their grant application, please work closely with MoDOT staff to coordinate the work and any agreements under the guidelines listed below:

- The project will be administered through the MoDOT LPA Department. A permit for this work will be required and MoDOT staff will review & comment on the plans as part of the LPA process.
- MoDOT Standards & Specifications will govern the design of the project.
- All comments from MoDOT regarding the Traffic Impact Study must be addressed.
- This project must comply with all environmental requirements.
- All right-of-way acquisition must follow the Uniform Act. The city should have a contingency plan for acquisition of Right of Way if condemnation is needed.
- If Right of Way lines are adjusted with this project, the appropriate Location Survey must be performed after construction as part of the scope of the project.

Sincerely,



Thomas Blair, P.E.

District Engineer, St. Louis District



Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

www.modot.org

Traffic Congestion Pictures January 2024



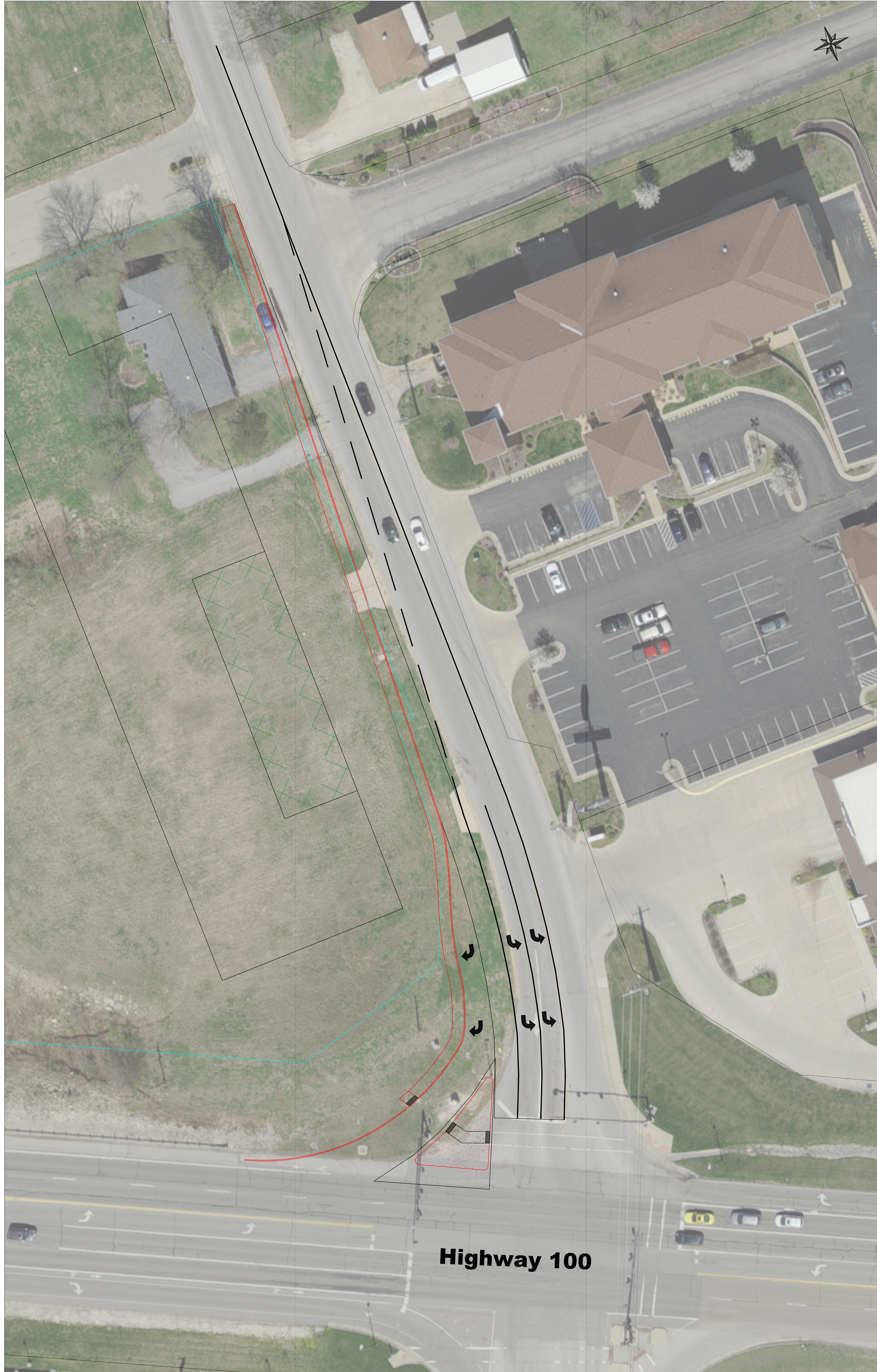






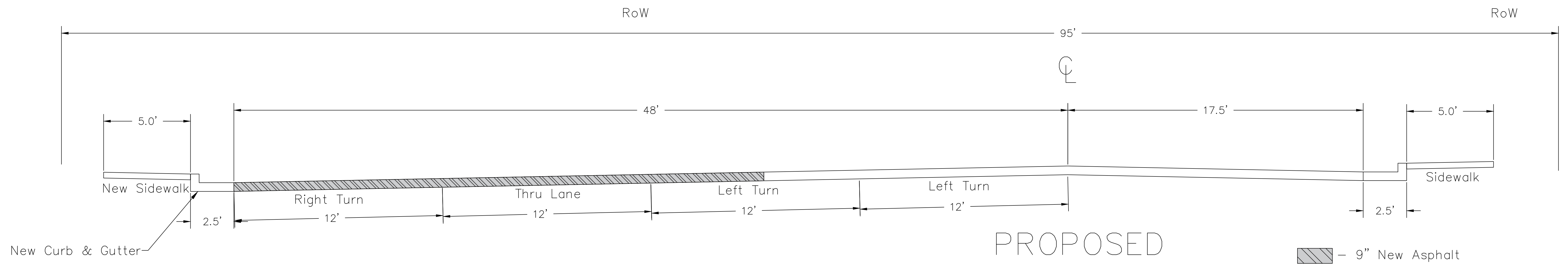
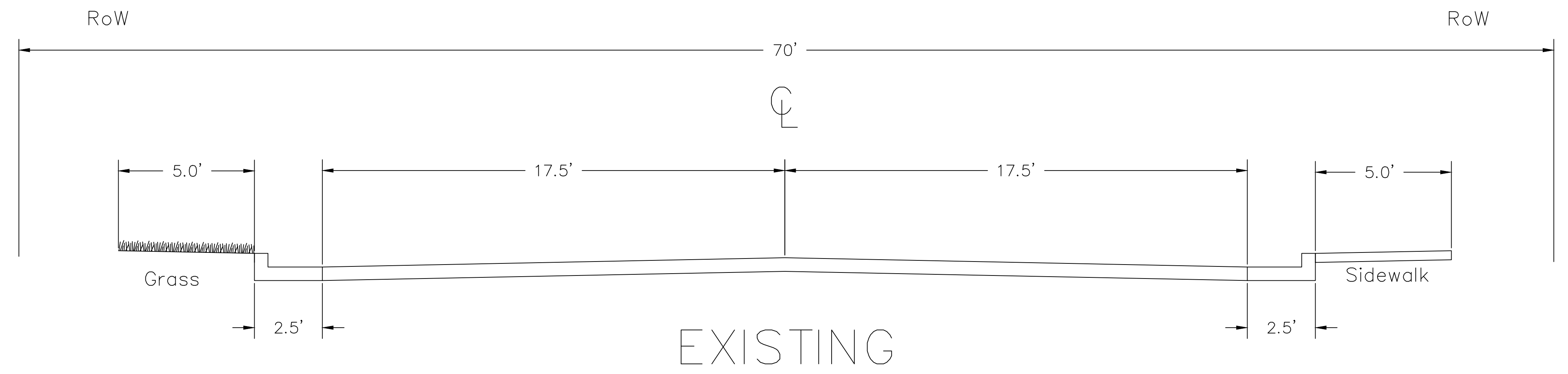
Traffic backed up over 400'





Highway 100

Third Street Typical Roadway Sections



INTERSECTION

Title:	Highway 100/E Fifth Street Intersection Improvement
Road	E Fifth Street
Intersecting Road	Highway 100

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

For intersection projects, vehicle mix assumed to be constant.

Describe Bike/Ped Elements:	Sidewalk present on east side will be added to west side
------------------------------------	--

Required Input Data / Assumptions	Before	After
Average Vehicle Delay (sec/veh)	24	22
Daily Intersection Volume (veh), or		
Peak Hour Volume (veh)	2,787	2,787

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% lig

Input Data - Year Used	
Before (i.e. 2023)	After (Year of project opening)
2022	2028

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 8, 2024 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.

January 5, 2024

Mr. Charles Stankovic
Infrastructure Designer
City of Washington
405 Jefferson Street
Washington, Missouri 63090

RE: Traffic Analysis
Route 100 at 5th Street
Washington, Missouri
CBB Job No. 120-23

Dear Mr. Stankovic:

As requested, CBB has completed an analysis of the intersection of Route 100 with 5th Street in Washington, Missouri. The study area is depicted in **Figure 1**.



Figure 1: Study Area



As requested, CBB evaluated the potential improvement to the intersection operations at 5th Street and Route 100 assuming three different improvements as follows:

- Adding a southbound right-turn lane (results in one left-turn lane, one through lane, and one right-turn lane for the southbound approach).
- Adding a southbound left-turn lane (results in dual left-turn lanes and a shared through/right-turn lane); and
- Adding a southbound left-turn lane and separate right-turn lane (results in two left-turn lanes, one through lane, and one right-turn lane for the southbound approach).

It is our understanding that a 198-unit apartment complex, The Crossing on 5th, is currently under construction just north of the Route 100 and 5th Street intersection. As requested, this analysis will consider the increase in trips associated with the proposed new apartment complex.

The focus of this study was the weekday AM and PM peak hours. The following letter presents the findings of the 2023 Base conditions with and without the potential improvement measures at the Route 100 and 5th Street intersection.



EXISTING CONDITIONS

Study Intersection: The intersection of Route 100 and 5th Street operates under traffic signal control. The eastbound and westbound approaches provide one left-turn lane, two through lanes, and one right-turn lane. The northbound approach provides two left-turn lanes, one through lane, and one right-turn lane. The southbound approach provides one left-turn lane and one shared through/right-turn lane. Pedestrian crosswalks are provided across the north, south and east legs of the intersection. **Figure 2** provides an aerial view of Route 100 and 5th Street intersection.



Figure 2: Aerial View of the Route 100 and 5th Street Intersection

Existing Traffic Volumes: Video, turning movement traffic counts were conducted at the intersection of Route 100 and 5th Street during the weekday morning (7:00 - 9:00 a.m.) and weekday afternoon (3:00 - 6:00 p.m.) peak periods on Tuesday, December 19, 2023, while area schools were in session.

Based on the traffic data collected, the AM peak hour occurred between 7:15 and 8:15 a.m. and the PM peak hour occurred between 3:45 and 4:45 p.m. The existing peak hour volumes are summarized in **Figure 3**.

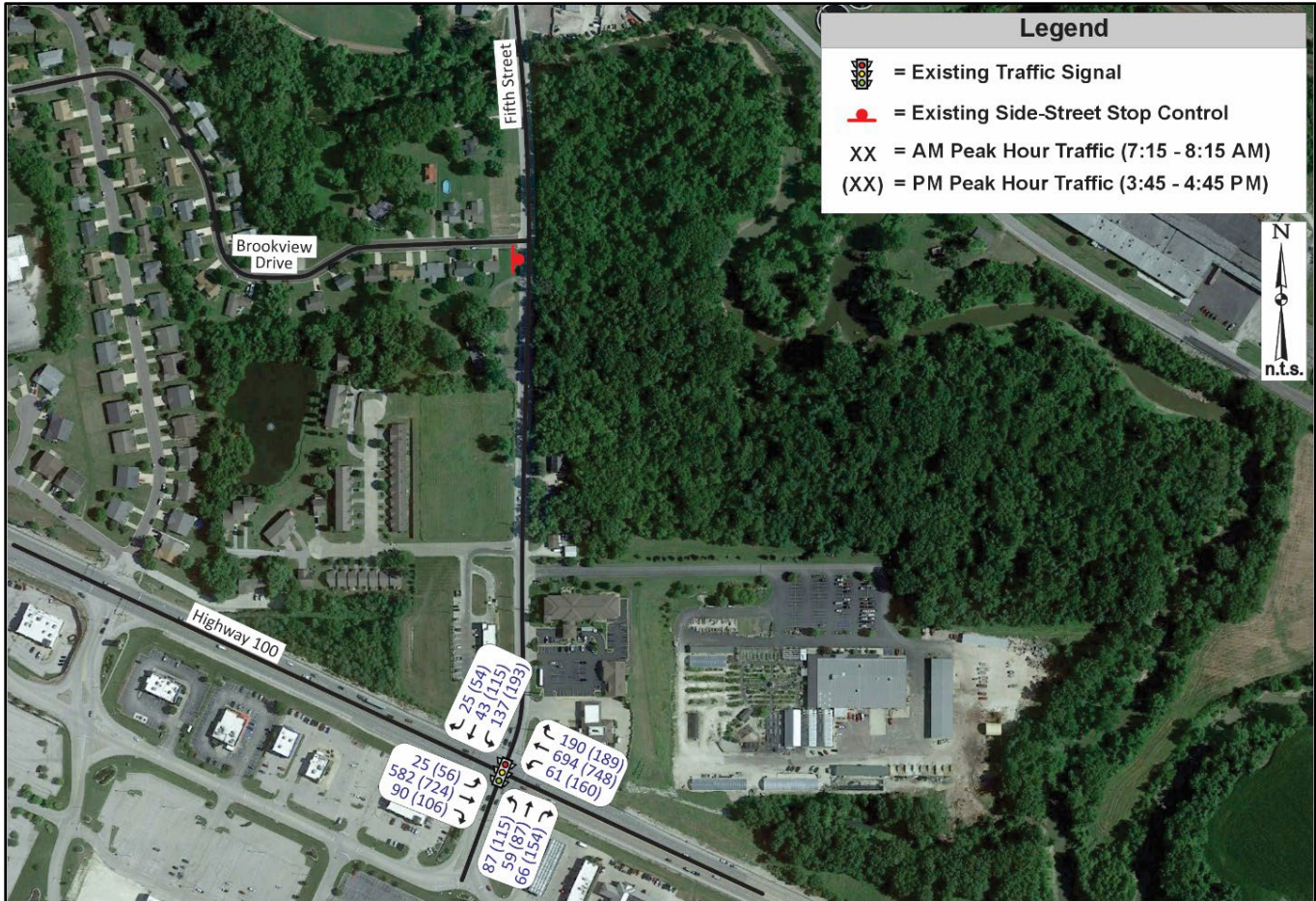


Figure 3: 2023 Existing Traffic Volumes

Existing Crashes: Based on data gathered from the MoDOT Traffic Management Systems (TMS) database, there have been 32 crashes at the intersection of Highway 100 and 5th Street/South Point Road in the past three years. There have been zero fatalities with nine (9) crashes (28 percent) involving at least one reported injury. A summary of the crashes by severity is provided in **Table 1**.

A summary of the crashes by the crash type is provided in **Table 2**. Approximately 52 percent of the crashes were rear end crashes which are often attributable to congestion at signals. Approximately 28 percent of the crashes were right-angle or left-turn crashes which are often the most severe with regards to injury.



Table 1: Route 100 and 5th Street/South Point Road Crash Summary (2020-2022)

Intersection / Approach	2020	2021	2022	Total
Route 100 and 5th Street/South Point Road				
Property Damage Only	8	6	9	23
Injuries	3	3	3	9
Fatalities				0
Total	11	9	12	32

Table 2: Route 100 and 5th Street/South Point Road Crash Type (2020-2022)

Intersection / Approach	2020	2021	2022	Total
Route 100 and 5th Street/South Point Road				
Rear End	5	3	9	17
Left-Turn/Right-Angle	1		1	2
Right-Angle	3			3
Left-Turn	1	2	1	4
Head On	1		1	2
Passing	1	1		2
Parked Car		1		1
Pedestrian		2		2



2023 BASE CONDITIONS

As mentioned previously, it is our understanding that a 198-unit apartment complex, known as The Crossing on 5th, is currently under construction just north of the Route 100 and 5th Street intersection. The approved development is graphically shown in **Figure 4**.



Figure 4: The Crossing on 5th Development Area (under Construction)

To account for the apartment complex under construction, the trip generation for The Crossing at 5th was estimated and assigned to the study area intersection. The amount of traffic the pending apartment complex would generate during the weekday AM and PM peak hours was estimated based upon information provided in the latest edition of the Trip Generation Manual. The estimates for the pending apartment complex were based upon Land Use: 220 – Multi-Family Housing (Low-Rise).

The fitted equation data provided for Peak Hour of the Adjacent Street was used for the apartment complex during the traditional weekday AM and PM peak hour forecasts. The trip generation estimates for The Crossing on 5th development are summarized in **Table 3**. As can be seen, the apartment complex is expected to generate 84 new trips during the AM peak hour and 106 new trips during the PM peak hour.



Table 3: Trip Generation Estimate – The Crossing on 5th Development (under construction)

Land Use (ITE Code)	Unit	ADT (VPD)	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Multi-Family Housing (Low Rise) ITE Code 220	198 Units	1,344	20	64	84	67	39	106

The estimated trips were assigned to adjacent roadways based on the existing traffic patterns. The site generated trips for The Crossing on 5th development are shown in **Figure 5**. The Site-Generated Trips (Figure 5) were added to the Existing Traffic Volumes (Figure 3) to develop the 2023 Base Traffic Volumes. The 2023 Base Traffic Volumes for the weekday AM and PM peak hours are shown in **Figure 6**.



Figure 5: Site-Generated Trips - The Crossing on 5th

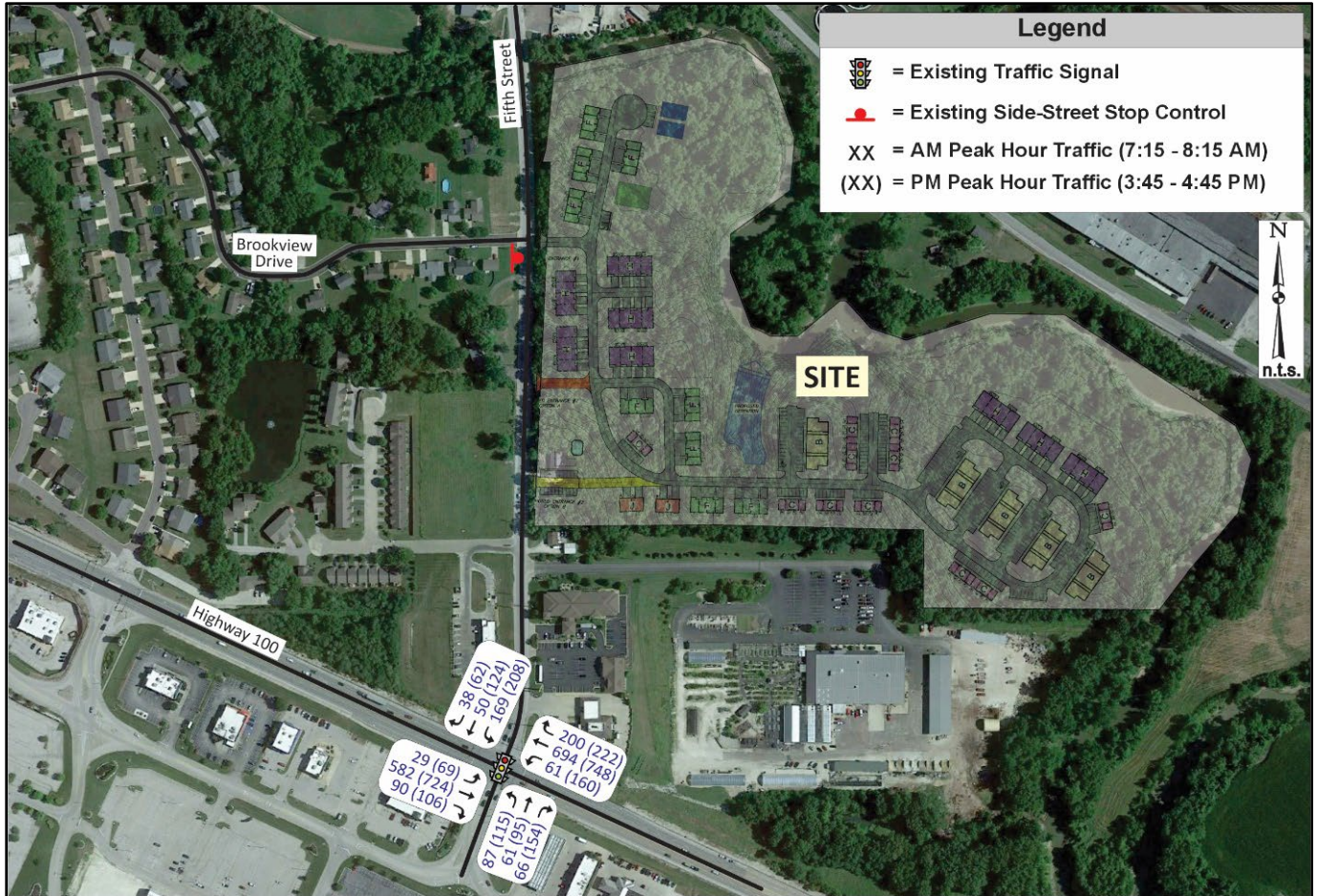


Figure 6: 2023 Base Traffic Volumes



TRAFFIC ANALYSIS

Study Procedures: The 2023 Base 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. **Table 4** summarizes the thresholds used in the analysis for signalized and unsignalized intersections.

Table 4: Level of Service Thresholds

LEVEL OF SERVICE (LOS)	CONTROL DELAY PER VEHICLE (SEC/VEH)	
	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS
A	≤ 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

Operating Conditions: The Route 100 and 5th Street intersection was evaluated using the methodologies described previously. **Table 5** summarizes the results of these analyses, which reflect the 2023 Base operating conditions and average delay for the study intersection during the weekday AM and PM peak hours with the following lanes assumptions for the southbound 5th Street approach:

- Existing Lanes – left-turn lane with a shared through/right-turn lane;
- With a separate right-turn lane;
- With dual left-turn lanes; and



- With a separate right-turn lane and dual left-turn lanes.

The Synchro estimated 95th percentile queue for the southbound 5th Street approach at Route 100 is also shown in the table. The existing signal timings were used for the intersections.

Table 5: 2023 AM Base Capacity Analysis Summary

INTERSECTION/MOVEMENT	AM PEAK HOUR			
	EXISTING GEOMETRY	WITH SB RIGHT-TURN LANE	WITH SB DUAL LEFT-TURN LANES	WITH SB RIGHT-TURN LANE AND DUAL LEFT-TURNS
Route 100 and 5th Street/South Point (Signalized)				
Eastbound Route 100 Approach	B (16.1)	B (15.7)	B (15.7)	B (15.3)
Westbound Route 100 Approach	A (7.7)	A (7.3)	A (7.4)	A (7.0)
Northbound South Point Approach	D (39.2)	D (38.9)	D (38.9)	D (38.7)
Southbound 5 th Street Approach	D (39.6) 95 th Q: 180' L 95 th Q: 100' TR	D (38.0) 95 th Q: 180' L 95 th Q: 75' TR 95 th Q: <25' R	D (44.0) 95 th Q: 100' L 95 th Q: 100' TR	D (41.9) 95 th Q: 100' L 95 th Q: 75' TR 95 th Q: <25' R
Overall	B (17.5)	B (17.0)	B (17.7)	B (17.2)

X (XX.X) – Level of Service (Vehicular delay in seconds per vehicle)
 95th percentile queue for the critical movement of the approach and lane (L-Left, TR-Shared Thru/Right, R-Right)

Table 6: 2023 PM Base Capacity Analysis Summary

INTERSECTION/MOVEMENT	PM PEAK HOUR			
	EXISTING GEOMETRY	WITH SB RIGHT-TURN LANE	WITH SB DUAL LEFT-TURN LANES	WITH SB RIGHT-TURN LANE AND DUAL LEFT-TURNS
Route 100 and 5th Street/South Point (Signalized)				
Eastbound Route 100 Approach	B (13.1)	B (13.1)	B (13.0)	B (12.7)
Westbound Route 100 Approach	B (14.1)	B (14.1)	B (14.0)	B (13.7)
Northbound South Point Approach	D (41.1)	D (43.2)	D (42.4)	D (42.4)
Southbound 5 th Street Approach	E (57.8) 95 th Q: 240' L 95 th Q: 250' TR	D (44.1) 95 th Q: 235' L 95 th Q: 165' T 95 th Q: <25' R	E (59.9) 95 th Q: 130' L 95 th Q: 255' TR	D (47.6) 95 th Q: 130' L 95 th Q: 165' TR 95 th Q: <25' R
Overall	C (23.5)	C (21.8)	C (23.9)	C (21.9)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)
 95th percentile queue for the critical movement of the approach and lane (L-Left, TR-Shared Thru/Right, R-Right)



As shown in Table 5, the signalized intersection of Route 100 and 5th Street operates at overall LOS C or better for all scenarios with minimal differences in overall delay when considering the addition of a southbound right-turn lane and/or dual left-turn lanes.

As shown in the table, with the addition of a separate southbound right-turn lane, the southbound 5th Street approach improves from LOS E with approximately 58 seconds of delay on average per vehicle to LOS D with only 44 seconds of delay on average per vehicle representing a 14 second reduction in delay, or about a 25% reduction in delay for the southbound 5th Street approach. The addition of a southbound right turn lane also decreases the estimated 95th percentile queue for the through lane from 250 feet to 165 feet.

In considering the provision of dual left-turn lanes for the southbound 5th Street approach, the delay actually increases for the southbound approach. This seems counterintuitive, but the existing single left-turn lane operates under protected plus permissive flashing yellow arrow phasing which actually provides improved operations over the dual left turn lane scenario which would require protected only left-turn phasing. The provision of dual left turn lanes would result in shorter queues for the left turn movement (240 feet to 140 feet in each lane), but increased delay. Although there would be a benefit in providing dual left-turn lanes to shorten the queue especially since the driveway for the Bank of Washington is located about 100 feet north of the signal.

If the primary desire is to lessen the delay for the southbound approach, it is recommended to maintain the existing single southbound left-turn lane with protected plus permissive flashing yellow arrow phasing and to consider moving forward with providing a separate southbound right-turn lane on 5th Street to improve the delay and shorten the queue for the through/right-turn movements.

If additional information is desired, please feel free to contact me at 314-449-9572 or swhite@cbbtraffic.com.

Sincerely,

A handwritten signature in blue ink that reads "Shawn White".

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

RESOLUTION NO. 24-13910 INTRODUCED BY COULTER/BEHR

A RESOLUTION AUTHORIZING THE CITY OF WASHINGTON, MISSOURI TO APPLY FOR FUNDING THROUGH THE EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS TO PROVIDE FOR THE HIGHWAY 100/EAST FIFTH STREET INTERSECTION IMPROVEMENTS PROJECT IN THE CITY OF WASHINGTON, FRANKLIN COUNTY, MISSOURI

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

WHEREAS, the pedestrian sidewalks are to be extended for future connection to promote alternative modes of transportation; and

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

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

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/East Fifth Street Intersection Improvements 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>	\$	4,532
<i>Grant</i>	\$	906,273
<i>City Match</i>	\$	226,568
<i>Total</i>	\$	1,137,373

SECTION 4: That this Resolution shall be in full force and effect from and after the

date of its adoption.



Passed: 01-16-24

ATTEST: Sheri Klekamp

James D. Hagedorn
President of City Council

Approved: 01-16-24

ATTEST: Sheri Klekamp

James D. Hagedorn
Mayor of Washington, Missouri



December 21, 2023

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

RE: Resolution – E Fifth Street CMAQ Application

Dear Mayor and City Council Members:

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

HIGHWAY 100/E FIFTH STREET INTERSECTION IMPROVEMENT

This project will add a right turn and additional left lane on E Fifth Street onto Highway 100, and add pedestrian facilities. The following is the funding breakdown:

<i>Application Fee</i>	\$	4,532
<i>Grant</i>	\$	906,273
<i>City Match</i>	\$	226,568
<i>Total</i>	\$	1,137,373

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

Respectfully submitted,

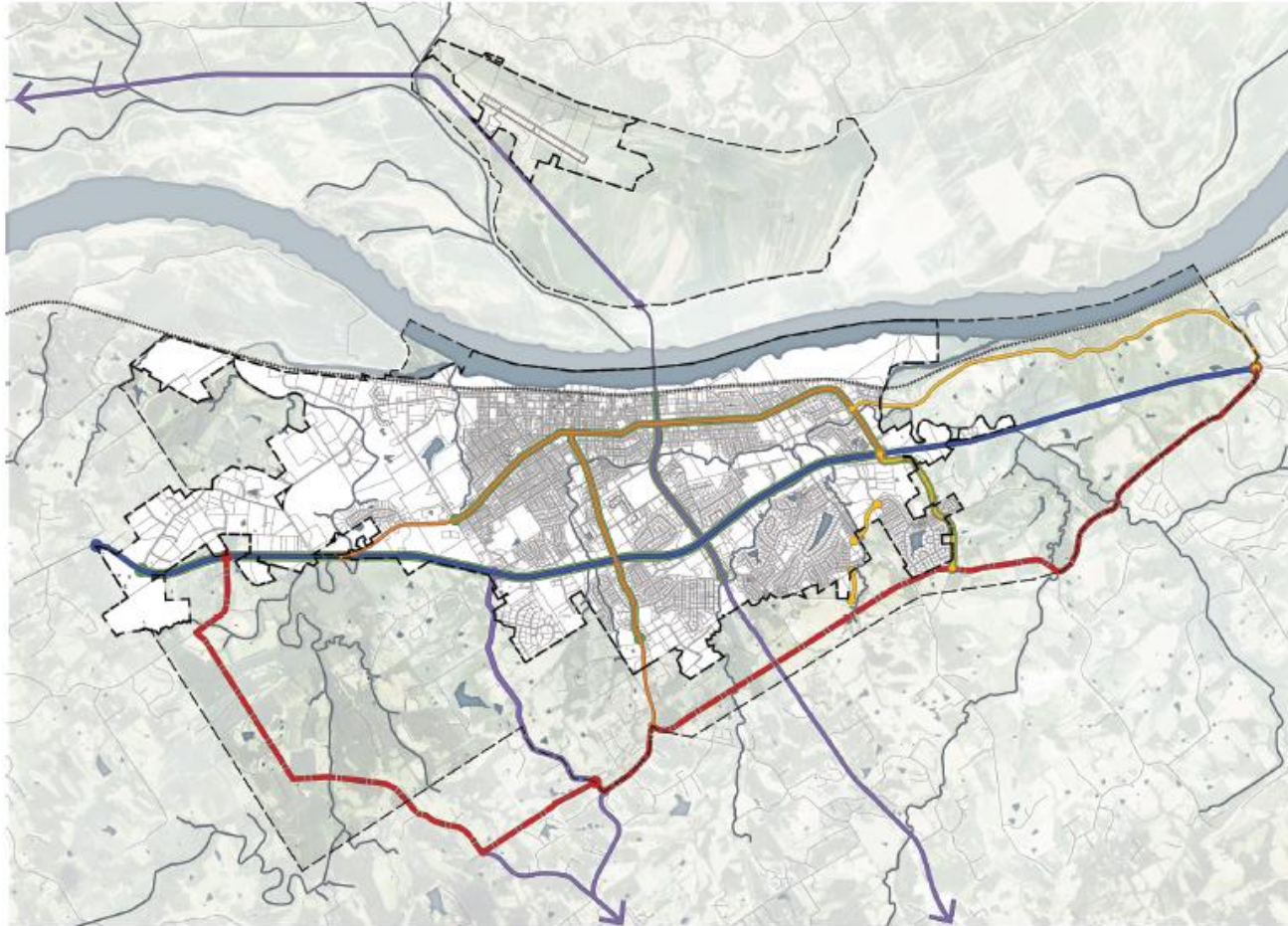
Charles Stankovic, P.E.

City Engineer

Proposed 2023 City of Washington Comprehensive Plan – shows Fifth Street as planned enhancement street



Figure 6.1.1: **Streets and Roads Plan**



**REGULAR MEETING OF WASHINGTON, MISSOURI CITY COUNCIL
TUESDAY, JANUARY 16, 2024 - 7:00 P.M.
COUNCIL CHAMBER, 405 JEFFERSON STREET, WASHINGTON, MISSOURI**

<u>1. INTRODUCTORY ITEMS:</u>	<u>SUGGESTED COUNCIL ACTION</u>	
Roll Call / Pledge of Allegiance		
Approval of the Minutes from the January 2, 2024, Council Meeting	Need Motion/Mayor	Memo
<u>Approval and Adjustment of Agenda including Consent Agenda</u>		
a. 2020 Landfill Tickets Destruction Request	Need Motion/Mayor	Memo
<u>2. PRIORITY ITEMS:</u>		
<u>Mayor's Presentations, Appointments & Reappointments</u>		
a. Police Department Reappointment	Approve/Mayor	Memo
<u>3. PUBLIC HEARINGS:</u>		
<u>4. CITIZENS COMMENTS:</u>		
<u>5. UNFINISHED BUSINESS:</u>		
<u>6. REPORT OF DEPARTMENT HEADS:</u>		
<u>7. ORDINANCES/RESOLUTIONS:</u>		
a. An ordinance authorizing and directing the execution of an Agreement by and between the City of Washington, Missouri and Flock Group, Inc. for License Plate Reader Cameras and Services.	Read & Int/Read/Vote/Mayor	Memo
b. An ordinance accepting the Proposal from PNC Equipment Finance for a new Pierce Enforcer Tanker/Pumper Fire Apparatus.	Read & Int/Read/Vote/Mayor	Memo
c. An ordinance authorizing and directing the City of Washington, Missouri to accept a Contractor Agreement from Go Green Lawn & Landscape LLC for the Highway 100 Median Beds Maintenance.	Read & Int/Read/Vote/Mayor	Memo
d. An ordinance accepting the Proposal from Wunderlich Surveying and Engineering, Inc. for Engineering Design Services for the Fox Crest Drive Extension Project and amend the 2024 Budget.	Read & Int/Read/Vote/Mayor	Memo
e. An ordinance amending Schedule IV No Parking At Any Time, of the Code of the City of Washington, Missouri.	Read & Int/Read/Vote/Mayor	Memo
f. An ordinance amending Schedule XIII Loading and Unloading Zones, of the Code of the City of Washington, Missouri.	Read & Int/Read/Vote/Mayor	Memo
g. A resolution authorizing the City of Washington, Missouri to apply for funding through the East-West Gateway Council of Governments to provide for the East Fifth Street Roadway and ADA Improvements Project in the City of Washington, Franklin County, Missouri.	Read/Second/Vote/Mayor	Memo

- | | | | |
|----|--|------------------------|------|
| h. | A resolution authorizing the City of Washington, Missouri 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 |
| i. | A resolution authorizing the City of Washington, Missouri to apply for funding through the East-West Gateway Council of Governments to provide for the High Street Reconstruction and ADA Improvements Project in the City of Washington, Franklin County, Missouri. | Read/Second/Vote/Mayor | Memo |
| j. | A resolution authorizing the City of Washington, Missouri to apply for funding through the East-West Gateway Council of Governments to provide for the Highway 100/East Fifth Street Intersection 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:

- a. Second Council Meeting in February – Tuesday, February 19, 2024, 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. Plastic Bag Recycling Program
b. Winter Snow Removal Tips

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, JANUARY 10, 2024

A COPY OF THIS NOTICE IS ALSO AVAILABLE ONLINE AT www.washmo.gov



FROM Chief Jim Armstrong
TO: Traffic Commission Members
SUBJECT: November 3, 2023 Traffic Committee Meeting
DATE: November 6, 2023

The November 3, 2023 Meeting Minutes were approved as written.

MEMBERS PRESENT:	Mike Grissom	Police Department
	Charles Stankovic	Engineering
	Chad Briggs	City Council
MEMBERS ABSENT:	Mark Piontek	City Attorney
	Duane Reed	City Council
	Jim Armstrong	Police Department
VISITORS:	Tony Bonastia	Street Department
	Andrea Lueken	Engineering
	Justin Frankenberg	Emergency Management
	Doug Hagedorn	Mayor
	Eric Eloff	Mercy Hospital
	Darren Lamb	City Administration
	Betty Werner	303 Terry Lane
	Tessi Steffens	4 Zetta Drive

OLD BUSINESS:

4A 23-10-0039 Review of stop sign at Main and Jefferson: This item was left on the agenda to give engineering a chance to review all of the stop intersections downtown to ensure that they are signed consistently. After discussion, it was agreed that there was no ideal suggestion on differentiating two-way stop intersections from the four-way ones due to current MUTCD standards. The committee agreed that for the time being, the signage would remain the same. (CLOSED)

NEW BUSINESS:

5A 23-11-0045 Review of downtown crosswalks: The committee discussed the crosswalk that is currently located at 2nd and Elm since it will soon be replaced with colored pavers to

designate the pedestrian crossing. While discussing this specific crosswalk, the committee looked at the other crosswalks downtown which are considered “unmarked crosswalks” due to their lack of pavement striping. The committee agreed that at this time the crosswalks were appropriate as is. (CLOSED)

5B 23-11-0046 Street light request at Westlink and Recycle Drive: Engineering received a request for an added street light at this intersection. The committee discussed the request, and at the time agreed that no street light was needed at that location since we appeared to be code compliant with the current lighting in the area. After the meeting, it was clarified that our current code does set the same 300 foot standard for commercial areas as it does for residential. Since there was some confusion about the code during the meeting, this item will be revisited at the next meeting. (OPEN)

5C 23-11-0047 Stop sign/sidewalk requests on Steutermann Road: Requests have been received for stop signs at several intersections along Steutermann Road as a proposed speed control measure. Residents have also requested stop signs in the area. The committee discussed the speed issue and agreed that based on current standards it is not acceptable to use stop signs as speed control devices. The committee discussed other options and agreed that this issue was best handled from an enforcement standpoint by law enforcement. Mike Grissom has already requested that WPD Officers spend some extra time conducting enforcement in the area. In reference to the sidewalks, the committee agreed that sidewalks in the area may be beneficial as part of future grant projects if there was enough right of way left to install them. Engineering will keep that in mind going forward. (CLOSED)

5D 23-11-0048 Review of crosswalk on Third Street at Mercy: The committee was visited by Eric Eoloff who works for Mercy Hospital Washington. A crosswalk had recently been installed near the intersection of Third and Hancock. Mercy has requested some additional signage and safety measures to help ensure their staff can cross safely. After discussion, the following items were identified as current and potential solutions:

- No parking East of the current crosswalk. Our current code prohibits parking within 20 feet of a crosswalk at an intersection. Engineering will assess if that is enough space. If additional space is needed, an ordinance amendment will be sent to Council for the extension. Street Department will handle striping the curb yellow.
- Advanced notice signage. Tony Bonastia will check to make sure there is adequate advanced warning signage for both crosswalks near Mercy’s campus.
- Flashing Signage: Mercy is interested in purchasing some type of solar powered flashing pedestrian crossing signage to be installed at their cost. Engineering will research MUTCD complaint options to present to Mercy. This item will be revisited by the committee if and when Mercy has an actual proposal for a specific type of signage.

This item will be left on the agenda for follow up with Mercy. (OPEN)

5E 23-11-0049 E 5th Street Traffic Concerns: The committee was visited by residents who live along E 5th Street. The residents cited concerns about increasing traffic and a lack of

sidewalks on E 5th Street and specifically questioned the access to the new development on E 5th Street across from Willows Court. The committee discussed all of those issues and agreed that sidewalks along 5th Street made sense to incorporate along with future goals, especially for grant projects. This item will be left on the agenda to further monitor the access issue with the new development. (OPEN)

The next scheduled meeting will be held on December 1, 2023 at 8:00 am in City Council Chambers.

Respectfully,

Chief Jim Armstrong
Washington Police Department

CC:
Each Member
Sherri Klekamp

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 Klkamp
Deputy City Clerk

Sandy Roney
President of City Council

APPROVED: 06-04-18

ATTEST: Sherri Klkamp
Deputy City Clerk

Sandy Roney
Mayor of Washington, Mo.

RR

EXHIBIT A

FK



**CITY OF WASHINGTON ADA
TRANSITION PLAN**

Washington, MO
May 30, 2018

