EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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MEMORANDUM

TO: **Missouri Transportation Planning Committee**

FROM: **East-West Gateway Staff**

DATE: **April 24, 2019**

SUBJECT: **Wednesday, May 1, 2019 meeting**

The next meeting of the Missouri subcommittee of the Transportation Planning Committee (TPC) is scheduled for Wednesday, May 1, 2019 at 2:00 p.m. at East-West Gateway Council of Governments offices. (Reminder parking is available at Stadium-East Garage)

If you have any questions or concerns regarding the enclosed materials or the upcoming meeting please contact EWGCOG. The agenda for the meeting is as follows:

AGENDA

1. Call to order
2. Update on I-44 construction projects in region – Michelle Forneris, MoDOT
3. Draft *Connected2045* and State of the System Technical Supplement – Peter Koeppel, EWG
4. FY 2020-2023 TIP – Local program project recommendations – STP-S and CMAQ – Jason Lange, EWG – **ACTION ITEM**
5. Reasonable Progress – Josh Schwenk, EWG
6. Other Business
   - Next meeting scheduled for Wednesday, June 5, 2019 at 2 PM

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To: Missouri Transportation Planning Committee

From: Council Staff

Date: May 1, 2019

Subject: FY 2020-2023 Transportation Improvement Program (TIP) – Missouri Local Program -- **REVISED**

Project Solicitation

East-West Gateway Council of Governments (EWG) announced a call for project applications for federal funding through the Surface Transportation Block Grant Program - Suballocated (STP-S) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program on November 29. Project Development Workshops took place on December 6, 11, and 14. These workshops included presentations on the STP-S and CMAQ project application process and requirements to complete an STP-S or CMAQ application. Project Review Workshops were held on January 18 and 25. These workshops gave project sponsors an opportunity to present their project to a panel representing EWG, MoDOT, Metro, and Trailnet. The panel offered feedback to project sponsors on the proposed applications. Throughout the solicitation, EWG staff was available to answer questions on project applications. The project solicitation process concluded on February 14 when project applications were due.

Surface Transportation Block Grant Program - Suballocated

Submitted Projects

In the Missouri portion of the region, 88 project applications representing approximately $103.2 million in federal funds were submitted for consideration in the STP-S funding program. **Table A** shows the breakdown of submitted projects by county.

Table A – FY 2020-2023 TIP – Missouri Local Program – Submitted STP-S Projects

County	# of Projects	Total Cost	Federal Cost	% of Request (Fed $)
Franklin	7	$5,508,119	$4,169,785	4.0%
Jefferson	12	$10,889,775	$8,286,114	8.0%
Multi-County	3	$5,172,101	$4,137,680	4.0%
St. Charles	19	$65,726,737	$27,121,460	26.3%
St. Louis	46	$94,864,854	$52,372,047	50.7%
St. Louis City	1	$10,925,000	$7,125,000	6.9%
Total	**88**	**$193,086,586**	**$103,212,086**	**100%**

Available Funding

In November, the initial estimate for STP-S funding was $47.5 million. In April, MoDOT notified EWG that the FY 2019 Department of Transportation Appropriations Act included an apportionment of funds to the EWG region of approximately $10.6 million in Highway

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Infrastructure Program (HIP) funds which is available for immediate programming. HIP funds may be used on road and bridge projects that are also eligible for STP-S. In addition to the HIP funding, the amount of STP-S funds available to program is slightly higher due to bid savings from projects during the current and prior fiscal year. Including the HIP funding, there is approximately $61 million available for programming.

Evaluation and Ranking of Projects

There are seven STP-S project application types: active transportation, bridge, freight/economic development, road, safety, traffic flow, and transit. All project types compete against each other for the available STP-S funding. Each project type receives up to 100 performance points. In addition to performance points, projects receive up to five points for facility usage and up to 20 points based on cost. **Table B** shows the breakdown of submitted projects by application type.

Table B – FY 2020-2023 TIP – Missouri Local Program – Submitted STP-S Projects By Application Type

Application Type	# of Projects	% of Projects	Total Cost	Federal Cost
Active Transportation	14	15.9%	$32,830,423	$18,231,215
Bridge	6	6.8%	$7,531,613	$5,801,290
Freight/Economic Development	2	2.3%	$17,355,390	$6,345,000
Road	56	63.6%	$104,916,696	$60,435,158
Safety	6	6.8%	$9,621,823	$7,261,743
Traffic Flow	1	1.1%	$15,658,540	$1,000,000
Transit	3	3.4%	$5,172,101	$4,137,680
Total	**88**	**100%**	**$193,086,586**	**$103,212,086**

Projects are ranked from highest to lowest based on the total score, made up of the performance, cost, and usage scores. Since each county is guaranteed at least one project, a project could score lower than other projects and still be recommended for funding. In cases of a tie, the project with the highest performance score would be recommended for funding. A secondary tiebreaker is based on the lowest federal funds requested.

All projects must be consistent with clean air requirements, establish financial commitment, and must demonstrate a reasonable degree of political and community support. Two project applications were not evaluated. One project application did not include a letter of support from the facility owner and one road project application was withdrawn by the project sponsor.

Attachment A shows the total project scores for the STP-S projects as well as EWG staff's recommendations based on the amount of funding available. **Table C** shows the breakdown of recommended projects by county. **Table D** shows the breakdown of recommended projects by application type. These tables are on the next page.

Table C – FY 2020-2023 TIP – Missouri Local Program – Recommended STP-S Projects By County				
County	**# of Projects**	**Total Cost**	**Federal Cost**	**% of Request (Fed $)**
Franklin	6	$5,200,690	$3,954,937	6.5%
Jefferson	10	$10,240,354	$7,837,338	12.9%
Multi-County	2	$2,429,776	$1,943,820	3.2%
St. Charles	10	$36,701,463	$10,284,564	16.9%
St. Louis	27	$57,219,768	$29,750,322	48.9%
St. Louis City	1	$10,925,000	$7,125,000	11.7%
Total	**56**	**$122,717,051**	**$60,895,981**	**100%**

Table D – FY 2020-2023 TIP – Missouri Local Program – Recommended STP-S Projects By Application Type				
Application Type	**# of Projects**	**% of Projects**	**Total Cost**	**Federal Cost**
Active Transportation	4	7.1%	$17,024,984	$6,921,712
Bridge	5	8.9%	$6,340,813	$4,848,650
Freight/Economic Development	1	1.8%	$3,304,748	$945,000
Road	39	69.6%	$73,263,367	$41,616,656
Safety	4	7.1%	$4,694,823	$3,620,143
Traffic Flow	1	1.8%	$15,658,540	$1,000,000
Transit	2	3.6%	$2,429,776	$1,943,820
Total	**56**	**100%**	**$122,717,051**	**$60,895,981**

Funding Increase Request

One sponsor submitted a request for a one-time 10 percent funding increase. The increase request is summarized in **Table E**. To receive a funding increase, the sponsor must demonstrate that the cost increase is beyond their control. Staff does not recommend additional funding for this project.

Table E – Funding Increase Request – FY 2020-2023 TIP			
Sponsor/ TIP#	**Title – Description**	**Summary of Request**	**Action**
Valley Park 6751-18	St. Louis Avenue, Ph. 1 – 7th St to the levee closure structure – reconstruction/ sidewalks	Lighting was included in project application scope of work, but sponsor did not include lighting costs in the detailed cost estimate. Sponsor requesting $102,000 in STP-S funds to cover cost of lights ($127,500 total).	Deny – Sponsor must do due diligence at time of application to ensure cost estimate is accurate.

Congestion Mitigation and Air Quality Improvement Program

Submitted Projects

The CMAQ program provides funding for transportation programs or projects that reduce emissions and contribute to the attainment or maintenance of the national ambient air quality standards of ozone, carbon monoxide, and particulate matter. Project sponsors submitted for consideration 21 CMAQ applications requesting approximately $33.3 million in federal funds. **Table F** shows the breakdown of submitted projects by county.

Table F – FY 2020-2023 TIP – Missouri Local Program – Submitted CMAQ Projects

County	# of Projects	Total Cost	Federal Cost	% of Request (Fed $)
Franklin	0	$0	$0	0.0%
Jefferson	0	$0	$0	0.0%
Multi-County	5	$11,981,274	$9,238,461	27.8%
Multi-State	1	$360,000	$288,000	0.9%
St. Charles	6	$7,490,745	$4,668,596	14.0%
St. Louis	7	$14,100,330	$11,191,064	33.6%
St. Louis City	2	$14,505,000	$7,880,000	23.7%
Total	**21**	**$48,437,349**	**$33,266,121**	**100.0%**

Available Funding

In November, the initial estimate for CMAQ funding was $24 million. The amount available to program is slightly higher due to bid savings from projects during the current fiscal year. There is approximately $27 million available for programming.

Evaluation of Submitted Projects

The principal criterion for determining project eligibility through the CMAQ program is that an improvement or a service must contribute to attainment or maintenance of the National Ambient Air Quality Standards for an area or region. The St. Louis region is in non-attainment or maintenance status for ozone and particulate matter ($PM_{2.5}$). Federal cost per ton of emissions reduced of ozone precursors is used in the project selection process as the measure to establish priority. This measure is used as a means of comparing various types of projects in a common way, that being the cost per unit of benefit.

The FAST Act mandates that at least 25 percent of CMAQ funds be used for projects targeting $PM_{2.5}$ reductions. It also highlights diesel retrofits and port related equipment and vehicles as eligible projects to mitigate $PM_{2.5}$. Other CMAQ eligibilities include public transit, bicycle and pedestrian facilities, travel demand management strategies, alternative fuel vehicles, and vehicle-to-infrastructure communication equipment.

Once projects are ranked relative to cost per metric ton of emissions reduced, the establishment of project priorities and the selection of projects for funding in the CMAQ program are a direct result of a project's cost effectiveness and the availability of local, federal, and other funding. Projects that result in increased emissions are not eligible for CMAQ.

Three project applications were not evaluated. One project application did not provide data required for emissions calculations and was not reviewed due to insufficient data provided. One project application did not receive a letter of support from the facility owner. One project application requires additional approvals from the Federal Highway Administration (FHWA) and MoDOT.

The I-70 transit parking lot project submitted by the City of St. Charles was not evaluated because the construction of parking lots under Interstates requires approval from MoDOT and FHWA. The proposed parking lot is located along Fifth Street under the I-70 Blanchette Bridge, which is a major Interstate bridge. MoDOT and FHWA must review and approve the parking lot site plan and all appropriate liability, maintenance operations, and leasing agreements before EWG will evaluate the project. To be consistent with CMAQ eligibility, the parking lot must be for transit commuter usage and not general parking for surrounding developments.

FHWA conducts a review of all submitted CMAQ applications each year to determine project eligibility. FHWA determined that the operating assistance portion of the City of St. Louis's Traffic Management Enhancement project was not eligible as the City had received operating assistance prior for the start-up costs associated with its Traffic Information Center.

Attachment B shows the project rankings for the CMAQ projects based on cost per ton of emissions reduced as well as EWG staff's recommendations based on the amount of funding available. **Table G** shows the breakdown of recommended projects by county.

Table G – FY 2020-2023 TIP – Missouri Local Program – Recommended CMAQ Projects By County

County	# of Projects	Total Cost	Federal Cost	% of Request (Fed $)
Franklin	0	$0	$0	0.0%
Jefferson	0	$0	$0	0.0%
Multi-County	5	$11,981,274	$9,238,461	33.9%
Multi-State	1	$360,000	$288,000	1.1%
St. Charles	5	$5,780,745	$4,168,596	15.3%
St. Louis	3	$7,097,000	$5,676,400	20.8%
St. Louis City	2	$14,505,000	$7,880,000	28.9%
Total	**16**	**$39,724,019**	**$27,251,457**	**100.0%**

Public Comment

Project information from the 109 applications was posted on EWG's website for public comment. The public comment period was from March 4 through April 4. A total of 107 comments were received on project applications. **Table H** shows a summary of the comments received. **Attachment C** provides a detailed listing of the comments.

Table H – FY 2020-2023 TIP – Summary of Public Comments

Project	# Support	# Oppose	# of Concerned	Total # of Comments
Dardenne Prairie – Stump Road	2	5	0	7
De Soto – Main Street	4	0	1	5

Table H – FY 2020-2023 TIP – Summary of Public Comments				
Project	**# Support**	**# Oppose**	**# of Concerned**	**Total # of Comments**
Festus – W. Main Street	1	0	0	1
Great Rivers Greenway – Maline Greenway	44	3	3	50
Jefferson County – Old Lemay Ferry Road	16	0	0	16
Jefferson County – Seckman Road	1	0	0	1
Kirkwood – Essex Avenue	0	0	1	1
Pine Lawn – Natural Bridge Sidewalk	2	0	0	2
Town & Country – Topping Road, Ph. 2	8	0	0	8
Webster Groves – Big Bend Sidewalk	2	0	0	2
Weldon Spring – Sammelman Road	4	4	0	8
Wentzville – Peine Road	1	0	0	1
Wentzville – W. Pearce	2	0	0	2
Wildwood – MO 109	1	0	0	1
Wildwood – Wild Horse Creek Bridge	1	0	0	1
Wildwood – Wildwood Traffic Signals	1	0	0	1
Total	**90**	**12**	**5**	**107**

Project Recommendations – STP-S and CMAQ

Staff recommends that the projects identified on **Attachment D** be included in the draft FY 2020-2023 TIP. **Table I** shows the Missouri local program recommendations by county. Projects that are recommended for funding will be presented to the Board of Directors on May 29. The draft TIP will be presented to the Board of Directors on June 26 and released for public comment from June 28 through August 5. There will be a series of four open houses in Missouri during the comment period. Information regarding open houses will be sent to project sponsors in the future. Sponsors with recommended projects are required to attend an open house. Following the comment period, the TIP will be submitted to the Board of Directors for final approval on August 28.

Table I – FY 2020-2023 TIP – Missouri Local Program Recommendations by County							
	STP-S		**CMAQ**		**All Programs**		
County	**# of Projects**	**Federal Cost**	**# of Projects**	**Federal Cost**	**# of Projects**	**Federal Cost**	**% of Federal Funding**
Franklin	6	$3,954,937	0	$0	6	$3,954,937	4.5%
Jefferson	10	$7,837,338	0	$0	10	$7,837,338	8.9%
Multi-County	2	$1,943,820	5	$9,238,461	7	$11,182,281	12.7%
Multi-State	0	$0	1	$288,000	1	$288,000	0.3%
St. Charles	10	$10,284,564	5	$4,168,596	15	$14,453,160	16.4%
St. Louis	27	$29,750,322	3	$5,676,400	30	$35,426,722	40.2%
St. Louis City	1	$7,125,000	2	$7,880,000	3	$15,005,000	17.0%
Total	**56**	**$60,895,981**	**16**	**$27,251,457**	**72**	**$88,147,438**	**100.0%**

Attachment A – FY 2020-2023 TIP – STP-S Program
Project Submittals (Ordered by Total Score)

ID Number	County	Sponsor	Project Title - Description	Application Type	Federal Cost	Total Cost	Performance Score (100)	Cost Score (20)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
Recommended for funding											
8007	St. Louis	Hazelwood	Phantom Drive, Phase 2 - James S. Mcdonnell Blvd To Hazelwood Logistics Ctr Dr Ln Reduction 4 To 2 Lns - Sidewalk (6')	Road	$899,383	$1,798,766	85	18.87	2	105.87	$899,383
8081	St. Louis	Wildwood	Wild Horse Creek Road Bridge - Over Wild Horse Creek Replace Bridge	Bridge	$1,360,000	$1,980,000	84	15.35	2	101.35	$2,259,383
8068	Jefferson	Jefferson County	Hunning Road - Elizabeth Ln To Approx. 300' N/O Cinphany Ct Realign Curve - Shoulders (4') - Guardrail	Safety	$940,800	$1,176,000	81	18.81	1	100.31	$3,200,183
8004	Franklin	Franklin County	Hendricks Road Bridge - Over North Fork Of Meramec River Replace Bridge	Bridge	$668,650	$835,813	80	19.21	1	100.21	$3,868,833
8070	Jefferson	Jefferson County	McGehan Road Bridge - Over Tributary Of Joachim Creek Replace Bridge	Bridge	$856,000	$1,070,000	80	18.94	1	99.94	$4,724,833
8087	Jefferson	Jefferson County	Seckman Road, Phase 2 - 700' W/O Outer Rd To 400' E/O Mastodon Park Ent. Shouder (8') - Overlay - Curb & Gutter - Safety Impr.	Safety	$949,998	$1,357,140	77	18.80	4	99.80	$5,674,831
8051	Jefferson	Festus	W. Main Street - Park Ave To Mill St Resurfacing - Sidewalks (6') - Lighting	Road	$623,052	$901,478	77	19.27	3	99.27	$6,297,883
8038	St. Charles	St. Peters	MO 370 - At Salt River Road New Interchange - WB And SB	Freight	$945,000	$3,304,748	76	18.81	4	98.81	$7,242,883
8044	Franklin	Washington	Westlink Drive - Bluff Rd To W. Main St. Overlay - Improve Intersection At Bluff Rd	Road	$438,200	$547,750	75	19.54	4	98.54	$7,681,083
8033	St. Louis	St. Louis County	Paul & S. Elizabeth Ave - 2023 - Chambers To Bermuda Resurfacing - Curb Ramps	Road	$784,980	$1,528,200	75	19.04	4	98.04	$8,466,063
8072	Jefferson	Jefferson County	Old Lemay Ferry Road - 0.42 Mi. S/O Regency Woods Pl To E. Four Ridge/Frisco Hill Rd Safety Improvements - Shoulders (4') - High Friction Treatment	Safety	$885,899	$1,107,375	76	18.89	3	97.89	$9,351,962
8055	Franklin	Union	N. Oak Street - E. Springfield Ave To US 50 Resurfacing - Sidewalks (6-10')	Road	$309,249	$452,276	76	19.73	2	97.73	$9,661,211
8040	St. Louis	Sunset Hills	West Watson Road - Gravois Rd (MO 30) To Weber Hill Rd Resurfacing - Shared Use Path (10') - Sidewalk (5')	Road	$1,028,960	$1,286,200	76	18.14	3	97.14	$10,690,171
8008	St. Louis	Kirkwood	W. Essex Avenue - Kirkwood Rd (US 61/67) To Geyer Rd Reconstruction - Replace Sidewalks (5') - Bike Ln	Road	$1,517,600	$2,107,000	80	14.02	3	97.02	$12,207,771
8069	Jefferson	Jefferson County	Laguna Palma Road Bridge - Over Boyd Branch Replace Bridge	Bridge	$840,000	$1,050,000	77	18.96	1	96.96	$13,047,771
8054	Franklin	Pacific	MO N - Westlake Village Dr To Candlewick Ln Resurfacing - Lighting - Storm Sewer - Bike Ln (5')	Road	$857,568	$1,071,960	74	18.93	4	96.93	$13,905,339
8043	Franklin	Washington	Jefferson Street - Fifth St To MO 100 Resurfacing - Sidewalk (5') - Curb & Gutter	Road	$1,175,940	$1,469,925	76	16.90	4	96.90	$15,081,279
8002	St. Louis	Creve Coeur	New Ballas Road, Phase 1 - Olive Blvd To Craig Rd Slab Replacement - Diamond Grind - Repl. Sidewalk (5')	Road	$960,000	$1,350,000	75	18.72	3	96.72	$16,041,279
8078	St. Charles	St. Peters	Spencer Road - Thoele Rd/Springwood Dr To Willot Rd Reconstruction - Mini Roundabouts - Sidewalk (6')	Road	$1,207,340	$1,509,176	76	16.63	4	96.63	$17,248,619
8084	Multi-County-M	Bi-State Development/ Metro	Call-A-Ride Van Replacement - 2022 (A) - Replace Nine Call-A-Ride Vans	Transit	$971,910	$1,214,888	77	18.62	1	96.62	$18,220,529
8085	Multi-County-M	Bi-State Development/ Metro	Call-A-Ride Van Replacement - 2022 (B) - Replace Nine Call-A-Ride Vans	Transit	$971,910	$1,214,888	77	18.62	1	96.62	$19,192,439
8025	St. Louis	St. Louis County	Craig Road - 2023 - Lackland Rd To Olive Blvd (MO 340) Resurfacing - Curb Ramps - Signals	Road	$1,340,160	$3,974,500	76	15.51	5	96.51	$20,532,599
8016	St. Louis	Overland	Woodson Road - Midland Blvd To Lackland Rd Reconstruction - Lighting - Repl. Sidewalk (5-15')	Road	$1,251,298	$1,921,122	77	16.26	3	96.26	$21,783,897

Attachment A – FY 2020-2023 TIP – STP-S Program
Project Submittals (Ordered by Total Score)

ID Number	County	Sponsor	Project Title - Description	Application Type	Federal Cost	Total Cost	Performance Score (100)	Cost Score (20)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
Recommended for funding											
8019	St. Charles	St. Charles	S. Fifth Street - Fairgrounds Rd To San Juan Dr Reconstruction - Sidewalk (5') - Shared Use Path (10')	Road	$1,500,000	$3,000,000	79	14.17	3	96.17	$23,283,897
8022	St. Louis	St. Louis County	Big Bend Road (West) - 2023 - Kirkwood Rd (US 61/67) To Couch Ave Resurfacing - Curb Ramps	Road	$1,145,880	$2,239,800	74	17.15	5	96.15	$24,429,777
8079	St. Louis	University City	Canton Avenue - North & South Rd To N. Hanley Rd Resurfacing - Sidewalks (6')	Road	$735,017	$918,771	76	19.11	1	96.11	$25,164,794
8005	St. Louis	Great Rivers Greenway	Maline Greenway - Ted Jones Trail To W. Florissant Ave Shared Use Path (10') - Sidewalk (5')	Active	$2,000,000	$10,126,000	85	9.96	1	95.96	$27,164,794
8071	Jefferson	Jefferson County	Old Lemay Ferry Road - E. Four Ridge Rd To Kneff Rd Safety Improvements - Shoulders (4') - High Friction Treatment	Safety	$843,446	$1,054,308	74	18.95	3	95.95	$28,008,240
8083	St. Charles	St. Charles County	Interstate Drive - Prospect Rd To E/O Quail Ridge Park Ent. Reconstruction - Shoulder (6') - Sidewalk (5')	Road	$900,000	$4,030,000	74	18.87	3	95.87	$28,908,240
8059	St. Charles	Dardenne Prairie	Stump Road - Feise Rd To MO N Reconstruction - Sidewalks (5') - Left Turn Ln	Road	$910,436	$2,276,090	75	18.86	2	95.86	$29,818,676
8060	St. Louis	Fenton	Larkin Williams Road - South Highway Dr To Wolfner Dr Whitetopping - Sidewalk (5')	Road	$1,300,890	$1,626,112	76	15.85	4	95.85	$31,119,566
8032	St. Louis	St. Louis County	New Florissant Road - 2023 - Lindbergh Blvd (US 67) To Washington St Resurfacing - Curb Ramps	Road	$1,185,140	$2,326,000	74	16.82	5	95.82	$32,304,706
8053	Franklin	Oak Grove Village	E. Springfield Rd - MO 185 To North City Limits Resurfacing - Shoulders (6')	Road	$505,330	$822,966	73	19.44	3	95.44	$32,810,036
8050	St. Louis	Edmundson	Edmundson Road - Natural Bridge To Holman Ln Resurfacing - Sidewalk (6') - Lighting	Road	$557,428	$806,529	73	19.37	3	95.37	$33,367,464
8067	Jefferson	Jefferson County	Allen Road Bridge - Over Sandy Creek Replace Bridge	Bridge	$1,124,000	$1,405,000	77	17.33	1	95.33	$34,491,464
8030	St. Louis	St. Louis County	McKelvey Road - 2023 - Natural Bridge Rd To I-270 Resurfacing - Curb Ramps	Road	$1,121,210	$2,992,600	72	17.36	5	94.36	$35,612,674
8010	St. Charles	Lake Saint Louis	Lake Saint Louis Blvd, Phase 3 - Blue Cove Terrace To Peruque Creek Bridge Reconstruction - Turn Ln At Bent Oak Dr/Bent Oak Cutoff	Road	$950,000	$2,286,673	70	18.80	5	93.80	$36,562,674
8034	St. Louis	St. Louis County	Redman Road - 2023 - Old Halls Ferry Rd To W/O MO 367 Resurfacing - Curb Ramps	Road	$1,210,990	$2,587,900	72	16.60	5	93.60	$37,773,664
8009	St. Louis	Ladue	Dielman Road - Tamarack Dr To Ladue Rd Resurfacing - Sidewalk (5')	Road	$992,729	$1,375,911	72	18.44	3	93.44	$38,766,393
8082	St. Charles	St. Charles County	MO 94/364 - Muegge Rd To Zumbehl New Interchange At Muegge - New EB Ln On MO 94	Traffic Flow	$1,000,000	$15,658,540	70	18.38	5	93.38	$39,766,393
8049	Jefferson	De Soto	N. Main St - Skyline Dr To Valley Pl Resurfacing - Sidewalk (6') - Lighting	Road	$652,243	$943,714	70	19.23	4	93.23	$40,418,636
8012	St. Louis	Maryland Heights	Adie Road - US 67 (Lindbergh Blvd) To Dorsett Rd Reconstruction - Sidewalks (5') - Replace Culvert	Road	$820,000	$1,790,000	72	18.99	2	92.99	$41,238,636
8041	St. Louis	Town & Country	Topping Road, Phase 2 - Kent Manor Dr To Pingry Pl Resurfacing - Shared Use Path (8')	Road	$844,878	$1,877,505	71	18.95	3	92.95	$42,083,514
8036	St. Louis	St. Louis County	West Florissant Avenue - At Chambers Rd - Sidewalk (5') - Lighting Shared Use Path (8') - Intersection & Bus Stop Impr.	Active	$3,571,924	$5,102,749	86	5.44	1	92.44	$45,655,438
8046	St. Charles	Wentzville	W. Pearce (I-70 N. Outer Rd) - May Rd To 200' W/O Faith Church Ent. Resurfacing - Shoulders (2') - Fencing	Road	$1,120,000	$1,400,001	71	17.37	4	92.37	$46,775,438
8048	St. Louis	Ballwin	New Ballwin Road - Manchester Rd (MO 100) To Twigwood Dr Resurfacing - Curb Ramps	Road	$652,863	$954,812	68	19.23	5	92.23	$47,428,301
8045	St. Charles	Wentzville	Peine Road - 60' E/O Forest Way Dr To 675' W/O Stewart Springs Dr Resurfacing - Shoulders (3') - Curve Impr.	Road	$1,250,000	$2,500,000	71	16.27	4	91.27	$48,678,301
8061	Jefferson	Festus Special Road District	Cherry Street - MO Z To Front St Overlay	Road	$121,900	$175,339	68	20.00	3	91.00	$48,800,201
8042	St. Louis	Vinita Park	North & South Road/Midland Sidewalks, Phase 2 - N/S: Page To Midland; Midland: N/S To Delport Sidewalks (5-6')	Active	$848,000	$1,060,000	71	18.95	1	90.95	$49,648,201

Attachment A – FY 2020-2023 TIP – STP-S Program
Project Submittals (Ordered by Total Score)

ID Number	County	Sponsor	Project Title - Description	Application Type	Federal Cost	Total Cost	Performance Score (100)	Cost Score (20)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
Recommended for funding											
8000	St. Charles	Augusta	High/Jackson/Locust Sidewalk - High: Mt Pleasant Est. - Jackson: Jack: High-Locust Locust: Jackson - Church Rd; Sidewalks (5')	Active	$501,788	$736,235	70	19.45	1	90.45	$50,149,989
8064	St. Louis	Ferguson	S. Dade Avenue - Airport Rd To Suburban Ave Resurfacing - Curb Ramps	Road	$540,142	$675,178	69	19.39	2	90.39	$50,690,131
8028	St. Louis	St. Louis County	Ferguson Avenue - 2023 - St. Charles Rock Rd (MO 180) To Page Ave (MO D) Resurfacing - Curb Ramps	Road	$735,120	$1,092,900	68	19.11	3	90.11	$51,425,251
8031	St. Louis	St. Louis County	Midland Blvd - 2023 - Page Ave (MO D) To Canton Ave Resurfacing - Curb Ramps	Road	$748,020	$1,360,800	68	19.09	3	90.09	$52,173,271
8065	St. Louis	Glendale	E. Essex Avenue - Sappington Rd To Dickson St Resurfacing - Sidewalk (5')	Road	$778,570	$973,213	70	19.05	1	90.05	$52,951,841
8020	St. Louis City	St. Louis	Jefferson Avenue, Phase 1 - Market St To Cass Ave Resurfacing - Sidewalks Impr. (6') - Ln Reduct. 6 To 4	Road	$7,125,000	$10,925,000	85	0.00	5	90.00	$60,076,841
8023	St. Louis	St. Louis County	Big Bend Road (East) - 2023 - Laclede Station Rd To E. Lockwood Ave Resurfacing - Curb Ramps	Road	$819,140	$1,387,200	66	18.99	5	89.99	$60,895,981
Not recommended due to funding constraints											
8001	St. Louis	Clayton	Brentwood/Central/Bemiston - Brntwd: Forsyth To Maryland; Central: Md To Shaw Pk Bemiston: Bonhomme To Maryland - Resurfacing	Road	$1,063,776	$1,717,041	68	17.84	4	89.84	$61,959,757
8026	St. Louis	St. Louis County	Dorsett Road (East) - 2023 - I-270 To Old Dorsett Rd Resurfacing - Curb Ramps	Road	$1,452,600	$3,445,400	70	14.57	5	89.57	$63,412,357
8017	St. Louis	St. Ann	Pear Tree Lane - Country Ln To City Limit Reconstruction - Curb Ramps	Road	$560,000	$700,000	68	19.37	2	89.37	$63,972,357
8035	St. Louis	St. Louis County	Sappington Road - 2023 - Lindbergh Blvd (US 67) To Gravois Rd (MO 30) Resurfacing - Curb Ramps	Road	$637,360	$921,600	66	19.25	4	89.25	$64,609,717
8075	St. Charles	St. Peters	Jungs Station Road - Kings Crossing To Country Mill Ct Slab Replacement - Sidewalks (5') - Diamond Grind	Road	$1,612,590	$2,015,737	71	13.22	5	89.22	$66,222,307
8029	St. Louis	St. Louis County	Imperial Drive Bridge - Over Dellwood Creek Replace Bridge	Bridge	$952,640	$1,190,800	68	18.78	2	88.78	$67,174,947
8018	St. Charles	St. Charles	Hawks Nest Drive - W. Clay St To Zumbehl Rd Reconstruction - Slab Replacement - Sidewalk (5')	Road	$2,400,000	$3,000,000	77	6.77	5	88.77	$69,574,947
8015	St. Charles	O'Fallon	Main Street, Phase 2 - Pitman St To N/O Terra Ln Resurfacing - Curb Ramps - Repl. Sidewalks (4-7')	Road	$1,919,448	$2,399,310	74	10.64	4	88.64	$71,494,395
8024	St. Louis	St. Louis County	Charbonier Road - 2023 - 800' Nw Of Howdershell To 260' Se Of Downing Ave Resurfacing - Curb Ramps	Road	$631,280	$922,900	66	19.26	3	88.26	$72,125,675
8037	St. Louis	St. Louis County	West Florissant Avenue, Segment 5 - Lang Dr To Ferguson Ave Shared Use Path (8') - Sidewalk (5') - Lighting	Active	$3,823,086	$5,461,552	82	5.15	1	88.15	$75,948,761
8003	St. Louis	Florissant	Rue St. Denis - N. Lafayette St To N. New Florissant Rd Resurfacing - Sidewalk (5-6') - Curb & Gutter	Road	$778,400	$973,000	67	19.05	2	88.05	$76,727,161
8056	Franklin	Union	S. Oak Street - US 50 To E. Porterford Rd Resurfacing - Curb Ramps	Road	$214,848	$307,429	66	19.87	2	87.87	$76,942,009
8011	St. Louis	Manchester	Manchester Road (MO 100) Sidewalk, Phase 1 - MO 100:Baxter Rd To Henry Ave; Henry: MO 100 To Park Ln Sidewalks (5-6') - Ped Bridge	Active	$944,956	$1,355,215	68	18.81	1	87.81	$77,886,965
8027	St. Louis	St. Louis County	Edison/Spirit Of St. Louis - 2023 - S/O Chesterfield Airport Rd To Goddard Ave Resurfacing	Road	$663,920	$947,200	64	19.21	4	87.21	$78,550,885
8063	St. Louis	Frontenac	Geyer Rd, Phase 2 - Hermitage Hill Rd To Huntleigh Manor Ln Resurfacing - Sidewalk (6') - Storm Sewer	Road	$1,161,230	$1,658,900	67	17.02	3	87.02	$79,712,115
8013	St. Louis	Maryland Heights	Creve Coeur Mill Road - MO 141 To N/O St. Louis Water Works Rd Resurfacing - RR Xing Improvement	Road	$665,000	$1,110,000	62	19.21	4	85.21	$80,377,115
8074	St. Louis	Pine Lawn	Natural Bridge (MO 115) Sidewalks - Lucas And Hunt Rd (MO U) To Jennings Stn Rd Sidewalks (5') - Lighting - Mid Block Xings	Active	$2,367,545	$2,959,431	76	6.86	1	83.86	$82,744,660
8039	St. Charles	St. Peters	MO 370 - At Salt River Road New Interchange - EB And NB	Freight	$5,400,000	$14,050,642	76	3.74	4	83.74	$88,144,660

Attachment A – FY 2020-2023 TIP – STP-S Program
Project Submittals (Ordered by Total Score)

ID Number	County	Sponsor	Project Title - Description	Application Type	Federal Cost	Total Cost	Performance Score (100)	Cost Score (20)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
Not recommended due to funding constraints											
8066	St. Louis	Glendale	Sappington Road - Manchester Ave (MO 100) To Lockwood Ave Resurfacing - Curb Ramps	Road	$581,193	$726,491	59	19.33	5	83.33	$88,725,853
8062	Jefferson	Festus Special Road District	Front Street - MO Z To Cherry Ln Overlay	Road	$151,754	$216,015	61	19.96	2	82.96	$88,877,607
8057	St. Louis	Webster Groves	Big Bend Road Sidewalk - S. Elm Ave To E/O Rr Tracks (S/O Baker Ave) Replace Sidewalks (6-8') - Lighting	Active	$329,636	$483,250	61	19.70	1	81.70	$89,207,243
8076	St. Charles	St. Peters	Mexico Road Sidewalk - First Executive Ave To Approx. 350' W/O Jungermann Rd Sidewalk (6') South Side	Active	$1,011,322	$1,264,153	57	18.28	1	76.28	$90,218,565
8006	St. Louis	Hazelwood	Missouri Bottom Road - Taussig Ave To Tulip Tree Ln Stabilize Failed Hillside Next To Rd - Reopen Rd	Road	$2,900,103	$4,833,506	69	6.20	1	76.20	$93,118,668
8058	St. Louis	Chesterfield	Schoettler Sidewalk - Schoett: Windsor Valley To Greenleaf - Sidewalk (5') Curb Ramp/Sidewalk Impr Along Sch. Valley/Highcroft	Active	$784,000	$980,000	56	19.04	1	76.04	$93,902,668
8077	St. Charles	St. Peters	Mid Rivers Mall Dr - MO N To N/O MO 364 Shared Use Path (10') East Side	Active	$879,526	$1,177,251	56	18.90	1	75.90	$94,782,194
8052	Jefferson	Herculaneum	Reservoir Street Sidewalk - Joachim Ave To Broadway Ave Sidewalk (6') - Lighting	Active	$297,022	$433,406	52	19.75	1	72.75	$95,079,216
8073	St. Charles	O'Fallon	Guthrie Road - Mexico Rd To Bluff Brook Dr Improve Curves - Sidewalk (5') - Traffic Signal	Safety	$2,741,600	$3,427,000	63	6.38	3	72.38	$97,820,816
8086	Multi-County-M	Bi-State Development/ Metro	Metrolink Station Improvements - Forest Park Station Improves Access To Regional Metrolink System	Transit	$2,193,860	$2,742,325	59	8.33	4	71.33	$100,014,676
8014	St. Charles	New Melle	MO Z Sidewalk, Phase 2 - Francis St To Fiddlecreek Rd (At Library) Sidewalk (5') - Storm Sewer - Ped Lighting	Active	$325,129	$475,001	48	19.71	1	68.71	$100,339,805
8080	St. Charles	Weldon Spring	Sammelman Road - 500' W/O Lucerne Manor Dr To Pitman Hill Rd Reconstruction - Shared Use Path (10') - Bike Ln (4')	Active	$547,281	$1,216,180	38	19.38	1	58.38	$100,887,086
Not recommended - Did not receive letter of support from MoDOT											
8047	St. Louis	Wildwood	MO 109 - At MO BA (South) Roundabout - Shared Use Path (10')	Safety	$900,000	$1,500,000	-	-	-	-	$101,787,086
Project application withdrawn											
8021	St. Louis	St. Louis County	Airport Road - 2023 - I-170 To W/O New Florissant Resurfacing - Curb Ramps	Road	$1,425,000	$5,758,800	-	-	-	-	$103,212,086

Attachment B – FY 2020-2023 TIP – CMAQ Program - REVISED
Project Submittals (Ordered by Cost Effectiveness)

ID Number	County	Sponsor	Project Title - Description	Metric Tons NOx Reduced	Metric Tons PM 2.5 Reduced	Metric Tons VOC Reduced	Federal Cost	Total Cost	Cost Effectiveness	Cumulative Federal Cost
Recommended for funding										
8203	Multi-County-M	Jefferson County Port Authority	Marine Engine Repower - 2021 - Repower Two Marine Vessels Serving Mississippi R And Missouri R. In Non-Attainment Area - 1 Towboat 1 Ferry	0.0241112	0.0013279	0.0001756	$577,598	$1,155,196	$47.56	$577,598
8208	Multi-County-M	MoDOT	Signal Optimization 2022 - Various Locations Along MO 180, MO 21, MO N, MO U, MO EE & MO 267 In St. Louis Co; US 61/67 In Jeff Co.; MO K In St. Charles Co	0.0009509	0.0000506	0.0005780	$568,000	$710,000	$743.01	$1,145,598
8211	St. Charles	St. Charles County	Gateway Greenlight Signal Optimization - 2020 - Various Locations Along Main St, Mexico Rd, TR Hughes Blvd, Tom Ginnever, and O'Fallon Rd	0.0001061	0.0000065	0.0000511	$120,000	$150,000	$1,525.98	$1,265,598
8212	St. Charles	St. Charles County	Central School Road - At St. Peters Howell Rd Intersection Improvements	0.0007552	0.0000315	0.0004283	$1,000,000	$1,820,000	$1,689.90	$2,265,598
8213	St. Charles	St. Charles County	Smart Parking Management System - Downtown St. Charles - Develop Smart Parking System - Parking Lot Sensors Msg Signs - Cameras - Phone App - Lease Electric Shuttle	0.0005463	0.0000232	0.0001692	$800,000	$1,000,000	$2,236.19	$3,065,598
8204	Multi-State	Madison County Transit District	Ridefinders Vanpool Workforce Initiative - MO - Vanpool Cost Assistance - Transportation From Low Income Communities To Employment Centers - Three Years Operating Assistance	0.0000861	0.0000033	0.0000151	$288,000	$360,000	$5,694.30	$3,353,598
8217	St. Louis	St. Louis County	North County ITS - 2022 - Various Locations Along Howdershell Rd, Old Halls Ferry Rd, Shackelford Rd	0.0000851	0.0000087	0.0001082	$1,078,240	$1,347,800	$11,152.38	$4,431,838
8219	St. Charles	Wentzville	MO Z - At Interstate Dr Add NB Right Turn Lane	0.0000149	0.0000006	0.0000084	$160,000	$200,000	$13,705.95	$4,591,838
8215	St. Louis City	St. Louis	Traffic Management Enhancements, Phase 4 - Various Locations Along Goodfellow, MLK Dr, Halls Ferry Rd - Traffic Monitoring Cameras - Signal Improvements(Note: Originally requested $3.2 million CMAQ - amount reduced due to ineligible component)	0.0002199	0.0000196	0.0001768	$2,880,000	$3,600,000	$14,516.99	$7,471,838
8209	Multi-County-M	MoDOT - Citizens For Modern Transit	Increased Transit Ridership Through Reach and Rewards - STL City And STL County - Bus Revision Engagement Program - Partnership To Build Ridership - Two Yr Program	0.0000506	0.0000020	0.0000099	$442,414	$553,017	$14,603.64	$7,914,252
8200	Multi-County-M	Bi-State Development/Metro	Metro Bus Replacement - 2022(A) - Replace Ten Buses	0.0003058	0.0000024	0.0000000	$4,026,552	$5,033,190	$26,337.99	$11,940,804
8201	Multi-County-M	Bi-State Development/Metro	Metro Bus Replacement - 2022(B) - Replace Nine Buses	0.0002752	0.0000021	0.0000000	$3,623,897	$4,529,871	$26,337.99	$15,564,701
8205	St. Charles	MoDOT	I-70 - At MO 94 (First Capitol Dr) Convert Interchange To Diverging Diamond	0.0001503	0.0000063	0.0000063	$2,088,596	$2,610,745	$26,683.12	$17,653,297
8207	St. Louis	MoDOT	MO 109 - At MO CC (Wild Horse Creek Rd)/S. Eatherton Rd Roundabout	0.0001139	0.0000047	0.0000646	$3,278,000	$4,099,000	$36,729.61	$20,931,297
8202	St. Louis	Des Peres	Des Peres Road - At Old Des Peres Rd Roundabout - Sidewalk	0.0000157	0.0000007	0.0000089	$1,320,160	$1,650,200	$107,267.46	$22,251,457
8214	St. Louis City	St. Louis	20th Street - Market St To St. Louis Ave - Cycletrack - Traffic Signals - Shared Use Path - Lighting - Sidewalk - Signal Interconnect	0.0000536	0.0000023	0.0000245	$5,000,000	$10,905,000	$128,011.87	$27,251,457
Not recommended due to funding constraints										
8206	St. Louis	MoDOT	I-270 Pedestrian Bridge/Shared Use Path - Ped Bridge At S. Waterford; Shared Use Path: Dunn: Wash To W. Florissant; Pershall: Washington To Metro Transfer Ctr.	0.0000101	0.0000003	0.0000022	$1,802,424	$2,253,030	$292,646.72	$29,053,881
8216	St. Louis	St. Louis County	Central County ITS - 2022 - Various Locations Along Ross Ave, Campus Pkwy, Missouri Bottom Rd, Weidman Rd, Barret Station Rd	0.0000050	0.0000006	0.0000043	$1,696,560	$2,120,700	$366,983.82	$30,750,441

Attachment B – FY 2020-2023 TIP – CMAQ Program - REVISED
Project Submittals (Ordered by Cost Effectiveness)

ID Number	County	Sponsor	Project Title - Description	Metric Tons NOx Reduced	Metric Tons PM 2.5 Reduced	Metric Tons VOC Reduced	Federal Cost	Total Cost	Cost Effectiveness	Cumulative Federal Cost
Not recommended for funding - Parking lot under interstate requires MoDOT/FHWA approvals										
8210	St. Charles	St. Charles	I-70 Transit Parking Lot - Under I-70 At S. Fifth St Construct 375 Space Park And Ride - Signage	-	-	-	$500,000	$1,710,000	-	$31,250,441
Not recommended for funding - Insufficient data provided										
8218	St. Louis	St. Louis County	South County ITS - 2022 - Various Locations Along Baptist Church, Baumgartner Hoffmeister, Ripa, Heege, Midland, Vernon	-	-	-	$1,439,680	$1,799,600	-	$32,690,121
Not recommended for funding - Did not receive letter of support from MoDOT										
8220	St. Louis	Wildwood	Wildwood Traffic Signal Updates - Taylor Rd: MO 100-Main St; Manchester: MO 100-Old Fairway Traffic Signal Upgrades - Optimization	-	-	-	$576,000	$830,000	-	$33,266,121

Dardenne Prairie – Stump Road

————————Comments in Support————————

Email: @dardenneprairie.org
Organization: City of Dardenne Prairie
Do you live or work in the community where the project is proposed? Yes, my home abuts Stump Road at the southwest corner of entrance to Whispering Pines Subdivision.
Do you support, have concerns about or oppose this project? I support it.
What are the key reasons for your position? My first key reason is public safety. I live along Stump Road, see and experience the danger of persons walking on Stump Road, particularly at night. I am also an Alderman and my constituents have also experienced close calls, some as pedestrians, some as drivers and complain about having to get in their automobile to drive somewhere else to go for a walk, a run or to ride their bicycles. The principal impetus is that Multifamily Apartments were allowed to be built at an intersection of unimproved roadways at Stump and Hwy N and we have families with children living next to roads that don't even have shoulders. This project could very well save life. I have attached a photo of a kid on his bike as he heads into the oncoming traffic lane to gain the entrance to the Pinecrest Apartments after making a trip to a nearby store on the north end of Stump Rd. It is but one example of why Stump Rd is very unsafe, please note there is a curve and a crest near the entrance to these apartments. This was taken from my Expedition on my way to work so my SUV, being elevated, has the crest diminished and it would be more pronounced from a lower sedan. An oncoming, accelerating vehicle would have had to swerve into the poles or hit the child or come head on into me or swerve into the steep embankment opposite. A secondary key reason is that this road will provide opportunity for safer connectivity to the greater community for walking and bike riding. My third key reason is that this road is aging and the community will benefit from the proposed improvements for the next half a century.
Anything else you'd like us to consider or comments you'd like to share about this project? There are residents who have lived along the road for several decades that oppose change or are concerned about impact to their vegetation or privacy. As a homeowner there I'm a bit uneasy about it myself, however, they acknowledge the dangers but see no responsibility of community to ensure those that choose or even must walk on Stump Rd can do so safely. I can only presume it's for their own selfish reasons.

Email: @charter.net
Do you live or work in the community where the project is proposed? My husband and I live at Whispering Pines Drive and our property is adjacent to Stump Road. From my living room windows, I can view pedestrians and vehicles on Stump Road. Also, my Law Office is located in Dardenne Prairie, Missouri.
Do you support, have concerns about or oppose this project? I support and am in favor of this project.
What are the key reasons for your position? First, I have personally been driving along Stump Road to travel to my home after dark on multiple instances and found myself face to face with either single or multiple pedestrians walking on directly on Stump Road itself as there are no sidewalks or reasonable shoulders to walk on if one needs or chooses to walk down Stump Road. The first time this happened, I came upon three men walking the full width of Stump Road as I turned from Fiese Road onto Stump Road. Just last night, I turned onto Stump Road from Highway N and a woman was walking on the side of Stump Road itself where the road curves dangerously and visibility is poor due to the curve and slope of the roadway.
Second, I have also personally observed many pedestrians walking down Stump Road itself from my living room windows or when working in my yard on weekends. Some of these walkers were using earbuds or headphones so it seemed likely to me that they would not be able to hear the approach of drivers on Stump Road. Off the road

itself, the ground slopes and either a ditch exists or a hill.
There is no good opportunity for walkers or runners or riders of bikes to avoid traveling in traffic lanes which leads to a great deal of risk or injury or death to both pedestrians and drivers.
Third, I have heard neighbors appear before the City Of Dardenne Prairie and request sidewalks on Stump Road so that they could safely walk or jog or walk their dogs on a leash without needing to actually walk in the street itself. Clearly, it is unsafe for pedestrians and health/exercise oriented individuals to travel on Stump Road without a vehicle. As St. Charles County has been ranked so high in the "healthiest" Counties in Missouri list, it seems that this opportunity to give Dardenne Prairie residents a "healthy" place to exercise by sidewalks, etc. on Stump Road is crucial as it would be providing all pedestrians and residents the right of safe travel on Stump Road.

Anything else you'd like us to consider or comments you'd like to share about this project? Although I live on the very road where construction would take place and would be impacted by that construction, I can certainly appreciate the need to safety and a feasible path to travel on Stump Road for pedestrians, joggers, dog walkers and cyclists of all ages. I request that you approve this project.

————————Comments Opposed————————

Email: @charter.net

Do you support, have concerns about or oppose this project? I would ask you to not give your support for this project.

What are the key reasons for your position? I wanted to contact you in regard to an upcoming road project proposed by Dardenne Prairie; Stump Road. The project was undertaken to get sidewalks along Stump Road. One person was surprised at night by someone walking at the edge of the roadway and felt it was unsafe. All the resident along Stump Road are not happy with such a proposal because of the impact on their properties. It seems a huge waste of money to achieve a false sense of safety at the expense of those directly affected.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I live on Toussaint Drive off of Stump Road in Dardenne Prairie, I have lived here for 29 years.

Do you support, have concerns about or oppose this project? My husband and I are totally opposed to this project, our neighbors are opposed also.

What are the key reasons for your position? We do not need to expand this road to three lanes, or have turn lanes into Whispering Pines and Dardenne Acres. There is hardly any traffic on Stump Road since Hwy 364 was opened. There are only 35 homes in our subdivision, this project will be a total waste of taxpayer money. If you want to upgrade Stump Rd, that is fine, but why ruin the value of our entire subdivision just to expand a very minor road, such as Stump Rd? We do not even need sidewalks, hardly anyone ever walks on this road. We do not want our neighbors trees torn down for this project, it does not provide any value or any privacy for our subdivision when the trees are taken down, or die due to the heavy equipment. We do not want this project!

Email: @hotmail.com

Do you live or work in the community where the project is proposed? Yes our residence backs up to Stump Road.

Do you support, have concerns about or oppose this project? My husband and I vehemently oppose this project. The project was proposed by an Alderman, Kevin Klingerman, whose home (side yard) is adjacent to Stump Road. As the sidewalk is being proposed on the other/opposite side of Stump Road, his property would never be directly impacted by the sidewalk. It is my understanding that there was no study or independent review that determined that this particular sidewalk project was deemed necessary or had the most dire need of any other areas in Dardenne Prairie for a sidewalk. (I've asked if a study or review was performed, in at least two Dardenne Prairie meetings.) There has been no traffic study or pedestrian study. There was no thoughtful review of all areas of Dardenne Prairie that are in need of

sidewalks, ranking the various sites. This was a move that was proposed by an Alderman, someone who apparently because he is an Alderman, was in a position to have this sidewalk project elevated, somehow making his agenda a priority for Dardenne Prairie. Many residents of Dardenne Acres (our subdivision-which would be impacted) have said that they oppose the sidewalks and prefer the trees and green space. Originally we were told that the trees would remain, that they would be incorporated into the sidewalk project/plan. Then suddenly everything changed and Dardenne Acres residents would lose their trees. This appears to be a real bait and switch move by the city.

We have had to replant some of our trees (planted along Stump Road) as they were killed by dog urine. This is because many people walk along the flat ground behind our trees, many times with their dog on a leash. It is only because so many people have used this green space to walk along Stump Road, that this would have happened. So the comment that people are walking in the road (by Klingerman) is not substantiated by the fact that our trees were killed by dog urine caused by many residents walking along the green space behind our trees-and not in the streets. The homes/yards in the front of our subdivision, have a real tendency to flood during storms. The Dardenne Prairie engineer, Luke Kehoe, has already said that this project would not help the flooding. (He made this statements at a recent meeting.) With this in mind, this seems irresponsible to even consider this sidewalk project. In the proposed plan, there was a turn lane added, which is ludicrous! Small Stump Road does not have the volume/traffic to warrant this unnecessary expense. This just proves how rushed and unsound this plan is. There was a discussion that the sidewalk must be 5' wide because of ADA standards. However, others have said that the sidewalk must only be 4' wide. Research also found that you could secure an exception (4' versus 5') to have a more narrow sidewalk. Clarification on this would be welcome.

What are the key reasons for your position? As our subdivision ordinances prohibit fences, we (and some of our neighbors) planted many trees along the rear of our property to provide both a sound and visual barrier as there is a commercial development across the street. The proposed sidewalks will obliterate this environmentally friendly buffer. These trees took many years to mature. We have invested countless dollars and time cultivating the trees, fertilizing the trees, etc. Because we back up to a commercial enterprise, a development approved by the city years ago, we took action to remedy the situation as best we could. Now those remedies/trees are being sacrificed for a suspect project, that hasn't been independently determined that the city even needs. Plus, as currently the residents are using the flat ground behind our house to walk along Stump Road, the sidewalk is an unnecessary and costly expense.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes

Do you support, have concerns about or oppose this project? I oppose this project and have many concerns.

What are the key reasons for your position? This is a minor road and doesn’t need to have this amount of money spent on it. Our city leaders have said there is a safety issue for people who walk to the nearby QuikTrip. The people who walk are NOT long term residents and the number of people who walk doesn’t justify this either.

Anything else you'd like us to consider or comments you'd like to share about this project? This road is not even a 1/2 mile long and the amount of money proposed for these improvement is ridiculous. It seems like such an irresponsible use of taxpayer money, state and federal funds that could and should be utilized on more needed projects. Just because there is money available doesn’t mean it needs to be given out to projects like this just because they ask.

The accidents that our city have cited in their report have all occurred either on icy roads - which

we all know happens anywhere, and also at the corner of Stump & Hwy N. If any improvements need to be made a turn lane at this intersection would be more worthwhile but nothing to justify the amount projected. I am a longtime resident of Dardenne Prairie and love our life here. If this is approved it would have a HUGE impact on not only my quality of life but all of my neighbors as well. Tree lines which have been here for years would be torn down and the noise level would go up. We have trash thrown in our yard now and if this is all moved closer to my home I feel it would mean more trash for us to pick up.
This project just seems extreme. To make these improvements for the safety os a small amount of people, that apparently our city is proposing this for, seems absurd. Just because you put in a sidewalk doesn't mean these people will use it. We have trash thrown in our yard now and if this is all moved closer to my home I can't imagine how much more we would have to pick up. We have spoken with many of our neighbors whose homes and lives would be most affected by this project and not one is in favor of it. Please please listen to the people and do not approve the grant for this project. Please.

Phone: The following comment was received by East-West Gateway staff via a phone call.
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Oppose
What are the key reasons for your position?
He believes there is no need for turn lanes – Dardenne Acres subdivision only has 35 homes and no room to expand. He stated he was told by the city engineer of Dardenne Prairie that a traffic study had not been completed, but that another engineer had suggested turn lanes, so that is the treatment the City is pursuing. Property impacts will reduce an approximately 60-foot buffer of trees between the road and property lines to 30-feet, and the loss of trees will decrease privacy. This project will lower property values due to new concrete added on east side of road. Expansion of the road could lead to an influx of traffic. He stated the amount of money is absurd. He spoke with the mayor and was told the mayor was not in favor but that four of the six alderman were in favor. He is ok with spending some money to widen the road and add a sidewalk, but not with turn lanes. There should be a motion camera or some other measure to monitor bikes/peds to determine if extra measures are needed to accommodate them. His yard currently floods. This project will add 50% more concrete on his side of the road. The city engineer told him all runoff will go into the ditch, but this already overflows four houses down from his house. There is no plan to fix the flooding.

De Soto – N. Main Street
————————Comments in Support————————

Email: @desotomo.com
Organization: City of De Soto
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? Safe walking to businesses
Anything else you'd like us to consider or comments you'd like to share about this project? Much needed sidewalk for people to walk.

Email: @desotomo.com
Organization: City of De Soto
Do you support, have concerns about or oppose this project? Yes
What are the key reasons for your position? The N Main St. improvements that the City is applying for is of great importance and need, it is more of a safety issue than anything. We have numerous residents that travel that corridor by foot and there is little to no lighting and/or sidewalks for them to use. This would be an extreme improvement to the community and would give us sidewalks for almost the entire route of our main street. We really hope to get the project awarded to us and appreciate your consideration.

Email: @valleambulance.com
Organization: Valle Ambulance District
Do you live or work in the community where the project is proposed? Yes, I live and work in community where the project is proposed.
Do you support, have concerns about or oppose this project? I fully support the project.
What are the key reasons for your position? The road surface in this area is failing and outdated. There is a tremendous need for pavement stabilization and resurfacing. This area is the main artery in and out of downtown DeSoto. DeSoto has done what it can to keep the main part of downtown DeSoto's road surfaces in good repair however the main road / portion of roadway that leads to this vital part of town needs to be kept up. This project will also increase safety, sustainability, and hopefully lead to the growth of businesses on this section of roadway.
Anything else you'd like us to consider or comments you'd like to share about this project? Please consider this project as a priority. We all understand there are many projects that need to receive funding but I believe you will find this project as one of those priorities that has been designed with conservative cost effective measures.

Email: @fscb.com
Organization: First State Community Bank
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? I support this project.
What are the key reasons for your position? That happens to be the main entrance to the city and it is all in need of repairs and replacement, so that the city seems more welcoming.
Anything else you'd like us to consider or comments you'd like to share about this project? I think it will be valuable in bring in new residence and business to the city and help improve the city for the residents that already live in DeSoto.

——————Comments with Concerns——————

Email: @caldwelllawncare.com
Organization: Caldwell Outdoor Equipment and Caldwell Lawn Care
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? It is fine, as long as construction isn't during our busy months of March, April, May and June.
What are the key reasons for your position? We do not want our business to suffer, because we have a lot of customer traffic during March, April, May and June.

Festus – W. Main Street

——————Comments in Support——————

Email: @cityoffestus.org
Organization: City of Festus
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? Improvement to pedestrian (walking/running) access.

Great Rivers Greenway – Maline Greenway

——————Comments in Support——————

Email: @protonmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? Anything more is better.
Anything else you'd like us to consider or comments you'd like to share about this project? Do it ASPS.

Email: @gmail.com
Do you live or work in the community where the project is proposed? No
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? I'm an avid cyclist and I support any kind of MUT construction.

Email: @gmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? We need more ways to be connected as a community.

Email: @sbcglobal.net
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support

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Email: @yahoo.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? I believe this is vital to encouraging safe exercise and also improve the health of our community while improving and maintaining our real environment.
What are the key reasons for your position? Needs to be shared more publicly and through schools.

Email: @charter.net
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support

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Email: @sbcglobal.net
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support

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Email: @att.net
Do you live or work in the community where the project is proposed? No
Do you support, have concerns about or oppose this project? Support

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Email: @gmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support

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What are the key reasons for your position? I enjoy the Ted Jones Trail and the access it gives me to UMSL and MetroLink. I particularly love that it is a dedicated trail for walkers and bikers, converted from an old rail line, and that I don't have to worry about car traffic for most of its length. I'd love to see more trails and connections from Ferguson.

Email: @gmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? Functional not just recreation trails are needed in a community hampered by the financial burden of mandatory car ownership. There are many benefits to bicycling as transportation, and neighborhoods that choose to accommodate people over cars see increased economic activity.
Anything else you'd like us to consider or comments you'd like to share about this project? Florrisant Road from I-70 all the way to Lindbergh doesn't need to be four lanes. A road diet down to two lanes and a turn lane. City Walk through Ferguson with slow road and narrow lane design could be a boone for the city. That area could become much more pedestrian friendly for the cost of a few curb bump outs and paint.

Email: @gmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? To complete the planned addition.

Email: @sbcglobal.net
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? I like the idea of connecting different areas with bike friendly and pedestrian friendly spaces.

Email: @yahoo.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support

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Email: @gmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? Beautificaiton of our community and easier access.

Email: @gmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? I ride this trail constantly. Love it. Would be nice to ride to Chain O Rocks bridge without taking car.

Email: @stls-studio.com
Do you live or work in the community where the project is proposed? No
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? The Maline Greenway is the North County equivalent of South County's Gravois Greenway. I support the recreation and transportation opportunities that it will bring to this part of the St. Louis region.
Anything else you'd like us to consider or comments you'd like to share about this project? The residents of Ferguson deserve access to great facilities like this.

Email: @att.net
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? I live in North County and this new trail would lesson my encounters with vehicles.
Anything else you'd like us to consider or comments you'd like to share about this project? Possibly installing bike lanes on West Florissant on New Hallsferry.

Email: @carmodymacdonald.com
Do you live or work in the community where the project is proposed? No
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? I live in University city and would like to have a safe trail to get to the Mississippi River from my home. I like going out one way and coming back a different way (i.e. the Chouteau Greenway).
Anything else you'd like us to consider or comments you'd like to share about this project? Do it ASAP! These trails will be a fantastic draw for the entire city once they are completed and you can get more places on them. The Mississippi River is one of the jewels of our city that is currently way underused.

Email: @gmail.com
Do you live or work in the community where the project is proposed? No
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? I love biking and would to be able to bike along all these greenways.

Email: @gmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? Anything to preserve a park like atmosphere and a place to walk and bike is important!
Anything else you'd like us to consider or comments you'd like to share about this project? Possible fencing where the houses are.

Email: @umsl.edu
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? One more way to connect communities. Makes biking for exercise and transport easier, safer, and more enjoyable.
Anything else you'd like us to consider or comments you'd like to share about this project? Ger done. :)

Email: @sbcglobal.net
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? I am excited to see the possibility of more trails in the Ferguson area. Bicycling is much more enjoyable when not having to be concerned about street traffic.

Email: @aol.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? I often ride the Ted Jones Trail and it's a little too short. It would be nice to extend it. It would also be nice for those people in the east part of Ferguson to have better/easier walking/biking access to "downtown" Ferguson.

Email: @sbcglobal.net
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? The greenway will provide additional recreational opportunities and safer transportation alternatives to North County residents. It will also send an important message that the quality of life of North County residents is valued.

Email: @gmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? Revitalization efforts and healthy resources are desperately needed in these communities. I live and work in these areas.
Anything else you'd like us to consider or comments you'd like to share about this project? Youth engagement should be a key component in the plans.

Email: @stlpartnership.com
Organization: St. Louis Economic Development Partnership
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? I have been working in the areas of Dellwood, Ferguson and Jennings for the last eight years. I have served as the Public Services Director and City Manager for the City of Dellwood, I served as the Economic Recovery Coordinator for St. Louis Partnership, focusing on this area after the 2014 Civil Disturbances and currently serves as the Assistant Vice President of Community Investment. This is a project that will serve as a catalyst for change and attract the type of developments that the community wants and need. It is not a "one off" project, but is connected to the West Florissant Avenue Great Streets Master plan, which is an initiative of EWGW and it address the six goals of the St. Louis Promise Zone. It takes these type of investment to begin investing in communities and people that live, work and play there and change the trajectory of our region.
Anything else you'd like us to consider or comments you'd like to share about this project? The Partnership has committed funding to do environmental site assessments on the proposed property as well as environmental clean-up funds.

Email: @gmail.com
Do you live or work in the community where the project is proposed? No
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? I believe these trials connect people and places to each other and are good for the community. I have biked in this area and there is a deep need for better pathways. I enjoy all parts of St. louis and hope that this project goes forward and would consider it money WELL SPENDT!!

Email: @crinnionlaw.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? Ferguson should be included in the project.

Email: @charter.net
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? I work just a mile or so from Ferguson and I am a frequent user of the Greenway trails. Connecting these trails to existing Greenway trails is a huge benefit to the community because it allows people to get around without the need to be on the street with traffic. I strongly support!

Email: @hotmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support

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Email: @gmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? I love to bike and with a young family now I am even more interested in trail riding than before.

Anything else you'd like us to consider or comments you'd like to share about this project? Thank you!

Email: @sbcglobal.net
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? Yes, I totally support this project! Everyone uses the current path and will use the next one too!
Anything else you'd like us to consider or comments you'd like to share about this project? It has allowed me to meet some of my neighbors that I otherwise would not have met. I am a triathlete and it keeps me safer than running on dangerous roads!

Email: @msn.com
Do you live or work in the community where the project is proposed? No
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? Safe and convenient spaces to exercise in a local park or walkway is always a bonus to the families in the area. Places for children and parents to ride bikes are just get their daily 30 minutes walk in is very desirable to our great area.
Anything else you'd like us to consider or comments you'd like to share about this project? I am just excited for this project. Hopefully, it will bring more public green spaces to the Ferguson and north county area.

Email: @gmail.com
Do you live or work in the community where the project is proposed? No
Do you support, have concerns about or oppose this project? Support

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Email: @fergusonbicycleshop
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support

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What are the key reasons for your position? Many bicyclists in the area are afraid to ride bikes on streets and need a network of trails for their recreational activities. The Maline Greenway, as part of the Great Rivers Greenway, will help meet that need.

Email: @yahoo.com
Do you live or work in the community where the project is proposed? No
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? I ride everywhere I go this will help me on daily commute.

Email: @gmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? Easy access and community engagement is vital to growth. Ferguson (while there has been recent development) is still behind the curve. Being free to travel and open to positive change begins with the opportunity to do so. As a fellow explorer I believe it's not a question of "should we consider" it is a matter of "why haven't we done this". Development provokes growth and erraticates negative stigmas.
Anything else you'd like us to consider or comments you'd like to share about this project? Get it done, Let's be known for We Showed Change.

Email: @gmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support

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Email: @gmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? The more trails, the better!

Email: @yahoo.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? Designated and needed space to enjoy outdoor through physical movement.
Anything else you'd like us to consider or comments you'd like to share about this project? I am excited about the possibility.

Email: @att.net
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support

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Email: @sbcglobal.net
Do you live or work in the community where the project is proposed? No
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? I support any proposal to enhance sustainable recreation and public open spaces.

Email: @hotmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? Think Ferguson could use more safe options for pedestrian transportation and recreation. Especially a route over the railroad tracks downtown.

Email: @yahoo.com
Do you live or work in the community where the project is proposed? No
Do you support, have concerns about or oppose this project? Support

————————Comments with Concerns————————

Email: @att.net
Do you live or work in the community where the project is proposed? No
Do you support, have concerns about or oppose this project? Have concerns
What are the key reasons for your position? The Ferguson area has garnered nationwide attention as a place where violence and lawlessness may occur. Spending tax dollars in an area where cyclists will likely not ride because of fear is a waste. The Ted Jones Greenway is a rail trail that is isolated and near no help. The tax money could be better used on greenway projects that cyclists will actually use.

Email: @yahoo.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Have concerns
What are the key reasons for your position? I live near the Ted Jones Trail, and it is littered with beer cans and hypodermic needles, sleeping bags Etc. If there was some kind of Park Rangers, or bicycle police I would be in favor.

Email: @yahoo.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Have concerns
What are the key reasons for your position? The existing Ted Jones trail is littered with beer cans, hypodermic needles, and other trash. There is no park ranger or any patrols

————————Comments Opposed————————

Email: @sbcglobal.net
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Oppose
What are the key reasons for your position? Have seen the lack of use of the greenways in the area of St. Charles. Waste of money.

Email: @hotmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Oppose
What are the key reasons for your position? Safety in the area route. Too many people have little respect for human life, health and safety. Seems the funding would be better spent elsewhere.
Anything else you'd like us to consider or comments you'd like to share about this project? Use funding where people appreciate it.

Email: @hotmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Oppose
What are the key reasons for your position? Waste of funding. North County neighborhoods show little respect for Ted Jones Trail and I doubt this trail would be different. During nice weather, roving gangs of teenagers on trails. They bust bottles on the trail to damage bike tires. They set booby traps of logs and tree limbs across the trails, destroy fencing and guard rails on bridges. There's homeless encampments, trash strewn everywhere. People bring guard dogs for walks on the trails like pit bulls, German Shepherds and Rottweilers that lunge after bicyclists on a consistent basis (daily.)
Anything else you'd like us to consider or comments you'd like to share about this project? Spend the funding in neighborhoods that actually use the trails for community good and their health.

Jefferson County – Old Lemay Ferry Road

————————Comments in Support————————

Email: @ehi.com
Organization: Renee Reuter, Jefferson County Council District 2 Representative
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? I support the project.
What are the key reasons for your position? Old Lemay Ferry Road, between Arnold and Hwy M, is a

highly traveled, narrow two lane road without shoulders which twists and turns through northern Jefferson County. Many people have been impacted by accidents on the stretches of road targeted by this proposed project. Please give both Old Lemay Ferry Road projects the highest priority and direct Federal funding to them as quickly as possible. The project names are: TIP 8071-21, OLD LEMAY FERRY ROAD and TIP 8072-21, OLD LEMAY FERRY ROAD.

Anything else you'd like us to consider or comments you'd like to share about this project? No.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes

Do you support, have concerns about or oppose this project? No

What are the key reasons for your position? The road needs improvement.

Email: @att.net

Do you live or work in the community where the project is proposed? Yes

Do you support, have concerns about or oppose this project? Support

What are the key reasons for your position? I live near these projects and drive Old Lemay ferry Rd. and drive it daily. It is in need of dangerous areas to be corrected and made safer.

Email: @yahoo.com

Organization: Jim Terry, Jefferson County Council District 7 Representative

Do you live or work in the community where the project is proposed? Yes

Do you support, have concerns about or oppose this project? This is a good project. My concern is the timeline of the project.

What are the key reasons for your position? This is a very dangerous section of road with fatalities. A SHSP study was done and this area was identified as a high priority issue.

Email: @yahoo.com

Organization: Jim Terry, Jefferson County Council District 7 Representative

Do you live or work in the community where the project is proposed? Yes

Do you support, have concerns about or oppose this project? I support the project but would like to accelerate the timeline.

What are the key reasons for your position? This is a very dangerous section of road with fatalities. A SHSP study was done and this area was identified as a high priority issue.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes

Do you support, have concerns about or oppose this project? Support

What are the key reasons for your position? Please consider moving the construction dates up as soon as possible before the 2023 construction date on this section of Old Lemay Ferry Road between Regency Woods Place and East Four Ridge Road. I live in the Regency Woods Subdivision. This road is only two lanes and twists and turns. There are some very sharp turns just before you reach East Four Ridge Road. It is too narrow for semis, yet I have seen them try to negotiate it putting oncoming traffic at risk. There are no shoulders and drops steeply on one side. Thank you.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes

Do you support, have concerns about or oppose this project? Support

What are the key reasons for your position? I live along Old Lemay Ferry near where the improvements are to be made. Please move the construction dates forward as soon as possible and before the scheduled 2023 construction year. The road twists and turns, is highly traveled, and is a narrow two-lane road with no shoulders. Numerous accidents have occurred along this road. I have personally come upon numerous accidents where cars have rolled into a ditch or down a steep embankment.

Email: @gmail.com

What are the key reasons for your position? As an owner of home on Old Lemay Ferry Rd for more than 40 years I have seen and heard it all, it has gotten to the point that I dont even look out anymore when we hear a crash. We have numerous dump trucks, construction equipment, school busses, fire trucks, motorcycles, speeding trucks and cars all competing with the tiny space they must share. There have been numerous horrible wrecks on the stretch between East Four Ridge and Dry Fork rd than any other stretch of Jefferson Co rd. We live between East Four Ridge rd and Dry Fork Rd and you must take your life in your own hands to even pull into or try to get out of the driveways. I have been passed when turning into driveway and almost hit when pulling out by an idiot that come out of nowhere and then proceeds to tail gate. I have cringed when slowing down to pull into driveway praying the other person is going to stop. I have prayed that the person on the wrong side of the road will move before they fit me since there is absolutely NO WHERE TO GO TO GET OUT OF THE WAY. Then there is the problem of trying to turn off Kneff Rd onto Old Lemay Ferry rd, since you have to pull out into the intersection to see if anyone's coming and pray the person turning onto Kneff Rd from OLF RD doesn't hit you since they aren't going to wait for you to turn. I realize a lot of the problems is drivers that think the laws don't apply to them but since they don't it would be nice to be able to get out of their way. Almost 35 years ago I went off OLF rd and down into the woods because someone thought they should drive on wrong side of road. I'm talking going nose first into trees with 2 small children in car. When we got out and climbed to top all you could see was a tiny bit of bumper & thank God no of us got hurt. In addition in the past 6 months the tractor trailers that are going to the Masterchem Paint company on Old Hwy M are using OLF Rd as a cut through, which means a huge tractor trailer that doesn't actually bend going around the curves is coming at you with absolutely no where to go. Also we are a main route for Schoold busses and all the Fox Parents should cringe when they see the busses riding the edges of road. It is just by the grace of God that there hasn't been a bad wreck.In closing please go the Sheriffs office and check the accident STATS for the street of OLF Rd. From EAst Four Ridge Rd/Frisch Hill rd to Kneff Rd/Dry Fork Rd. Thanks so much I am praying if the whole road can't get fixed at least OLF Rd to Dry Fork Rd gets fixed. If not maybe all the people that don't have to drive this road every day should have to drive up and down it for at least 1 week and see what we deal with.

The following letter was sent separately by eight residents:

I live near these two road sections and can tell you from personal experience that these are badly in need of safety improvements. Old Lemary Ferry Road, all the way between Arnold and Hwy M, is a highly traveled, narrow two-lane road without shoulders which twists and turns through northern Jefferson County. Both TIP 8071-21 and TIP 8072-21 are within this problematic section of road. Many people use this road on their way to the Seckman school campus, which includes an elementary, middle and high school. Combined, these schools serve nearly 3,000 children and their families. Both road sections have been the site of many serious accidents. The road is also widely used by the families of nearby Clyde Hamrick Elementary School, which serves over 350 students and families. While I am happy that these projects are scheduled for safety upgrades, I urge you to place these projects at the top of your priority list. Specifically, I request that these construction dates be moved to occur as soon as possible and before the scheduled 2023 construction year.

Jefferson County – Seckman Road, Phase 2
————————Comments in Support————————

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes

Do you support, have concerns about or oppose this project? No

What are the key reasons for your position? Work needs to be done.

Anything else you'd like us to consider or comments you'd like to share about this project? Need more like it in the County.

Kirkwood – Essex Avenue

——————Comments with Concerns——————

Email: @msn.com

Do you live or work in the community where the project is proposed? Live in Kirkwood

Do you support, have concerns about or oppose this project? Concern: I do not want the sidewalk pushed to the edge of the ROW in order to add a bike lane.

What are the key reasons for your position? Moving the sidewalk location will impact trees in ROW and on owner's property.

Pine Lawn – Natural Bridge (MO 115) Sidewalks

——————Comments in Support——————

Email: @belleriveacresmo.gov

Organization: City of Bellerive Acres

What are the key reasons for your position? This letter is written in support of the Natural Bridge (MO 115) sidewalk and lighting proposal made by the City of Pine Lawn. As an alderman in a partner 24:1 city (Bellerive) I believe this project will enhance the safety and esthetics, as well as the economic development goals, of Pine Lawn. Completion of this project will connect the development of Natural Bridge in the City of St. Louis on the east with the Great Streets project on the west. The visual appearance of this project will be a signal that we in the north county community along Natural Bridge Road see ourselves as partners for the future. I have worked with elected officials in Pine Lawn over the past several years and have developed great respect for their hard work and dedication to improving their community. Pine Lawn's leaders have shown a vision for an improved future for their residents, as well as the willingness to work hard to achieve it. I support Pine Lawn in its request for this project to be funded.

Email: @stlouisco.com

Do you live or work in the community where the project is proposed? No

Do you support, have concerns about or oppose this project? Support

What are the key reasons for your position? This project will serve many low- and moderate-income residents who live in this area, including those with disabilities. It will enhance walkability, which will have a positive impact on the health of the residents as well as the general fabric of the community. In addition, it has the potential to catalyze additional development in this area.

Town and Country – Topping Road, Phase 2

——————Comments in Support——————

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes, I travel Topping road every day several times per day and live in Thornhill Estates.

Do you support, have concerns about or oppose this project? I completely support the project in that it is unsafe for pedestrian to walk, run or bike along Topping road currently.

What are the key reasons for your position? Distracted drivers and greater emphasis on exercise along with hilly terrain is causing unsafe situations to occur daily.

Anything else you'd like us to consider or comments you'd like to share about this project? The city of Town and Country is doing a good job in listening to citizen input over needs. This is a high priority.

Email: @housewagner.com

Do you live or work in the community where the project is proposed? Yes

Do you support, have concerns about or oppose this project? I completely support the project.

What are the key reasons for your position? I live off of Topping and have wanted a sidewalk for over 10 years that I've been here. It is not safe to walk or ride a bike without one! I feel disconnected from the other trails.

Anything else you'd like us to consider or comments you'd like to share about this project? This is extremely necessary! Thank you so much!

Email: @pfbt.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? I support the project enthusiastically.
What are the key reasons for your position? This road has no sidewalk. Even though this road is too small to allow for the safe travel of vehicles and pedestrians people do walk on the side. This is very dangerous and will lead to serious injury. If people had access to proper dedicated lanes allowing them a safe way to travel it would encourage them to drive less, exercise more, and more regularly visit the surrounding public parks.

Email: @hotmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? Currently it is very dangerous to walk or casually bike along Topping Road. I live off Topping in the Phase 2 area and have supported a sidewalk for the 12 years that I have lived here.
Anything else you'd like us to consider or comments you'd like to share about this project? I believe it is important to extend the sidewalk all along Topping to connect this community.

Email: @hotmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support this project
What are the key reasons for your position? Safer for everyone. I have small kids and there is no where to ride bikes or walk because Topping Rd is so dangerous. I also like to run, but it's scary running on the road now without a sidewalk.

Email: @gmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Totally support the project
What are the key reasons for your position? Safety! This area is very populated which means traffic. Also many people walk and run along Topping Road throughout the day and there's not a shoulder currently. It's dangerous given the amount of traffic and zero shoulder.
Anything else you'd like us to consider or comments you'd like to share about this project? A sidewalk would encourage more people to get out and get moving. To connect Topping Road to Clayton Road would connect the neighborhoods. Fantastic!

Email: @me.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Yes
What are the key reasons for your position? Safety when walking dogs, running and with children riding bikes.
Anything else you'd like us to consider or comments you'd like to share about this project? So excited for this project to occur and come to completion; so great for a healthier community.

Email: @gmail.com
Do you live or work in the community where the project is proposed? Yes!
Do you support, have concerns about or oppose this project? I support this project. Sidewalks connect physical spaces but they also provide safe place for pedestrians, encouraging walking and increase community vigilance.
What are the key reasons for your position? I support the project because my children and I would like to walk to friends houses in adjacent neighborhoods as well as be able to walk for exercise along Topping road!

Anything else you'd like us to consider or comments you'd like to share about this project? Great work done by our current Aldermen and citizens on this committee!

Webster Groves – Big Bend Road Sidewalk

————————Comments in Support————————

Email: @sbcglobal.net
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? I fully support the project.
What are the key reasons for your position? I would like to see the sidewalks re-constructed in order to make them ADA compliant. These sidewalks see a lot of foot traffic from middle-school children who walk to and from Hixson Middle School. Additionally, invitees to the businesses in this area should be able to enjoy safe, accessible sidewalks. Street lighting is needed in order to further increase safety for motorists and pedestrians. Further, curb bump outs are necessary to naturally calm traffic for destination and cut through traffic.
Anything else you'd like us to consider or comments you'd like to share about this project? Your consideration is greatly appreciated.

Email: @gmail.com
Organization: Lewis and Associates
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Yes, very much so.
What are the key reasons for your position? This area has proven to be dangerous to pedestrians. At the intersection of Big Bend and Elm, my own mother was hit by a car while out walking for her health. She was on an island waiting to cross the road when a driver, who should have turned right, came up on the island and hit her into the street. She received a traumatic brain injury in addition to several broken bones. The sidewalks need to be widened and the street needs better flow from the railroad tracks through the intersection. I also walk the area as I live and work within a block of this same intersection. Better lighting would give the pedestrians better visibility in the area also.
Anything else you'd like us to consider or comments you'd like to share about this project? No thank you.

Weldon Springs – Sammelman Road

————————Comments in Support————————

Email: @gmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? Safety for children walking to the new park, safety for drivers that must navigate sharp turns, narrow road and a steep, steep hill.
Anything else you'd like us to consider or comments you'd like to share about this project? Sammelman road is already dangerous because it's narrow, steep, and has two sharp dangerous turns. The new park is amazing so more and more people will be going there and bringing young children. This combination will lead to a tragedy if you don't do something.

Email: @hotmail.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? We live in Manors of Lucerne and feel it's important for our family to have pedestrian facilities in the area.
Anything else you'd like us to consider or comments you'd like to share about this project? We hope this creates safety but does not shut down Sammelman road while being constructed.

Email: @hotmail.com
Do you live or work in the community where the project is proposed? Yes, I live off of Renaissance Road where it intersects with the portion of Sammelman Road in this proposal.
Do you support, have concerns about or oppose this project? I support this project.
What are the key reasons for your position? There is no safe area for walking or riding and the

southern side of the road drops off precariously (an accident waiting to happen)! This is even more important now that Veteran's Tribute Park has opened at the bottom of the hill where Pitman Hill and Sammelman intersect.

Email: @kdarco.com

Do you live or work in the community where the project is proposed? I live in the Manors of Lucerne which is right next to proposed site.

Do you support, have concerns about or oppose this project? I support the project in general. The new Veterans Tribute park has been opened recently and there isn't clear access to the park for our neighborhood or the Highlands neighborhood. The Highlands is significantly larger but safe access is really necessary for everyone trying to access this new 100 acre park from the west side.

What are the key reasons for your position? The route from our neighborhood to the park means we have to walk on the street – there is no sidewalk or bike lane in this area. There is a steel guard rail on the East side of Pitman Hill that prevents you from crossing the Pitman Hill Road/Sammelman intersection on the southern part of the intersection. This means pedestrians have to cross this intersection on the northern side which does not have clear site lines around the corner due to the trees. With quite a few people doing a rolling stop at this intersection (especially south bound traffic on Pitman Hill turning right (west) onto Sammelman), a limited site line around this turn, and with pedestrians walking in the street (with no sidewalk or bike lane), this now seems to be a more dangerous intersection. Before the park was there, the pedestrian traffic was very minimal. Since the park has been completed, quite a few people access the park from this direction.

Anything else you'd like us to consider or comments you'd like to share about this project? I don't think a lot of road work expansion really needs to be done. Yes the tight turn on Sammelman is something that could be improved but I'm not in favor of making the road 50' wider or something like the improvements on Independence Road. This is a residential road and we don't need to spend the money to make major expansions to this road. I would error on the side of minimalism for the proposed project. I would prefer to keep this road as "residential" as possible – if that makes sense.

————————Comments Opposed————————

Email: @outlook.com

Do you live or work in the community where the project is proposed? I live in the community.

Do you support, have concerns about or oppose this project? I am Opposed to the project assuming that I will lose additional property for another road or access project. I lost property on both the Pitman Hill side and Sammelman Rd. side of my property when they widened Pitman Hill road.

What are the key reasons for your position? When they widened Pitman Hill road I lost property off both the back and one side of my lot. My water sprinkler system was damaged as a result of the work done and the City refused to pay the repair bill. The changes incorporated have resulted in the Three Way stop at the intersection being a nice place for people to "drag race" resulting in squealing tires at all times of day and night as well as making the turn from Pitman to Sammelman a "tap the brake and go" hot spot rather than a stop your vehicle and then proceed. We lost three large trees as part of the project as well. So, I am firmly against any other activity that will negatively impact my property.

Anything else you'd like us to consider or comments you'd like to share about this project? Not at this time but there may be other things in the future.

Email: @emerson.com

Do you live or work in the community where the project is proposed? Yes I do

Do you support, have concerns about or oppose this project? Yes I have concerns and as I understand the project I oppose it.

What are the key reasons for your position? After speaking with St. Charles County engineer and designer who put the plan together, I believe those plans adversely impact the homeowners who's property come in contact with Sammelman Road.

The reason given for the expansion has been for safety, but as a homeowner who sees this part of Sammelman on a daily basis, there have been no injuries or fatalities on this portion of the road due to the current layout. There are better places for Saint Charles County to spend taxpayer money that would improve the safety of the road and their residents. My second concern is with the drainage currently in place. As it stands right now, if the current sewer drainage was to be moved, I believe that excess run off would flow into the homeowners property because a number of them sit below the level of the current road. The new plans call for no retention barriers or walls to keep that from happening. Since this expansion calls for more pavement, water drainage is a huge concern as well. An expansion would move the road closer to the resident's home that border Sammelman risking the safety of those homeowners. Right now, there is a natural shoulder allowing cars that run off the payment. Currently there is less likelihood for them to end up in the backyard of these homeowners. If you move the road closer you increase the probability that in bad weather, vehicles could end up in the backyards or side yards of these properties. As a homeowner with small children, this is a very pressing concern. Finally, noise pollution is also a major concern. The proposed plans would move the traffic on this road closer to the homeowners that border it. The current plans call for no natural sound barriers or fencing to be built to shield the homeowners from this increase which would have a negative impact on the property values of those homeowners. Since Saint Charles County and Weldon Spring receive a large portion of their revenues from property taxes, I would think that they wouldn't want to damage the property values similarly to what the Independence Road improvements will do to those properties within the Camelot subdivision.

Anything else you'd like us to consider or comments you'd like to share about this project? Again, I have severe concerns about the reasons behind this proposed "improvement" to this section of Sammelman. There is very little foot or pedestrian traffic on this portion of the road, and its current design actually deters the speed to which vehicles can safely operate. I believe that this expansion will negatively impact the property values of a number of homeowners and the current plans do nothing to address the concerns I laid out above. There are more pressing road improvements needed and I believe that all taxpayers of Saint Charles County need to understand the need of spending their money where it makes the most sense to improve traffic safety and flow.

Email: @charter.net

Do you live or work in the community where the project is proposed? Yes

Do you support, have concerns about or oppose this project? I have major concerns with the project as proposed and therefore oppose the current proposal for several reasons.

What are the key reasons for your position? I oppose the current proposal for several reasons including: safety, environmental, property value, noise/privacy, scope of initiative/ROI for tax payers and conflict of interest. First, the current proposal doesn't address the dangerous intersection that this walking trail would enter. Many individuals within our neighborhood have complained about the safety of this intersection and how the County is doing nothing about it long before the park was built. With the current proposal the government is encouraging individuals to walk toward a park through a potentially deadly intersection. The intersection at Pitman Hill and Sammelman is already dangerous for vehicles due to cars running the stop sign regularly and speeding not only on Pitman Hill but up and down Sammelman since there is no posted speed limit. Encouraging people to walk and ride bikes where cars are going 40-50 MPH is irresponsible. Even adding a crosswalk (as is currently planned for 2019) or a walking trail in this proposal will not address these issues. Second, adding more pavement such as a 10" walking path AND a bike lane AND expanded lanes will require many trees and greenery to be removed. This is

detrimental to the environment - we see bald eagles and other wild animals regularly and this not only disrupts their habitat but also increases pollution in our neighborhood. The reasons why I choose to purchase a house in this area is that has wonderful old trees and large green spaces that you don't see in other parts of St Charles county. Adding more pavement is not the answer. I think the "improvements" on Independence has decreased the desirability of this area and has done irreversible harm to our environment and the property owners of Weldon Spring (other neighbors agree). The current proposal doesn't have any measures to negate the increased noise and decreased lack of privacy this will have on the homeowners off of Sammelman. This proposal will significantly decrease the way we are using our yards and outdoor space today. There is also the safety concern of adding more roadway and smoothing out the curve, because that is the only reason why people slow down today on the road. Since this will increase the chance of cars ending up in our yards and houses, I consider this a huge safety concern with the current proposal as many of these citizens have children playing in the yards. This will also impact property value as you decrease current homes' acreage and privacy, which will therefore impact all the resale values in the surrounding area. Finally, this initiative has horrible ROI for the taxpayers. This year the city will be adding a sidewalk and crosswalk to the current road which will address current concerns. There are much smaller improvements that could be made to the road that would be more inline with what the citizens want and would cost less money. The fact that the local government has not been transparent with the details of the project is concerning especially since it will directly positively impact the Mayor and coincidently doesn't negatively impact him at all. It appears to be a money grab from the local government that negatively impacts its own citizens. As we are sharing the proposed details with others, they are equally as concerned about the size and scale of the project. The information was not found out early enough for anyone to run against the current administration during the recent election.

Anything else you'd like us to consider or comments you'd like to share about this project? If picked to fund, please consider the citizens' safety, privacy, noise pollution, drainage, and property value in the final design. All opinions are my own, expect where noted where I am representing others opinions in the neighborhood.

Email: @gmail.com, @gmail.com

Do you live or work in the community where the project is proposed? Yes, my property borders the road.

Do you support, have concerns about or oppose this project? I oppose.

What are the key reasons for your position? The city has publicized the need for the Sammelman Road project as a way to provide pedestrians access to the new Veterans Tribute park and to improve safety yet I believe it will have the opposite effect and therefore I oppose. Sammelman Road is a two lane less than 20 foot wide old farm road with residential homes lining both sides of the street. Many of the homes along that road have children. The number of traffic incidents that the city provided does not show the road has significant safety issues. In a three year period there were two minor incidents, both with no injuries. The speed limit is currently 25 mph and current road has the look and feel of a 25 mph road. The road has two sharp corners, which requires drivers to slow down significantly. This is a good thing since there are homes on the outsides of both corners. Even with the sharp corners, the portion of the road near Pitman Hill Road is straight. There are plenty of people that exceed the speed limit now. Being a property that borders Sammelman, I see this regularly. Widening the road will exacerbate this problem and make the road more unsafe. The proposal is to widen the road to 12 foot lanes, a four foot bike path on either side and a 10 foot multi-use trail. This will take this less than 20 foot road to 42 feet; over doubling the width of the paved surface. Sammelman is a quarter mile road that connects Pitman Hill Road to

the Highlands subdivision. Pitman Hill Road is a 35 mph road that has much more traffic than Sammelman. The plan would make Sammelman much wider than Pitman Hill Road. This plan would take Sammelman Road from a local road to a boulevard like feel. It would have the look and feel of a 35 to 40 mph road. This is not acceptable with the number of residents and children that live along the road.

Between my property and Sammelman road is a 15 to 20 foot buffer of grass and trees. Widening the road will essentially eliminate that entire buffer, giving me just 1.5 feet of space between my property and the road. This is again a safety issue for not only my family but the other residents that live along the road. Finally, besides safety, the other reason for the road project is to provide a way for residents to access the Veterans Tribute Park from Sammelman Road. However, this will create a major safety issue in which the city/county has no plans to solve. This will funnel more people to the intersection of Sammelman and Pitman Hill Road. As I stated above, Pitman Hill Road is a 35 mph road. There is no crosswalk or any safe means for people the cross that road whatsoever. I've crossed it a couple times and I didn't feel safe even crossing at the stop sign. The traffic simply doesn't stop. That stop sign is notorious for being run. With this road project and encouraging more people to cross there with no means is the major safety issue. For the safety of my children, the other children in houses along Sammelman Road, and for all those that wish to visit the park with no safe means of crossing Pitman Hill Road, this project should be reconsidered and therefore I oppose.

Wentzville – Peine Road

————————Comments in Support————————

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes, my wife and I live off Peine Road within the proposed improvement area.

Do you support, have concerns about or oppose this project? We support this project.

What are the key reasons for your position? New Wentzville Fire House on the north side of Peine Road and an additional traffic due to the increase in homes along Peine Road. Construction in the area has increased the amount of truck traffic and the size of the trucks is causing a breakdown of the shoulders. The traffic has also increased with the addition of the overpass at Highway 61 and Peine/Route P. Prior to the overpass, people avoided the cross over to turn onto Peine since it was so dangerous. With the safety upgrade, it appears people are using Peine Road to a greater extent.

Anything else you'd like us to consider or comments you'd like to share about this project? This improvement appears to make economic sense with the anticipated growth of the area. The wider shoulders and new pavement should reduce maintenance costs and improve safety. If a reduction in the number and severity of the curves could be included in the design, it would be very beneficial and also would improve safety in our opinion. The only other thing my wife and I would like to see are sidewalks, at least on one side of the pavement.

Wentzville – W. Pearce (I-70 N. Outer Rd)

————————Comments in Support————————

Email: @charter.net

What are the key reasons for your position? I live in the community and use water Pierce daily. The road needs to be new have new pavement and not the tar card rock that was used last time. There are several semis and dump trucks using the road and it is not widespread enough to be safe. There are also many people who walk on the road but there is no sidewalk forcing them to walk in the street. I have actually had a couple of close calls with people walking on the road at night.

Email: @charter.net

Do you live or work in the community where the project is proposed? Yes

Do you support, have concerns about or oppose this project? I support the resurfacing of West Pearce. West Pearce is in desperate need of a shoulder.

What are the key reasons for your position? The road is in desperate need of resurfacing. There is no shoulder and so many large damaging holes on the side of the road.
Anything else you'd like us to consider or comments you'd like to share about this project? I would hope a shoulder is part of this project. I see many people and cyclists on this road. It is so dangerous when there is no shoulder for them to walk or ride a bike.

Wildwood – MO 109
——————Comments in Support——————

Email: @woodplc.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? This is a gravely needed improvement, due to the history of traffic crashes in the area, including fatalities. I will also greatly enhance traffic flow in the area and reduce congestion.
Anything else you'd like us to consider or comments you'd like to share about this project? This is a very important project to me as a resident, having seen first hand how dangerous this segment of Route 109 is without improvements.

Wildwood – Wild Horse Creek Road Bridge
——————Comments in Support——————

Email: @woodplc.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? Preservation of infrastructure is highly important, and major traffic detours will become necessary if this bridge goes out of service.
Anything else you'd like us to consider or comments you'd like to share about this project? Wildwood does an excellent job with its bridge infrastructure, which would not be possible without TIP funding.

Wildwood – Wildwood Traffic Signal Upgrades
——————Comments in Support——————

Email: @woodplc.com
Do you live or work in the community where the project is proposed? Yes
Do you support, have concerns about or oppose this project? Support
What are the key reasons for your position? The improvements are necessary to address traffic congestion due to ongoing growth.
Anything else you'd like us to consider or comments you'd like to share about this project? This project will optimize traffic flow and improve air quality.

FISCAL YEARS 2020-2023
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT D - RECOMMENDED STP-S & CMAQ PROJECTS

COUNTY: FRANKLIN

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2020-2023 TOTAL	2020	2021	2022	2023
8004-21	FRANKLIN COUNTY	STP-S	Replace Bridge(s)		PE	$92,197	$0	$92,197	$0	$0
New	HENDRICKS ROAD BRIDGE				ROW	$22,500	$0	$0	$22,500	$0
	OVER NORTH FORK OF MERAMEC RIVER				IMPL	$721,116	$0	$0	$0	$721,116
	REPLACE BRIDGE									
	LENGTH (mi): 0.1		Federal:	$668,650	TOTAL	$835,813	$0	$92,197	$22,500	$721,116
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$167,163	ESTIMATED TOTAL PROJECT COST:	$835,813				
8053-22	OAK GROVE VILLAGE	STP-S	Resurfacing 2 Lane Pvmt		PE	$57,752	$57,752	$0	$0	$0
New	E. SPRINGFIELD RD		Roadway Shoulders		ROW	$0	$0	$0	$0	$0
	MO 185 TO NORTH CITY LIMITS				IMPL	$765,214	$0	$0	$765,214	$0
	RESURFACING - SHOULDERS (6')									
	LENGTH (mi): 0.9		Federal:	$505,330	TOTAL	$822,966	$57,752	$0	$765,214	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$317,636	ESTIMATED TOTAL PROJECT COST:	$822,966				
8054-21	PACIFIC	STP-S	Resurfacing 2 Lane Pvmt		PE	$91,621	$0	$91,621	$0	$0
New	MO N		Lighting		ROW	$0	$0	$0	$0	$0
	WESTLAKE VILLAGE DR TO CANDLEWICK LN		Bicycle Facilities		IMPL	$980,339	$0	$0	$980,339	$0
	RESURFACING - LIGHTING - STORM SEWER - BIKE LN (5')									
	LENGTH (mi): 0.8		Federal:	$857,568	TOTAL	$1,071,960	$0	$91,621	$980,339	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$214,392	ESTIMATED TOTAL PROJECT COST:	$1,071,960				
8055-22	UNION	STP-S	Resurfacing 2 Lane Pvmt		PE	$38,656	$38,656	$0	$0	$0
New	N. OAK STREET		Sidewalks		ROW	$0	$0	$0	$0	$0
	E. SPRINGFIELD AVE TO US 50				IMPL	$413,620	$0	$0	$413,620	$0
	RESURFACING - SIDEWALKS (6-10')									
	LENGTH (mi): 0.1		Federal:	$309,249	TOTAL	$452,276	$38,656	$0	$413,620	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$143,027	ESTIMATED TOTAL PROJECT COST:	$452,276				
8043-21	WASHINGTON	STP-S	Resurfacing 2 Lane Pvmt		PE	$100,000	$0	$100,000	$0	$0
New	JEFFERSON STREET		Sidewalks		ROW	$25,000	$0	$0	$25,000	$0
	FIFTH ST TO MO 100		Roadway - Curb & Gutter		IMPL	$1,344,925	$0	$0	$0	$1,344,925
	RESURFACING - SIDEWALK (5') - CURB & GUTTER									
	LENGTH (mi): 1.02		Federal:	$1,175,940	TOTAL	$1,469,925	$0	$100,000	$25,000	$1,344,925
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$293,985	ESTIMATED TOTAL PROJECT COST:	$1,469,925				

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TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT D - RECOMMENDED STP-S & CMAQ PROJECTS

COUNTY: FRANKLIN

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2020-2023 TOTAL	2020	2021	2022	2023
8044-21	WASHINGTON	STP-S	Resurfacing 2 Lane Pvmt		PE	$30,000	$0	$30,000	$0	$0
New	WESTLINK DRIVE		Intersection Improvement		ROW	$50,000	$0	$0	$50,000	$0
	BLUFF RD TO W. MAIN ST.				IMPL	$467,750	$0	$0	$0	$467,750
	OVERLAY - IMPROVE INTERSECTION AT BLUFF RD									
	LENGTH (mi): 1.02		Federal:	$438,200	TOTAL	$547,750	$0	$30,000	$50,000	$467,750
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$109,550	ESTIMATED TOTAL PROJECT COST:	$547,750				

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TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT D - RECOMMENDED STP-S & CMAQ PROJECTS

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2020-2023 TOTAL	2020	2021	2022	2023
8049-22	DE SOTO	STP-S	Resurfacing 2 Lane Pvmt		PE	$73,377	$73,377	$0	$0	$0
New	N. MAIN ST		Sidewalks		ROW	$0	$0	$0	$0	$0
	SKYLINE DR TO VALLEY PL		Roadway - Curb & Gutter		IMPL	$870,337	$0	$0	$870,337	$0
	RESURFACING - SIDEWALK (6') - LIGHTING									
	LENGTH (mi): 0.6		Federal:	$652,243	TOTAL	$943,714	$73,377	$0	$870,337	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$291,471	ESTIMATED TOTAL PROJECT COST:	$943,714				
8051-22	FESTUS	STP-S	Resurfacing 2 Lane Pvmt		PE	$70,093	$70,093	$0	$0	$0
New	W. MAIN STREET		Sidewalks		ROW	$0	$0	$0	$0	$0
	PARK AVE TO MILL ST		Roadway - Curb & Gutter		IMPL	$831,385	$0	$0	$831,385	$0
	RESURFACING - SIDEWALKS (6') - LIGHTING									
	LENGTH (mi): 0.4		Federal:	$623,052	TOTAL	$901,478	$70,093	$0	$831,385	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$278,426	ESTIMATED TOTAL PROJECT COST:	$901,478				
8061-22	FESTUS SPECIAL ROAD DISTRICT	STP-S	Resurfacing		PE	$13,714	$13,714	$0	$0	$0
New	CHERRY STREET				ROW	$0	$0	$0	$0	$0
	MO Z TO FRONT ST				IMPL	$161,625	$0	$0	$161,625	$0
	OVERLAY									
	LENGTH (mi): 0.8		Federal:	$121,900	TOTAL	$175,339	$13,714	$0	$161,625	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$53,439	ESTIMATED TOTAL PROJECT COST:	$175,339				
8067-21	JEFFERSON COUNTY	STP-S	Replace Bridge(s)		PE	$175,000	$0	$175,000	$0	$0
New	ALLEN ROAD BRIDGE				ROW	$24,000	$0	$0	$24,000	$0
	OVER SANDY CREEK				IMPL	$1,206,000	$0	$0	$0	$1,206,000
	REPLACE BRIDGE									
	LENGTH (mi): 0.1		Federal:	$1,124,000	TOTAL	$1,405,000	$0	$175,000	$24,000	$1,206,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$281,000	ESTIMATED TOTAL PROJECT COST:	$1,405,000				
8068-21	JEFFERSON COUNTY	STP-S	Roadway Realignment		PE	$150,000	$0	$150,000	$0	$0
New	HUNNING ROAD		Culvert		ROW	$45,000	$0	$0	$45,000	$0
	ELIZABETH LN TO APPROX. 300' N/O CINPHANY CT		Roadway Shoulders		IMPL	$981,000	$0	$0	$0	$981,000
	REALIGN CURVE - SHOULDERS (4') - GUARDRAIL									
	LENGTH (mi): 0.2		Federal:	$940,800	TOTAL	$1,176,000	$0	$150,000	$45,000	$981,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Safety		Local:	$235,200	ESTIMATED TOTAL PROJECT COST:	$1,176,000				

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ATTACHMENT D - RECOMMENDED STP-S & CMAQ PROJECTS

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2020-2023 TOTAL	2020	2021	2022	2023
8069-21	JEFFERSON COUNTY	STP-S	Replace Bridge(s)		PE	$175,000	$0	$175,000	$0	$0
New	LAGUNA PALMA ROAD BRIDGE				ROW	$24,000	$0	$0	$24,000	$0
	OVER BOYD BRANCH				IMPL	$851,000	$0	$0	$0	$851,000
	REPLACE BRIDGE									
	LENGTH (mi): 0.1		Federal:	$840,000	TOTAL	$1,050,000	$0	$175,000	$24,000	$851,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$210,000	ESTIMATED TOTAL PROJECT COST:	$1,050,000				
8070-21	JEFFERSON COUNTY	STP-S	Replace Bridge(s)		PE	$175,000	$0	$175,000	$0	$0
New	MCGEHAN ROAD BRIDGE				ROW	$24,000	$0	$0	$24,000	$0
	OVER TRIBUTARY OF JOACHIM CREEK				IMPL	$871,000	$0	$0	$0	$871,000
	REPLACE BRIDGE									
	LENGTH (mi): 0.1		Federal:	$856,000	TOTAL	$1,070,000	$0	$175,000	$24,000	$871,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$214,000	ESTIMATED TOTAL PROJECT COST:	$1,070,000				
8072-21	JEFFERSON COUNTY	STP-S	Roadway Shoulders		PE	$94,398	$0	$94,398	$0	$0
New	OLD LEMAY FERRY ROAD		Miscellaneous		ROW	$226,328	$0	$0	$226,328	$0
	0.42 MI. S/O REGENCY WOODS PL TO E. FOUR RIDGE/FRISCO HILL RD		Resurfacing		IMPL	$786,649	$0	$0	$0	$786,649
	SAFETY IMPROVEMENTS - SHOULDERS (4') - HIGH FRICTION TREATMENT									
	LENGTH (mi): 0.54		Federal:	$885,899	TOTAL	$1,107,375	$0	$94,398	$226,328	$786,649
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Safety		Local:	$221,476	ESTIMATED TOTAL PROJECT COST:	$1,107,375				
8071-21	JEFFERSON COUNTY	STP-S	Roadway Shoulders		PE	$103,959	$0	$103,959	$0	$0
New	OLD LEMAY FERRY ROAD		Miscellaneous		ROW	$84,028	$0	$0	$84,028	$0
	E. FOUR RIDGE RD TO KNEFF RD		Resurfacing		IMPL	$866,321	$0	$0	$0	$866,321
	SAFETY IMPROVEMENTS - SHOULDERS (4') - HIGH FRICTION TREATMENT									
	LENGTH (mi): 0.45		Federal:	$843,446	TOTAL	$1,054,308	$0	$103,959	$84,028	$866,321
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Safety		Local:	$210,862	ESTIMATED TOTAL PROJECT COST:	$1,054,308				
8087-21	JEFFERSON COUNTY	STP-S	Roadway Shoulders		PE	$110,000	$0	$110,000	$0	$0
New	SECKMAN ROAD, PHASE 2		Roadway - Curb & Gutter		ROW	$0	$0	$0	$0	$0
	700' W/O OUTER RD TO 400' E/O MASTODON PARK ENT.		Resurfacing 2 Lane Pvmt		IMPL	$1,247,140	$0	$0	$0	$1,247,140
	SHOUDER (8') - OVERLAY - CURB & GUTTER - SAFETY IMPR.									
	LENGTH (mi): 0.56		Federal:	$949,998	TOTAL	$1,357,140	$0	$110,000	$0	$1,247,140
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Safety		Local:	$407,142	ESTIMATED TOTAL PROJECT COST:	$1,357,140				

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ATTACHMENT D - RECOMMENDED STP-S & CMAQ PROJECTS

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2020-2023 TOTAL	2020	2021	2022	2023
8084-22	BI-STATE DEVELOPMENT/METRO	STP-S	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
New	CALL-A-RIDE VAN REPLACEMENT - 2022 (A)				ROW	$0	$0	$0	$0	$0
	REPLACE NINE CALL-A-RIDE VANS				IMPL	$1,214,888	$0	$0	$1,214,888	$0
	LENGTH (mi): 0		Federal:	$971,910	TOTAL	$1,214,888	$0	$0	$1,214,888	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$242,978	ESTIMATED TOTAL PROJECT COST:	$1,214,888				
8085-22	BI-STATE DEVELOPMENT/METRO	STP-S	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
New	CALL-A-RIDE VAN REPLACEMENT - 2022 (B)				ROW	$0	$0	$0	$0	$0
	REPLACE NINE CALL-A-RIDE VANS				IMPL	$1,214,888	$0	$0	$1,214,888	$0
	LENGTH (mi): 0		Federal:	$971,910	TOTAL	$1,214,888	$0	$0	$1,214,888	$0
	AIR QUALITY STAT: Exempt		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$242,978	ESTIMATED TOTAL PROJECT COST:	$1,214,888				
8200-22	BI-STATE DEVELOPMENT/METRO	CMAQ	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
New	METRO BUS REPLACEMENT - 2022 (A)				ROW	$0	$0	$0	$0	$0
	REPLACE TEN BUSES				IMPL	$5,033,190	$0	$0	$5,033,190	$0
	LENGTH (mi): 0		Federal:	$4,026,552	TOTAL	$5,033,190	$0	$0	$5,033,190	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$1,006,638	ESTIMATED TOTAL PROJECT COST:	$5,033,190				
8201-22	BI-STATE DEVELOPMENT/METRO	CMAQ	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
New	METRO BUS REPLACEMENT - 2022 (B)				ROW	$0	$0	$0	$0	$0
	REPLACE NINE BUSES				IMPL	$4,529,871	$0	$0	$4,529,871	$0
	LENGTH (mi): 0		Federal:	$3,623,897	TOTAL	$4,529,871	$0	$0	$4,529,871	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$905,974	ESTIMATED TOTAL PROJECT COST:	$4,529,871				
8203-21	JEFFERSON COUNTY PORT AUTHORITY	CMAQ	Miscellaneous		PE	$0	$0	$0	$0	$0
New	MARINE VESSEL ENGINE REPOWER - 2021				ROW	$0	$0	$0	$0	$0
	REPOWER TWO MARINE VESSELS SERVING MISSISSIPPI R				IMPL	$1,155,196	$0	$1,155,196	$0	$0
	AND MISSOURI R. IN NON-ATTAINMENT AREA - 1 TOWBOAT 1 FERRY									
	LENGTH (mi): 0		Federal:	$577,598	TOTAL	$1,155,196	$0	$1,155,196	$0	$0
	AIR QUALITY STAT: Regionally Significant		State:	$0						
	PROJ PURPOSE: Goods Movement		Local:	$577,598	ESTIMATED TOTAL PROJECT COST:	$1,155,196				

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TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT D - RECOMMENDED STP-S & CMAQ PROJECTS

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2020-2023 TOTAL	2020	2021	2022	2023
8208-22	MODOT	CMAQ	Signal Timing Progression		PE	$0	$0	$0	$0	$0
New	SIGNAL OPTIMIZATION - 2022				ROW	$0	$0	$0	$0	$0
	VARIOUS LOCATIONS ALONG MO 180, MO 21, MO N, MO U, MO EE				IMPL	$710,000	$0	$0	$710,000	$0
	& MO 267 IN ST. LOUIS CO; US 61/67 IN JEFF CO.; MO K IN ST. CHARLES CO									
	LENGTH (mi): 50		Federal:	$568,000	TOTAL	$710,000	$0	$0	$710,000	$0
	AIR QUALITY STAT: Regionally Significant		State:	$142,000						
	PROJ PURPOSE: Congestion		Local:	$0	ESTIMATED TOTAL PROJECT COST:	$710,000				
8209-21	MODOT - CITIZENS FOR MODERN TRANSIT	CMAQ	Education/Marketing Program		PE	$0	$0	$0	$0	$0
New	INCREASE TRANSIT RIDERSHIP THROUGH REACH & REWARDS				ROW	$0	$0	$0	$0	$0
	STL CITY AND STL COUNTY - BUS REVISION ENGAGEMENT				IMPL	$553,017	$0	$553,017	$0	$0
	PROGRAM - PARTNERSHIP TO BUILD RIDERSHIP - TWO YR PRG									
	LENGTH (mi): 0		Federal:	$442,414	TOTAL	$553,017	$0	$553,017	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$110,603	ESTIMATED TOTAL PROJECT COST:	$553,017				

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ATTACHMENT D - RECOMMENDED STP-S & CMAQ PROJECTS

COUNTY: MULTI-STATE

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2020-2023 TOTAL	2020	2021	2022	2023
8204-20	MADISON COUNTY TRANSIT DISTRICT	CMAQ	Transit Operating Asst.		PE	$0	$0	$0	$0	$0
New	RIDEFINDERS VANPOOL WORKFORCE INITIATIVE - MO				ROW	$0	$0	$0	$0	$0
	VANPOOL COST ASSISTANCE - TRANSPORTATION FROM LOW				IMPL	$360,000	$360,000	$0	$0	$0
	INCOME COMMUNITIES TO EMPLOYMENT CTRS - OPERATING ASSISTANCE									
	LENGTH (mi): 0		Federal:	$288,000	TOTAL	$360,000	$360,000	$0	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$72,000	ESTIMATED TOTAL PROJECT COST: $360,000					

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TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT D - RECOMMENDED STP-S & CMAQ PROJECTS

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2020-2023 TOTAL	2020	2021	2022	2023
8000-22	AUGUSTA	STP-S	Sidewalks		PE	$48,500	$48,500	$0	$0	$0
New	HIGH/JACKSON/LOCUST SIDEWALK				ROW	$25,000	$0	$0	$25,000	$0
	HIGH: MT PLEASANT EST. - JACKSON: JACK: HIGH-LOCUST				IMPL	$662,735	$0	$0	$0	$662,735
	LOCUST: JACKSON - CHURCH RD; SIDEWALKS (5')									
	LENGTH (mi): 0.81		Federal:	$501,788	TOTAL	$736,235	$48,500	$0	$25,000	$662,735
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$234,447	ESTIMATED TOTAL PROJECT COST:	$736,235				
8059-21	DARDENNE PRAIRIE	STP-S	Roadway Reconstruction		PE	$165,290	$0	$165,290	$0	$0
New	STUMP ROAD		Sidewalks		ROW	$40,000	$0	$0	$40,000	$0
	FEISE RD TO MO N		Left-turn lanes		IMPL	$2,070,800	$0	$0	$0	$2,070,800
	RECONSTRUCTION - SIDEWALKS (5') - LEFT TURN LN									
	LENGTH (mi): 0.4		Federal:	$910,436	TOTAL	$2,276,090	$0	$165,290	$40,000	$2,070,800
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$1,365,654	ESTIMATED TOTAL PROJECT COST:	$2,276,090				
8010-22	LAKE SAINT LOUIS	STP-S	Roadway Reconstruction		PE	$175,000	$175,000	$0	$0	$0
New	LAKE SAINT LOUIS BLVD, PHASE 3		Intersection Improvement		ROW	$45,000	$0	$45,000	$0	$0
	BLUE COVE TERRACE TO PERUQUE CREEK BRIDGE		Left-turn lanes		IMPL	$2,066,673	$0	$0	$2,066,673	$0
	RECONSTRUCTION - TURN LN AT BENT OAK DR/BENT OAK CUTOFF									
	LENGTH (mi): 1		Federal:	$950,000	TOTAL	$2,286,673	$175,000	$45,000	$2,066,673	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$1,336,673	ESTIMATED TOTAL PROJECT COST:	$2,286,673				
8205-20	MODOT	CMAQ	Interchange Revision		PE	$181,933	$181,933	$0	$0	$0
New	I-70				ROW	$0	$0	$0	$0	$0
	AT MO 94 (FIRST CAPITOL DR)				IMPL	$2,428,812	$0	$0	$2,428,812	$0
	CONVERT INTERCHANGE TO DIVERGING DIAMOND									
	LENGTH (mi): 0.33		Federal:	$2,088,596	TOTAL	$2,610,745	$181,933	$0	$2,428,812	$0
	AIR QUALITY STAT: Regionally Significant		State:	$522,149						
	PROJ PURPOSE: Congestion		Local:	$0	ESTIMATED TOTAL PROJECT COST:	$2,610,745				
8019-23	ST. CHARLES	STP-S	Roadway Reconstruction		PE	$400,000	$0	$400,000	$0	$0
New	S. FIFTH STREET		Bicycle Facilities		ROW	$200,000	$0	$0	$200,000	$0
	FAIRGROUNDS RD TO SAN JUAN DR		Pedestrian Facility		IMPL	$2,400,000	$0	$0	$0	$2,400,000
	RECONSTRUCTION - SIDEWALK (5') - SHARED USE PATH (10')									
	LENGTH (mi): 0.45		Federal:	$1,500,000	TOTAL	$3,000,000	$0	$400,000	$200,000	$2,400,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$1,500,000	ESTIMATED TOTAL PROJECT COST:	$3,000,000				

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TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT D - RECOMMENDED STP-S & CMAQ PROJECTS

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2020-2023 TOTAL	2020	2021	2022	2023
8212-22	ST. CHARLES COUNTY	CMAQ	Intersection Improvement		PE	$200,000	$200,000	$0	$0	$0
New	CENTRAL SCHOOL ROAD		Traffic Signals		ROW	$100,000	$0	$100,000	$0	$0
	AT ST. PETERS HOWELL RD				IMPL	$1,520,000	$0	$0	$1,520,000	$0
	INTERSECTION IMPROVEMENTS									
	LENGTH (mi): 0.3		Federal:	$1,000,000	TOTAL	$1,820,000	$200,000	$100,000	$1,520,000	$0
	AIR QUALITY STAT: Exempt - 93.127		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$820,000	ESTIMATED TOTAL PROJECT COST:	$1,820,000				
8211-20	ST. CHARLES COUNTY	CMAQ	Signal Timing Progression		PE	$0	$0	$0	$0	$0
New	GATEWAY GREEN LIGHT SIGNAL OPTIMIZATION - 2020				ROW	$0	$0	$0	$0	$0
	VARIOUS LOCATIONS ALONG MAIN ST, MEXICO RD				IMPL	$150,000	$150,000	$0	$0	$0
	TR HUGHES BLVD, TOM GINNEVER, O'FALLON RD									
	LENGTH (mi): 9		Federal:	$120,000	TOTAL	$150,000	$150,000	$0	$0	$0
	AIR QUALITY STAT: Regionally Significant		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$30,000	ESTIMATED TOTAL PROJECT COST:	$150,000				
8083-22	ST. CHARLES COUNTY	STP-S	Roadway Reconstruction		PE	$300,000	$300,000	$0	$0	$0
New	INTERSTATE DRIVE		Sidewalks		ROW	$200,000	$0	$200,000	$0	$0
	PROSPECT RD TO E/O QUAIL RIDGE PARK ENT.		Roadway Shoulders		IMPL	$3,530,000	$0	$0	$3,530,000	$0
	RECONSTRUCTION - SHOULDER (6') - SIDEWALK (5')									
	LENGTH (mi): 1		Federal:	$900,000	TOTAL	$4,030,000	$300,000	$200,000	$3,530,000	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$3,130,000	ESTIMATED TOTAL PROJECT COST:	$4,030,000				
8082-23	ST. CHARLES COUNTY	STP-S	New Interchange		PE	$1,615,540	$0	$1,615,540	$0	$0
New	MO 94/364		Resurfacing		ROW	$36,000	$0	$0	$36,000	$0
	MUEGGE RD TO ZUMBEHL		Intersection Improvement		IMPL	$14,007,000	$0	$0	$0	$14,007,000
	NEW INTERCHANGE AT MUEGGE - NEW EB LN ON MO 94									
	LENGTH (mi): 2		Federal:	$1,000,000	TOTAL	$15,658,540	$0	$1,615,540	$36,000	$14,007,000
	AIR QUALITY STAT: Regionally Significant		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$14,658,540	ESTIMATED TOTAL PROJECT COST:	$15,658,540				
8213-20	ST. CHARLES COUNTY	CMAQ	Miscellaneous		PE	$45,000	$45,000	$0	$0	$0
New	SMART PARKING MANAGEMENT SYSTEM - DT ST. CHARLES				ROW	$0	$0	$0	$0	$0
	DEVELOP SMART PARKING SYSTEM - PARKING LOT SENSORS				IMPL	$955,000	$0	$955,000	$0	$0
	MSG SIGNS - CAMERAS - PHONE APP - LEASE ELECTRIC SHUTTLE									
	LENGTH (mi): 0		Federal:	$800,000	TOTAL	$1,000,000	$45,000	$955,000	$0	$0
	AIR QUALITY STAT: Not Regionally Significant		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$200,000	ESTIMATED TOTAL PROJECT COST:	$1,000,000				

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COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2020-2023 TOTAL	2020	2021	2022	2023
8038-22	ST. PETERS	STP-S	New Interchange		PE	$350,000	$350,000	$0	$0	$0
New	MO 370				ROW	$0	$0	$0	$0	$0
	AT SALT RIVER ROAD				IMPL	$2,954,748	$0	$0	$2,954,748	$0
	NEW INTERCHANGE - WB AND SB									
	LENGTH (mi): 0.6		Federal:	$945,000	TOTAL	$3,304,748	$350,000	$0	$2,954,748	$0
	AIR QUALITY STAT: Regionally Significant		State:	$0						
	PROJ PURPOSE: Goods Movement		Local:	$2,359,748	ESTIMATED TOTAL PROJECT COST:	$3,304,748				
8078-23	ST. PETERS	STP-S	Roadway Reconstruction		PE	$0	$0	$0	$0	$0
New	SPENCER ROAD		Sidewalks		ROW	$0	$0	$0	$0	$0
	THOELE RD/SPRINGWOOD DR TO WILLOT RD		Intersection Improvement		IMPL	$1,509,176	$0	$0	$0	$1,509,176
	RECONSTRUCTION - MINI ROUNDABOUTS - SIDEWALK (6')									
	LENGTH (mi): 0.74		Federal:	$1,207,340	TOTAL	$1,509,176	$0	$0	$0	$1,509,176
	AIR QUALITY STAT: Exempt - 93.127		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$301,836	ESTIMATED TOTAL PROJECT COST:	$1,509,176				
8219-20	WENTZVILLE	CMAQ	Right-turn lanes		PE	$22,591	$22,591	$0	$0	$0
New	MO Z				ROW	$5,000	$0	$5,000	$0	$0
	AT INTERSTATE DR				IMPL	$172,409	$0	$0	$172,409	$0
	ADD NB RIGHT TURN LANE									
	LENGTH (mi): 0.1		Federal:	$160,000	TOTAL	$200,000	$22,591	$5,000	$172,409	$0
	AIR QUALITY STAT: Exempt - 93.127		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$40,000	ESTIMATED TOTAL PROJECT COST:	$200,000				
8045-21	WENTZVILLE	STP-S	Resurfacing 2 Lane Pvmt		PE	$322,453	$0	$322,453	$0	$0
New	PEINE ROAD		Roadway Shoulders		ROW	$150,000	$0	$0	$150,000	$0
	60' E/O FOREST WAY DR TO 675' W/O STEWART SPRINGS DR		Pedestrian Facility		IMPL	$2,027,547	$0	$0	$0	$2,027,547
	RESURFACING - SHOULDERS (3') - CURVE IMPR.									
	LENGTH (mi): 1.54		Federal:	$1,250,000	TOTAL	$2,500,000	$0	$322,453	$150,000	$2,027,547
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$1,250,000	ESTIMATED TOTAL PROJECT COST:	$2,500,000				
8046-21	WENTZVILLE	STP-S	Resurfacing 2 Lane Pvmt		PE	$138,203	$0	$138,203	$0	$0
New	W. PEARCE (I-70 N. OUTER RD)		Roadway Shoulders		ROW	$0	$0	$0	$0	$0
	MAY RD TO 200' W/O FAITH CHURCH ENT.		Miscellaneous		IMPL	$1,261,798	$0	$0	$0	$1,261,798
	RESURFACING - SHOULDERS (2') - FENCING									
	LENGTH (mi): 1.49		Federal:	$1,120,000	TOTAL	$1,400,001	$0	$138,203	$0	$1,261,798
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$280,001	ESTIMATED TOTAL PROJECT COST:	$1,400,001				

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8048-22	BALLWIN	STP-S	Resurfacing		PE	$81,608	$81,608	$0	$0	$0
New	NEW BALLWIN ROAD		Pedestrian Facility		ROW	$0	$0	$0	$0	$0
	MANCHESTER RD (MO 100) TO TWIGWOOD DR		Lighting		IMPL	$873,204	$0	$0	$873,204	$0
	RESURFACING - CURB RAMPS									
	LENGTH (mi): 0.9		Federal:	$652,863	TOTAL	$954,812	$81,608	$0	$873,204	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$301,949	ESTIMATED TOTAL PROJECT COST:	$954,812				
8002-22	CREVE COEUR	STP-S	Paving		PE	$150,000	$0	$150,000	$0	$0
New	NEW BALLAS ROAD, PHASE 1		Sidewalks		ROW	$180,000	$0	$0	$180,000	$0
	OLIVE BLVD TO CRAIG RD				IMPL	$1,020,000	$0	$0	$0	$1,020,000
	SLAB REPLACEMENT - DIAMOND GRIND - REPL. SIDEWALK (5')									
	LENGTH (mi): 0.46		Federal:	$960,000	TOTAL	$1,350,000	$0	$150,000	$180,000	$1,020,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$390,000	ESTIMATED TOTAL PROJECT COST:	$1,350,000				
8202-20	DES PERES	CMAQ	Intersection Improvement		PE	$155,830	$155,830	$0	$0	$0
New	DES PERES ROAD		Sidewalks		ROW	$40,000	$0	$40,000	$0	$0
	AT OLD DES PERES RD				IMPL	$1,454,370	$0	$0	$1,454,370	$0
	ROUNDABOUT - SIDEWALK									
	LENGTH (mi): 0.26		Federal:	$1,320,160	TOTAL	$1,650,200	$155,830	$40,000	$1,454,370	$0
	AIR QUALITY STAT: Exempt - 93.127		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$330,040	ESTIMATED TOTAL PROJECT COST:	$1,650,200				
8050-22	EDMUNDSON	STP-S	Resurfacing 2 Lane Pvmt		PE	$62,711	$62,711	$0	$0	$0
New	EDMUNDSON ROAD		Sidewalks		ROW	$0	$0	$0	$0	$0
	NATURAL BRIDGE TO HOLMAN LN		Lighting		IMPL	$743,818	$0	$0	$743,818	$0
	RESURFACING - SIDEWALK (6') - LIGHTING									
	LENGTH (mi): 0.6		Federal:	$557,428	TOTAL	$806,529	$62,711	$0	$743,818	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$249,101	ESTIMATED TOTAL PROJECT COST:	$806,529				
8060-21	FENTON	STP-S	Resurfacing		PE	$160,000	$0	$160,000	$0	$0
New	LARKIN WILLIAMS ROAD		Sidewalks		ROW	$20,000	$0	$0	$20,000	$0
	SOUTH HIGHWAY DR TO WOLFNER DR				IMPL	$1,446,112	$0	$0	$0	$1,446,112
	WHITETOPPING - SIDEWALK (5')									
	LENGTH (mi): 0.8		Federal:	$1,300,890	TOTAL	$1,626,112	$0	$160,000	$20,000	$1,446,112
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$325,222	ESTIMATED TOTAL PROJECT COST:	$1,626,112				

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8064-21	FERGUSON	STP-S	Resurfacing 2 Lane Pvmt		PE	$103,555	$0	$103,555	$0	$0
New	S. DADE AVENUE		Sidewalks		ROW	$0	$0	$0	$0	$0
	AIRPORT RD TO SUBURBAN AVE				IMPL	$571,623	$0	$0	$0	$571,623
	RESURFACING - CURB RAMPS									
	LENGTH (mi): 0.9		Federal:	$540,142	TOTAL	$675,178	$0	$103,555	$0	$571,623
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$135,036	ESTIMATED TOTAL PROJECT COST:	$675,178				
8065-21	GLENDALE	STP-S	Resurfacing 2 Lane Pvmt		PE	$131,491	$0	$131,491	$0	$0
New	E. ESSEX AVENUE		Sidewalks		ROW	$48,250	$0	$0	$48,250	$0
	SAPPINGTON RD TO DICKSON ST		Roadway - Curb & Gutter		IMPL	$793,472	$0	$0	$0	$793,472
	RESURFACING - SIDEWALK (5')									
	LENGTH (mi): 0.4		Federal:	$778,570	TOTAL	$973,213	$0	$131,491	$48,250	$793,472
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$194,643	ESTIMATED TOTAL PROJECT COST:	$973,213				
8005-23	GREAT RIVERS GREENWAY	STP-S	Bicycle Facilities		PE	$676,000	$676,000	$0	$0	$0
New	MALINE GREENWAY		Pedestrian Facility		ROW	$250,000	$0	$250,000	$0	$0
	TED JONES TRAIL TO W. FLORISSANT AVE		Traffic Signals		IMPL	$9,200,000	$0	$0	$0	$9,200,000
	SHARED USE PATH (10') - SIDEWALK (5')									
	LENGTH (mi): 1.5		Federal:	$2,000,000	TOTAL	$10,126,000	$676,000	$250,000	$0	$9,200,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$8,126,000	ESTIMATED TOTAL PROJECT COST:	$10,126,000				
8007-21	HAZELWOOD	STP-S	Roadway Reconstruction		PE	$148,000	$0	$148,000	$0	$0
New	PHANTOM DRIVE, PHASE 2		Sidewalks		ROW	$23,000	$0	$0	$23,000	$0
	JAMES S. MCDONNELL BLVD TO HAZELWOOD LOGISTICS CTR DR		Left-turn lanes		IMPL	$1,627,766	$0	$0	$0	$1,627,766
	LN REDUCTION 4 TO 2 LNS - SIDEWALK (6')									
	LENGTH (mi): 0.27		Federal:	$899,383	TOTAL	$1,798,766	$0	$148,000	$23,000	$1,627,766
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$899,383	ESTIMATED TOTAL PROJECT COST:	$1,798,766				
8008-22	KIRKWOOD	STP-S	Roadway Reconstruction		PE	$210,000	$0	$210,000	$0	$0
New	W. ESSEX AVENUE		Sidewalks		ROW	$267,000	$0	$0	$267,000	$0
	KIRKWOOD RD (US 61/67) TO GEYER RD		Bicycle Facilities		IMPL	$1,630,000	$0	$0	$0	$1,630,000
	RECONSTRUCTION - REPLACE SIDEWALKS (5') - BIKE LN									
	LENGTH (mi): 0.51		Federal:	$1,517,600	TOTAL	$2,107,000	$0	$210,000	$267,000	$1,630,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$589,400	ESTIMATED TOTAL PROJECT COST:	$2,107,000				

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COUNTY: ST. LOUIS

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8009-22	LADUE	STP-S	Resurfacing 2 Lane Pvmt		PE	$135,000	$135,000	$0	$0	$0
New	DIELMAN ROAD		Sidewalks		ROW	$95,000	$0	$0	$95,000	$0
	TAMARACK DR TO LADUE RD		Roadway - Curb & Gutter		IMPL	$1,145,911	$0	$0	$0	$1,145,911
	RESURFACING - SIDEWALK (5')									
	LENGTH (mi): 0.5		Federal:	$992,729	TOTAL	$1,375,911	$135,000	$0	$95,000	$1,145,911
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$383,182	ESTIMATED TOTAL PROJECT COST:	$1,375,911				
8012-23	MARYLAND HEIGHTS	STP-S	Roadway Reconstruction		PE	$250,000	$250,000	$0	$0	$0
New	ADIE ROAD		Sidewalks		ROW	$110,000	$0	$110,000	$0	$0
	US 67 (LINDBERGH BLVD) TO DORSETT RD		Culvert		IMPL	$1,430,000	$0	$0	$0	$1,430,000
	RECONSTRUCTION - SIDEWALKS (5') - REPLACE CULVERT									
	LENGTH (mi): 0.35		Federal:	$820,000	TOTAL	$1,790,000	$250,000	$110,000	$0	$1,430,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$970,000	ESTIMATED TOTAL PROJECT COST:	$1,790,000				
8207-20	MODOT	CMAQ	Intersection Improvement		PE	$300,000	$300,000	$0	$0	$0
New	MO 109				ROW	$1,153,000	$0	$1,153,000	$0	$0
	AT MO CC (WILD HORSE CREEK RD)/S. EATHERTON RD				IMPL	$2,646,000	$0	$0	$2,646,000	$0
	ROUNDABOUT									
	LENGTH (mi): 0.42		Federal:	$3,278,000	TOTAL	$4,099,000	$300,000	$1,153,000	$2,646,000	$0
	AIR QUALITY STAT: Exempt - 93.127		State:	$821,000						
	PROJ PURPOSE: Congestion		Local:	$0	ESTIMATED TOTAL PROJECT COST:	$4,099,000				
8016-22	OVERLAND	STP-S	Roadway Reconstruction		PE	$194,500	$194,500	$0	$0	$0
New	WOODSON ROAD		Lighting		ROW	$25,000	$0	$0	$25,000	$0
	MIDLAND BLVD TO LACKLAND RD		Sidewalks		IMPL	$1,701,622	$0	$0	$0	$1,701,622
	RECONSTRUCTION - LIGHTING - REPL. SIDEWALK (5-15')									
	LENGTH (mi): 0.29		Federal:	$1,251,298	TOTAL	$1,921,122	$194,500	$0	$25,000	$1,701,622
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$669,824	ESTIMATED TOTAL PROJECT COST:	$1,921,122				
8023-23	ST. LOUIS COUNTY	STP-S	Resurfacing		PE	$154,700	$0	$154,700	$0	$0
New	BIG BEND ROAD (EAST) - 2023		Pedestrian Facility		ROW	$62,300	$0	$0	$62,300	$0
	LACLEDE STATION RD TO E. LOCKWOOD AVE		Traffic Signals		IMPL	$1,170,200	$0	$0	$0	$1,170,200
	RESURFACING - CURB RAMPS									
	LENGTH (mi): 0.7		Federal:	$819,140	TOTAL	$1,387,200	$0	$154,700	$62,300	$1,170,200
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$568,060	ESTIMATED TOTAL PROJECT COST:	$1,387,200				

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8022-23	ST. LOUIS COUNTY	STP-S	Resurfacing 4 Lane Pvmt		PE	$252,400	$0	$252,400	$0	$0
New	BIG BEND ROAD (WEST) - 2023		Pedestrian Facility		ROW	$77,600	$0	$0	$77,600	$0
	KIRKWOOD RD (US 61/67) TO COUCH AVE				IMPL	$1,909,800	$0	$0	$0	$1,909,800
	RESURFACING - CURB RAMPS									
	LENGTH (mi): 0.93		Federal:	$1,145,880	TOTAL	$2,239,800	$0	$252,400	$77,600	$1,909,800
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$1,093,920	ESTIMATED TOTAL PROJECT COST:	$2,239,800				
8025-23	ST. LOUIS COUNTY	STP-S	Resurfacing		PE	$442,700	$0	$442,700	$0	$0
New	CRAIG ROAD - 2023		Pedestrian Facility		ROW	$181,400	$0	$0	$181,400	$0
	LACKLAND RD TO OLIVE BLVD (MO 340)		Traffic Signals		IMPL	$3,350,400	$0	$0	$0	$3,350,400
	RESURFACING - CURB RAMPS - SIGNALS									
	LENGTH (mi): 1.9		Federal:	$1,340,160	TOTAL	$3,974,500	$0	$442,700	$181,400	$3,350,400
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$2,634,340	ESTIMATED TOTAL PROJECT COST:	$3,974,500				
8028-23	ST. LOUIS COUNTY	STP-S	Resurfacing 2 Lane Pvmt		PE	$121,500	$0	$121,500	$0	$0
New	FERGUSON AVENUE - 2023		Pedestrian Facility		ROW	$52,500	$0	$0	$52,500	$0
	ST. CHARLES ROCK RD (MO 180) TO PAGE AVE (MO D)				IMPL	$918,900	$0	$0	$0	$918,900
	RESURFACING - CURB RAMPS									
	LENGTH (mi): 0.8		Federal:	$735,120	TOTAL	$1,092,900	$0	$121,500	$52,500	$918,900
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$357,780	ESTIMATED TOTAL PROJECT COST:	$1,092,900				
8030-23	ST. LOUIS COUNTY	STP-S	Resurfacing		PE	$335,700	$0	$335,700	$0	$0
New	MCKELVEY ROAD - 2023		Pedestrian Facility		ROW	$116,900	$0	$0	$116,900	$0
	NATURAL BRIDGE RD TO I-270				IMPL	$2,540,000	$0	$0	$0	$2,540,000
	RESURFACING - CURB RAMPS									
	LENGTH (mi): 1.5		Federal:	$1,121,210	TOTAL	$2,992,600	$0	$335,700	$116,900	$2,540,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$1,871,390	ESTIMATED TOTAL PROJECT COST:	$2,992,600				
8031-23	ST. LOUIS COUNTY	STP-S	Resurfacing 4 Lane Pvmt		PE	$152,100	$0	$152,100	$0	$0
New	MIDLAND BLVD - 2023		Pedestrian Facility		ROW	$57,900	$0	$0	$57,900	$0
	PAGE AVE (MO D) TO CANTON AVE				IMPL	$1,150,800	$0	$0	$0	$1,150,800
	RESURFACING - CURB RAMPS									
	LENGTH (mi): 0.54		Federal:	$748,020	TOTAL	$1,360,800	$0	$152,100	$57,900	$1,150,800
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$612,780	ESTIMATED TOTAL PROJECT COST:	$1,360,800				

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8032-23	ST. LOUIS COUNTY	STP-S	Resurfacing		PE	$261,000	$0	$261,000	$0	$0
New	NEW FLORISSANT ROAD - 2023		Pedestrian Facility		ROW	$89,600	$0	$0	$89,600	$0
	LINDBERGH BLVD (US 67) TO WASHINGTON ST				IMPL	$1,975,400	$0	$0	$0	$1,975,400
	RESURFACING - CURB RAMPS									
	LENGTH (mi): 0.85		Federal:	$1,185,140	TOTAL	$2,326,000	$0	$261,000	$89,600	$1,975,400
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$1,140,860	ESTIMATED TOTAL PROJECT COST:	$2,326,000				
8217-20	ST. LOUIS COUNTY	CMAQ	Misc traffic control items/ITS		PE	$152,700	$152,700	$0	$0	$0
New	NORTH COUNTY ITS - 2021		Signal Timing Progression		ROW	$0	$0	$0	$0	$0
	VARIOUS LOCATIONS ALONG HOWDERSHELL RD, OLD HALLS				IMPL	$1,195,100	$0	$1,195,100	$0	$0
	FERRY RD, SHACKELFORD RD									
	LENGTH (mi): 4.56		Federal:	$1,078,240	TOTAL	$1,347,800	$152,700	$1,195,100	$0	$0
	AIR QUALITY STAT: Regionally Significant		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$269,560	ESTIMATED TOTAL PROJECT COST:	$1,347,800				
8033-23	ST. LOUIS COUNTY	STP-S	Resurfacing 2 Lane Pvmt		PE	$172,900	$0	$172,900	$0	$0
New	PAUL & S. ELIZABETH AVE - 2023		Pedestrian Facility		ROW	$47,000	$0	$0	$47,000	$0
	CHAMBERS TO BERMUDA				IMPL	$1,308,300	$0	$0	$0	$1,308,300
	RESURFACING - CURB RAMPS									
	LENGTH (mi): 0.75		Federal:	$784,980	TOTAL	$1,528,200	$0	$172,900	$47,000	$1,308,300
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$743,220	ESTIMATED TOTAL PROJECT COST:	$1,528,200				
8034-23	ST. LOUIS COUNTY	STP-S	Resurfacing		PE	$291,000	$0	$291,000	$0	$0
New	REDMAN ROAD - 2023		Pedestrian Facility		ROW	$95,100	$0	$0	$95,100	$0
	OLD HALLS FERRY RD TO W/O MO 367				IMPL	$2,201,800	$0	$0	$0	$2,201,800
	RESURFACING - CURB RAMPS									
	LENGTH (mi): 1.7		Federal:	$1,210,990	TOTAL	$2,587,900	$0	$291,000	$95,100	$2,201,800
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$1,376,910	ESTIMATED TOTAL PROJECT COST:	$2,587,900				
8036-21	ST. LOUIS COUNTY	STP-S	Bicycle Facilities		PE	$429,616	$0	$429,616	$0	$0
New	WEST FLORISSANT AVENUE		Pedestrian Facility		ROW	$914,000	$0	$0	$914,000	$0
	AT CHAMBERS RD - SIDEWALK (5') - LIGHTING		Intersection Improvement		IMPL	$3,759,133	$0	$0	$0	$3,759,133
	SHARED USE PATH (8') - INTERSECTION & BUS STOP IMPR.									
	LENGTH (mi): 0.28		Federal:	$3,571,924	TOTAL	$5,102,749	$0	$429,616	$914,000	$3,759,133
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$1,530,825	ESTIMATED TOTAL PROJECT COST:	$5,102,749				

FISCAL YEARS 2020-2023
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT D - RECOMMENDED STP-S & CMAQ PROJECTS

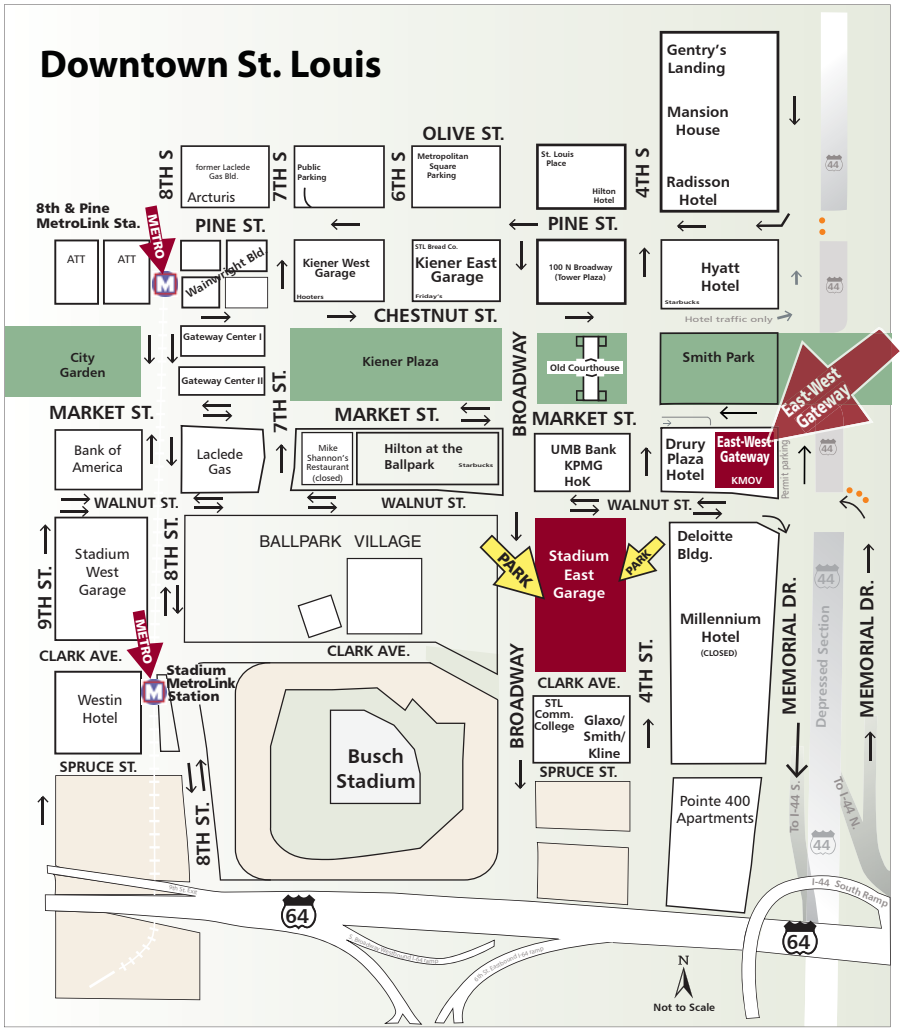
COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2020-2023 TOTAL	2020	2021	2022	2023
8040-21	SUNSET HILLS	STP-S	Resurfacing 2 Lane Pvmt		PE	$128,000	$0	$128,000	$0	$0
New	WEST WATSON ROAD		Bicycle Facilities		ROW	$90,000	$0	$0	$90,000	$0
	GRAVOIS RD (MO 30) TO WEBER HILL RD		Sidewalks		IMPL	$1,068,200	$0	$0	$0	$1,068,200
	RESURFACING - SHARED USE PATH (10') - SIDEWALK (5')									
	LENGTH (mi): 1.25		Federal:	$1,028,960	TOTAL	$1,286,200	$0	$128,000	$90,000	$1,068,200
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$257,240	ESTIMATED TOTAL PROJECT COST:	$1,286,200				
8041-21	TOWN & COUNTRY	STP-S	Resurfacing 2 Lane Pvmt		PE	$217,855	$0	$217,855	$0	$0
New	TOPPING ROAD, PHASE 2		Bicycle Facilities		ROW	$130,000	$0	$0	$130,000	$0
	KENT MANOR DR TO PINGRY PL		Pedestrian Facility		IMPL	$1,529,650	$0	$0	$0	$1,529,650
	RESURFACING - SHARED USE PATH (8')									
	LENGTH (mi): 0.8		Federal:	$844,878	TOTAL	$1,877,505	$0	$217,855	$130,000	$1,529,650
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$1,032,627	ESTIMATED TOTAL PROJECT COST:	$1,877,505				
8079-21	UNIVERSITY CITY	STP-S	Resurfacing 2 Lane Pvmt		PE	$77,861	$0	$77,861	$0	$0
New	CANTON AVENUE		Sidewalks		ROW	$0	$0	$0	$0	$0
	NORTH & SOUTH RD TO N. HANLEY RD		Roadway - Curb & Gutter		IMPL	$840,910	$0	$0	$840,910	$0
	RESURFACING - SIDEWALKS (6')									
	LENGTH (mi): 0.4		Federal:	$735,017	TOTAL	$918,771	$0	$77,861	$840,910	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$183,754	ESTIMATED TOTAL PROJECT COST:	$918,771				
8042-21	VINITA PARK	STP-S	Sidewalks		PE	$80,000	$0	$80,000	$0	$0
New	NORTH & SOUTH ROAD/MIDLAND SIDEWALKS, PHASE 2		Roadway - Curb & Gutter		ROW	$100,000	$0	$0	$100,000	$0
	N/S: PAGE TO MIDLAND; MIDLAND: N/S TO DELPORT				IMPL	$880,000	$0	$0	$0	$880,000
	SIDEWALKS (5-6')									
	LENGTH (mi): 0.98		Federal:	$848,000	TOTAL	$1,060,000	$0	$80,000	$100,000	$880,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$212,000	ESTIMATED TOTAL PROJECT COST:	$1,060,000				
8081-23	WILDWOOD	STP-S	Replace Bridge(s)		PE	$200,000	$200,000	$0	$0	$0
New	WILD HORSE CREEK ROAD BRIDGE		Roadway Shoulders		ROW	$30,000	$0	$30,000	$0	$0
	OVER WILD HORSE CREEK				IMPL	$1,750,000	$0	$0	$0	$1,750,000
	REPLACE BRIDGE									
	LENGTH (mi): 0.1		Federal:	$1,360,000	TOTAL	$1,980,000	$200,000	$30,000	$0	$1,750,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$620,000	ESTIMATED TOTAL PROJECT COST:	$1,980,000				

FISCAL YEARS 2020-2023
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT D - RECOMMENDED STP-S & CMAQ PROJECTS

COUNTY: ST. LOUIS CITY

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2020-2023 TOTAL	2020	2021	2022	2023
8214-20	ST. LOUIS	CMAQ	Bicycle Facilities		PE	$1,230,000	$0	$1,230,000	$0	$0
New	20TH STREET		Pedestrian Facility		ROW	$300,000	$0	$0	$300,000	$0
	MARKET ST TO ST. LOUIS AVE - CYCLETRACK - TRAF. SIGNALS		Signal Timing Progression		IMPL	$9,375,000	$0	$0	$9,375,000	$0
	SHARED USE PATH - LIGHTING - SIDEWALK - SIGNAL INTERCNT									
	LENGTH (mi): 1.64		Federal:	$5,000,000	TOTAL	$10,905,000	$0	$1,230,000	$9,675,000	$0
	AIR QUALITY STAT: Regionally Significant		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$5,905,000	ESTIMATED TOTAL PROJECT COST:	$10,905,000				
8020-23	ST. LOUIS	STP-S	Resurfacing		PE	$875,000	$0	$875,000	$0	$0
New	JEFFERSON AVENUE, PHASE 1		Sidewalks		ROW	$125,000	$0	$0	$125,000	$0
	MARKET ST TO CASS AVE		Drainage Correction		IMPL	$9,925,000	$0	$0	$0	$9,925,000
	RESURFACING - SIDEWALKS IMPR. (6') - LN REDUCT. 6 TO 4									
	LENGTH (mi): 1.02		Federal:	$7,125,000	TOTAL	$10,925,000	$0	$875,000	$125,000	$9,925,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$3,800,000	ESTIMATED TOTAL PROJECT COST:	$10,925,000				
8215-20	ST. LOUIS	CMAQ	Signal Timing Progression		PE	$775,000	$775,000	$0	$0	$0
New	TRAFFIC MANAGEMENT ENHANCEMENTS, PHASE 4		Miscellaneous		ROW	$0	$0	$0	$0	$0
	VARIOUS LOCATIONS ALONG GOODFELLOW, MLK DR, HALLS				IMPL	$2,825,000	$0	$0	$2,825,000	$0
	FERRY RD - TRAFFIC MONITORING CAMERAS - SIGNAL IMPR.									
	LENGTH (mi): 7		Federal:	$2,880,000	TOTAL	$3,600,000	$775,000	$0	$2,825,000	$0
	AIR QUALITY STAT: Regionally Significant		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$720,000	ESTIMATED TOTAL PROJECT COST:	$3,600,000				



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Gateway Tower
One Memorial Dr., Ste. 1600
St. Louis, MO 63102

314-421-4220 or 618-274-2750

General Directions from Missouri to parking garages

From I-70

Exit at the new Tucker exit into downtown. Continue south on Tucker to Walnut St., turn left on Walnut to Broadway. Make a right on Broadway to the Stadium East Garage entrance on the left.

From I-64

Exit at 6th St., left on Gratiot, left on 4th St, north four blocks to Stadium East Garage on left.

From I-44

Exit at Memorial Dr. Turn left on Walnut up to Broadway. Turn left on Broadway to Stadium East Garage entrance.

From I-55

Merge to I-44 and continue on I-44 toward downtown. Exit at Memorial Dr. Turn left on Walnut up to Broadway. Turn left on Broadway to Stadium East Garage entrance.

General Directions from Illinois to parking garage

From I-64/55 (Poplar St. Bridge)

Exit at Memorial Dr. Turn left on Walnut up to Broadway. Turn left on Broadway to Stadium East Garage entrance.

From Eads Bridge

Exit I-64 at 3rd St. in East St. Louis. Follow the Casino Queen signs toward the riverfront to the ramps up to the bridge. On St. Louis side, continue west to Broadway. Turn left on Broadway for seven blocks to Stadium East Garage on left.