



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

MEMORANDUM

TO: Missouri Transportation Planning Committee
FROM: East-West Gateway Staff
DATE: August 2, 2018
SUBJECT: Wednesday, August 8, 2018 meeting

The next meeting of the Missouri subcommittee of the Transportation Planning Committee (TPC) is scheduled for Wednesday, August 8, 2018 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. Bicycle and Pedestrian Crash Analysis – Anna Musial & Melissa Theiss, EWG
3. Forest Park and Kimmswick Great Streets Initiative – Paul Hubbman, EWG
4. FY 2019-2022 TIP – Local Program Project Recommendations –STP-S and CMAQ – Jason Lange, EWG – **ACTION ITEM**
5. Draft FY 2019-2022 TIP – Public Comment and Open House Schedule – Jason Lange, EWG
6. Reasonable Progress – Josh Schwenk, EWG
7. Other Business
 - Next meeting scheduled for Wednesday, September 5, 2018 at 2 PM

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To: Missouri Transportation Planning Committee

From: Council Staff

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Subject: FY 2019-2022 Transportation Improvement Program (TIP) – Missouri Local Program

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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 February 26. Project Development Workshops took place on March 6, 9, and 15. These workshops included presentations on the updated STP-S project application process and requirements to complete an STP-S or CMAQ application. Project Review Workshops were held on April 27 and May 4. 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 June 14 when project applications were due.

Surface Transportation Program - Suballocated

Submitted Projects

In the Missouri portion of the region, 106 project applications representing approximately \$122.3 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 2019-2022 TIP – Missouri Local Program – Submitted STP-S Projects

County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	9	\$7,447,628	\$5,636,890	4.6%
Jefferson	13	\$8,865,292	\$6,567,193	5.4%
Multi-County	2	\$3,060,000	\$2,448,000	2.0%
St. Charles	21	\$60,457,656	\$27,023,994	22.1%
St. Louis	59	\$140,608,389	\$70,940,876	58.0%
St. Louis City	2	\$12,100,000	\$9,680,000	7.9%
Total	106	\$232,538,965	\$122,296,953	100%

Available Funding

In February, the initial estimate for STP-S funding was \$40 million. In July, MoDOT notified EWG that the FY 2018 Department of Transportation Appropriations Act included an apportionment of funds to the EWG region of approximately \$7.5 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 fiscal year and one project being removed from the TIP at the request of a sponsor. Including the HIP funding, there is approximately \$50 million available for programming.

Evaluation and Ranking of Projects

There are seven STP-S project application types: road, bridge, traffic flow, safety, active transportation, transit, and freight/economic development. 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 2019-2022 TIP – Missouri Local Program – Submitted STP-S Projects By Application Type				
Application Type	# of Projects	% of Projects	Total Cost	Federal Cost
Active Transportation	14	13.2%	\$30,653,525	\$9,918,939
Bridge	12	11.3%	\$20,891,343	\$15,362,632
Freight/Economic Development	0	0.0%	\$0	\$0
Road	68	64.2%	\$134,151,313	\$73,787,735
Safety	7	6.6%	\$17,682,784	\$10,099,647
Traffic Flow	2	1.9%	\$21,500,000	\$7,000,000
Transit	3	2.8%	\$7,660,000	\$6,128,000
Total	106	100%	\$232,538,965	\$122,296,953

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. Local roads are not eligible for STP-S funding for roadway projects (i.e. resurfacing/reconstruction). Two road project applications submitted for consideration were not eligible as the projects were local roads.

In addition, the St. Charles County Eastern Missouri Pavement Consortium project was not recommended for funding. This project proposed to provide three years of funding to cover administrative and testing costs associated with the Consortium which is currently composed of six member jurisdictions. Administrative costs include contracting with an engineering firm to

maintain the Consortium’s website, as well as review and approve submissions from material suppliers and ready-mix plants to ensure conformance with specifications. The engineering firm would also visit material supply sites to ensure the product is consistent with the specifications. The Consortium plans to develop and maintain concrete material specification to prevent alkali-carbonate reaction (ACR) and alkali-silica reaction (ASR) from occurring on future roadways. A large part of the ACR and ASR takes place on residential subdivision streets that were recently constructed. This project is not recommended as the impact is largely focused on residential streets which tend to be local roads and not eligible for STP-S funds.

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.

Table C – FY 2019-2022 TIP – Missouri Local Program – Recommended STP-S Projects				
County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	4	\$3,569,473	\$2,811,173	5.6%
Jefferson	7	\$5,885,927	\$4,380,002	8.7%
Multi-County	1	\$1,440,000	\$1,152,000	2.3%
St. Charles	6	\$14,709,069	\$8,285,255	16.5%
St. Louis	26	\$53,451,134	\$27,506,134	54.9%
St. Louis City	1	\$7,500,000	\$6,000,000	12.0%
Total	45	\$86,555,603	\$50,134,564	100%

Table D – FY 2019-2022 TIP – Missouri Local Program – Recommended STP-S Projects By Application Type				
Application Type	# of Projects	% of Projects	Total Cost	Federal Cost
Active Transportation	2	4.4%	\$10,539,971	\$1,536,640
Bridge	11	24.4%	\$17,082,641	\$12,315,671
Freight/Economic Development	0	0.0%	\$0	\$0
Road	29	64.4%	\$48,977,991	\$28,419,753
Safety	1	2.2%	\$1,015,000	\$710,500
Traffic Flow	1	2.2%	\$7,500,000	\$6,000,000
Transit	1	2.2%	\$1,440,000	\$1,152,000
Total	45	100%	\$86,555,603	\$50,134,564

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 2019-2022 TIP

Sponsor/ TIP#	Title – Description	Summary of Request	Action
St. Ann 6739-18	Old St. Charles Road – Adie Rd to 400’ east of Lindbergh Blvd	Estimate for base repair in original project application in 2016 was 1000 square yards. Project design is now underway, design consultant estimates that 1,450 square yards of base repair will be needed. Sponsor is requesting \$27,000 in additional STP-S funds.	Deny – Sponsor must do due diligence at time of application to ensure cost estimates are 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 23 CMAQ applications requesting approximately \$34.3 million in federal funds. **Table F** shows the breakdown of submitted projects by county.

Table F – FY 2019-2022 TIP – Missouri Local Program – Submitted CMAQ Projects

County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	0	\$0	\$0	0.0%
Jefferson	1	\$1,572,779	\$1,258,223	3.7%
Multi-County	5	\$13,677,984	\$10,818,272	31.5%
Multi-State	3	\$3,449,705	\$2,999,705	8.7%
St. Charles	6	\$11,642,000	\$5,701,200	16.6%
St. Louis	6	\$6,399,940	\$5,047,152	14.7%
St. Louis City	2	\$11,920,000	\$9,520,000	24.8%
Total	23	\$47,392,408	\$34,344,552	100.0%

Available Funding

In February, 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 and one project being removed from the TIP at the request of a sponsor. There is approximately \$29 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 a reduction of mobile source emissions for which the area or region is in non-attainment. The St. Louis region is in non-attainment 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.

Four applications were not reviewed due to insufficient data provided. The St. Charles County Smart Parking project made assumptions based on studies in large to very large metro areas in the US and abroad that are not analogous with the area. The prior parking study from 1995 needs to be updated to document current conditions and the sponsor needs to gather data specific to the downtown St. Charles area. Once a study documenting current conditions is completed, the sponsor may reapply. The other three projects, submitted by St. Louis County, did not provide data required for emissions calculations.

The Federal Highway Administration (FHWA) conducts a review of all submitted CMAQ applications each year to determine project eligibility. FHWA determined that a portion of the proposed scope of work of the City of St. Louis's Hampton Signal and Infrastructure project was not eligible. The ineligible work included reconstruction of all non-compliant curb ramps, crosswalk improvements at uncontrolled intersections, bus stops, driveway consolidation, and deck/joint repair on the sidewalk on the bridge. The portion including signal work was eligible for CMAQ. The City of St. Louis has withdrawn this application from consideration.

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** on the next page shows the breakdown of recommended projects by county.

Table G – FY 2019-2022 TIP – Missouri Local Program – Recommended CMAQ Projects

County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	0	\$0	\$0	0.0%
Jefferson	1	\$1,572,779	\$1,258,223	4.3%
Multi-County	5	\$13,677,984	\$10,818,272	37.1%
Multi-State	3	\$3,449,705	\$2,999,705	10.3%
St. Charles	5	\$10,642,000	\$4,901,200	16.8%
St. Louis	2	\$1,581,000	\$1,192,000	4.1%
St. Louis City	1	\$10,000,000	\$8,000,000	27.4%
Total	17	\$40,923,468	\$29,169,400	100.0%

Public Comment

Project information from the 129 applications was posted on EWG’s website for public comment. The public comment period was from June 27 through July 24. A total of 351 comments were received on project applications. **Table H** shows a summary of the comments received sorted from highest to lowest. **Attachment C** provides a detailed listing of the comments.

Table H – FY 2019-2022 TIP – Summary of Public Comments

Project	# Support	# Oppose	# of Concerned	Total # of Comments
8215 - MO 364 - W/O Heritage Crossing	97	7	1	105
8056 - Great Rivers Greenway - Maline Greenway	82	3	2	87
8094 - Glendale - E. Essex Avenue	37	0	0	37
8057 - Great Rivers Greenway - St. Vincent Greenway	36	1	0	37
8090 - St. Charles County - Mo 94/364	20	1	0	21
8038 - Augusta - Jackson Street	12	0	1	13
8026 - New Haven - Maiden Lane Sidewalk	7	0	0	7
8036 - New Melle - Mo Z Sidewalk	7	0	0	7
8088 - O'Fallon - Bryan Road, Phase 4	6	0	0	6
8018 - O'Fallon - Main St, Phase 1	6	0	0	6
Others*	24	1	0	25
Total	334	13	4	351

*Support (Kirkwood – Manchester Rd-4, Festus-4, Edmundson-3, Kirkwood-Geyer-3, Webster Groves-3, Frontenac-2, General Support-2, St. Charles Co. – Pavement Consortium-1, Pevely-1, Jefferson County-1) – Oppose (St. Peters – Spencer-1)

Project Recommendations – STP-S and CMAQ

Staff recommends that the projects identified on **Attachment D** be included in the draft FY 2019-2022 TIP. **Table I** shows all of the project recommendations by county. The draft TIP will be presented to the Board of Directors on August 29 and released for public comment from August 31 through October 5. Following the comment period, the TIP will be submitted to the Board of Directors for final approval on October 31.

Table I – FY 2019-2022 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	4	\$2,811,173	0	\$0	4	\$2,811,173	3.5%
Jefferson	7	\$4,380,002	1	\$1,258,223	8	\$5,638,225	7.1%
Multi-County	1	\$1,152,000	5	\$10,818,272	6	\$11,970,272	15.1%
Multi-State	0	\$0	3	\$2,999,705	3	\$2,999,705	3.8%
St. Charles	6	\$8,285,255	5	\$4,901,200	11	\$13,186,455	16.6%
St. Louis	26	\$27,506,134	2	\$1,192,000	28	\$28,698,134	36.2%
St. Louis City	1	\$6,000,000	1	\$8,000,000	2	\$14,000,000	17.7%
Total	45	\$50,134,564	17	\$29,169,400	62	\$79,303,964	100.0%

Attachment A – FY 2019-2022 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 (25)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
Recommended for funding											
8050	Franklin	Pacific	Denton Road Bridge - Over Brush Creek - Replace Bridge - Sidewalk (6')	Bridge	\$1,113,195	\$1,391,494	92	15.67	2	109.67	\$1,113,195
8015	St. Louis	Maplewood	Manchester Road - Big Bend Blvd To City Limits (150' E/O Yale Ave) - Resurfacing - Curb Ramps - Mid-Block Xing	Road	\$1,280,000	\$1,600,000	86	14.00	5	105.00	\$2,393,195
8061	St. Louis	St. Louis County	Heintz Road Bridge - Over Mattese Creek - Replace Bridge - Sidewalk (6')	Bridge	\$1,350,160	\$1,687,700	88	13.30	3	104.30	\$3,743,355
8023	Franklin	Franklin County	Elmont Road - Over Little Boone Creek - Replace Bridge	Bridge	\$664,571	\$830,716	84	19.09	1	104.09	\$4,407,926
8045	Jefferson	Jefferson County	Hillsboro House Springs Road Bridge - Over Bourne Creek - Replace Bridge	Bridge	\$844,440	\$1,055,551	83	18.36	2	103.36	\$5,252,366
8044	Jefferson	Jefferson County	Harness Road Bridge - Over Tributary Of Hocum Hollow Creek - Replace Bridge	Bridge	\$653,092	\$816,364	83	19.12	1	103.12	\$5,905,458
8042	Jefferson	Jefferson County	Armbruster Road Bridge - Over Haverstick Creek - Replace Bridge	Bridge	\$606,121	\$757,651	82	19.22	1	102.22	\$6,511,579
8011	St. Louis	Hazelwood	Phantom Drive, Phase 1 - Missouri Bottom Rd To Hazelwood Logistics Center Dr - Ln Reduction 4 To 2 Lns - Turn Lanes - Sidewalk (6')	Road	\$1,226,995	\$2,453,990	84	14.53	2	100.53	\$7,738,574
8014	St. Charles	Lake Saint Louis	Ronald Reagan Drive & Hawks Ridge Trail - Reagan: I-64-MO N; Hawks Ridge: Ridgeway-MO N - Resurfacing - Sidewalks (5')	Road	\$1,235,576	\$1,544,470	81	14.44	5	100.44	\$8,974,150
8043	Jefferson	Jefferson County	Doss Hollow Road Bridge - Over Plattin Creek - Replace Bridge	Bridge	\$590,292	\$737,865	80	19.25	1	100.25	\$9,564,442
8003	St. Louis	Brentwood	Manchester Road & Rogers Parkway Shared Use Path - Bremerton Rd To Hanley Rd - Shared Use Path (10') - 5' Tree Lawn - Tunnel @ Mary Ave	Active Transportation	\$1,200,000	\$10,119,171	84	14.80	1	99.80	\$10,764,442
8007	St. Louis	Eureka	Allenton Bridge, Phase 1 - Over Union Pacific Railroad - Replace Bridge - Shared Use Path (8')	Bridge	\$2,065,800	\$4,093,000	90	6.71	3	99.71	\$12,830,242
8105	St. Charles	Cottleville	MO N - Mothershead Rd To Mid Rivers Mall Dr - Resurfacing - Sidewalk (5')	Road	\$1,130,000	\$1,890,000	78	15.50	5	98.50	\$13,960,242
8096	St. Louis	Florissant	Rue St Denis, Phase 1 - St. Ferdinand St To N. Lafayette St - Resurfacing - Sidewalk (5-6')	Road	\$1,080,000	\$1,350,000	80	16.00	2	98.00	\$15,040,242
8035	Franklin	Washington	Third Street - MO 47 To Jefferson St - Resurfacing - Sidewalk (5')	Road	\$734,392	\$917,990	76	18.94	3	97.94	\$15,774,634
8004	St. Louis	Creve Coeur	Mosley Road, Phase 1 - Tureen Dr To Olive Blvd (MO 340) - Resurfacing - Curb Ramps	Road	\$760,000	\$1,075,000	77	18.89	2	97.89	\$16,534,634
8031	Franklin	St. Clair	Kitchell Avenue - Commercial Ave To Main St - Resurfacing - Sidewalks (5' S. Side/6' N. Side)	Road	\$299,015	\$429,273	77	19.88	1	97.88	\$16,833,649
8025	Jefferson	Hillsboro	Business 21, Phase 4 - Main St To Maples St - Two Way Turn Lane (Local Funds) - Overlay - Storm Sewer	Road	\$479,125	\$775,221	75	19.49	3	97.49	\$17,312,774
8016	St. Louis	Maryland Heights	Fee Fee Road - Schuetz Rd To Westport Plaza Dr - Slab Replacement - Diamond Grind - Bridge Deck	Road	\$630,000	\$1,017,594	74	19.17	4	97.17	\$17,942,774
8072	St. Louis	St. Louis County	Kingsland Avenue - 2022 - Olive Blvd (MO 340) To Delmar Blvd - Resurfacing - Curb Ramps	Road	\$800,000	\$1,098,700	74	18.80	4	96.80	\$18,742,774
8029	Jefferson	Festus	S. Mill Street - Main St To Veterans Blvd (MO A) - Overlay - Lighting - Sidewalk (Lee To N. Creek - 5')	Road	\$496,432	\$728,275	73	19.45	4	96.45	\$19,239,206
8085	St. Louis	Kirkwood	Geyer Road, Phase 2 - West Adams Ave To 500' N/O Big Bend Rd - Resurfacing - Curb Ramps - Reconstruct Rd At Up Rrxing	Road	\$1,139,635	\$1,780,446	76	15.40	5	96.40	\$20,378,841
8037	St. Louis	St. Ann	Geraldine Avenue Bridge - Over Coldwater Creek - Replace Bridge - Sidewalk (5')	Bridge	\$528,000	\$660,000	76	19.38	1	96.38	\$20,906,841
8048	Jefferson	Jefferson County	Seckman Road - At Mastodon State Park - Realign Intersection - Left Turn Ln - Shoulders (8')	Safety	\$710,500	\$1,015,000	74	18.99	3	95.99	\$21,617,341

ID Number	County	Sponsor	Project Title - Description	Application Type	Federal Cost	Total Cost	Performance Score (100)	Cost Score (25)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
Recommended for funding											
8092	St. Louis	Ferguson	Florissant Road - Thoroughman Ave To Woodstock Ave - Resurfacing	Road	\$784,400	\$980,500	72	18.83	5	95.83	\$22,401,741
8062	St. Louis	St. Louis County	J.S. McDonnell Blvd Bridge - Over Coldwater Creek - Replace Bridge - Shoulder (5/3')	Bridge	\$1,900,000	\$2,552,300	83	7.80	5	95.80	\$24,301,741
8005	St. Louis	Des Peres	Manchester Road Improvements - Ballas Rd To Meier Ln - Access Management - Crosswalk Impr. - Bus Stop Improvements	Active Transportation	\$336,640	\$420,800	75	19.80	1	95.80	\$24,638,381
8104	St. Charles	St. Charles County	Gutermuth Road, Phase 3 - Old Gutermuth Rd To Motherhead Rd - Reconstruction - Sidewalks (5') Twtl (Locally Funded)	Road	\$1,020,000	\$3,400,000	76	16.60	3	95.60	\$25,658,381
8086	St. Louis	Valley Park	St. Louis Avenue/Beckett/Marshall, Phase 3 - MO 141 To 3rd St - Reconstruct: Rr To 3rd; Resurface: RR To 141 - Sidewalks (5')	Road	\$1,431,273	\$1,789,090	79	12.49	4	95.49	\$27,089,654
8019	St. Louis	St. Louis County	Mason Road - 2022 - Clayton Rd To 100' N/O Mason Ridge Rd - Resurfacing - Shared Use Path (8') - Curb Ramps	Road	\$1,472,920	\$1,841,160	78	12.07	5	95.07	\$28,562,574
8089	St. Louis City	St. Louis	Jefferson/22nd St Interchange Improvements - Reconfigure I-64/Pine/Market/Jefferson Interchange - Restablish Street Grid - Curb Ramps - Resurfacing	Traffic Flow	\$6,000,000	\$7,500,000	90	0.00	5	95.00	\$34,562,574
8081	St. Louis	St. Louis County	Vernon Avenue - 2022 - Midland Blvd To City Of St. Louis Line - Resurfacing - Curb Ramps	Road	\$800,000	\$1,907,400	72	18.80	4	94.80	\$35,362,574
8093	St. Louis	Ferguson	Frost Avenue - Ford Dr To Florissant Rd - Resurfacing - Curb Ramps	Road	\$342,374	\$427,968	72	19.78	3	94.78	\$35,704,948
8009	St. Louis	Frontenac	Geyer Road, Phase 1 - Clayton Rd To Hermitage Hill Rd - Resurfacing - Sidewalk (6') - Storm Sewer	Road	\$1,049,300	\$1,499,000	75	16.31	3	94.31	\$36,754,248
8041	St. Louis	Fenton	Rudder Road - Larkin Williams Rd To 200' E/O Fenton Business Ct - Reconstruction - Sidewalk (5')	Road	\$1,263,102	\$1,578,877	77	14.17	3	94.17	\$38,017,350
8053	St. Louis	Clayton	Bonhomme Ave & Meramec Ave - Bonhomme: Brentwood-Hanley; Meramec: Shaw Park Dr To - Maryland Ave - Resurfacing - Curb Ramps	Road	\$965,535	\$1,440,438	73	17.14	4	94.14	\$38,982,885
8018	St. Charles	O'Fallon	Main St, Phase 1 - Pitman St To S/O Railroad Tracks - Resurfacing - Curb Ramps - Sidewalks	Road	\$1,899,679	\$2,374,599	81	7.80	5	93.80	\$40,882,564
8075	St. Louis	St. Louis County	Midland Blvd (East) - 2022 - Woodson Rd To North & South Rd - Resurfacing - Curb Ramps	Road	\$1,600,000	\$3,775,300	78	10.80	5	93.80	\$42,482,564
8097	St. Charles	St. Charles	Boschertown Road, Phase 2 - Hecker St To MO B - Reconstruction - Shared Use Path (8') - Twtl (Locally Funded)	Road	\$1,000,000	\$3,000,000	74	16.80	3	93.80	\$43,482,564
8068	St. Louis	St. Louis County	Chesterfield Pkwy West (South) - 2022 - I-64 To Clarkson Rd - Resurfacing - Curb Ramps	Road	\$1,100,000	\$2,768,400	73	15.80	5	93.80	\$44,582,564
8077	St. Louis	St. Louis County	N. Elizabeth Avenue- 2022 - Pershall Rd To Chambers Rd - Resurfacing - Curb Ramps	Road	\$800,000	\$2,011,600	70	18.80	5	93.80	\$45,382,564
8078	St. Louis	St. Louis County	New Ballwin Road - 2022 - Twigwood Dr To Oak Leaf Manor Ct - Resurfacing - Curb Ramps	Road	\$800,000	\$2,011,600	70	18.80	5	93.80	\$46,182,564
8083	St. Louis	St. Louis County	Weidman Road - 2022 - Turtle Cove Dr To Manchester Rd (MO 100) - Resurfacing - Curb Ramps	Road	\$800,000	\$1,511,100	70	18.80	5	93.80	\$46,982,564
8060	Multi-County-M	Bi-State Development/Metro	Call-A-Ride Van Replacement - 2022 (B) - Replace Eight (8) Call-A-Ride Vans	Transit	\$1,152,000	\$1,440,000	77	15.28	1	93.28	\$48,134,564
8100	St. Charles	St. Charles	Zumbahl Rd - Over Cole Creek - Replace Culvert - Shared Use Path (10') - Sidewalk (5')	Bridge	\$2,000,000	\$2,500,000	81	6.80	5	92.80	\$50,134,564
Not recommended due to funding constraints											
8064	St. Louis	St. Louis County	Airport Road - 2022 - I-170 To W/O New Florissant - Resurfacing - Curb Ramps	Road	\$1,800,000	\$4,308,600	79	8.80	5	92.80	\$51,934,564
8070	St. Louis	St. Louis County	Dorsett Road (East) - 2022 - I-270 To Fee Fee Rd - Resurfacing - Curb Ramps	Road	\$1,800,000	\$4,213,700	79	8.80	5	92.80	\$53,734,564
8067	St. Louis	St. Louis County	Charbonier Road - 2022 - Shackelford Rd To Lindbergh Blvd - Resurfacing - Curb Ramps	Road	\$900,000	\$2,022,700	70	17.80	5	92.80	\$54,634,564

ID Number	County	Sponsor	Project Title - Description	Application Type	Federal Cost	Total Cost	Performance Score (100)	Cost Score (25)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
Not recommended due to funding constraints											
8107	St. Louis	St. Louis County	Paul Avenue & S. Elizabeth Avenue - Chambers Rd To Bermuda - Resurfacing - Curb Ramps	Road	\$800,000	\$1,261,300	70	18.80	4	92.80	\$55,434,564
8040	St. Louis	Fenton	Larkin Williams Road - South Highway Dr To Wolfner Dr - White Topping - Sidewalk (5')	Road	\$1,300,890	\$1,626,112	75	13.79	4	92.79	\$56,735,454
8021	St. Louis	Town & Country	Topping Road, Phase 2 - Kent Manor Dr To Pingry Pl - Resurfacing - Shared Use Path (8')	Road	\$921,825	\$1,843,650	72	17.58	3	92.58	\$57,657,279
8027	Franklin	Oak Grove Village	E. Springfield Road - MO 185 To City Limits - Resurfacing - Shoulders (6')	Road	\$505,330	\$822,966	70	19.43	3	92.43	\$58,162,609
8032	Franklin	Union	S. Oak Street - E. Springfield Ave To Porterfield Rd - Resurfacing - Sidewalk (Spr To US 50 5') - Curb Ramps (50-Porterfield)	Road	\$524,096	\$759,704	71	19.39	2	92.39	\$58,686,705
8059	Multi-County-M	Bi-State Development/Metro	Call-A-Ride Van Replacement - 2022 (A) - Replace Nine (9) Call-A-Ride Vans	Transit	\$1,296,000	\$1,620,000	77	13.84	1	91.84	\$59,982,705
8069	St. Louis	St. Louis County	Craig Road - 2022 - Lackland Rd To Olive Blvd (MO 340) - Resurfacing - Curb Ramps	Road	\$1,600,000	\$3,969,000	76	10.80	5	91.80	\$61,582,705
8065	St. Louis	St. Louis County	Baumgartner Road - 2022 - Old Baumgartner Rd To W/O Telegraph Rd - Resurfacing - Curb Ramps	Road	\$800,000	\$1,352,200	69	18.80	4	91.80	\$62,382,705
8080	St. Louis	St. Louis County	Sappington Road - 2022 - Lindbergh Blvd (US 67) To I-270 - Resurfacing - Curb Ramps	Road	\$800,000	\$1,161,500	68	18.80	5	91.80	\$63,182,705
8084	St. Louis	St. Louis County	White Road - 2022 - Olive Blvd (MO 340) To Conway Rd - Resurfacing - Curb Ramps	Road	\$600,000	\$1,523,000	67	19.23	5	91.23	\$63,782,705
8002	St. Louis	Ballwin	New Ballwin Road - Twigwood Dr To Manchester Rd (MO 100) - Resurfacing - Sidewalks (6')	Road	\$1,459,360	\$1,824,200	74	12.21	5	91.21	\$65,242,065
8051	St. Louis	Wildwood	MO 109 - At MO BA (South) - Roundabout - Shared Use Path (10')	Safety	\$1,161,600	\$1,452,000	73	15.18	3	91.18	\$66,403,665
8106	St. Charles	St. Charles County	Interstate Dr - Quail Ridge Park Ent. To Prospect Rd - Reconstruction - Sidewalk (5') - Shoulder (6')	Road	\$1,190,000	\$4,400,000	73	14.90	3	90.90	\$67,593,665
8073	St. Louis	St. Louis County	Lackland Road - 2022 - Craig Rd To Approx. 900' E/O Schuetz - Resurfacing - Curb Ramps	Road	\$1,300,000	\$2,873,700	72	13.80	5	90.80	\$68,893,665
8074	St. Louis	St. Louis County	Mckelvey Road - 2022 - Natural Bridge Rd To Depaul Dr - Resurfacing - Curb Ramps	Road	\$1,300,000	\$1,782,200	72	13.80	5	90.80	\$70,193,665
8079	St. Louis	St. Louis County	Redman Road - 2022 - Old Halls Ferry Rd To W/O MO 367 - Resurfacing - Curb Ramps	Road	\$1,300,000	\$3,188,100	72	13.80	5	90.80	\$71,493,665
8012	St. Louis	Kirkwood	Manchester Road Improvements - Kirkwood Rd (US 61/67) To Kenmore Dr - 5' Tree Lawn - Int. Impr At Woodlawn W/ Bike Lanes	Active Transportation	\$800,000	\$2,681,347	71	18.80	1	90.80	\$72,293,665
8066	St. Louis	St. Louis County	Bennington Place - 2022 - Marine Ave To Fee Fee Rd - Resurfacing - Curb Ramps	Road	\$800,000	\$1,800,800	67	18.80	5	90.80	\$73,093,665
8056	St. Louis	Great Rivers Greenway	Maline Greenway - Ted Jones Trail To West Florissant Ave - Shared Use Path (10-12') - Sidewalk (6')	Active Transportation	\$3,600,000	\$10,126,000	85	4.64	1	90.64	\$76,693,665
8013	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	\$1,444,000	\$2,286,673	72	12.36	5	89.36	\$78,137,665
8046	Jefferson	Jefferson County	Lions Den Road - Old State 21 To Old Lemay Ferry Rd - Overlay - Crack And Joint Sealing	Road	\$390,646	\$488,308	64	19.68	5	88.68	\$78,528,311
8049	Franklin	Pacific	Candlewick Ln, Ph. 2 - Denton Rd To 0.5 Mi W/O Denton Rd - Reconstruction - Storm Sewer	Road	\$1,265,925	\$1,582,406	72	14.14	2	88.14	\$79,794,236
8057	St. Louis	Great Rivers Greenway	St. Vincent Greenway - Plymouth: Sutter - S. Jones; S. Jones: Plym - Etzel - Shared Use Path (8-10') - Impr. Metrolink Xing	Active Transportation	\$1,100,000	\$3,245,000	71	15.80	1	87.80	\$80,894,236
8098	St. Charles	St. Peters	Spencer Road - Thoele Rd/Springwood Dr To Willott Rd - Reconstruction - Mini Roundabouts - Sidewalk(6')	Road	\$1,336,164	\$1,670,206	71	13.44	3	87.44	\$82,230,400

ID Number	County	Sponsor	Project Title - Description	Application Type	Federal Cost	Total Cost	Performance Score (100)	Cost Score (25)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
Not recommended due to funding constraints											
8047	Jefferson	Jefferson County	Saline/Diehl/Old Sugar Creek Road - Saline: Romaine Crk-Nw Blvd; Diehl: Saline-Old Sugar Crk - Old Sugar Crk: Diehl-MO 30 --Overlay	Road	\$578,515	\$723,144	63	19.28	5	87.28	\$82,808,915
8094	St. Louis	Glendale	E. Essex Avenue - Sappington Rd To Dickson St - Resurfacing - Sidewalk (5')	Road	\$778,570	\$973,212	67	18.85	1	86.85	\$83,587,485
8063	St. Louis	St. Louis County	Hillsboro Road, Phase 1 - Heritage Valley Dr To County Line - Resurfacing - Shoulders (2') - Improve Gerry's Way Int.	Safety	\$1,000,000	\$1,618,800	68	16.80	2	86.80	\$84,587,485
8054	St. Charles	St. Peters	Jungs Station Road - Kings Crossing To Country Mill Ct - Slab Replacement - Sidewalks (6') - Diamond Grind	Road	\$1,612,586	\$2,015,733	71	10.67	5	86.67	\$86,200,071
8095	St. Louis	Glendale	Sappington Road - Manchester Ave (MO 100) To Lockwood Ave - Resurfacing - Curb Ramps	Road	\$573,993	\$717,491	62	19.29	5	86.29	\$86,774,064
8091	St. Charles	St. Charles	S. Fifth Street - Fairgrounds Rd To San Juan Dr - Reconstruction - Sidewalk (5') - Shared Use Path (10')	Road	\$2,400,000	\$3,000,000	77	6.26	3	86.26	\$89,174,064
8030	Jefferson	Festus Special Road District	Cherry Lane & Front Street - Cherry: MO Z To Festus Horine; Front: Festus Horine To MO Z - Overlay	Road	\$273,654	\$391,354	62	19.93	4	85.93	\$89,447,718
8099	St. Louis	University City	Canton Avenue - Midland Blvd To Pennsylvania Ave - Resurfacing - Sidewalk (5')	Road	\$1,600,286	\$2,000,358	72	10.80	3	85.80	\$91,048,004
8055	St. Charles	St. Peters	McClay Road - Jungermann Rd To McClay Valley Dr - Slab Replace - Diamond Grind - Replace Signal At Harvester	Road	\$1,611,670	\$2,014,588	70	10.68	5	85.68	\$92,659,674
8020	St. Louis	St. Louis County	Old State Road - 2022 - At Ridge Rd - Roundabout - Shared Use Path (8') - Sidewalk (5')	Safety	\$866,300	\$1,732,600	64	18.14	3	85.14	\$93,525,974
8038	St. Charles	Augusta	Jackson Street - Locust St To Main St - Sidewalks (6')	Active Transportation	\$313,564	\$467,399	64	19.85	1	84.85	\$93,839,538
8082	St. Louis	St. Louis County	Weber Road - 2022 - Gravois Rd (MO 30) To Union Rd - Resurfacing - Curb Ramps	Road	\$1,300,000	\$3,173,800	66	13.80	5	84.80	\$95,139,538
8102	St. Charles	St. Charles County	David Hoekel Parkway, Phase 1B - 550' W/O MO N To S/O Bridge Over Peruque Creek (450' N/O - Celtic Way) - Reconstruct - Shoulders (4-6')	Road	\$845,000	\$4,230,000	63	18.35	2	83.35	\$95,984,538
8071	St. Louis	St. Louis County	Graham Rd & St. Ferdinand St - 2022 - Lindbergh Blvd (US 67) To Dunn Rd - Resurfacing - Curb Ramps	Road	\$2,000,000	\$4,787,900	71	6.80	5	82.80	\$97,984,538
8076	St. Louis	St. Louis County	Midland Blvd (West) - 2022 - E/O Ashby Rd To Woodson Rd - Resurfacing - Curb Ramps	Road	\$1,500,000	\$3,449,500	66	11.80	5	82.80	\$99,484,538
8026	Franklin	New Haven	Maiden Lane Sidewalk - Maupin Ave To Miller St - Sidewalks (6')	Active Transportation	\$260,356	\$325,445	61	19.96	1	81.96	\$99,744,894
8039	St. Louis	Chesterfield	Old Chesterfield Road - 200' E/O Baxter To 600' NW Of Wildhorse Creek Rd - Resurfacing - Replace Culvert	Road	\$413,731	\$517,164	59	19.63	3	81.63	\$100,158,625
8088	St. Charles	O'Fallon	Bryan Road, Phase 4 - Veterans Memorial Pkwy To Feise Rd - Slab Replacement - Shared Use Path (8') - Adding Twtl (Local Funded)	Road	\$1,671,638	\$2,299,547	66	10.08	5	81.08	\$101,830,263
8034	St. Louis	Webster Groves	Big Bend Blvd Sidewalk - S. Elm Ave To RR Tracks (S/O Baker Ave) - Sidewalks (6')	Active Transportation	\$242,015	\$365,796	56	20.00	1	77.00	\$102,072,278
8101	St. Charles	St. Peters	Citywide Bridge Preventive Maintenance - Extend Useful Life Of 11 Bridges Throughout City	Bridge	\$3,046,961	\$3,808,702	66	5.39	5	75.99	\$105,119,239
8058	St. Louis City	Bi-State Development/Metro	Metrolink Station Improvements - Laclede's Landing-Conv. Center-8th/Pine-Forest Park - Improvements To Stations	Transit	\$3,680,000	\$4,600,000	62	4.53	4	70.53	\$108,799,239

ID Number	County	Sponsor	Project Title - Description	Application Type	Federal Cost	Total Cost	Performance Score (100)	Cost Score (25)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
Not recommended due to funding constraints											
8052	St. Louis	Chesterfield	Schoettler Road Sidewalk - Greenleaf Valley Dr To Windsor Valley Court - Sidewalk (5')	Active Transportation	\$627,200	\$784,000	50	19.17	1	70.17	\$109,426,439
8022	St. Louis	Edmundson	Treadway Lane And Mill Pass Lane Sidewalk - Treadway: Charm Ct To Mill Pass Ln - Mill Pass: Treadway - To Kratz Elem School Conn. - Sidewalk (6')	Active Transportation	\$252,069	\$370,019	49	19.98	1	69.98	\$109,678,508
8024	Jefferson	Herculaneum	Reservoir Street Sidewalk - Joachim Ave To Broadway Ave - Sidewalk (6') - Lighting	Active Transportation	\$297,022	\$433,406	49	19.88	1	69.88	\$109,975,530
8028	Jefferson	Pevely	Joachim & 3rd Street Sidewalk - Joachim St: Main To 3rd; 3rd St: Joachim To 3rd - Sidewalks (6')	Active Transportation	\$297,754	\$437,325	49	19.88	1	69.88	\$110,273,284
8008	St. Louis	Eureka	Allenton Bridge, Phase 2 - At BNSF Railroad - Construct Bridge Over Railroad - Replace At-Grade Xing - Shared Use Path (8')	Safety	\$5,236,800	\$9,578,000	65	3.30	1	69.30	\$115,510,084
8006	Jefferson	De Soto	Boyd St Sidewalk - MO 21 To Thomas St - Sidewalk (5')	Active Transportation	\$349,600	\$505,828	48	19.77	1	68.77	\$115,859,684
8036	St. Charles	New Melle	MO Z Sidewalk - Fiddlecreek Ridge Rd To Francis St - Sidewalk (5')	Active Transportation	\$242,719	\$371,989	45	20.00	1	66.00	\$116,102,403
8090	St. Charles	St. Charles County	MO 94/364 - Muegge Rd To Zumbehl - New Interchange At Muegge - New EB Lane On MO 94	Traffic Flow	\$1,000,000	\$14,000,000	43	16.80	5	64.80	\$117,102,403
8010	St. Louis	Hazelwood	Missouri Bottom Road - Taussig Ave To Tulip Tree Ln - Stabilize Failed Hillside Next To Road	Road	\$2,900,103	\$4,833,506	53	5.58	1	59.58	\$120,002,506
8033	Franklin	St. Clair	Commercial Avenue - Bader St To City Hall Ent. (W/O Paul Parks Dr) - Two Way Turn Lane - Resurfacing - Storm Sewer	Safety	\$270,010	\$387,634	14	19.94	3	36.94	\$120,272,516
Not recommended - Federal-aid project includes pavement testing in scope of work											
8017	St. Charles	St. Charles County	Eastern Missouri Pavement Consortium - Develop Material Specs Exceed Code, Review/Approve Mix - Designs, Quality Checks At Concrete Plants/Suppliers	Road	\$300,000	\$375,000	-	-	-	-	\$120,572,516
Not eligible - Project on local road											
8103	St. Charles	St. Charles County	David Hoekel Parkway, Phase 2 - 550' W/O MO N To 3500' E/O MO N (Along S. Pt Prairie And - Buckner Rd) - Reconstruction - Realignment	Road	\$870,000	\$2,910,000	-	-	-	-	\$121,442,516
8087	St. Charles	Weldon Spring	Sammelmann Road - Pitman Hill Rd To City Limit (Near Winterfield Dr) - Reconstruction - Shared Use Path (10')	Safety	\$854,437	\$1,898,750	-	-	-	-	\$122,296,953

**Attachment B – FY 2019-2022 TIP – CMAQ Program
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										
8205	Multi-County-M	Jefferson County Port Authority	Marine Vessel Engine Repower - 2020 - Repower Four Marine Vessels Serving Mississippi R. In Non-Attainment Area - 1 Ferry, 2 Towboats, 1 Dredge	0.0691947	0.0052973	0.0033059	\$1,575,872	\$2,124,984	\$43.47	\$1,575,872
8210	Multi-County-M	MoDOT	Signal Optimization - 2021 - Various Locations Along MO 47/100/US 50 In Franklin Co MO 100/MO 366 In Stl Co, & US 61/67 In Stl Co/Jeffco	0.0040802	0.0002032	0.0015758	\$788,800	\$986,000	\$278.92	\$2,364,672
8215	St. Charles	St. Charles County	MO 364 - W/O Heritage Crossing New WB On/Off Ramp	0.0067174	0.0002175	0.0012189	\$1,404,000	\$2,808,000	\$353.82	\$3,768,672
8211	Multi-County-M	MoDOT	Signal Optimization - 2020 - Various Locations Along MO A In Jeff Co, MO 231, US 61/67, I-70/I-270 Interchanges In Stl Co	0.0011575	0.0000412	0.0004019	\$453,600	\$567,000	\$581.76	\$4,222,272
8206	Multi-State	Madison County Transit District	Ridefinders Marketing & Outreach - 2019 - MO - Increase Awareness, Interest, And Participation In Ridefinders By Employers And Commuters	0.0004578	0.0000202	0.0000870	\$1,200,000	\$1,200,000	\$4,405.55	\$5,422,272
8203	St. Louis	Clayton	Traffic Management Enhancements - Flashing Yellow Arrows Along Maryland, Brentwood, Forsyth, Bonhomme - Advanced Transportation Management System	0.0000837	0.0000108	0.0000597	\$400,000	\$500,000	\$5,578.38	\$5,822,272
8222	St. Charles	Wentzville	West Pearce Boulevard - At Meyer Rd - New Traffic Signal At Cheryl Ann Dr - Remove Stop Signs On W. Pearce	0.0000689	0.0000029	0.0000391	\$350,000	\$700,000	\$6,482.09	\$6,172,272
8207	Multi-State	Madison County Transit District	Ridefinders Vanpool Fleet Acquisition - Missouri - Purchase 26 Vans	0.0001873	0.0000082	0.0000356	\$800,000	\$800,000	\$7,179.49	\$6,972,272
8209	Jefferson	MoDOT	MO 109 - At MO W/FF New Traffic Signal - Add Turn Lanes	0.0001249	0.0000052	0.0000708	\$1,258,223	\$1,572,779	\$12,855.95	\$8,230,495
8221	St. Charles	Wentzville	Wentzville Parkway/I-70, Phase 1 - Wentzville Pkwy: Pearce To Veterans Mem - Relocate I-70 Wb On Ramp - Roundabout	0.0001919	0.0000080	0.0001088	\$1,960,000	\$4,900,000	\$13,036.20	\$10,190,495
8212	St. Charles	St. Charles	Little Hills Expressway - At Mel Wetter Pkwy Roundabout - Shared Use Path	0.0000626	0.0000026	0.0000355	\$1,000,000	\$2,000,000	\$20,386.60	\$11,190,495
8200	Multi-State	MoDOT/ American Lung Association	Saint Louis Regional Clean Air Partnership - Metro St. Louis Area - Outreach - Education - Promotion Of Gateway Guide - Ozone Alert	0.0000780	0.0000022	0.0000132	\$999,705	\$1,449,705	\$21,919.53	\$12,190,200
8208	St. Louis	MoDOT	MO 340 - N. Spoede Rd To Old Olive Street Rd Extend Left Turn Bays	0.0000458	0.0000019	0.0000260	\$792,000	\$1,081,000	\$22,050.98	\$12,982,200
8201	Multi-County-M	Bi-State Development/ Metro	Metro Bus Replacement - 2021 (A) - Replace Four Buses	0.0003109	0.0000005	0.0000195	\$4,000,000	\$5,000,000	\$24,212.53	\$16,982,200
8202	Multi-County-M	Bi-State Development/ Metro	Metro Bus Replacement - 2021 (B) - Replace Four Buses	0.0003109	0.0000005	0.0000195	\$4,000,000	\$5,000,000	\$24,212.53	\$20,982,200
8217	St. Louis City	St. Louis	Jefferson / 22nd Traffic Flow Improvements - Reconfigure I-64/Pine/Market/Jefferson Interchange Signal Improvements - Shared Use Path/Cycle Track	0.0001480	0.0000095	0.0003104	\$8,000,000	\$10,000,000	\$34,903.81	\$28,982,200
8213	St. Charles	St. Charles	Bus Replacement - Replace Three St. Charles Area Transit Buses	0.0000059	0.0000000	0.0000003	\$187,200	\$234,000	\$60,072.85	\$29,169,400

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 due to funding constraints										
8204	St. Louis	Des Peres	Des Peres Road - At Old Des Peres Rd Roundabout - Sidewalk	0.0000224	0.0000009	0.0000127	\$1,272,992	\$1,591,240	\$72,403.94	\$30,442,392
Not recommended for funding - Insufficient data provided										
8214-19	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	-	-	-	\$800,000	\$1,000,000	-	\$31,242,392
8218-19	St. Louis	St. Louis County	Central County ITS - 2020 - Various Locations Along Ross Ave; Brown Rd; Campus Pkwy; Missouri Bottom Rd; Weidman Rd; Barrett Station Rd	-	-	-	\$1,119,440	\$1,399,300	-	\$32,361,832
8219-19	St. Louis	St. Louis County	North County ITS - 2020 - Various Locations Along Howdershell Rd, Old Halls Ferry Rd & Schackelford Rd - Install Fiberoptic/Controllers	-	-	-	\$812,880	\$1,016,100	-	\$33,174,712
8220-19	St. Louis	St. Louis County	Advanced Detection Improvements - 2020 - 44 Intersections Throughout West, Central And North St. Louis County	-	-	-	\$649,840	\$812,300	-	\$33,824,552
Project withdrawn by sponsor										
8216-19	St. Louis City	St. Louis	Hampton Signal And Infrastructure Improvements - Wilson Avenue To N/O I-64 - Curb Ramps - Xings Improve Int. At Wilson - Impr Sidewalk On Bridge - Signal Replacement - Optimization	-	-	-	\$1,520,000	\$1,920,000	-	\$35,344,552

**Attachment C – FY 2019-2022 TIP – CMAQ
Detailed Public Comments**

ID - Title-Description	Do you live or work in the community where the project is proposed?	Do you support, have concerns about or oppose this project?	What are the key reasons for your position?	Anything else you'd like us to consider or comments you'd like to share about this project?
8009 - Frontenac - Geyer Road, Phase 1	Yes, I live in Frontenac, and my home is directly on Geyer Road where the project is proposed	This project has my unwavering support.	Geyer road is in disrepair and has needed to be resurfaced for some time, however, it keeps getting pushed back. However, what is really important about this project is the sidewalks and storm sewer work that is being proposed. Geyer is frequented by cyclists riding bikes and pedestrians walking the street and it is completely unsafe for the riders and walkers to be on this major street with all of the traffic without a sidewalk. From April – November Geyer is used by a large number of bike riders, sometimes in packs of 20 + who, without a sidewalk or a bike lane to use, end up clogging the road completely. There have been numerous times I have seen (frustrated) traffic backed up several cars deep behind a cyclist as they slowly try to climb a hill followed by shouting directed at the cyclist as the cars finally pass. Finally, I constantly see pedestrians have to practically jump into bushes to avoid getting hit while walking the street because they have to share the road with cars. This all adds up to a very unsafe environment. Resurfacing Geyer and adding a sidewalk/bike lane will not only make the situation safer, but will also make it much more usable since it will link with the existing biking/walking trail on Clayton Road, forming a much larger interconnected trail for walkers and bikers to enjoy from Town and Country through Frontenac and all of the way into Ladue, which will be used extensively. Finally, the storm sewer improvement along Geyer are desperately needed. As my house is on Geyer, I have seen 1st hand the inadequate storm water situation on the road, with the existing system so over taxed a substantial amount of runoff goes into my open private drainage channel (which has now been compromised). Regardless, there are times when the street turns into a sheet of moving water, making travel on the road hazardous during heavy rains and causing some smaller vehicles to lose traction in the water while trying to drive downhill.	By awarding the funds for this proposal this project will impact the safety of the not only those from the area that drive on the road and walk on it, but also all of the cyclists from all around the county who bike on the street as well. The storm-water infrastructure on the street is outdated and needs additional capacity. The city circulated a survey regarding this project last year and the results were overwhelmingly in support. I believe that the city has moved more aggressively in order to provide additional funds as part of the proposal in order to make this desperately needed investment into the street and sewer infrastructure a reality.
8009 - Frontenac - Geyer Road, Phase 1	YES	Support	Safety of area residents as there are currently no sidewalks for pedestrian use. Currently residents must walk on the road, which is quite narrow and poses safety issues for both the people walking and those driving vehicles. I live on Geyer Road just south of Clayton and have two young children. When taking the kids on a walk out in a stroller I often feel unsafe as cars are approaching in either direction on Geyer Road. As a car is approaching we attempt to move off the road onto the grass, but this is often not feasible or easy to do as there are drainage ditches that run along Geyer, which are not easy to navigate with a stroller. As the kids get older it would be a relief to be able to allow them to ride their bikes on a sidewalk and not have to fear for them getting hit by a car. The sidewalks would also give residents the ability to walk up Geyer Road to the many businesses in Frontenac on Clayton Road and bring more of a community feel to the area.	We understand stand funds are limited and we know that not every project can be funded, but please consider the immense benefits to the community this project will bring. Not having sidewalks along Geyer is not just a matter of inconvenience but also a matter of safety. I thank you for your consideration
8012 - Kirkwood - Manchester Road Improvements	Yes, off of Dickson, south of Manchester	Support the project.	I support this project because the current situation is unsightly. The sidewalks (when they exist) are beaten up and don't encourage people to use them.	Making Kirkwood more walkable is a great cause!
8012 - Kirkwood - Manchester Road Improvements	Yes- I live in Kirkwood	Yes	I do not think that there should be bike lanes on Manchester and I ride my bike frequently but NOT on Manchester road which is a major thoroughfare with many businesses and commuter traffic. I think a 4 lane Statee Highway such as Manchester should not have bike lanes. Very few persons commute to work or school in Kirkwood who have to use Manchester (there are plenty of adjacent side trees which are safer) and motor vehicle traffic on Manchester should take precedent over bikers.	
8012 - Kirkwood - Manchester Road Improvements	Yes, I live off of Manchester and Woodlawn in Kirkwood and work off of Manchester in Webster Groves, so I take the effected area of the road daily	I strongly support this project - the road has been deteriorating for years as usage increases.	Adding lighting and more cyclist and pedestrian-friendly measures will improve safety, aesthetics, and accessibility. There are many pedestrians and cyclists who currently use Manchester, but are not able to do so safely as there really is no space for them on the current configuration of the road.	
8012 - Kirkwood - Manchester Road Improvements	yes	I support the improvements	I drive to the grocery store three times a week on the corner of Manchester and Woodlawn, I frequently see pedestrians and cyclers at that intersection trying to cross. There are no defined areas for crossing and it is unsafe.	For the safety of all improvements are needed.
8017 - St. Charles County - Eastern Missouri Pavement Consortium	Yes	Fully support this project	Participation in this consortium is a must in my opinion. We currently have no idea how many hundreds or thousands of lane feet/miles have concrete that is going to implode on itself. This is a major concern for the region and needs solutions.	
8018 - O'Fallon - Main St, Phase 1	Yes	I fully support this project. This North South connector is a vital Arterial Roadway that provides motorist a connection between Interstate I-70 and Hwy. 79. The amount of traffic that this roadway carries is extremely important to the City, surrounding Cities and County as a whole. This roadway is beginning to age and will need repairs in the upcoming years. ADA improvements would also be beneficial as many pedestrians utilize the path and sidewalks on a daily bases.	Need to maintain this vital roadway in good condition. Need to improve sidewalks and ADA accessibility	Great Project!
8018 - O'Fallon - Main St, Phase 1	Yes	I fully support this project. Main St is an aged busy street that needs any help it can get to be maintained and updated	This area needs an update and will benefit tremendously	It's a great project
8018 - O'Fallon - Main St, Phase 1	Yes.	I support this project.	The infrastructure in this area is in need of updates and maintenance. Located on Main Street in O'Fallon, this project is in close proximity to City Hall which is used for many public events and meetings. The route is also a direct route to HWY 70.	Project will bring improvements to performance and aesthetics of the route.
8018 - O'Fallon - Main St, Phase 1	Yes	I support this project. The safety of our streets and sidewalks are very important for not only cars but residents that walk	Safety	Great Project
8018 - O'Fallon - Main St, Phase 1	Yes	Support	Upgrade existing area	No
8018 - O'Fallon - Main St, Phase 1	Yes	I support this project	This section of road needs to be resurfaced desperately. The water main replacement has left this section of pavement in bad shape.	
8022 - Edmundson - Treadway Lane And Mill Pass Lane Sidewalk	Yes	Fully support	Sidewalks will keep our neighborhoods safer, giving our residents and children a place to walk that is clear of road traffic.	
8022 - Edmundson - Treadway Lane And Mill Pass Lane Sidewalk	Yes	Support	It helps keep the kids out of the streets. And we need the lights to help keep us safe.	No
8022 - Edmundson - Treadway Lane And Mill Pass Lane Sidewalk	Yes	Yes	This project, when completed, will provide a safe walking route for children attending Kratz Elementary School. Treadway and Millpass Lanes are two major vehicle and pedestrian arteries in our city, and when this project is completed, it will create a much safer route for children walking to Kratz School. By getting the pedestrians out of the streets, it will also relieve traffic congestion because vehicles no longer are hampered by pedestrians in the street.	
8026 - New Haven - Maiden Lane Sidewalk	Yes	I support this project.	This street is the main connector of our two main streets in town. Kids and adults that walk the streets need a safer connecting street between Miller and Maupin streets. I would not consider the current sidewalks to be safe for our citizens. Many of our students use this street to walk or ride their bike to school each day.	
8026 - New Haven - Maiden Lane Sidewalk	Yes	I completely support this project!	It is viable to the community. There is a school very nearby and the library is close too. It is good for the safety of children and adults that walk to and from school and the library. Also the volunteers of this community have numerous community events. This street is viable to these events.	

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8026 - New Haven - Maiden Lane Sidewalk			However, this is a good idea since it is the only real connector from Maupin to Miller that folks that do not want or wish to get on HWY 100 to go from the west side of town to Miller and vice versa. There are no real "through" connectors with the width that Maiden has and it appears to be the best offshoot for that in the current Maupin re-paving. Also, the Senior Citizen Center would benefit from having a well paved road with sidewalks. Both St Peter's United Church and Assumption Parish Church would benefit having Maiden be in better condition. I don't know if kids actually walk to school these days but sidewalks would facilitate that as well as tie into the existing sidewalks on that part of Miller. Molly and I drove down Maiden the other day and noticed the condition of the existing sidewalks and the gap where the drainage/topography interrupted them. The street looks 'tired'. Since the comment link didn't work, you may want to add this email to any comments New Haven is sending to EWG.	
8026 - New Haven - Maiden Lane Sidewalk	Yes	I support the project	Both the storm water control and the sidewalks need repair. After a recent storm left debris and silt on the roadway, I slipped while running in this area causing injuries. I would like to see this area cleaned up so nobody else is hurt.	No
8026 - New Haven - Maiden Lane Sidewalk	Yes	Yes	Our little town is so nice but any improvements only makes it more attractive. Given how athletic everyone is, improvements to streets and sidewalks will be very much appreciate by the people of New Haven	
8026 - New Haven - Maiden Lane Sidewalk			The sidewalks are so tilted broken and horrible I had to have mail house delivered. Bad knees and had to ice after getting my mail. I live at 102 maiden lane. Mary brackenbrough 636-388-9949 please replace them soon.	
8026 - New Haven - Maiden Lane Sidewalk	Yes	I support it	The sidewalks are in very bad shape and I feel improvements are needed	I feel this would be a wonderful improvement to the community
8028 - Pevely - Joachim & 3Rd Street Sidewalk		Yes	The City of Pevely desperately needs additional sidewalk and street light improvements throughout the town. There is a large population of kids and adults both who currently walk through town and do not have any sidewalks to walk on. I hope throughout the future years we are able to not only do this project but also many others to improve the safety of pedestrians walking throughout our City.	
8029 - Festus - S. Mill Street	Yes	Support.	This will provide pedestrian improvements to a very busy intersection (at Hwy A), plus substantially upgrade sidewalks and lighting to Main Street.	This project ties in to previous street/pedestrian upgrades completed by Festus.
8029 - Festus - S. Mill Street	YES	SUPPORT!	I have lived in Festus for 31 years and this is the sort of thing that makes a huge difference in the community, the excitement around the town and the perception of those coming into Festus. The Mill Street area is the main entrance into our business district, which is going through a revitalization. An enhancement of that street and entry way would mean a great deal to what we're already working hard to accomplish. An enhanced entry way and street allows for more pedestrian traffic and a big difference to the traffic on the street. We have needed more/better sidewalks on this street for years along with better lighting. I know as an owner of a Main Street business and the President of our Main Street Association, this project is vital to the effort we are making downtown	This project is essential to our downtown district's revitalization. The first impression of our business district is the Mill Street entrance, which has needed enhancement for many years. This isn't just a helpful beautification project that also helps pedestrians, lighting issues, etc, this is the lead in for an area that is working to increase local business and traffic.
8029 - Festus - S. Mill Street	Yes.	Support	Mill Street is an important gateway to Main Street & is long overdue for upgrades. It is a high traffic area, with increasing pedestrian activity & it's an important consideration for everyone's safety.	Upgrades would connect commerce & businesses on both Main Street & Highway A.
8029 - Festus - S. Mill Street	Yes.	Support	I have a business on Main St. which is very close to Mill St. We are trying very hard to revitalize our community and attract other businesses and people to our community. This would greatly benefit our projects and improve the Mill St. area.	We have parades and events throughout the year that Mill St. is also a big part of. Improving this area would allow so much more for the community to enjoy and have access to.
8034 - Webster Groves - Big Bend Blvd Sidewalk	My name is Josh Tonnies and I own a Chiropractic office along the area in which Webster is looking to make improvements	I completely support this project as there are several things in the area that would greatly improve the safety of the area.	Currently, although there are numerous businesses in the district it is not very pedestrian friendly due to crumbling sidewalk curbs needing repair, cars driving very fast through the area and now crosswalks for pedestrians to get from one side of the street (and parking lot) to the other. I often receive comments from my patients about how fast people drive on the Big Bend and how difficult it is to safely cross the street. I encounter this on a weekly basis as well trying to make it across Big Bend to the parking lot across from my office where I often park. Thank you much for the consideration and have a wonderful day! Na zdrowie!(To your health)	
8034 - Webster Groves - Big Bend Blvd Sidewalk	Yes	Support	The project will greatly improve safety for people traveling in vehicles and pedestrians on foot. Improved safety is the primary concern and this project will accomplish that.	In addition to improved safety, operations will also improve. Changes included in the project will necessitate lane closure which in turn will require asphalt overlay and new striping. Additionally, curb bump outs will naturally calm traffic speed.
8034 - Webster Groves - Big Bend Blvd Sidewalk	Yes	Support it 100%	own a business. It's a very heavily traveled corridor for both pedestrians and vehicles. Currently, there is a lack of adequate, marked, pedestrian crossings, handicapped accessibility is extremely limited and in some places the sidewalk is not ADA compliant leaving clients to scramble for very few parking spaces in the back of businesses.	In the school year this corridor experiences heavy foot traffic from junior High Schoolers attending Hixon Middle School.
8036 - New Melle - Mo Z Sidewalk	yes	Yes I support 100%	We have a lot of older citizens who walk and the sidewalk will be a positive addition to our community as they will be able to walk to the local library branch as well as to the Fiddlestix Development. Those residents will also be able to utilize the sidewalk to walk into the town to the bank and post office	Our town does not have a lot of sales tax income so we struggle to make improvements as we must maintain our streets with the funds we have
8036 - New Melle - Mo Z Sidewalk	Yes, I live in New Melle.	I support this project.	The recently completed sidewalk project has allowed safe an easy access to New Melle Sports and Recreational facility and Daniel Boone Elementary School as well as other venues in between. This new sidewalk project will connect us and New Melle with the library and the new St. Charles County Park trailhead making our entire town safely accessible on foot.	I am a runner and I run on the newly installed sidewalks nearly daily and continue to see increased use of it weekly by others. I feel that major improvements such as this to our city infrastructure will continue to attract new residents and businesses to our community and city.
8036 - New Melle - Mo Z Sidewalk	Yes	I completely support this project.	1.It will provide a safe route from Daniel Boone Elementary to the Boone's Trail Branch of the St. Charles City-County Library District. We are so fortunate to have both an excellent rated school district and a wonderful local library branch to serve our small community.2.The sidewalk will provide a wonderful alternative for residents of all ages throughout the community to walk back and forth to the library, the New Melle Sports Complex, the bank, the post office, churches, local restaurants and businesses, as well as activities and programs at the school. 3.Hwy. Z is a two-lane state highway with no shoulders. It is a main corridor through town. Without this sidewalk extension, there is no safe alternative for many of the city's residents to access the above mentioned locations except by automobile. 4.Since the completion of a previous sidewalk project, there has been an noticeable increase in foot traffic in the community as people take advantage of the sidewalks to stay more active and healthy. The completion of the rest of the route connecting the library to the rest of the community is a much needed extension to connect the library as well as two of the town's largest housing development to the rest of the town.5.New Melle Sports and Recreation hosts several major events each year, included large ball tournaments, and the New Melle Festival in June. The facility attracts thousands of visitors each year to the community. Due to space limitations, their patrons must sometimes park along city streets. The sidewalk will allow parents and children to not only access the sports complex safely, but also encourage those patrons to patronize local businesses and organizations.	
8036 - New Melle - Mo Z Sidewalk	Yes.	Support.	The sidewalk gives kids a safe place, away from traffic, to walk to school, it can used by all residents for a safe walking area for exercise purposes, and it allows for wheelchair bound residents to have a safe area and smooth surface to get around on.	The sidewalk extension is a great improvement for our community.
8036 - New Melle - Mo Z Sidewalk			Having a birds eye view of about 500 feet of your investment in the initial sidewalk project along the streets of New Melle. I can tell you that your investment has been utilized often. From those getting exercise walking, jogging, and biking, to those simply looking to move around town, and on several occasions students taking walking field trips from Daniel Boone Elementary to neighboring businesses, I see regular use in these sidewalks. Providing safe passage along both HWY D and HWY Z adds to the charm of our town. To the subdivisions on the northern end of town connected to where the project ended, there is safe passage to local restaurants, and our town's Sports and Recreation events center. I am supportive of the second phase of the project which would extend the sidewalks all the way to our town's library at the northern end of the city off HWY Z. This will pave the way for the growth of future commercial and residential development as our city continues to expand in that direction.	
8036 - New Melle - Mo Z Sidewalk	Yes, I both live and work within New Melle.	Support	New Melle extended a portion of the sidewalk's from Daniel Boone Elementary in the past. This extension of the sidewalk will connect the Elementary School to the Library. Additionally, this sidewalk will now provide access to two of the larger subdivisions in the community which will allow the residents to walk to school, walk to the local community club, and walk to the old downtown/square area of New Melle. Hwy Z is a 35 to 45 MPH highway and the high amount of traffic on the road currently prevents the children from accessing the school or library via walking.....this extension would address that issue.	

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8036 - New Melle - Mo Z Sidewalk	Yes.	Yes, I support this project.	The town is surrounded by 3 state Highways, sidewalks would make it a little safer for people to navigate.	No.
8038 - Augusta - Jackson Street	Yes	Support	It is a main road into and through town that needs improvement to the surface and drainage as well as updated sidewalks for safety	As a small town that maintains its own roadways along with a small budget for those improvements it is a struggle without financial assistance or support from others
8038 - Augusta - Jackson Street	Yes	I whole heartedly support	Pedestrian safety, increase commerce	The proposed street is a main entrance to the historic town, used by school buses, shuttle buses in route to the Katy Trail, garbage trucks multiple times a week, farm equipment and general traffic. Improved sidewalks, road repair and storm drainage is needed for pedestrian safety.
8038 - Augusta - Jackson Street			I live at the end of Jackson and walk nearly every day down to the Katy trail to run, to my parents home, or to town functions and local establishments. The sidewalk is in very poor condition, mailboxes and raised and broken pieces making it difficult so I usually just walk in the street. Also, the sidewalk changes sides several times along the way and crossing over just doesn't make since (more walking in the street). On the weekends especially if can be very busy with the tourists for the wineries and trail head, the rolling nature of it reduces visibility of pedestrians for the unfamiliar drivers often traveling above the speed limit. It would be a huge improvement for the town and county for safety and beautification. Besides the need for the townspeople which I have mentioned, it would greatly increase the desire of visitors to our area to return often. Please do not hesitate to contact me for further input or feedback in the future. I appreciate your time in this matter and look forward to the prospect of a safe and congruent thoroughfare in our town!	
8038 - Augusta - Jackson Street	Yes. I live at 162 Jackson Street, Augusta, MO	I support this project fully.	Jackson street is the main artery into Augusta as well as the increasingly popular Katy Trail State Park Augusta Trailhead. Augusta is a town entirely supported by tourism, and is a true asset to St. Louis & St. Charles counties. The section of road proposed to be worked on is in complete disarray. The road has been patched countless times over the years and is extremely bumpy and uneven. The street requires you to drive extremely slowly (<10 mph), and not in-line with the currently posted speed limits (25 mph). The surface of Jackson street is a liability for the immense amount of bicycle traffic we receive due to the proximity to the Katy Trail State Park trailhead. In addition, the sidewalks are not complete, have many trip hazards, and often require tourists to walk into the street when going to and from our local attractions – this causes additional safety concerns for tourists and residents. When heavy rains come in the spring, this section of road serves as a "drainage ditch" and furthers the degradation of the road surface, and therefore the safety of its pedestrians, cyclists, and drivers. If funding was granted to fund this project, it would have such a positive effect on our town. I believe having a proper road surface and sidewalks at the entrance to our town would 1) increase the beauty of our town, 2) provide a higher level of safety for pedestrians, cyclists, and drivers, and 3) attract repeat tourism which in turn will increase tax revenue for St. Charles county and the town of Augusta.	Thank you for the opportunity to let the public share their opinion on this proposed grant. Thank you also for the potential to help a small town achieve great things we otherwise would not be capable of doing alone. If you have the opportunity, please visit Augusta, MO!
8038 - Augusta - Jackson Street	Yes	I support the project.	As one of the main streets into town, Jackson street not only looks bad because of the numerous patches and repairs, but also functions poorly. The sidewalks are not very uniform and can be difficult to traverse for elderly or others with mobility challenges. I would like to see this main section of our town, which is traveled often by locals and visitors alike, represent our town well by being in good condition and functioning well.	As tourism is one of our major income sources, having an updated streetscape that not only looks good but also functions better, helps represent our town in the best light. We want visitors to come back because they had a good feeling when driving through town. The current condition of Jackson Street feels somewhat neglected and can be challenging to traverse in places. Some uniformity and improved road condition will go a long way in helping our town both now and in the future.
8038 - Augusta - Jackson Street	Yes, I live in the area and have a business in Augusta	I support the project	Jackson street is the main way people enter the town from Hwy 94, we have a 13 bed and breakfasts, 3 restaurants and 2 wineries that are all within walking distance; however, people are often walking in the street due to a lack of adequate sidewalks being available. This project would help improve the safety of our visitors. In town we also have an elementary school that participates in the walking school bus program, they avoid Jackson street at this time, however, if it were safe for the children than they could walk on Jackson street. Drainage in the town is an issue and I believe that this would help.	Augusta is a small town with limited resources to accomplish large projects such as this without assistance
8038 - Augusta - Jackson Street	Live in Augusta	I support this project.	Improvement and beautification will help promote more business and tourism for our Town	
8038 - Augusta - Jackson Street	Live in Augusta	Yes I support this.	Good for our Town	
8038 - Augusta - Jackson Street	yes	I have questions about what the plan involves as I have two properties on Jackson St. Curious about where the sidewalks would be located.	I haven't seen a plan	Will the road be widened? How much of my easement would be affected? Would it need a retaining wall?
8038 - Augusta - Jackson Street	Yes.	Support.	Augusta generates tourism traffic due to its wineries, bed and breakfasts, and small retail shops. The replacement/installation of the sidewalks will allow the opportunity for additional tourism traffic, provide a more walkable town, and provide for a safe pedestrian walkway that would also benefit the local elementary school, Augusta Elementary.	
8038 - Augusta - Jackson Street			I am a resident of Augusta Missouri and live in the historic part of town. The town is in need of many road repairs and infrastructure upgrades. Jackson street is the main entrance off of Hwy 94 and heavily traveled by many residence and visitors. This town is one of a few places that St Louis residence can feel like they are getting away without spending hours on the road. It would be great to have a better road system for them to travel safely and want to return. As a resident I also like the ability to walk and ride my bicycle and the roads are very hard to be able to do either without the fear of falling or getting hurt. The safety of the uneven pavement is becoming a major concern. It is my hope that we are able to receive this grant and get the road fixed it will welcome the residence and visitors to our great little town.	
8038 - Augusta - Jackson Street			Hello, I want to share my comments on the prospective Jackson Street project. I am a resident of 4 years to the historical village of Augusta. I moved to the area because I recognize, as do many visitors to the area, that Augusta is a historical gem. The road and drainage project is greatly needed not only for preservation but also vehicle and pedestrian safety. This area is visited regularly by visitors, residence and the farming community however the aging infrastructure of the road and walkways are sadly decaying the most traveled areas and intersections of the town. Augusta is a beautiful, historically rich gem to the St Charles/St Louis region and should be preserved and celebrated. I thank you for listening to the comments and considering Augusta for this project.	
8038 - Augusta - Jackson Street			My family is from the Town of Augusta and I visit regularly. I have noticed that the streets have been decaying and are in need of repair. I feel these improvements will help boost the local economy that is driven by tourism. Without the desire to visit Augusta as a result of poor infrastructure the town will not be able to sustain its attraction.	
8048 - Jefferson County - Seckman Road	Yes	Needed for safety.	High traffic volume.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	I fully support this project.	Alternative transportation is desperately lacking in this part of St. Louis, and this project is a stepping stone to a much larger vision as a part of Great River Greenway's Maline Greenway masterplan. The people of this neighborhood deserve a well planned and built urban environment that is pedestrian focused and community-oriented. The goals of this project are directly in line with a healthy vision for the community.	By awarding funds for Maline Greenway, you are not only directly helping the community with this segment of pathway, but you are investing in a much more robust vision for the entire Maline Greenway.
8056 - Great Rivers Greenway - Maline Greenway	No	Support	This trail provides community interaction all the way. It's fantastic and a critical piece to make that trail experience so much more fun and interesting I terms of access to new places and people. Do it! I will drive from west county to visit old town Ferguson on my bike!!	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	350 B Village Square Drive	350 B Village Square Drive
8056 - Great Rivers Greenway - Maline Greenway	No	Support	I strongly support connecting residential and commercial areas as it gives residents and visitors alike more convenient, enjoyable, and economical ways to engage with the community. Creating a seamless path between recreational and commercial areas also makes use of the greenway more likely, fulfilling the ultimate GRG goal of connecting the region and promoting a healthy way to live and work.	

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8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	It will be a great asset for all community along the trails to go from Ted Jones Trail to the Riverfront Trail. I can't wait till it's done.	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	Anything we can do to improve our system of trails, I will support.	I like what was done on Grant's trail and would like to see this continue on other locations.
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	Trails are always welcome!	
8056 - Great Rivers Greenway - Maline Greenway	No	Support		Although I don't actually live or work in this area, I do use the Ted Jones Trail for exercise and exploration. I would love to see it go farther into Ferguson and North County!
8056 - Great Rivers Greenway - Maline Greenway	No	Support	Greenways benefit the local community but also the entire region. Obviously it would be great if we continue to invest in Ferguson, infrastructure like this is critical to supporting mobility and access for residents without access to cars.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	It would be great to connect communities and encourage outdoor activities on safe routes like what is proposed.	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	I live in Florissant and we have the Sunset Greenway and us enjoyed by many residents. Ferguson and North County are very deserving for this greenway to help families and vimmunity come together.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	I appreciate the effort to make a safe environment for walkers and bikers. All of the community should have access to business districts.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	I currently live in the area and feel it would be a great asset for the community!	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support		
8056 - Great Rivers Greenway - Maline Greenway	No	Support	About time North County had a decent connecting bike path from Ferguson heading east & connecting with the Riverfront Trail - if I'm reading the map correctly.	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	Bike and walk friendly infrastructure is essential to establishing St. Louis as a sustainable urban-lifestyle-friendly city. These improvements attract new residents and tourists. I live very close by to one of the other Greenways and I look forward to the day that they all connect.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	Anything that increases outdoor activities and neighborliness would enhance the community well being.	4357 Sulla Dr
8056 - Great Rivers Greenway - Maline Greenway	No	Support	I simply believe that what you are doing helps to improve lives and living	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	Better connectivity, health and wellness.	Do it! Love your work
8056 - Great Rivers Greenway - Maline Greenway	No	Support	This area would benefit from additional connectivity, as well as tourism dollars.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support		
8056 - Great Rivers Greenway - Maline Greenway	No	Support	You know the saying: if you build it they will come. It's been shown that when biking/walking infrastructure is in place, people will use it. That contributes to better community health and lesser reliance on vehicular transportation which results in cleaner air.	12408 Cinema Lane
8056 - Great Rivers Greenway - Maline Greenway	No	Support	The new section will connect residential and commercial areas to each other as well as to bus transit service. The new trail also provides improved pedestrian and bicycle access between the businesses along Florissant Road and West Florissant Avenue.	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	Exercise benefits everyone. Greenspace decreases, especially in Urban Areas. Black Communities usually do not have access to these types of facilities/opportunities. Being in the Community and being free (no charge) to use for the public, the drawing power is immense to give a non healthy Black Community the chance to become healthy on their own terms/timetable.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Have Concerns	Are you aware of the the radiation hazzards in connection with this creek? The sediment was tested and radiation associated with Cold Water Creek, the contamination by the airport/Boeing Latty Ave sites was found. So the trail construction is probably stirring the radiated sediment making it a most unhealthy place to walk or exercise.	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	This will make the whole trial system better	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	I currently run and walk the Ted Jones Trail regularly, several times a week, and would love to see it extended into the other areas. Hopefully it would get a lot more people interested in utilizing it.	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	This adds to the greenway system that already exists in our whole community, adding to travel options, while extending the travel range of more people	
8056 - Great Rivers Greenway - Maline Greenway	No	Have Concerns	Will this actually benefit the neighborhood or the community. A trail from Arnold's Grove in Valley Park to Castlewood would tie together a vital trail. This would also be a much greater benefit to Valley Park at a busy intersection around a community which would support it.	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	I grew up in North County, and still have family and friends there. I think a project like this would be wonderful for the community and make The area a better place to live.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	Safer non motorized travel through the area, recreation	Go faster!
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support		
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	I love to walk, bike and exercise and support GRG.	Trails are an excellent place to bike, as I will not ride on the roads. If your "trail" still includes riding 1-2 miles down Elizabeth Ave...that doesn't work for me as a "connector". I'm nervous these days about walking on the sidewalk on Elizabeth -- there are too many people speeding, and people are texting and talking on their phones. In my opinion, they are not bike friendly either. So while some have told me it's perfectly legal to be riding in the road...that doesn't help when someone runs you down. Real trails, not on the road trails. I know that's hard to do.
8056 - Great Rivers Greenway - Maline Greenway	No	Support	Outdoor activities are a good way to stay healthy and involved. I totally support this.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	Promotion of healthy lifestyles, Promotion of visitors to the Ferguson area, Personally, improved access to Greenways trails	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support		

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8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	The area would benefit from such a trailway - enhancing recreation, and providing safe transit along a busy corridor.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	I bike all over, and I like the Riverview trail. This would be a great way to get to the trail without driving!	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	We frequently ride the Ted Jones trail from our home in Greendale. Any extension of this trail would be appreciated to extend our bike routes.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	More cohesiveness to the whole city of Ferguson. Also allows for more safety in different modes of transportation	North Zcounty needs to be recognized for all the convenient, affordable and overall positive living conditions
8056 - Great Rivers Greenway - Maline Greenway	No	Support	Provides recreational and transit support to an underserved but deserving community.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	Improves recreational opportunities for area residents. Connects large areas of Ferguson to GRG's trail network. Provides a safer bicycling route across town for many for whom a bicycle is their only personal means of transportation	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	Sounds like it will improve quality of life for people in the area.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	I'm eager for this trail to be completed, and know GRG will do a great job.	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	This will be an instrumental connection between neighborhoods trails and gives greater access to amenities.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support		Biking and hiking trails provide views of beauty that get missed while driving along on streets and highways.
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	I've lived in cities with pedestrian roads and it allows commuting and recreation with less anxiety of cars and trucks. You can actually enjoy and relax! Life changing	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support		Have good lighting and security at night. Plant native shade trees from MDC. Sassafras, pine, oak trees...
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support		
8056 - Great Rivers Greenway - Maline Greenway	No	Support	St. Louis needs to act as one city and extend trails to all regions especially to the north.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	I feel this project would help unify our city. It will also lead to further redevelopment of Forestwood Park and West Florissant Ave.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	Connecting the trails makes sense.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	Important to have good trails	44 S ELIZABETH AVE
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	I have lived in North County all of my life and believe there are so many assets that are not recognized.	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	Increase access for people in north St. Louis and the county to sustainable forms of transportation.	This is an public health issue. Everyone needs clean safe access to other parts of the city .
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	I am a cyclist but as my schedule has gotten busier with work and I have a small child, I am looking for more options to ride safely with my child on a trail rather than the road where I am also comfortable riding myself (but not with her, as of yet).	I don't understand whether this addition will fully connect with the Maline Greenway in Belle Fontaine County Park or not. Does it end in Forestwood Park? Will you be doing any outreach meetings? I know it's hit and miss who you get to show up to these but I would love to have the option to see something in person and I feel like we have an active community that would show up. Thanks for all you do! Keep shifting some focus North, please!
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	Better connectivity will make us more likely to bike with our 2 year old daughter.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	It is important to provide alternate transportation in all areas; not everyone can afford an automobile, but still must be able to travel SAFELY. A greenway provides them an option without taking risks on busy streets where drivers have no comprehension of how to share the road with cyclists	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	The connection between the W. Florissant Corridor and Forestwood park is severely lacking. Connectivity for resident and business owners alike is crucial for safe and healthy communities.	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	The St. Louis region has made great progress in creating safe off-street walking and cycling paths. The expansion of the existing infrastructure with connections to existing trails makes St. Louis a better to place to live and work.	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	Strong support for this project. Improves ride safety to connect open segments of greenways. Encourages more riders and could reduce car trips. Riders benefit from being outside and physical activity - better health.	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	The Greenway has been wonderful in Fenton	Go for it!
8056 - Great Rivers Greenway - Maline Greenway	No	Support	I bike the Ted Jones Trail and the St Vincent Greenway at least one a week. Any additional paved mileage is a benefit and expands usage.	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	I don't live or work in Ferguson, but I do spend some time there because my friend works there. I think greenways like this are important to improving overall quality of life in the region, encouraging active lifestyles, and providing a place for recreation and alternative modes of transportation. I also enjoy going on bike rides around St. Louis, and would love one day to be able to bike through the whole city and surrounding region just on these greenways. I use the greenway near my home in Southampton often and very much enjoy it.	I love the greenways and all the work you all are doing!
8056 - Great Rivers Greenway - Maline Greenway	No	Oppose	Limited transportation funds should not be used on projects that will be shunned by the cycling public. I used to ride on the Ted Jones Trail from UMSL to downtown Ferguson. I stopped using this trail because of the Ferguson riots. There is no security on this very limited access trail. To spend money on a trail location that is unsafe or perceived unsafe is irresponsible. This is the result of civil unrest; actions have consequences. Large numbers of people across the US associate Ferguson with danger. Public funds should be used to benefit the public, not make political statements.	I worked with teens in the Ferguson area many years ago at the "Y" and Good Shepard Parish. I do not reside in the proposed area but have some experience in the area.
8056 - Great Rivers Greenway - Maline Greenway	No	Support	I live close by in Jennings and have hopes that the Greenway will expand to my area.	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	The more trails, the better!	Before expanding the trail, it's important to make sure the existing paths are maintained. I have ridden Ted Jones Trail last week and it's in a horrible condition! There is mud, tree branches and entire fallen trees blocking the trail. I have cleared some, but the trees can't be removed without proper equipment.

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8056 - Great Rivers Greenway - Maline Greenway	No	Have Concerns	Greenways along roads are not very nice to use, therefore this may not be often used.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	Creating trails promotes fitness, health improvements and safety for people that use them.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	I use the Ted Jones Trail quite often. It would be wonderful to ride from Ferguson over to the RiverFront Trail and avoid cars and trucks.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	as a kid, i used to ride through bellefo taine park and across 367 to hang out with friends. the traffic on 367 is not conducive to safe crossings by children or adults. connecting thw north riverfront trail to ted jones trail allows people to actually commute to umsl or other jobs in ferguson feom the city without getting on lucas and hunt or other high speed surface roads. please continue to push for more trails in the stl area.	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	I'd love to be able to bike from Pasadena Hills via the st. Vincent trail to the Mississippi riverfront trail!	Include tunnels and as few at-grade crossings as possible.
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	Better connectivity will make us more likely to bike with our 2 year old daughter.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	Great to open up North County to healthy lifestyle opportunities such as good well thought out trails!	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	Anything we can do to connect folks physically with greenways will be a positive for the region as it will: build community cohesiveness and a feeling of unity and camaraderie; facilitate transportation by lessening road congestion; lessen carbon emissions due to a decrease in need to travel by road; increase overall health as a benefit of increased opportunity to exercise; provide an economical recreational opportunity for biking, walking, photography and bird watching.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	As a physician who works with Moscow skeletal and patient's physical conditioning I believe the more excess people have to walking and biking and green spaces are both improve their health which leads to better quality of life more satisfying work by Loring healthcare and social services costs	
8056 - Great Rivers Greenway - Maline Greenway	No	Support		
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	Beauty Accessibility Safety We need positive, economic development in the region, through a racial equity lens.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support		
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	I am in favor of good development, if it contributes to the experience an ambiance of the community.	If you need to install lights Can you please use dark sky fixtures, so it won't cause light pollution. And lights that are warm/amber in color because they're better for the environment.
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	I'm a bicyclist living in Bellefontaine Neighbors, often dining and shopping in Ferguson. I have a decent bike route, but what you propose will be better.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Oppose	Noise level for the residents!!! They were not consulted about this project!!!	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	Trails are a key quality of life infrastructure across the US. Every major urban region are striving to build larger inter and intramural urban Greenway trail systems that are changing how communities are connected. These new "people oriented spaces" are critical to the ST Louis regions competitive position nationally.	Yes it important that GRG and it's regional partners insure that all areas of the region receive investment in Greenway. It particularly important for St Louis to up it's investment in infrastructure in North City and Cohnty to overcome years of disinvestment.
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	Walking/biking trails are a plus to any community for exercise and provide for the opportunity of open space and the option of traveling without using a car.	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	This development is great for connectivity and healthy lifestyle promotion.	
8056 - Great Rivers Greenway - Maline Greenway	Yes	Support	I use the Ted Jones trail and St. Vincent Greenway for biking and would welcome additional greenways for this purpose.	
8056 - Great Rivers Greenway - Maline Greenway	No	Support	I am an avid enthusiast of hiking and biking on greenways in the St. Louis region. This area needs more connectivity for pedestrians.	This is an important connection in the overall GRG River Ring plan.
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support		
8057 - Great Rivers Greenway - St. Vincent Greenway	No		This public space adds recreation, interaction opportunities for the people who use it, landscape and neighborhood pride and it's a win for all. The more you connect the more we all connect. Do it!	
8057 - Great Rivers Greenway - St. Vincent Greenway	No	Support	strongly support improving the access to and connections between businesses, family support centers, and outdoor recreational opportunities. This project will improve the lives of residents by providing access to local businesses and enjoyable outdoor recreational opportunities. It will also encourage non-residents to explore and enjoy this community, thereby connecting people from all over the region.	
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support		
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	I like to ride trails and I would like to ride trails in my neighborhood	
8057 - Great Rivers Greenway - St. Vincent Greenway	No	Support	Trojan Park has proved to be a great asset to the Wellston Community, and I think more similar development would enhance the area and improve recreational opportunities for the community.	
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	More connections are needed to link forest park to Wellston.	
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	Currently there is a vital gap in the Greenway - in the City, it ends at the border, and does not pick up again until St. Vincent Park near UMSL. This is a great way to connect the City and the County and also provide additional safe transportation modes for people who live, work, or travel through North County. Currently, the existing infrastructure is not very safe for bikers and walkers. With the introduction of bikeshare, we see more and more people riding bikes in North County and North City, but there are fewer bike lanes or Greenways in that area, in comparison to the south side or wealthier parts of the City and County. There are several assets and also the MetroLink red line adjacent to the proposed Greenway alignment. Finally, GRG in partnership with Beyond Housing completed a robust community engagement process a few years ago, but residents have not seen any action to construct the Greenway yet. Getting this project funded will help greatly and implement resident and youth feedback into action.	Racial equity, transportation access, multi-modal transportation (i.e. Metro and bicycle), assets such as Trojan Park, MET Center, Pagedale Town Center and UMSL.
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	Bike and walk friendly infrastructure is essential to establishing St. Louis as a sustainable urban-lifestyle-friendly city. These improvements attract new residents and tourists. I live very close by to one of the other Greenways and I look forward to the day that they all connect.	
8057 - Great Rivers Greenway - St. Vincent Greenway	No	Support	The expansion will provide opportunities for scenic enjoyment along with educational opportunities, a new parking lot, new Metro bus shelter and benches, and improved pedestrian access at the Metro crossing.	
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	I love that these communities will have access to the greenways- connecting north and south. Schools, jobs, physical health!!	

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8057 - Great Rivers Greenway - St. Vincent Greenway	No	Have Concerns	Wellston needs grants to tear down derelict buildings. Stop the drug traffic on Dr. M L King and Kenen Ave right on BP lot. Tear down that building tha was the bus turn around point. Stop ppl from soliciting drinking in front of old Jupiter building, tear down old J C Penney and Central Hardware buildings and create Greene space on those properties	Jobs and vocational training needed
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	Improved access supports community development and economic growth. Replenishment of blighted or underdeveloped areas encourages personal investment in communities.	1. Safety. Lighting. Controlled growth of green spaces especially those adjacent to pathways. On going maintenance. Use of low impact materials for construction.
8057 - Great Rivers Greenway - St. Vincent Greenway	No	Support	I used to work in the area and the community worked SO HARD get make this plan come together. This community deserves the additional resources and access to safe transportation and recreation options.	
8057 - Great Rivers Greenway - St. Vincent Greenway	No	Support	Safe, maintained places are a great plus for the community and a way of encouraging people to stay active.	
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	Bring needed green space to area	
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	We would love to be able to bike ride from our home in Greendale to Forest Park via an established bike trail hopefully not on city streets. We would access this trail via St Vincent County Park. We frequently ride through St Vincent Park, through UMSL campus to Ferguson on the Ted Jones Trail. We love that bike trail and look forward to biking longer distances.	
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	More opportunity for our community, more options for our children, improving our neighborhoods and parks.	We need better ways to get this message out because I only saw this because of Facebook and I'm not always on social media.
8057 - Great Rivers Greenway - St. Vincent Greenway	No	Support	It's crucial to connect our biking systems with our public transportation, especially MetroLink. This area in particular often lacks functional sidewalks, and lacks any bike infrastructure. If people felt safe and comfortable biking and walking to connect to transit, more choice riders are likely to take these non-auto methods, and dependent riders will be safer and perhaps have a faster commute time if replacing walking with biking. Additionally, this trail would connect multiple neighborhoods to key community resources including the early childhood education center, STL Venture Works, and the MET center.	
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	making access to transportation easier will help pull up the impoverished area. The same is true with providing outdoor recreation for the community	
8057 - Great Rivers Greenway - St. Vincent Greenway	No	Support	Although I do not live in the community where the greenway is proposed, I used the northern part of St Vincent Greenway daily in 2012 while working one Ferguson. It is my favorite Greenway in St Louis, but the two sections (Ruth Porter and UMSL) desperately need to be connected! I support any project that would further that mission, and challenge GRG to be more ambitious than this small half mile extension (why not do 2 miles!) If connected, this Greenway would serve so many neighborhoods where car ownership is a significant financial burden and provide alternative transit options to bus commutes that can require three transfers or more.	Minimize curb cuts like those that exist on the Ruth Porter mall. The less riders have to worry about a car backing into them on the Greenway the better.
8057 - Great Rivers Greenway - St. Vincent Greenway	No	Support	I use that trail. I would use it more if it connected to the UMSL trails.	
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	It's a very needed connection for an underserved impoverished area. Those who live there will have safe access to destinations that will enhance their life through positive resources and opportunities. For regular path users it's a needed connection for safe continuous travel to multiple destinations.	
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	I ride bikes and I would love to ride longer on a trail in my neighborhood	We as a community should have a good trails that we can ride without going far to get to a decent
8057 - Great Rivers Greenway - St. Vincent Greenway	No	Support	It offers new ways to exercise while exploring a part of my town where I don't usually go unless I'm biking. For many people, this type of biking - going to new neighborhoods - makes St. Louis more united and connected socially.	Trojan Park is a wonderful asset. Youth and seniors especially will benefit from using the trail.
8057 - Great Rivers Greenway - St. Vincent Greenway	No	Support	Recreation and green spaces are vital to maintaining health and happiness. The St. Louis area, and in particular this community, would greatly benefit from this project. These greenways end up being heavily used and much appreciated	
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	The ultimate goal, connectivity.	
8057 - Great Rivers Greenway - St. Vincent Greenway	No	Support	Strong support for this project. Improves ride safety to connect open segments of greenways. Encourages more riders and could reduce car trips. Riders benefit from being outside and physical activity - better health.	
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	I commute to UMSL via bicycle and completion of this portion of the St. Vincent Greenway is desperately needed. UMSL represents over 16,500 students. We are missing an opportunity to promote alternative transit and public health because the project has remained incomplete for a number of years. I enthusiastically support completion of the project and would be happy to help promote this project.	I think you all know that the bike routes from Trojan Park to UMSL can be tricky to navigate on bicycle. We need a dedicated pathway for safety and to lower the barrier that exists to commuting to campus via bicycle. Work with the UMSL Sustainability Council (the Green Team) to promote this project. I am part of that group and would be happy to serve as a liaison.
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	A complete, connected network of trails increases the value of all of the trails. It enables recreational activity as well as alternative transportation. Links like this one multiply the value of the existing and future network.	
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	Any improvement in wellston is better than nothing which is what we have right now	
8057 - Great Rivers Greenway - St. Vincent Greenway	No	Support	This is an outstanding project as proposed. This 1/2-mile extension to the St. Vincent Greenway can make a huge difference in lives by providing safe and easy walking/biking to several venues of vital importance to the community. Besides helping reduce vehicle pollution, it encourages more people to 'live life outside' and stimulates more human interaction.	
8057 - Great Rivers Greenway - St. Vincent Greenway	No	Support	This area currently does not accommodate cyclists and pedestrians very well.	
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	It is a quality investment. It helps provide a safe and scenic way to commute and exercise.	Water fountain and/or bathrooms a plus
8057 - Great Rivers Greenway - St. Vincent Greenway	No	Support	This is a great way to get to umsl	Just do it
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	I live next to the St Vincent Greenway (the part that's existing) so I would love to have it expanded and allow for a longer safer ride.	
8057 - Great Rivers Greenway - St. Vincent Greenway	Yes	Support	This would help me stay off the main roads when I ride my bike to work.	
8085 - Kirkwood - Geyer Road, Phase 2	Yes	Support	Would love a safer, smoother roadway.	Nope! Thank you!
8085 - Kirkwood - Geyer Road, Phase 2	yes	support	safety	
8085 - Kirkwood - Geyer Road, Phase 2	Yes		Please help make this part of Geyer safer and more accessible for pedestrians and bikers. Extending this initiative to make the Geyer Rd - Big Bend intersection safer for pedestrians and bikers would be an incredible asset to the community, as this intersection is currently quite dangerous for anyone not in a car.	

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8088 - O'Fallon - Bryan Road, Phase 4	Yes	I fully support this project. This North South connector is a vital Arterial Roadway that provides motorist a connection between Interstate I-70 and I-64. The amount of traffic that this roadway carries is extremely important to the City, surrounding Cities and County as a whole. This roadway is beginning to age and will need repairs in the upcoming years. ADA improvements would also be beneficial as many pedestrians utilize the path and sidewalks on a daily bases.	Need to maintain this vital roadway in good condition.	Great Project!
8088 - O'Fallon - Bryan Road, Phase 4	Yes	Yes	I use Bryan Road for my daily commute and believe it can use any help it can get.	Sounds like a great project
8088 - O'Fallon - Bryan Road, Phase 4	Yes.	I entirely support this project. It is a heavily traveled thoroughfare within the City and will need repairs in the near future. With the amount of new homes being built in this area, there is an increasing need for ADA and pedestrian pathways and accommodations.	This is a key roadway that will need to be maintained in a good condition.	Great project for residents and businesses alike!
8088 - O'Fallon - Bryan Road, Phase 4	Yes	I fully support this project. With the amount of traffic that uses it, it is starting to age fast.	To keep the road safe by keeping it in good condition.	It would be good for the City.
8088 - O'Fallon - Bryan Road, Phase 4	Yes	Support	Improvement to existing roadways	Need additional funding to extend Bryan Road to Elaine Dr. and hook up to Interstate 70
8088 - O'Fallon - Bryan Road, Phase 4	Yes	Fully support this project	Bryan road is a key arterial within the community. It's need to stay in great shape is a must for the 1000's of commuters that use it daily.	
8090 - St. Charles County - Mo 94/364	Yes	No	The current configuration of exit and access ramps are working adequately.	Project seems too expensive for the minor improvement to be made.
8090 - St. Charles County - Mo 94/364	Yes	We support this project.	Convenience to motorists living in the area; relief of traffic congestion on the 364 outer roads.	
8090 - St. Charles County - Mo 94/364	Yes	I support this project	Traffic congestion, especially around rush hour, is horrendous. Any improvements that can be made in the 94/364 area to alleviate congestion are welcome!	Consider also other congestion points to improve, including the access to/from 364/141 and adding a third lane to 364 west past Mid Rivers.
8090 - St. Charles County - Mo 94/364	Yes, I live in Heritage neighborhood right off Heritage Crossing and 94/364.	I support this project!	In addition to alleviating traffic on the outer road, I feel that opening this access up will help promote the businesses in the Heritage Market Place where currently traffic is restricted to access.	This would also benefit the use of the new Greenway Bridge as it would allow for park and ride.
8090 - St. Charles County - Mo 94/364	YES	SUPPORT	As a resident in this area I know that there is a tremendous need for better access to the Heritage Museum. There is also a great need for better access to Muegge Road from Hwy 364/94.	As the State Representative for this area I have heard from constituents stating that we need to have more slip ramps and a better interchange at Hwy 364/94.
8090 - St. Charles County - Mo 94/364	Yes.	I totally support it!	I live in Heritage but drive the entire area every day for work. Having to get off at Woodstone to get to Heritage & the whole area on the North side of Heritage Crossing is ridiculous & takes a ton of time to run down the service roads.	It is also nearly impossible for anyone unfamiliar with driving on 364 to imagine that in order to get to Heritage or the North side of the highway, that they have to get off miles earlier, back at Woodstone. It just doesn't make sense for anyone. I have people complain about it all the time.
8090 - St. Charles County - Mo 94/364	Yes	Yes	I support a new ramp at Heritage Crossing - we are a very large development and currently, existing the subdivision to get onto Hwy 364 is dangerous. Also, we need another ramp OFF 364 to enter Heritage Landing. The current ramp serves too many cross streets and is too far away from Heritage.	
8090 - St. Charles County - Mo 94/364	Yes	Yes	Save time entering and exiting to page extension probably save 10 minutes	
8090 - St. Charles County - Mo 94/364	Yes I live in the Heritage subdivision	Yes very much	It takes me about 7 minutes to get from my house to get on 364 which is too long. The problem to get on is the merging onto 364 as the traffic is coming off the highway and we have to cross two lanes to move over to get to the access road. It is very congested in the evening. I have to drive all the way around the subdivision going east on 364 rather than wait at four stop lights. More traffic is forced to exit onto the service road through 4 stop lights and a new ramp coming off 364 would relieve service road traffic.	Yes, the subdivision has about 1000 homes and most of them have to use one cross over to get on or off highway 364 via Heritage Crossing. It is very congested in the AM
8090 - St. Charles County - Mo 94/364	Yes	Yes, support!	Extra miles going in circles, waste of my time and causing more traffic	Looking forward!
8090 - St. Charles County - Mo 94/364	Yes	I support this project as I live in Heritage and it is a pain to drive ~ mile to get on the Highway and off the highway to get to the Heritage Landing Subdivision.	The amount of time to access the current ramp to get onto 364 west bound. You get a lot of traffic on 364 westbound the exits at the Harvester exit can cut across while others are driving on St. Peters Parkway to get to the on ramp. I have seen and almost been hit several times by vehicles getting off so this would help with congestion and prevent accidents. Heritage should have had their own exit long ago	I really hope this project goes through.
8090 - St. Charles County - Mo 94/364	Yes in Heritage Estates	In support of project	Under the current configuration, I must exit at Jungerman and travel several miles along the outer road to enter my subdivision. Adding ramps would allow me to exit more conveniently for home as well as my office	Thank you for your consideration
8090 - St. Charles County - Mo 94/364	yes	Strongly support.	Convenience, traffic congestion, air pollution mitigation, time savings.	
8090 - St. Charles County - Mo 94/364	Yes	We support this project.	It takes too long to get to Heritage from the current exit ramps causing too much congestion.	I would like a ramp that would allow us to get directly on to 94 west from the Heritage Crossing instead of having to travel on the side road and sit through the congestion. Also, Hwy 94 going west from Hwy 70 is extremely congested during rush hour times. The lights are causing backups. It is necessary that hwy 94 become a non-stop highway with exit ramps instead of traffic lights. Highway 94 has outgrown the lights.
8090 - St. Charles County - Mo 94/364	I presently live in Heritage subdivision.	I fully support the addition of a new interchange, allowing easier access to this community from Eastbound MO 94/364.	The current configuration for accessing the Heritage subdivision community entails an almost 2 mile run from just past Jungermann Rd. This adds needless congestion to Harvester Rd and Jungs Station Rd at both intersections. Additionally, cars hoping to make the lights at these two intersections tend to exceed the posted speed limits, thus adding additional risk to an already needless drive if the new proposed interchange were in place. An added bonus will be the decrease in traffic on Upper Bottom Rd from persons wishing to escape the congestion noted above and following 364 around to Upper Bottom and taking the back way in to Heritage.	I'm thankful, as I'm sure the owners of the hundreds of home owners and hundreds more apartment renters and condominium owners are for this proposal to be considered and implemented.
8090 - St. Charles County - Mo 94/364	Yes	Yes	To free up access to enter west on 364. At Heritage Crossing we have 3 Large Day Cares/Schools and Heritage is a large community with over 845 single family homes +condos & apartments.	
8090 - St. Charles County - Mo 94/364	yes	support	Easy access	
8090 - St. Charles County - Mo 94/364	yes	support	Easy access to my neighborhood	

ID - Title-Description	Do you live or work in the community where the project is proposed?	Do you support, have concerns about or oppose this project?	What are the key reasons for your position?	Anything else you'd like us to consider or comments you'd like to share about this project?
8090 - St. Charles County - Mo 94/364	Yes, I live in Heritage Manors	I support the project to add an east bound exit on Hwy 94 at Heritage Crossing. I support the reworking of the Muegge Road interchange if it adds access to Hwy 94. My only concern would be what would happen to the church on the top of the hill (Covenant of Grace Church).	I live in this neighborhood and experience these limitations every day (sometimes more than once a day.) Without a new east bound exit at Heritage Crossing, traffic must continue to go east bound down to Upper Bottom Road - adding two miles to my trip and adding traffic to the Fox Ridge subdivision. Fox Ridge has made complaints to police about the speed of traffic on Fox Ridge Dr because of a concern for children. Without an improved access at the Muegge Rd exchange, I must add two miles to my trip from Muegge by going up to Pralle to access and head west on I-364, or go east on I-364 to Upper Bottom Rd and turn around, or (worst yet) take the service road along I-364 west bound through four stop lights before I can access the highway. These are greatly needed improvements. There are a fair amount of accidents at the I-364 and Hwy 94 merger. Traffic comes off that bridge going way to fast. There are also a few accidents at the Heritage Crossing for whatever reason. I hope these issues have been studied. Otherwise, these are much needed improvements and should have been in the original design of I-364.	
8090 - St. Charles County - Mo 94/364	Yes	Yes	To lessen congestion on the outer road of 364 from Jungerman to Heritage crossing.	This project is definitely needed as 364 has helped decrease accidents and congestion on the outer road. Traffic would flow much better with this access for all drivers not just those living in the immediate area to be revised.
8090 - St. Charles County - Mo 94/364	YES	It depends on where the ramps will actually be. If they are able to alleviate the West bound traffic in the evening rush hour for those who exist at Heritage, then, yes, I support it. If not, then no. See below for reasons.	The traffic coming from O'Fallon into the Heritage area (coming from the West) have already been helped when the Page extension of 94 went all the way to Highway K. However, during the evening rush hour, there is now HUGE congestion for the traffic that is coming from the East trying to get to the Heritage ramp. The back up is due to there only being one lane for people to merge onto the Weldon Springs exit, and people going all the way to O'Fallon get 2 lanes. The fact that there are only 3 lanes there causes a back up to the Arena Parkway exist.	If you could widen the page extension prior to exit 12 coming from the East (into Heritage Landing exit) it would do a lot to reduce congestion. There needs to be more than one lane coming from the East.
8094 - Glendale - E. Essex Avenue	YES. WE ARE A BLOCK AND A HALF FROM THIS PROPOSED PROJECT. WE HAVE LIVED IN THE SAME HOUSE FOR OVER 30 YEARS, AND I GREW UP IN GLENDALE. I'VE WALKED, BIKED, AND DRIVEN IN THE AREA SINCE THE 1950s.	I STRONGLY SUPPORT HAVING A SIDEWALK ALONG THIS STRETCH.	THIS IS A "SORE THUMB" ISSUE. THERE IS NO SECTION OF STREET IN GLENDALE OR KIRKWOOD MORE IN NEED OF A SIDEWALK. IT'S BEEN AN ISSUE FOR MORE THAN A GENERATION AND NOTHING HAS BEEN DONE. YOU HAVE PEDESTRIANS, BIKE RIDERS, CHILDREN, AND MOMS WITH STROLLERS TRYING TO COMPETE WITH CARS ON A BUSY STREET. THE SECTION JUST WEST OF VENNEMAN IS PARTICULARLY BAD. IN SOME SPOTS, THERE IS NO PLACE TO GET OFF THE ROAD. YOU JUST HAVE TO HOPE YOU DON'T GET HIT. FOR YEARS WE'VE BEEN MYSTIFIED AS TO WHY GLENDALE AND KIRKWOOD HAVE IGNORED THIS OBVIOUS HAZARD. I'M GLAD SOMEONE IS FINALLY PAYING ATTENTION.	IS THERE ANY REASON NOT TO DO THIS NOW?
8094 - Glendale - E. Essex Avenue	We've lived here for more than 30 years.	I strongly support the project. In particular, we need a sidewalk on Essex. It's a busy street, used by many vehicles, but also many walkers and bicyclists of all ages.	Safety. I can't think of a stretch of road in Glendale or Kirkwood more in need of a sidewalk. This section of Essex is a major east-west route for many people. If you don't use Essex, you either go north to Manchester (close to a mile) or south to Adams (4 blocks) and people aren't going to do that. Putting cars, trucks, walkers (including moms with strollers) and bicycles together is an obvious safety hazard. The worst spot is the block between Venneman and Hill Drive. It's narrow, and slopes downhill to the east so visibility is limited. A part of it has a sidewalk (required, I think, when a new house was built). Otherwise, there is no shoulder and the ground goes up sharply from the street, so it would be hard to even try to jump out of the way. You just take your chances, and hope that the drivers are paying attention.	The lack of a sidewalk along this part of Essex has been an issue for decades. It may be the proverbial red headed stepchild, because part of it is in Kirkwood and part in Glendale. This obvious hazard should have been fixed years ago.
8094 - Glendale - E. Essex Avenue	Yes, off of Dickson, south of Essex	I support this project. Essex is too busy a street to walk on safely, and needs a sidewalk on one side	Would improve walkability for that area.	There are already portions of sidewalk in places on that stretch of Essex, would be very good to finish the job!
8094 - Glendale - E. Essex Avenue	yes	yes	We drive on E. Essex frequently and have always been concerned about the safety of kids and bicycles on the busy street. It is in dire need of sidewalks.	
8094 - Glendale - E. Essex Avenue	Yes	Yes	Our family lives in Kirkwood one block west of Dickson. We walk E. Essex to Sappington road frequently, as do many, many people, because it is one of the only through-streets in the area. A sidewalk that goes east along Essex from Dickson to Sappington is a necessity because of the amount of car traffic/pedestrian usage along this stretch. It is long overdue	Please include a sidewalk in the reworking of this street.
8094 - Glendale - E. Essex Avenue	Yes	I support	Increase safety for pedestrians by having sidewalk	
8094 - Glendale - E. Essex Avenue	yes	support	safety reasons and accessibility for community residents, the more sidewalks the better-	In fact I would like to see sidewalks extended down Essex all the way to Lindbergh. Lots of people walk their dogs down that street and traffic moves quickly- it would be safer with a sidewalk.
8094 - Glendale - E. Essex Avenue	yes	I am emailing in support of the SAPPINGTON RD TO DICKSON ST RESURFACING - SIDEWALK (5) project.	Kirkwood is a family friendly area and I think that the streets should reflect its communities needs. Everyday there are hundreds of people walking, running and pushing strollers and repaved streets/new sidewalks are greatly needed. I think we should strive to encourage an active community and this is one way the city can achieve that.	
8094 - Glendale - E. Essex Avenue	YES	SUPPORT	I utilize this portion of the roadway to run and walk my dogs, it is conspicuously lacking in sidewalks. It would be safer for all residents (drivers and pedestrians) and would be an improvement to our pedestrian friendly community.	
8094 - Glendale - E. Essex Avenue	Yes	I support building this sidewalk on the north side of Essex from Sappington to Dickson	I walk this route almost every day and it is very crowded with cars, bikes, walkers and parents walking babies in strollers – a sidewalk would make walking much safer.	I'm so glad my neighbors, John and Kib Michener, put a flyer on my door letting me know I could go on-line to support this project – I hadn't heard about it.
8094 - Glendale - E. Essex Avenue	Yes	A sidewalk is definitely needed on Essex Road between Woodlawn and Sappington.	I have lived in Kirkwood for years and walk that stretch of road. If cars are coming from opposite directions it is very dangerous for walkers, runners and bike riders. No where to go.	We should encourage residents to exercise. Having sidewalks on busy streets and bike lanes should be a given. It has gotten so much worse in the past few years with distracted drivers. People driving cars in Kirkwood run stop signs and drive erratically due to texting and driving. Still see it all the time even though it's suppose to be illegal.
8094 - Glendale - E. Essex Avenue	Yes	Support	East Essex is a main thoroughfare for not only automobiles, but also pedestrians and cyclists. It should be updated to include space for all uses. The residents of Glendale and Kirkwood deserve to be safe when traveling on east Essex.	
8094 - Glendale - E. Essex Avenue	Yes, within 100 yards of Essex.	I support the project whole heartedly. It is way overdue. It may well avert a terrible event.	Walking on Essex is dangerous. Many times drivers using their phones have forced me to get off the road into snow or wet grass. Essex is a main route to Kirkwood High, thus many teen drivers.	When school is in session Essex has heavy traffic. When there is traffic both ways there is no room for pedestrians. Also many of the drivers exceed the speed limit. THIS IS A VERY WORTHWHILE AND NEEDED PROJECT.
8094 - Glendale - E. Essex Avenue	Yes	I 100% support this project. That street is very dangerous with the amount of traffic it gets and there is nowhere for children to ride their bikes, mothers to push their children in strollers, or really anything for that matter. When we go on family walks we normally avoid going down this road because it is so bumpy and unsafe. To come off of Sappington road onto Essex it almost feels like you aren't in Glendale. It is not kept up and feels like we are in the city. By resurfacing and adding sidewalks this will really help make it feel like the Glendale we know and love. More people will take their family down to the firehouse and local shops instead of detouring because of the bumpy road and weaving in and out of cars	Beautification of the area and more safety for our children and families that go on walks.	

ID - Title-Description	Do you live or work in the community where the project is proposed?	Do you support, have concerns about or oppose this project?	What are the key reasons for your position?	Anything else you'd like us to consider or comments you'd like to share about this project?
8094 - Glendale - E. Essex Avenue	yes	I support a sidewalk on E essex	I use to live on that stretch and felt it would be beneficial for the children and adults that walk on the street. I now walk on that stretch of Essex about once a month and don't feel safe walking in the street.	
8094 - Glendale - E. Essex Avenue	Yes	We support the project, particularly the addition of sidewalks.	We walk and drive on this part of Essex frequently. The lack of a sidewalk is a nuisance and safety hazard.	
8094 - Glendale - E. Essex Avenue	Yes. On Windrush, right off Dickson.	Support.	So many of us like to walk or ride down Essex, and it's currently dangerous.	See above.
8094 - Glendale - E. Essex Avenue	Yes	I support the installation of sidewalks !	Essex narrows east of Hill Drive and there is a sharp hill on both sides of Essex east of Hill making it virtually impossible for a pedestrian to step off the street onto a lawn to avoid cars. This is especially concerning for children walking to North Glendale Elementary School. Due to cul-d-sacs there are not alternative routes from the neighborhood to access the school. Also I walk daily on a route that requires traveling on Essex on the no sidewalk area and it is dangerous , especially when there are cars traveling east bound and west bound simultaneously and neither is willing to slow down for a pedestrian.	Do not permit street parking. There are a lot of streets entering Essex and many don't line up. Visibility from side streets to east and west bound traffic is key to maintain.
8094 - Glendale - E. Essex Avenue	Yes I live off Essex on Hill drive	I support the project.	Similar to many other people in the area, I have a young family and because the streets are narrow and busy I find it unsafe to walk on the street. Many times, people have parked a car on the road and when you add 2 lanes of traffic and Pedestrains it is a recipe for an accident.	Most of the other streets in the area already sidewalks. It seems like a logical extension from the main roads and making the community more walkable and friendly and safe.
8094 - Glendale - E. Essex Avenue	Yes -- I live at 405 Hill Drive and my driveway is off of E. Essex	I fully support this project	Safety -- E. Essex is a very busy street for both vehicles and pedestrians and a sidewalk is much needed for the safety of pedestrians (walkers, runners, cyclists). Restoration -- E. Essex is fairly uneven after many years of wear and tear. It has been patched over the years which has contributed to the unevenness. The curb connecting my driveway and the street has crumbled in two areas leaving holes. I have to avoid these when pulling in, otherwise my car will bottom out. Resurfacing the street and curbs would greatly benefit this area.	
8094 - Glendale - E. Essex Avenue	Yes.	I support this project.	This is a street with significant foot traffic, with children frequently utilizing this route. It is a safety issue that no sidewalks are present on significant portions of this section of road.	
8094 - Glendale - E. Essex Avenue			Please consider adding sidewalks to this section of Essex. This is a main thoroughfare for cars and walkers, however, no sidewalk makes it so dangerous. I am often pushing a stroller and there is nowhere to go when several cars are coming at the same time. I have been honked at by drivers in road rage situations. Also, the area of Essex toward Sappington's sidewalk is a total eyesore. Let's clean this up!!	
8094 - Glendale - E. Essex Avenue	YES	I support improving E. Essex between Sappington and Dickson.	The improvement is needed for the safety of motorists, pedestrians and cyclists. The road is current bumpy/uneven and narrow with no room for pedestrians to walk safely.	
8094 - Glendale - E. Essex Avenue	yes	I support sidewalks being added to Essex. It's too busy of a street for pedestrians to share with the many cars driving on it.	safety	I would also like to address the safety (or lack thereof) on East Bodley. Name or organization:
8094 - Glendale - E. Essex Avenue	Yes. I live off of Essex on Hill Drive so I use this road multiple times per day.	Support. Zero concerns as this road is in dramatic need of resurface and repair. It is very bumpy and uneven.	Again, this road is very bumpy and uneven. In fact, even going slowly it makes the drive very wobbly. Also, the amount of pedestrian traffic on this road warrants a sidewalk.	
8094 - Glendale - E. Essex Avenue	Yes	Support	Safety for pedestrians, cyclists. Improved road conditions	
8094 - Glendale - E. Essex Avenue			A sidewalk is definitely needed on this stretch of E. Essex. There are many walkers, dog walkers, children, runners on this stretch with No sidewalk and it is very unsafe. Please please build a sidewalk for the safety of our citizens.	
8094 - Glendale - E. Essex Avenue	YES	SUPPORT THIS PROJECT 100%	THIS IS THE ONLY OTHER EAST/WEST ROAD OUT OF GLENDALE (BESIDES LOCKWOOD AVE). MOST IMPORTANTLY THIS IS THE MAIN ROAD THAT GLENDALE RESIDENTS AND STUDENTS USE TO GET TO KIRKWOOD HIGH SCHOOL. THERE ARE ABOUT 5 DIFFERENT BUS STOPS FOR STUDENTS GOING TO NIPHER MIDDLE SCHOOL AND KIRKWOOD HIGH SCHOOL AND NO SAFE PLACE FOR THE STUDENTS TO STAND. IT IS ALWAYS VERY BUSY AND THERE NO PLACE FOR PEDESTRIANS TO WALK SAFELY AMONG THE CARS. I BELIEVE IT SHOULD BE A NO PARKING STREET AS WELL - OR AT LEAST ONLY ALLOW PARKING ON ONE SIDE. THERE ARE TIMES WHEN NO EMERGENCY VEHICLES CAN GET THROUGH. GLENDALE IS A WALKING COMMUNITY WITH A LOT OF KIDS AND PETS. THIS STREET HAS A LOT OF WALKERS, DOG WALKERS, AND BIKERS.	THERE IS A DANGEROUS INTERSECTION AT E.ESSEX/HILL. THERE SHOULD BE A STOP SIGN AT THIS LOCATION TO SLOW DOWN TRAFFIC. I HAVE SEEN NUMEROUS NEAR-MISSES HERE.
8094 - Glendale - E. Essex Avenue	Yes	Support	While cars have carefully shared the road with pedestrians for many years, it would absolutely be both safer and more accessible if there were a sidewalk.	This sidewalk would only continue what was already begun on Essex, East of Woodlawn to Dickson and on Dickson from Adams to Manchester.
8094 - Glendale - E. Essex Avenue	Yes	Strongly support	As a pedestrian, the street is very dangerous. As a driver, the street has serious potholes and to a degree drainage issues	Please realize that there are children walking this area regularly to get to school and to bus stops
8094 - Glendale - E. Essex Avenue	yes	Support	The absense of a side walk makes running on E Essex dangerous	
8094 - Glendale - E. Essex Avenue	Yes	I strongly support this project.	E. Essex is a very busy street and currently the lack of sidewalks is dangerous. I walk this street on a daily basis. There is a significant amount of foot traffic during the day as well as in the evenings and sidewalks would provide a much safer street for pedestrians as well as for vehicles.	
8094 - Glendale - E. Essex Avenue	Yes	Support	This segment of roadway experiences heavy pedestrian and bicycle traffic that must share a roadway with no shoulders and minimum lane width. The addition of sidewalks is a major safety factor.	Completion should be prioritized before 2022
8094 - Glendale - E. Essex Avenue	yes	yes	I support the project and the installation of sidewalks because of the amount of walkers and students that use this busy road. The slope of the hill coming up from Sappington hinders drivers from seeing these people until they reach Hill Drive.	
8094 - Glendale - E. Essex Avenue	Yes we have been Glendale residents since 1996	We support this project.	Essex is a busy street, and having a sidewalk from Woodlawn all the way to Sappington would definitely make pedestrian traffic so much safer. As well as when children are walking to North Glendale it will be much safer.	
8094 - Glendale - E. Essex Avenue	Yes	support 100%	Driving down Essex every morning to go to work can be very dangerous with people jogging, walking, walking with dogs, walking with strollers - IN THE STREET & then when you do not give them a wide enough berth or come to a full stop for them because there are other cars coming - you get fists of fury, gestures, etc....from the pedestrians. Streets are for cars - not pedestrians...I have been very frustrated with the morning & evening pedestrian traffic on Essex.....it's very dangerous and I keep thinking "well - guess we have to wait for someone to be seriously injured before anything will be done" - so I am very pleased to see this proposal. Thank you.	
8098 - St. Peters - Spencer Road	Yes	No	Do not desire round-abouts to be installed	
8215 - MO 364 - W/O Heritage Crossing	Yes	Support	Currently, if traveling northbound (from Mid Rivers Mall Drive towards river), you have to exit near Jungermann Road and travel through 3 signalized intersections to get to Heritage Landing Drive or to head towards I-70 on Muegge Road. This results in delay and congestion on the local road system	
8215 - MO 364 - W/O Heritage Crossing	Yes	I support this project	I support this project for the reasons Councilman John White has given. In order to access Heritage Crossing from north bound 364, I have to exit 2 miles beforehand and take the outer road the rest of the way. This causes congestions on the outer road, the crossroads, and adds time to everyone's commute. Conversely, to get back on southbound 94 from Heritage crossing, I have to take the outer road 2 miles back the other direction before the 1st onramp to 94. New ramps at Heritage crossing are a needed improvement and is a project I would like to see funded and constructed.	I moved to the Heritage subdivision 3 years ago and always wondered why the on/off ramps weren't built in the first place. It seems a miss to me. Hoping this project moves forward

ID - Title-Description	Do you live or work in the community where the project is proposed?	Do you support, have concerns about or oppose this project?	What are the key reasons for your position?	Anything else you'd like us to consider or comments you'd like to share about this project?
8215 - MO 364 - W/O Heritage Crossing	Yes	I support this project. I live off Heritage Crossing and new ramps would be helpful	I live off Heritage Crossing and new ramps would be very helpful. I currently have to use S St. Peters Parkway all the way from Jungermann to get home when heading EB. I also have to take N St. Peters Parkway all the way to Jungermann to access 364 WB. This takes extra time sitting through several long stop lights and adds congestion to the S St. Peters Parkway and N St. Peters Parkway. Additionally, when travelling on N St. Peters Parkway past Harvester to access 364WB using the on ramp past Woodstone, one has to quickly change lanes to the left to get into the correct lane. Cars are simultaneously exiting 364 WB on the ramp just past Harvester at a high rate of speed and switching lanes to the right. Everyone is trying to make their lane change before getting to the traffic backed up at the Woodstone stop light. This creates a dangerous situation. By adding these ramps at Heritage Crossing, some of the traffic on N St. Peters Parkway would be reduced and issues at this location between Harvester and Woodstone would likely decrease.	
8215 - MO 364 - W/O Heritage Crossing	Yes	No	Current exit and entrance ramp system seems to be working.	Project too expensive for the minor improvement it will provide.
8215 - MO 364 - W/O Heritage Crossing			We need the Heritage Crossing project in St. Charles County to become a reality!	
8215 - MO 364 - W/O Heritage Crossing	Yes	I highly support this new on/off ramp!	Congestion would be substantially alleviated in the surrounding intersections of Jungs Station/Harvester/Woodstone, especially with the increased subdivision developments just west of Heritage Crossing as well as the growth of Harvester Christian Church. -The new Primrose school that just opened this summer will likely see an increase of traffic flow this fall into and out of Heritage Crossing, which will result in backups for those of us who need to exit at that intersection to ultimately head west on 94/364. -It will help grow the local businesses here in Heritage.	
8215 - MO 364 - W/O Heritage Crossing	Yes	Support	Getting to Heritage requires an early or late exit. Our subdivision has 1200+ dwellings and is likely contributing to congestion further west on 364.	The addition of a large daycare at the intersection will surely cause added congestion at that intersection during rush hours, which will further impact the congestion already building there as the primary entrypoint into Heritage.
8215 - MO 364 - W/O Heritage Crossing			A ramp at Heritage Crossing off 94 is badly needed. There is so much traffic there and it is a long way down service roads to get onto 94 or getting off 94 to go to Heritage is time consuming with several lights. We were so excited for the project to be completed and were so surprised and disappointed to see there was no ramp at such a large subdivision. It did not help us at all.	
8215 - MO 364 - W/O Heritage Crossing	Yes	I support this project.	Route 364 is a main gateway route for residents in St. Charles County into the city now that it connects with 64/40. The congestion on the highway during rush hour is horrendous. Any improvements to alleviate this congestion and improve traffic flow are welcome! Please also consider improving access to/from Route 141 off 364 and adding a third lane to 364 West past Mid-Rivers.	
8215 - MO 364 - W/O Heritage Crossing	Yes	I 110% support the project.	Lack of on/off ramps cause: Inaccessibility to local businesses and homes. Longer commutes. Traffic on outer roads, accidents, people running red lights and extreme frustration.	YES! Since it was redone I've wondered why there wasn't on/off-ramps put there. There is 5 miles between when you get on at Woodstone and the next exit on 364/94. Longer distances between exits might work in the country, but not in highly populated areas! It's very frustrating
8215 - MO 364 - W/O Heritage Crossing	Yes, I live in Heritage Landing	I strongly support this project.	It would shave time off my commute home in the evenings, as I could avoid virtually any stop lights after exiting the highway.	
8215 - MO 364 - W/O Heritage Crossing			We would be interested in having an exit from 364 E closer to Heritage Crossing.	
8215 - MO 364 - W/O Heritage Crossing	Yes	I support this project	My family and I live in the Heritage subdivision. In order to access Heritage Crossing from north bound 364, I have to exit 2 miles beforehand and take the outer road the rest of the way. This causes congestions on the outer road, the crossroads, and adds time to everyone's commute. Conversely, to get back on southbound 94 from Heritage crossing, I have to take the outer road 2 miles back the other direction before the 1st onramp to 94. New ramps at Heritage crossing are a needed improvement and is a project I would like to see funded and constructed.	I moved to the Heritage subdivision 3 years ago and always wondered why the on/off ramps weren't built in the first place. Also, there are several vacant buildings at the intersection of Heritage Crossing and Saint Peters Pkwy. With the new ramp, I believe it would improve the area and hopefully allow the vacant buildings to be purchased/rented and businesses to be established there.
8215 - MO 364 - W/O Heritage Crossing	Yes	Yes	Much needed off ramp for Heritage Crossing going east on 364. For hundreds who live in the Heritage Landing area, travel time and congestion going east on 364 is increased from Jungermann Rd. to Heritage Crossing due to the lack of a Heritage Crossing off ramp.	When heading East on 364 from the Chesterfield area, options for a Heritage Crossing destination are not good. Either one exits at Jungermann Rd. and take the service road to Heritage Crossing or stay on 364 and take the long loop to Upper Bottom Rd and enter Heritage Landing from the back way. Neither is a good option. The off ramp at Heritage Crossing is badly needed.
8215 - MO 364 - W/O Heritage Crossing			Nearly from the moment that the 364 extension was opened to the west of the Heritage Crossing Overpass, there has been a need for those of us who live in the area to be able to more readily/efficiently/expeditiously enter westbound 364. Because of the need to travel around Laurel Park, many of us in the area find that entering westbound 364 is nearly as fast, and at times faster, by traveling through subdivisions and then proceeding south on Jungermann Road as it is to travel Hackmann toward the Heritage Crossing overpass. This is completely due to the need to travel nearly 2 miles on the north outer road between the Heritage Crossing overpass and the 364 on ramp between Woodstone and Jungermann. Likewise, when returning home from points west or south, those of us living in the area near Heritage Crossing and Laurel Park must exit either at Jungermann, Woodstone, or travel nearly 2 miles along the south outer road from that region until arriving at the Heritage Crossing overpass. The congestion added on the outer roads along this stretch of 364 add time to the commute, increase fuel consumption at the necessary traffic lights, and potentially slow the response time of emergency personnel. I do hope that this needed adjustment to the Heritage Crossing interchange takes place soon. Thanks for your time and I urge you to proceed with this upgrade.	
8215 - MO 364 - W/O Heritage Crossing	Yes	I support this project.	Living in the Heritage subdivision, I drive this section of road everyday. It is getting increasingly difficult around the Woodstone/Harvester area to allow speeding cars off HWY 364 while trying to merge to get onto HWY 364 due to traffic. I have seen drivers getting cut off and poor merges on a daily basis. Drivers are using the 2nd lane to go through the Harvester intersection (to avoid backups) and then forcing their way into traffic so they can exit onto HWY 364. This creates frustration and dangerous circumstances. I'm surprised we haven't seen more accidents. An additional on/off ramp would alleviate the backup at Harvester/Woodstone.	
8215 - MO 364 - W/O Heritage Crossing			Please provide the residents of Heritage an entrance at Heritage Crossing onto I364 Westbound and an exit from I364 East bound Eastbound. I have lived in Heritage since 1989 and will continue to live here as do thousands of residents. An exit would greatly alleviate congestion and wear and tear on St. Peters Service road at Woodstone, Harvester and Jungs Station during peak hours. This may even alleviate the high instance of car accidents at the Heritage Crossing intersection as I have witnessed several accidents of persons running a red light to make it through the intersection. Thank you.	
8215 - MO 364 - W/O Heritage Crossing			A new westbound entrance from Heritage Crossing onto 364 is desperately needed! We currently have to travel to Woodstone Dr to head westbound & this interchange is extremely congested & dangerous. With the new construction of Fresh Thyme the amount of traffic turning left onto Woodstone greatly impacts the flow of traffic trying to merge onto 364. I hope any entrance built from the Heritage area merging onto 364 considers this AWFUL Woodstone interchange & has a dedicated entrance lane vs one lane that serves as a heavily used left turning lane as well as an exit/entrance lane from 364.	
8215 - MO 364 - W/O Heritage Crossing	Yes, I live and work in this area.	I fully support this project. It is crazy how there is no exit ramp for miles in this area! It will make access and travel so much easier.	Decrease traffic, improve accessibility.	Please support this project!
8215 - MO 364 - W/O Heritage Crossing			I am a resident of Heritage subdivision in St Charles County and it would be a great asset to have access to Heritage Crossing just east of Jungs Station, additionally if we could also get access to westbound 364 and 94 would also be a good move for our community.	
8215 - MO 364 - W/O Heritage Crossing			In regards to the St Charles County 364 Project. I am in favor of additional on/off ramps at Heritage Crossing. I work near Old 94 and Hackman and it's unnecessary to travel 2 miles on service roads in order to use 364/94. Every other major road has an on/off ramp. I hope you will add these soon.	

ID - Title-Description	Do you live or work in the community where the project is proposed?	Do you support, have concerns about or oppose this project?	What are the key reasons for your position?	Anything else you'd like us to consider or comments you'd like to share about this project?
8215 - MO 364 - W/O Heritage Crossing	Yes	I definitely support this project and it's long overdue!	Safety and congestion from sitting at stoplights for four different intersections.	
8215 - MO 364 - W/O Heritage Crossing	Yes I do.	I support this project.	It will provide easier access to heritage crossing and alleviate traffic on the outer roads.	
8215 - MO 364 - W/O Heritage Crossing			We live in Heritage Trail subdivision. I was very surprised when there wasn't an on and exit ramp to 364 at Heritage Crossing. There should be one going each direction. It would improve the traffic flow tremendously!	
8215 - MO 364 - W/O Heritage Crossing	Yes	I support!	It would save a lot of time for my commute. To go west on Highway 364 from my house (I live off Muegge) I have to either go down the outer road until Jungermann or backtrack to Pralle Lane (which is dangerous to turn right, since there is no on-ramp). Overall, it is just very inefficient for anyone trying to get off at Muegge if they are going east on 364 or get on 364 west if they are coming from Muegge.	Compliments:1.I love the bike path that goes over the highway at Heritage Crossing!2.The water park renovations at Wapelhorst. Suggestions:1.Off leash dog park at Wapelhorst2.Exit Ramps at Motherhead. If you miss the 94 exit going 364 west you have to wait until Highway K to turn around.
8215 - MO 364 - W/O Heritage Crossing	Yes	Support	Having to drive past 4 stoplights to get on/off the highway is very inconvenient - The main entrance / exit to the neighborhood is very far away from the closest ramps - Heritage is a main intersection and has enough traffic through it everyday to really need its own ramp - Considering that Heritage sits at the interchange between 94 and 364, it would make getting from highway to highway much simpler for everyone who lives off the Heritage Crossing exit	I live in Heritage neighborhood and am all for it!! Since the major re-do of 364, I've always wondered why they didn't make any exit/entrance ramps closer than Woodstream when so many people live in the areas with no ramps. I would love to see this project happen.
8215 - MO 364 - W/O Heritage Crossing	Yes	I am in favor of another on/off ramp to 364 on or near Heritage landing, there is a lot of traffic from Heritage Landing to Woodstone	It would cut down on traffic on the service roads, with the service roads being only one way The people needing to use them to access services has increased, and at peak hours it can get quite congested.	
8215 - MO 364 - W/O Heritage Crossing	YES	I support the project.	1. I have multiple children and because of the way it is laid out now I have to take one of them very early just to be able to get the other to school on time due to the fact the line to get on the highway is usually very long and if I choose not to get on the highway (364) I could hit multiple stoplights along the service road. 2. If for any reason you missed an exit, the next one could be miles away and extremely inconvenient. 3. I use 364 to get to St. Louis for work and by the time I drop my kids off I have done two loops only to have to do it again at the end of the day to then pick them up. It just seems like to get anywhere in that general area it is extremely out of the way.	It would be nice if something could be done about the exchange headed West on 364 and exit to Harvester. The cars already on the service road are going very fast then combine that with cars exiting the highway and shooting across all lanes to be able to turn right at harvester is very dangerous.
8215 - MO 364 - W/O Heritage Crossing	Yes, I live off of Muegge Rd. and Hackmann Rd.	I support this project and would love to have access to eastbound 94 and westbound MO 364	I'm constantly having to go around to Pralle Lane to access eastbound 94 or to travel all the way past Harvester Rd. to get on westbound 364. It takes a lot of extra time (with several stoplights) and I'm always wondering why there isn't easier access from Muegge Rd.	Please...accomplish this as soon as possible.
8215 - MO 364 - W/O Heritage Crossing	Yes	Support, wanted it to happen during the design phase of 364, but was told no money for it.	To ease traffic flow in the area and eliminate choke points.	Dedicated U-Turn lanes for traffic flow for North and South St. Peters Parkways.
8215 - MO 364 - W/O Heritage Crossing	I live nearest the Harvester Road interchange.	I oppose this project	I am concerned about merging traffic and dangerous slowdowns due to cross traffic caused by people using the new exit. It is too close to the Harvester exit and the Hwy 94 exit. I experienced an accident at the 94 exit the way it is now.	What's the problem? Heritage Crossing must travel on service road one mile to go west on 364. To shorten this, we risk dangerous crossing traffic on the main highway? I say no.
8215 - MO 364 - W/O Heritage Crossing	I live in the Shirewood Park Subdivision near the intersection of Heritage Crossing & MO 364. I have to drive 10-15 minutes from my home to access MO 364 West Bound. I'm a General Contractor - so I work all over this community.	I am in favor of the new ramp at Heritage Landing and MO 364	It makes sense for the thousands of homeowners in this area to have direct access to 364. It will save lots of time, fuel and avoid traffic jams at the stop lights that give access to 364.	
8215 - MO 364 - W/O Heritage Crossing	Yes I like in Heritage Landing Garden Condos	I highly support the project.	Heritage Crossing should have ramps to 364. They should have been built originally when the extension was first built. From Heritage Crossing to 364 West, we have to drive all the way to Jungermann road, through several sets of stop lights. If I am coming home from the West, I have to exit 364 several miles from Heritage Crossing and drive and a service road all the way home, again through several sets of stop lights. It's as if Heritage Crossing was an afterthought to the whole project.	
8215 - MO 364 - W/O Heritage Crossing	I live less than a mile away.	I do support the project of adding an additional onramp and offramp for accessing 364 Page Extension at Heritage Crossing.	For eastbound 364 traffic, current the nearest offramp for Heritage Crossing is almost 2 miles away. And for westbound 364 traffic, the nearest onramp from Heritage Crossing to get onto the highway is also almost 2 miles away. That makes too much congestion on the outer roads and adds too much time for residents trying to get on or off at Heritage Crossing.	The topography and elevation near Heritage Crossing over 364 makes for a very natural and cost-effective eastbound offramp and a westbound onramp just on the west side of the Heritage Crossing overpass. It should be able to be constructed relatively efficiently.
8215 - MO 364 - W/O Heritage Crossing	Yes, in Heritage Manor	100 % SUPPORT.	This project would be a godsend. Ever since you extended 364 (and removed the exit at Jungs Station), I need to go through FOUR stoplight intersections after exiting 364 to get home. To get on 364 I need to go through three lights. Adding a ramp at Heritage would save me time and money, reduce congestion at Woodstone, Harvester, and Jungs Station, plus save fuel and reduce emissions by eliminating needless stop & go traffic.	
8215 - MO 364 - W/O Heritage Crossing	Yes, I live in the community and use this to get to the intersection of 364 and 94.	Same as previous question.	Continued infrastructure improvements. Our metro area needs to let the rest of the country know that the St. Charles/St. Louis regions have helped move Missouri to the 21st century and that we can be a competitive force attracting new big business companies i.e. Amazon who want to call our cities home while continuing to keep the existing businesses here.	Get the ground broken and let's get busy.
8215 - MO 364 - W/O Heritage Crossing	My wife and I live off of Jungs Station Road and our son lives in the Heritage Apartments	I support the project of adding access ramps from the Heritage overpass area to the Page extension.	Getting on to Page Westbound from Heritage area requires travelling down the service 1 1/2 miles. If you are trying to go Page westbound after traveling south on Muegge Road, you can go Eastbound on Page, but you have to travel 2 miles south.	not at this time
8215 - MO 364 - W/O Heritage Crossing	Yes	I am strongly in favor of this project	Avoids excessive driving to enter 364 in either direction of travel (94 or 364)	I use this route almost daily and it would save a lot of unnecessary traffic on the 364 frontage roads.
8215 - MO 364 - W/O Heritage Crossing	Yes	Opposition	Another off-ramp from east-bound 364 onto the service road will make the Heritage Crossing intersection a nightmare and extremely dangerous. 2) This offramp would encourage drivers to cut through Heritage subdivision at times of extreme congestion on eastbound 364.	I have lived in Heritage for 38 years and viewed the progress with amazement. I was totally amazed at the wise use of limited land utilized in the 364/94 interface. What you are proposing would make a smooth flowing traffic pattern into a nightmare and create accidents.
8215 - MO 364 - W/O Heritage Crossing	Yes, we live off of Hackman.	We would be particularly ecstatic to get an exit put in off of east bound 364. As to do to get off and over. It is possible to get off on Hwy 94 but that backs up severely at rush hour and wastes gas and impacts the environmental as it causes us to have to back track as does this it is now we have to get off at Woodstone and go through several stoplights to get to Hackman or we go past and get off at Upper-Bottom and have to back track. and go through several s it is now we have to get off at Woodstone and go through several stoplights to get to Hackman or we go past and get off at Upper-Bottom and have to back track. I have seen several near accidents because of all the lane switching people hav to get to Hackman or we go past and get off at Upper-Bottom and have to back track. I have seen several near accidents because of all the lane switching people hav to get to Hackman or we go past and get off at Upper-Bottom and have to back track. I have seen several near accidents because of all the lane switching people hav...	As it is now we have to get off at Woodstone and go through several stoplights to get to Hackman or we go past and get off at Upper-Bottom and have to back track. I have seen several near accidents because of all the lane switching people have to do. It is possible to get off on Hwy 94, but that backs up severely at rush hour and wastes gas and impacts the environmental as it causes us to have to back track, which the Upper Bottom way does as well. It is also almost impossible to give people instructions on how to get to our home when they are coming from the West on 364. We almost always tell them just to go to Upper Bottom m and turn around, which is ridiculous! It is also difficult directing them how to get on Hwy 364 to go West from our home as well since they have to go through so many stoplights to even be able to get in the highway.	This would be very helpful!

ID - Title-Description	Do you live or work in the community where the project is proposed?	Do you support, have concerns about or oppose this project?	What are the key reasons for your position?	Anything else you'd like us to consider or comments you'd like to share about this project?
8215 - MO 364 - W/O Heritage Crossing	YES	THINK IT WOULD BE A GOOD IDEA, HOWEVER, AT WHAT COST? I'VE LIVED HERE FOR 26 YEARS AND HAVE MANAGED. EVEN IF YOU HAVE TO GO OUT OF YOUR WAY, IT'S NOT THAT BAD	COST	IF WE COULD DO IT WITHOUT A RAISE IN TAXES, THEN IT MIGHT BE A GOOD IDEA.
8215 - MO 364 - W/O Heritage Crossing	Yes. We live in Heritage and own a home services business located at 1600 Heritage Landing	We are IN FAVOR of adding access to MO-364 at Heritage.	Decrease drive time to/from Clients. This will reduce vehicle expenses and decrease costs of travel labor for 50% of our routes.2.Decrease risk to staff, vehicles, and community. Most accidents occur at intersections. This improvement will mean we will be able to avoid 3 intersections for 50% of our driving.	Pretty Please! And Thank You!
8215 - MO 364 - W/O Heritage Crossing	I live in the Harvester area. I commute east every day on 364.	I have concerns about the project	I don't think now is the time to pursue these ramps. The future 364/94/Muegge interchange will have a positive effect on the issue. if possible this proposal should be put on hold until that project is completed. A traffic study should be done at that point. Also, the premise of 364 was a limited access highway. Adding these ramps would defeat that purpose.	if these ramps are added what will stop other crossroads from requesting ramps, such as Kisker
8215 - MO 364 - W/O Heritage Crossing			I'm writing this email in support of an added ramp from heritage crossing to 364. We currently have to go through multiple stop lights on the parkway. Not only is this inconvenient, more importantly it is dangerous and adds to congestion on the parkway's. Specifically when traveling from Heritage Crossing onto westbound 364 there is a dangerous merger with travelers coming off of 364 having to quickly merge with travelers trying to enter 364. This is very dangerous and adds to congestion and slowdowns. Thank you for your consideration.	
8215 - MO 364 - W/O Heritage Crossing	Live very near and drive through to and from work	I'm all for it with the caveat construction needs to be well publicized and kept away from rush hour traffic.	It is a long haul between Jungermann and Heritage. Perhaps not as the crow flies but it is as far as traffic goes. We need to make it easier and safer to navigate that part of 364.	
8215 - MO 364 - W/O Heritage Crossing			94 at Heritage Need a South entrance at Heritage. Should be easy. North entrance is established after Heritage which works for now.	
8215 - MO 364 - W/O Heritage Crossing	I live in the community where it is proposed	I support and have no concerns and think it is beneficial	I feel it will help traffic, especially week day mornings. Getting on w 364 coming from Harvester can be trying at times with traffic exiting for Jungermann and then cars trying to merge by Woodstone. Sometimes I just stay away from that area and go to Jungermann and use that entrance. Seen quite a few close calls there, some cars are going pretty fast exiting 364 and there's not a lot of lane space for many cars. They have to get over right away while others are trying to merge to enter 364 plus add in a stop light	No
8215 - MO 364 - W/O Heritage Crossing			It would really help the residents of St. Charles County to add ramps around Heritage Crossing to the I-364. It's a pain to get on and off for my subdivision. We would really like to have an off ramp traveling east at Heritage crossings.	
8215 - MO 364 - W/O Heritage Crossing	Yes	Yes, I support the project.	Completing the project will greatly improve traffic congestion during high traffic periods.	No
8215 - MO 364 - W/O Heritage Crossing	We live in Heritage Subdivision.	Every time we leave the subdivision or enter the subdivision from the South, there is extra driving involved. If we go south, we drive to Harvester Rd. to enter 364. If we drive from Mid Rivers Mall Drive north on 364, we must exit at the exit at Jungerman and go on the Outer Rd. The only direct ways: North on 94 to St. Charles, or East to 364 to St. Louis County. When we come from St. Louis County we have an exit that is ok or when we come South from St. Charles on 94, the exit is ok. Please give us exits for Heritage Subdivision and surrounding homes.	What happened? Please help us.	
8215 - MO 364 - W/O Heritage Crossing	Yes.	Yes, it will make it easier to get on 94/364 westbound, also easing congestion further along N St Peters Parkway.	It would save several minutes of driving time, and during rush hour, there is always congestion at the junction of Harvester and N St Peters Parkway.	n/a
8215 - MO 364 - W/O Heritage Crossing			We live in the Heritage subdivision and are very much in favor of this project. The present interchange arrangement is very inefficient causing considerable service road usage and interchange crossings to reach Heritage. The large people population within Heritage should have better Hwy 94/364 access. Thanks for considering this project and we hope it moves forward to completion.	
8215 - MO 364 - W/O Heritage Crossing	Yes, I live in the Heritage subdivision.	I support this project. The MO 364/Hwy94 intersection is confusing and a bottleneck for people trying to access these two highways at the intersection.	I use both these highways on a daily basis. I have never understood why the intersection is so convoluted and unfriendly to people living in the Heritage subdivision or trying to get from Heritage to Muegge Road.	Please give us complete access to both Highways 364 and 94.
8215 - MO 364 - W/O Heritage Crossing			Regarding proposed renovation of entry & exit ramps located at the Heritage Crossing interchange in St. Charles. There have been several accidents caused primarily by drivers who don't know that yellow flashing arrows on traffic signals mean proceed with caution and yield right-of-way. Also due to the very large flow of traffic leading up to the interchange, here should be exit & entry ramps to & from Hwy 364 here. This is especially true for vehicles wanting to get on Hwy 364 south. Currently the closest entry is 2 miles away just past Harvester.	
8215 - MO 364 - W/O Heritage Crossing	YES	Support this project	Going the opposite direction towards St. Charles there should be an exit ramp from Hwy 364 to Heritage Crossing. Currently a driver must exit all the way back at Jungerman and drive about 3 miles on St. Peters Pkwy to get to Heritage Crossing. That presents traffic congestion at 3 intersections including Jungerman, Woodstone Dr, Harvester & Jungs Station. Many of us believe MoDot really dropped the ball when Hwy 364 was designed in this area.	
8215 - MO 364 - W/O Heritage Crossing	YES	Support this project	It is desperately needed to ease congestion and make traffic flow safely. As it is, many drivers are running lights to get to the on ramps that are spread too far apart.	
8215 - MO 364 - W/O Heritage Crossing	Yes	I totally support this project.	I live off Muegge and travel westbound 364 to 94 regularly. There currently isn't an easy way to get on westbound 364 to 94 without adding several minutes to your commute.	There's too much distance between the ramps to get on 364 westbound, a ramp to get on westbound 364 at heritage crossing would definitely help close a gap that really should have been considered when the highway was originally built.
8215 - MO 364 - W/O Heritage Crossing	Yes, I live in the Heritage subdivisions.	Totally support this project. This is an important and much needed project to have east bound exit ramp from 364 onto Heritage crossing AND a west bound entrance ramp from Heritage crossing to 364.	There are numerous exit/entrance ramps down by Jungerman/Mid Rivers/central school road but then several miles with no entrance/exit ramps for the people who live off of Muegge, Hackman and Heritage crossing. It will keep a lot of through traffic OFF the outer road and on the highway until they really need to exit/enter. That makes the outer roads safer due to less traffic, slower moving traffic, and people entering and exiting businesses on the outer roads.	Please accelerate this project as much as possible. thanks for consideration.
8215 - MO 364 - W/O Heritage Crossing	Yes I live in the Heritage subdivision which is located where the project is proposed.	I support the project whole heartedly. I have lived in the Heritage subdivision for the past 34 years and have watched the community and traffic grow immensely during that period of time.	The intended purpose of Hwy 364 was to better move traffic throughout the St Charles County region. As stated earlier I live in the Heritage community and travel the Hwy 364 corridor daily. Currently from the mouth of the Heritage entrance at Heritage Crossing I currently have to travel on the North St Peters Parkway Outer road approximately two (2) miles and address six (6) signaled intersections before gaining access West bound on Hwy 364. The same holds true while returning to the subdivision. This is not an efficient method of moving traffic and an unnecessary inconvenience to the fourteen hundred (1,400) homes the make up just the Heritage communities. As a past president of the Heritage subdivision I have heard not only from the residents of Heritage but also from the surrounding subdivisions of their concerns as to why we must travel such distances to access Hwy 364.	The access ramps in addition to improving utilization of its intended users will also provide better, faster, safer access and response to emergency responders in the event of an event requiring their assistance. Another benefit of these ramps is that a St. Charles County Museum/Park (Heritage Museum) would be conveniently accessible to all the St. Charles County residents who currently pass the facility while traveling on Hwy 364 but have no idea of how to get to the facility. This facility is also an access point to the Centennial Trail system that would be better utilized with the addition of these proposed ramps.
8215 - MO 364 - W/O Heritage Crossing	Yes I live in the Heritage Landing Subdivision	I completely support this project and hope that the Council approves it as soon as possible.	As someone who commutes using westbound 364 every day I find the traffic (having to go through 4 lights) cumbersome especially at rush hour. There is a lot of traffic between Zumbahl and Harvester and there is no option to get on the highway heading west until after Woodstone. For as many residential areas/traffic as there are in that stretch it seems like an oversight not to have highway access at any point between those two on ramps.	
8215 - MO 364 - W/O Heritage Crossing			In addition heading eastbound on 364 traffic must exit before Woodstone and go through the same four stoplights to get to the Heritage Crossing overpass. I'm not sure if there are plans to redesign any exit ramps on that side of the highway but I would like to extend my support for that as well.	Thank you for providing an opportunity for public comment on this matter. I sincerely appreciate it.
8215 - MO 364 - W/O Heritage Crossing			I strongly encourage Council to work with MoDot to help alleviate this congestion.	
8215 - MO 364 - W/O Heritage Crossing			We live in the Heritage Landing subdivision. We use the Page Extension, 364, almost daily. We use the Heritage Crossing intersection daily! WE WOULD LOVE AN ENTRANCE AND EXIT RAMPS!!!!!! Thank for your time.	

ID - Title-Description	Do you live or work in the community where the project is proposed?	Do you support, have concerns about or oppose this project?	What are the key reasons for your position?	Anything else you'd like us to consider or comments you'd like to share about this project?
8215 - MO 364 - W/O Heritage Crossing	Yes	I support this project wholeheartedly.	Relieve congestion along the outer roads I live in the Heritage subdivision and one of the two streets with access into our community is Heritage Crossing. We have lived here since 1993 and we were thrilled and excited about the construction of 364, right next to our subdivision. It has greatly increased our access to West County and beyond and has had a sizable impact on the property values in our county. However, there was a slight disappointment when we saw there was to be no entrance ramp to 364 westbound, nor an exit ramp to Heritage Crossing. With the increased construction of new neighborhoods nearby, one of which is at the corner of St. Peters Parkway and Heritage Crossing and another on the north side of St. Peters Parkway between Jungs Station Road and Jungermann, the traffic flow has increased tremendously. We now have a new early childhood school that has just been completed at the entrance of our subdivision and it will open in a matter of weeks. So, traffic and congestion is a real concern for us as well as a concern for the air quality around here. In addition, in order to access 364 westbound, one must travel a little more than two miles to get to an entrance ramp, driving through three very busy intersections. Conversely, traveling eastbound on 364, one must exit over two miles away to reach Heritage Crossing. This eastbound exit ramp, serves FOUR major intersections: Woodstone Drive, Harvester Road and Jungs Station Road, creating unprecedented congestion here, particularly during rush hour traffic. I'm not sure when the proposed traffic study is to be implemented but sooner is certainly better than later. I see from your website that any proposed construction couldn't be completed until 2021 at a cost of over \$2.8 million dollars. Surely, that amount will skyrocket over the course of the next two and one half years and, unfortunately, that period of time seems way to far in the distant future.	ask you give more serious consideration to this project and pay special attention to the time in which any proposed construction might begin. It needs to be MUCH sooner.
8215 - MO 364 - W/O Heritage Crossing	yes	concerned		Thank you for your time and consideration.
8215 - MO 364 - W/O Heritage Crossing	We live in the Heritage subdivision and access to west bound 364	Adding a new entrance and exit just west of Heritage Crossing would significantly aid access to and from 364 for residents of the Heritage Subdivision and those near the Francis Howell North High School .	We live in the Heritage subdivision and access to west bound 364 is very difficult as we have to pass through 3 major intersections to gain access. When exiting to reach Heritage Crossing we must exit at Woodstone Rd and must travel through 3 major intersections to reach the entrance to the subdivision	Thank you for considering these modifications to 364
8215 - MO 364 - W/O Heritage Crossing	No, I however travel the outer road East to get on to I-364 East and Hwy 94 North.	I do not support this project and have traffic/route concerns	In the mornings during school at Francis Howell North, traffic backs up sometimes 30 cars deep from the Heritage Crossing signal light due to students and morning commuters making the Left turn across 364. Adding an offramp from 364 East on to the outer road at this location will create another dangerous traffic location (much like the 364 West exit at Woodstone/Jungermann)	I do not think traveling 2 miles, actually 1.9 miles, on the outer road is unreasonable for the Heritage residents. I have to travel 1.5 from the Harvester Crossing exit to my turnoff at Jungs Station, so, do I get an exit too? I wish some engineers and you all would travel to Dallas to see how they handle traffic. The issue in ALL of St Louis is too MANY exits. In Dallas, they exit you off the interstate and you travel on the outer roads, sometimes up to 3 miles to get to your destination. The objective is to get the traffic off the interstate freeing it up for fast travel, not slow it down with additional exits.
8215 - MO 364 - W/O Heritage Crossing			I am emailing to add my support for the construction of a new exit ramp at 364 at Heritage Crossing for traffic coming from the west. I tried to comment on the website, but the comments link was not working for me. I commute from the Heritage neighborhood to the school where I teach in the Fort Zumwalt district, and I take 364 twice every day. Daily, I think about how I wish there could be another exit ramp built closer to Heritage Landing on my commute home as I deal with traffic and traffic lights. In fact, I usually try to leave school before 3:30-3:45 every day because rush hour traffic and traffic lights can add an additional ten minutes onto my commute time home. I spend a lot of time waiting at three red lights, and sometimes I have to wait two light cycles to get through the intersection; in fact at the Woodstone intersection, I am frequently waiting when there is minimal cross-traffic but heavy outer road traffic. I am sure this adds not only to my personal frustration, but also to pollution and gas consumption. I strongly support the addition of an exit ramp closer to Heritage Landing. It would reduce my driving time by hours every month. I would also love a ramp to get onto 364 heading west that is closer to Heritage Crossing. I now have to go through 5 traffic lights to get to the nearest on-ramp when going that direction. Our neighborhood has thousands of residents, and I know I am not the only one who feels this way. Many residents want this ramp construction. Thank you for the opportunity to voice my support on this project.	
8215 - MO 364 - W/O Heritage Crossing	Yes I'm in Heritage Landing	I support this project and hope it gets done as fast as possible	There is a great need for a much closer WB on ramp to 364 other than after Woodstone since there are so many people that live between Jungermann and Pralle and no way to get on the highway in that direction between those two places.	Thanks for the opportunity.
8215 - MO 364 - W/O Heritage Crossing	Yes	Support	I travel from Heritage Crossing to WB 364 and EB 364 to Heritage Crossing often. Limited access to 364 from Heritage Crossing causes congestion at traffic signals at Harvester Rd. and 364.	No.
8215 - MO 364 - W/O Heritage Crossing	Yes, we live in Heritage and have for 35 yrs	We fully support this [project and have actually been corresponding with MODOT regarding same.	Relieve traffic congestion...it's very difficult and time consuming to get to Heritage Crossing using the current set up. Lots of people travel in/out of Heritage daily and the time consumed merely trying to access 364 is unacceptable.	
8094 - Glendale - E. Essex Avenue			To whom it may concern: I am emailing in response to the proposed addition of sidewalks on the East Essex street. I can't express to you how much they are needed! As a longtime resident, I have walked my dogs along E. Essex for years. I now have young children who occasionally walk to school via E. Essex and find that cars go entirely too fast, and I feel it is unsafe. Therefore, they will never be allowed to walk to school alone. If sidewalks were installed, that could all change. I would feel much more comfortable walking my children to school, and one day allowing them to go on their own. Thanks for your time.	
8215 - MO 364 - W/O Heritage Crossing	I live in heritage trails and know this project is not necessary	I live in heritage trails and know this project is not necessary	Save the money.	
8215 - MO 364 - W/O Heritage Crossing	Yes	I support this program	It is difficult currently to leave Heritage Landing Subdivision to get to southbound 94 and westbound 364. Currently we have to go through 4 lights to get onto the highway and the lights are timed more for traffic going the other way. To drop off my children and to get to school I have to use this route and it is frustrating having the congestion at all of the lights in the morning. Here are numerous subdivisions along this route that feed into the traffic and with the building of another new subdivision on the West side of 94 is only going to add more traffic to this route. This would help drop 5 to 10 minutes off of my routine in the morning.	
8215 - MO 364 - W/O Heritage Crossing	Yes	Yes, I support this project.	The Heritage exit to/from 364 seems to be an oversight since 364 came through. The highway could easily flow into and out of the area.	No.
8215 - MO 364 - W/O Heritage Crossing			Heritage crossing definitely needs an on ramp to west bound 364, it also needs an off ramp heading eastbound on 364. I also feel that the lane that ends right alongside mid rivers heading westbound on 364, should go all the way down and be an exit lane for 94 West. There is horrible traffic congestion that backs up to harvester. As soon as you get past that 94 exit, it miraculously clears up. I feel that an extra lane for exit only would benefit that situation. Thank you for taking time to read my input.	
8215 - MO 364 - W/O Heritage Crossing	As a resident of Heritage Subdivision	would greatly appreciate new ramps at Heritage Crossing which would allow us direct access to southbound 94 & from northbound Rte 364.	It would save us so much time(approx. 2 mi of lower mph & numerous stop lights each way) Pls imagine making several trips a day...making it very frustrating	PLEASE HELP US!!

ID - Title-Description	Do you live or work in the community where the project is proposed?	Do you support, have concerns about or oppose this project?	What are the key reasons for your position?	Anything else you'd like us to consider or comments you'd like to share about this project?
8215 - MO 364 - W/O Heritage Crossing	yes	support-it would be so much easier to commute	Less congestion in jung station, less travel time,	We have such easy access to the other direction on 364, it's really unfair we have to travel 10 minutes to go the opposite direction, 5 stoplights. Also other parts of st charles are being unnecessarily congested because of this.
8215 - MO 364 - W/O Heritage Crossing	Yes	I have concerns about this project. There does not seem to be a significant amount of congestion getting off of the highway at Woodstone to get to Heritage Crossing and I have lived here for just over three years. I have never had a problem with the two miles to get from Woodstone to Heritage Crossing either.	In the three years I have lived in the Heritage community I have never dealt with significant congestion coming from Westbound 364 or trying to get onto Westbound 364 at Woodstone. I additionally would not want to have to deal with the traffic issues that would arise from a long-term road construction project. Additionally, because the subdivision has so many twists and turns and winding roads, it would become too easy for a criminal trying to escape law enforcement to duck into the neighborhood and cause safety concerns for residents. Another concern would be by adding ramps — where would they go? How much drainage would have to be redone or removed? It could cause flooding issues on either the access roads (North and South St. Peters Pkwy), or on 364.	I do NOT think this is a wise use of taxpayer funds.
8215 - MO 364 - W/O Heritage Crossing	Yes, and we are relocating our business to this intersection also. Better access would help us provide services more efficiently.	Support	Making the interchange safer and more efficient.	I will wait to see the proposed improvement design.
8215 - MO 364 - W/O Heritage Crossing	Yes	Support	It will help relieve congestion on the outer road.	
8215 - MO 364 - W/O Heritage Crossing	Yes	Support	Will reduce congestion and improve ability for drivers to go west.	
8215 - MO 364 - W/O Heritage Crossing			I am a resident in Heritage in st. Charles county. I could not find the st. Charles county tab for the MO 364 project. There is currently no direct access to southbound 94 or from northbound route 364. Myself and many others would be in favor to add a ramp to Heritage Crossing. This would also greatly help with the heavy traffic flow.	
8215 - MO 364 - W/O Heritage Crossing	Yes	I support it	Easier access to Heritage Subdivision and lower emissions from autos.	Yes it would greatly lower gas consumption from autos with less stopping at lights that are presently set to make you stop at each and every intersection.
8215 - MO 364 - W/O Heritage Crossing	Yes	Support	I'm a resident of the Heritage subdivision right off of Heritage Crossing. This new on and off ramp will help with congestion and make easy access for our community to Highway 364.	I think this will be a great addition to our community and I am very excited about the possibility.
8215 - MO 364 - W/O Heritage Crossing			My husband and I support this project for MO 364. We are new residents in the Heritage Landing neighborhood and do not have an easy way to get on/off 364. If you need any additional info from us please let me know.	
8215 - MO 364 - W/O Heritage Crossing	Yes in Heritage	Not finding too much about it (link to proposed map would be nice). But I have wished for a slip roads both to and from Harvester!	I currently live in Heritage and have lived through the many decades of the Page avenue, from the rumors of its conception in the 80's, through its years of construction to its wonderful completion! I LOVE this road. The aspect I have an issue with are the miles and number of lights I need to maneuver through to actually access 364 W, then again coming back home. While it was being built I acquired a map and saw there was no scheduled way to get on 364 until AFTER Jungermann. I had stopped in to verify this at the temporary office. The engineer said an updated plan was in the works with an entrance just before Jungerman, which is where it stands today. Heading to and from St. Louis, 364 is a dream, but the plan falls short for traffic heading the other direction. I always found it odd after Jungermann one is able to access 364 very easy with ramps at every crossroad. I never could understand the preferential treatment given to those segments. The same limitations were generated in reverse with Jungermann the closest exit ramp to Heritage. I have hoped that someday a slip road would be added. It would be greatly appreciated for such a proposal to become finalized!	
8215 - MO 364 - W/O Heritage Crossing	Yes, I live and work in this community.	I offer full support of this program. I am FOR this project	The Heritage Landing Community is very large and every resident has to travel through sever stop ligh controlled intersections to proceed West on MO HWY-94 or go through several lighted intersections when exiting MO HWY-94 to return to their homes. Adds to commute time, uses more gsoline, adds significantly to congestion at all of the intersections you must pass through to the Heritage Crossing destination.	This would be a worth while investment in reducing congestion in our community.
8215 - MO 364 - W/O Heritage Crossing	YES	I support the project	I live in the Heritage Subdivision and having better access to MO 364 will assist with my commute	All options to efficiently route increased traffic in the area should be considered
8215 - MO 364 - W/O Heritage Crossing	My mother-in-law lives in the Heritage Crossing subdivision, we visit frequently and she watches our children part-time.	I fully support the project.	It would be big time saver for me and many others as I currently have to get off on an exit 2 miles before the subdivision and drive down the outer road which includes many lights. This would also reduce congestion on those side streets and the outer road.	
8215 - MO 364 - W/O Heritage Crossing	yes	Its with unbridled enthusiasm that I support proposals to add any additional access ramps allowing easier and safer on AND off access to Route 364 at the Heritage Landing Subdivision	Having lived in the Heritage Landing Subdivision for over 13 years, I can confidently speak for ALL of my neighbors regarding their approval for additional access as well. The one negative aspect regarding Heritage that we've occasionally discussed over the years has been the inconvenience and unsafe access to our subdivision.	Anything that can be done to help mitigate this situation would be MOST WELCOMED and SUPPORTED
8215 - MO 364 - W/O Heritage Crossing			Hello. I went onto the website tonight (7/23) to try and comment on the TIP #8215-19, MO364 project, Access ramp onto Hwy 364 from Heritage Crossing and it would allow me too. So, I am hoping to comment in favor of this project. With all of the increased growth in homes, nursing homes, apartments, daycare centers, etc., we do need an additional ramp with access to Highway 364 from Heritage Crossing. Please hear us all and if necessary put it to a vote on an upcoming election perhaps on the November ballot. We all need this. Thanks for taking my comment.	
8215 - MO 364 - W/O Heritage Crossing	YES	WHOLEHEARTEDLY SUPPORT THIS PROJECT!	IN GENERAL, BECAUSE WE DON'T HAVE A EASTBOUND 364 EXIT RAMP OR A WESTBOUND 364 ENTRY AT HERITAGE. WE TRAVEL ABOUT TWO MILES THROUGH SEVERAL STOPLIGHTS. THERE TENDS TO BE A LOT OF TRAFFIC CONGESTION AT WOODSTONE DRIVE (an especially tricky convergence of traffic), HARVESTER AND JUNGSTATION...ESPECIALLY DURING RUSH HOUR...WHICH IS EXACERBATED WHEN SCHOOLS ARE IN SESSION. ON A PERSONAL NOTE, AS A RESIDENT OF HERITAGE LANDING, WE WOULD OBVIOUSLY APPRECIATE THE TIME SAVINGS AND CONVENIENCE OF RAMP NEAR OUR SUBDIVISION...AND IT MIGHT MAKE OUR SUBDIVISION EVEN MORE ATTRACTIVE TO PEOPLE MOVING FROM OTHER AREAS OF ST. CHARLES AND ST. LOUIS COUNTIES.	WISH IT COULD HAPPEN BEFORE 2021! :)
8215 - MO 364 - W/O Heritage Crossing			Yes, I am interested in seeing an exit at Heritage Crossing off highway 94 in St. Charles, Mo. and was very shocked that this didn't happen already or better yet when it was constructed. The traffic to get home at certain hours is terrible at Harvester road and every time I sit in that traffic I ask myself, who were the MORONS that decided not to put an exit at Heritage Crossing?	
8215 - MO 364 - W/O Heritage Crossing			Since Highway 364 opened, it was apparent that the design was flawed by not having entrance to 364 westbound and an exit from 364 eastbound closer to Heritage Crossing. We currently must go south of Woodstone for access and exit at Woodstone to get to Heritage Crossing. So it would save time and fuel for access closer to us.	
8215 - MO 364 - W/O Heritage Crossing	We approve this project (MO 364) and are residents of Heritage Landing	We approve this project (MO 364) and are residents of Heritage Landing		
8215 - MO 364 - W/O Heritage Crossing	yes	support	It would make it quicker getting home and it would mean less traffic for me.	
8215 - MO 364 - W/O Heritage Crossing	Yes	Support	Ridiculous to have to drive down side road for 2 miles to get home. Stop, start, stop, start...very irritating and takes way too long.	Needs to be done asap
8215 - MO 364 - W/O Heritage Crossing	yes	I support an exit ramp going north on 364 for Heritage Crossing	I can't believe there was no ramp in the original plan It is very inconvenient going north on 364 to get to Heritage Crossing	
8215 - MO 364 - W/O Heritage Crossing	Yes	I support this project	I hate having to take the outer road down 364 through at least 3 stoplights to be able to get onto south/west bound 364 from Heritage. There is just too much traffic.	Would also like to have an exit at Heritage Crossing when heading north/east bound on 364.

ID - Title-Description	Do you live or work in the community where the project is proposed?	Do you support, have concerns about or oppose this project?	What are the key reasons for your position?	Anything else you'd like us to consider or comments you'd like to share about this project?
8215 - MO 364 - W/O Heritage Crossing	Yes	Support	The amount of congestion in the area is growing and it would provide more flexibility for the traffic flow to dissipate. It would also prevent traffic from congesting surrounding areas due to the need to cross the highway and circle back on the opposite side of the road.	No
8215 - MO 364 - W/O Heritage Crossing	.	.	I am writing to express my support of this project. I am a resident of Heritage Crossing in St. Charles and this improvement would help the traffic flow tremendously.	
8215 - MO 364 - W/O Heritage Crossing	Yes	I support this project	I live in the River Bend subdivision off of Upper Bottom that connects to Heritage and when traveling down 364 my options are very limited to get to my subdivision. I either have to travel very far down the outer road, stopping at many lights, or go way around and get off at Upper Bottom. A new ramp from Page could be very helpful.	No
8215 - MO 364 - W/O Heritage Crossing	Yes	Support	I live in Heritage Landing and I really feel the additional on and off ramps would help with congestion	
8215 - MO 364 - W/O Heritage Crossing	Yes	I'm in favor of it and excited about it.		
8215 - MO 364 - W/O Heritage Crossing	Hi I live and work here.	Yes	Please get it done. We are choking for congestion. This intersection/access to the freeway was supposed to be done on the get go. It was left out please please do it now. Call be if you want exact details. You have to travel almost 2 miles to get on going west Let's get this improvement done, we are congested. Please help. We should have done this from the get go. Please help, please help, please help. Yes I pay tax. Yes I live here, Yes I work here.	
8215 - MO 364 - W/O Heritage Crossing	Yes	I support	Improved accessibility to many neighborhoods. Saves time and money	We need exit ramps both sides (MO364 to Heritage Crossing and Heritage Crossing to MO364).
8215 - MO 364 - W/O Heritage Crossing	Yes	Support!!	It is inefficient and time consuming to exit and enter roughly 2 miles and three congested(especially at rush hour) intersections from Heritage Crossing.	I believe the ramps should have been included in the original design.
	Yes, live and work from home.	I support this project.	There have been other improvements to the city's sidewalks and as a walker/runner updating the aging sidewalks is important to my safety. I have participated in 5ks in the community and the routes with aging sidewalk are dangerous to those not familiar with the sidewalk. This area in particular does need attention. The road slopes and the sidewalk is narrow.	
	Yes, Live there	We completely support this project! Good for student safety	Student safety, community development, as the community grows, it is necessary	Please make it happen!
8215 - MO 364 - W/O Heritage Crossing			Please add the additional ramp and access to hwy 364 West from Heritage landing.	

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COUNTY: FRANKLIN

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2019-2022 TOTAL	2019	2020	2021	2022
8023-20 New	FRANKLIN COUNTY ELMONT ROAD OVER LITTLE BOONE CREEK REPLACE BRIDGE LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s)	PE ROW IMPL Federal: \$664,571 State: \$0 Local: \$166,145	\$89,671 \$25,000 \$716,045 TOTAL \$830,716	\$0 \$0 \$0 \$0	\$89,671 \$0 \$0 \$89,671	\$0 \$25,000 \$0 \$25,000	\$0 \$0 \$716,045 \$716,045
					ESTIMATED TOTAL PROJECT COST: \$830,716				
8050-20 New	PACIFIC DENTON ROAD BRIDGE OVER BRUSH CREEK REPLACE BRIDGE - SIDEWALK (6') LENGTH (mi): 0.2 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Sidewalks	PE ROW IMPL Federal: \$1,113,195 State: \$0 Local: \$278,299	\$119,956 \$25,000 \$1,246,538 TOTAL \$1,391,494	\$0 \$0 \$0 \$0	\$119,956 \$0 \$0 \$119,956	\$0 \$25,000 \$0 \$25,000	\$0 \$0 \$1,246,538 \$1,246,538
					ESTIMATED TOTAL PROJECT COST: \$1,391,494				
8031-22 New	ST. CLAIR KITCHELL AVENUE COMMERCIAL AVE TO MAIN ST RESURFACING - SIDEWALKS (5' S. SIDE/6' N. SIDE) LENGTH (mi): 0.2 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Sidewalks Roadway - Curb & Gutter	PE ROW IMPL Federal: \$299,015 State: \$0 Local: \$130,258	\$33,639 \$0 \$395,634 TOTAL \$429,273	\$33,639 \$0 \$0 \$33,639	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$395,634 \$395,634
					ESTIMATED TOTAL PROJECT COST: \$429,273				
8035-20 New	WASHINGTON THIRD STREET MO 47 TO JEFFERSON ST RESURFACING - SIDEWALK (5') LENGTH (mi): 0.65 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Sidewalks	PE ROW IMPL Federal: \$734,392 State: \$0 Local: \$183,598	\$60,000 \$10,000 \$847,990 TOTAL \$917,990	\$0 \$0 \$0 \$0	\$60,000 \$0 \$0 \$60,000	\$0 \$10,000 \$0 \$10,000	\$0 \$0 \$847,990 \$847,990
					ESTIMATED TOTAL PROJECT COST: \$917,990				

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ATTACHMENT D - RECOMMENDED STP-S AND CMAQ PROJECTS

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2019-2022 TOTAL	2019	2020	2021	2022
8029-22 New	FESTUS S. MILL STREET MAIN ST TO VETERANS BLVD (MO A) OVERLAY - LIGHTING - SIDEWALK (LEE TO N. CREEK - 5') LENGTH (mi): 0.6 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Sidewalks Traffic Signals	PE ROW IMPL	\$55,849 \$10,000 \$662,426	\$55,849 \$0 \$0	\$0 \$10,000 \$0	\$0 \$0 \$0	\$0 \$0 \$662,426
			Federal: \$496,432 State: \$0 Local: \$231,843	TOTAL	\$728,275	\$55,849	\$10,000	\$0	\$662,426
				ESTIMATED TOTAL PROJECT COST: \$728,275					
8025-22 New	HILLSBORO BUSINESS 21, PHASE 4 MAIN ST TO MAPLES ST TWO WAY TURN LANE (LOCAL FUNDS) - OVERLAY - STORM SEWER LENGTH (mi): 0.4 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Congestion	STP-S	Resurfacing 2 Lane Pvmnt Bi-directional Left-turn Ln. Lighting	PE ROW IMPL	\$54,757 \$0 \$720,464	\$54,757 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$720,464
			Federal: \$479,125 State: \$0 Local: \$296,096	TOTAL	\$775,221	\$54,757	\$0	\$0	\$720,464
				ESTIMATED TOTAL PROJECT COST: \$775,221					
8042-20 New	JEFFERSON COUNTY ARMBRUSTER ROAD BRIDGE OVER HAVERSTICK CREEK REPLACE BRIDGE LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s)	PE ROW IMPL	\$161,593 \$15,000 \$581,058	\$0 \$0 \$0	\$161,593 \$0 \$0	\$0 \$15,000 \$0	\$0 \$0 \$581,058
			Federal: \$606,121 State: \$0 Local: \$151,530	TOTAL	\$757,651	\$0	\$161,593	\$15,000	\$581,058
				ESTIMATED TOTAL PROJECT COST: \$757,651					
8043-20 New	JEFFERSON COUNTY DOSS HOLLOW ROAD BRIDGE OVER PLATTIN CREEK REPLACE BRIDGE LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s)	PE ROW IMPL	\$184,365 \$0 \$553,500	\$0 \$0 \$0	\$172,365 \$0 \$0	\$12,000 \$0 \$0	\$0 \$0 \$553,500
			Federal: \$590,292 State: \$0 Local: \$147,573	TOTAL	\$737,865	\$0	\$172,365	\$12,000	\$553,500
				ESTIMATED TOTAL PROJECT COST: \$737,865					
8044-20 New	JEFFERSON COUNTY HARNES ROAD BRIDGE OVER TRIBUTARY OF HOCUM HOLLOW CREEK REPLACE BRIDGE LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s)	PE ROW IMPL	\$177,751 \$30,000 \$608,613	\$0 \$0 \$0	\$177,751 \$0 \$0	\$0 \$30,000 \$0	\$0 \$0 \$608,613
			Federal: \$653,092 State: \$0 Local: \$163,272	TOTAL	\$816,364	\$0	\$177,751	\$30,000	\$608,613
				ESTIMATED TOTAL PROJECT COST: \$816,364					

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COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2019-2022 TOTAL	2019	2020	2021	2022
8045-20 New	JEFFERSON COUNTY HILLSBORO HOUSE SPRINGS ROAD BRIDGE OVER BOURNE CREEK REPLACE BRIDGE LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s)	PE ROW IMPL Federal: \$844,440 State: \$0 Local: \$211,111	\$161,593 \$30,000 \$863,958 TOTAL \$1,055,551	\$0 \$0 \$0 \$0	\$161,593 \$0 \$0 \$161,593	\$0 \$30,000 \$0 \$30,000	\$0 \$0 \$863,958 \$863,958
					ESTIMATED TOTAL PROJECT COST: \$1,055,551				
8048-20 New	JEFFERSON COUNTY SECKMAN ROAD AT MASTODON STATE PARK REALIGN INTERSECTION - LEFT TURN LN - SHOULDERS (8') LENGTH (mi): 0.22 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Safety	STP-S	Intersection Improvement Left-turn lanes Roadway - Curb & Gutter	PE ROW IMPL Federal: \$710,500 State: \$0 Local: \$304,500	\$120,000 \$0 \$895,000 TOTAL \$1,015,000	\$0 \$0 \$0 \$0	\$120,000 \$0 \$0 \$120,000	\$0 \$0 \$0 \$0	\$0 \$0 \$895,000 \$895,000
					ESTIMATED TOTAL PROJECT COST: \$1,015,000				
8209-19 New	MODOT MO 109 AT MO W/FF NEW TRAFFIC SIGNAL - ADD TURN LANES LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement Traffic Signals	PE ROW IMPL Federal: \$1,258,223 State: \$0 Local: \$314,556	\$168,000 \$0 \$1,404,779 TOTAL \$1,572,779	\$168,000 \$0 \$0 \$168,000	\$0 \$0 \$0 \$0	\$0 \$0 \$1,404,779 \$1,404,779	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$1,572,779				

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COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2019-2022 TOTAL	2019	2020	2021	2022
8060-22 New	BI-STATE DEVELOPMENT/METRO CALL-A-RIDE VAN REPLACEMENT - 2022 (B) REPLACE EIGHT (8) CALL-A-RIDE VANS LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$1,440,000	\$0	\$0	\$0	\$1,440,000
				TOTAL	\$1,440,000	\$0	\$0	\$0	\$1,440,000
				ESTIMATED TOTAL PROJECT COST:					\$1,440,000
8201-21 New	BI-STATE DEVELOPMENT/METRO METRO BUS REPLACEMENT - 2021 (A) REPLACE FOUR BUSES LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$5,000,000	\$0	\$0	\$5,000,000	\$0
				TOTAL	\$5,000,000	\$0	\$0	\$5,000,000	\$0
				ESTIMATED TOTAL PROJECT COST:					\$5,000,000
8202-21 New	BI-STATE DEVELOPMENT/METRO METRO BUS REPLACEMENT - 2021 (B) REPLACE FOUR BUSES LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$5,000,000	\$0	\$0	\$5,000,000	\$0
				TOTAL	\$5,000,000	\$0	\$0	\$5,000,000	\$0
				ESTIMATED TOTAL PROJECT COST:					\$5,000,000
8205-21 New	JEFFERSON COUNTY PORT AUTHORITY MARINE VESSEL ENGINE REPOWER - 2020 REPOWER FOUR MARINE VESSELS SERVING MISSISSIPPI R. IN NON-ATTAINMENT AREA - 1 FERRY,2 TOWBOATS, 1 DREDGE LENGTH (mi): 0 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Sustainable Development	CMAQ	Miscellaneous	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$2,124,984	\$0	\$0	\$2,124,984	\$0
				TOTAL	\$2,124,984	\$0	\$0	\$2,124,984	\$0
				ESTIMATED TOTAL PROJECT COST:					\$2,124,984
8211-20 New	MODOT SIGNAL OPTIMIZATION - 2020 VARIOUS LOCATIONS ALONG MO A IN JEFF CO, MO 231, US 61/67, I-70/I-270 INTERCHANGES IN STL CO LENGTH (mi): 0 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Signal Timing Progression	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$567,000	\$0	\$567,000	\$0	\$0
				TOTAL	\$567,000	\$0	\$567,000	\$0	\$0
				ESTIMATED TOTAL PROJECT COST:					\$567,000

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COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2019-2022 TOTAL	2019	2020	2021	2022
8210-21 New	MODOT SIGNAL OPTIMIZATION - 2021 VARIOUS LOCATIONS ALONG MO 47/100/US 50 IN FRANKLIN CO MO 100/MO 366 IN STL CO, & US 61/67 IN STL CO/JEFFCO LENGTH (mi): 0 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Signal Timing Progression	PE ROW IMPL	\$0 \$0 \$986,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$986,000	\$0 \$0 \$0
			Federal: \$788,800 State: \$197,200 Local: \$0	TOTAL	\$986,000	\$0	\$0	\$986,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$986,000					

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COUNTY: MULTI-STATE

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2019-2022 TOTAL	2019	2020	2021	2022
8206-19 New	MADISON COUNTY TRANSIT DISTRICT RIDEFINDERS MARKETING & OUTREACH - 2019 - MO INCREASE AWARENESS, INTEREST, AND PARTICIPATION IN RIDEFINDERS BY EMPLOYERS AND COMMUTERS LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Education/Marketing Program	PE ROW IMPL Federal: \$1,200,000 State: \$0 Local: \$0	\$0 \$0 \$1,200,000 TOTAL \$1,200,000	\$0 \$0 \$400,000 \$400,000	\$0 \$0 \$400,000 \$400,000	\$0 \$0 \$400,000 \$400,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$1,200,000				
8207-20 New	MADISON COUNTY TRANSIT DISTRICT RIDEFINDERS VANPOOL FLEET ACQUISITION - MISSOURI PURCHASE 26 VANS LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Transit Capital Imps.	PE ROW IMPL Federal: \$800,000 State: \$0 Local: \$0	\$0 \$0 \$800,000 TOTAL \$800,000	\$0 \$0 \$0 \$0	\$0 \$0 \$800,000 \$800,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$800,000				
8200-19 New	MODOT/AMERICAN LUNG ASSOCIATION SAINT LOUIS REGIONAL CLEAN AIR PARTNERSHIP METRO ST. LOUIS AREA - OUTREACH - EDUCATION - PROMOTION OF GATEWAY GUIDE - OZONE ALERT LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Education/Marketing Program	PE ROW IMPL Federal: \$999,705 State: \$0 Local: \$450,000	\$0 \$0 \$1,449,705 TOTAL \$1,449,705	\$0 \$0 \$482,494 \$482,494	\$0 \$0 \$481,917 \$481,917	\$0 \$0 \$485,294 \$485,294	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$1,449,705				

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 ATTACHMENT D - RECOMMENDED STP-S AND CMAQ PROJECTS

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2019-2022 TOTAL	2019	2020	2021	2022
8105-22 New	COTTLEVILLE MO N MOTHERSHEAD RD TO MID RIVERS MALL DR RESURFACING - SIDEWALK (5') LENGTH (mi): 0.97 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 3 Lane Pvmnt Resurfacing 4 Lane Pvmnt Sidewalks Federal: \$1,130,000 State: \$0 Local: \$760,000	PE ROW IMPL TOTAL	\$175,000 \$30,000 \$1,685,000 \$1,890,000	\$175,000 \$0 \$0 \$175,000	\$0 \$30,000 \$0 \$30,000	\$0 \$0 \$0 \$0	\$0 \$0 \$1,685,000 \$1,685,000
					ESTIMATED TOTAL PROJECT COST: \$1,890,000				
8014-20 New	LAKE SAINT LOUIS RONALD REAGAN DRIVE & HAWKS RIDGE TRAIL REAGAN: I-64-MO N; HAWKS RIDGE: RIDGEWAY-MO N RESURFACING - SIDEWALKS (5') LENGTH (mi): 1.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 3 Lane Pvmnt Resurfacing 4 Lane Pvmnt Sidewalks Federal: \$1,235,576 State: \$0 Local: \$308,894	PE ROW IMPL TOTAL	\$125,000 \$25,000 \$1,394,470 \$1,544,470	\$0 \$0 \$0 \$0	\$125,000 \$0 \$0 \$125,000	\$0 \$25,000 \$0 \$25,000	\$0 \$0 \$1,394,470 \$1,394,470
					ESTIMATED TOTAL PROJECT COST: \$1,544,470				
8018-20 New	O'FALLON MAIN ST, PHASE 1 PITMAN ST TO S/O RAILROAD TRACKS RESURFACING - CURB RAMPS - SIDEWALKS LENGTH (mi): 0.32 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvmnt Pedestrian Facility Sidewalks Federal: \$1,899,679 State: \$0 Local: \$474,920	PE ROW IMPL TOTAL	\$120,000 \$50,000 \$2,204,599 \$2,374,599	\$0 \$0 \$0 \$0	\$120,000 \$0 \$0 \$120,000	\$0 \$50,000 \$0 \$50,000	\$0 \$0 \$2,204,599 \$2,204,599
					ESTIMATED TOTAL PROJECT COST: \$2,374,599				
8097-22 New	ST. CHARLES BOSCHERTOWN ROAD, PHASE 2 HECKER ST TO MO B RECONSTRUCTION - SHARED USE PATH (8') - TWTL (LOCALLY FUNDED) LENGTH (mi): 0.84 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Safety	STP-S	Roadway Reconstruction Bicycle Facilities Bi-directional Left-turn Ln. Federal: \$1,000,000 State: \$0 Local: \$2,000,000	PE ROW IMPL TOTAL	\$0 \$0 \$3,000,000 \$3,000,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$3,000,000 \$3,000,000
					ESTIMATED TOTAL PROJECT COST: \$3,000,000				
8213-20 New	ST. CHARLES BUS REPLACEMENT REPLACE 3 BUSES ST. CHARLES AREA TRANSIT LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Transit Capital Imps. Federal: \$187,200 State: \$0 Local: \$46,800	PE ROW IMPL TOTAL	\$0 \$0 \$234,000 \$234,000	\$0 \$0 \$0 \$0	\$0 \$0 \$234,000 \$234,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$234,000				

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COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2019-2022 TOTAL	2019	2020	2021	2022
8212-19 New	ST. CHARLES LITTLE HILLS EXPRESSWAY AT MEL WETTER PKWY ROUNDBOUT - SHARED USE PATH LENGTH (mi): 1 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement	PE ROW IMPL Federal: \$1,000,000 State: \$0 Local: \$1,000,000	\$320,000 \$0 \$1,680,000 TOTAL \$2,000,000	\$320,000 \$0 \$0 \$320,000	\$0 \$0 \$0 \$0	\$0 \$0 \$1,680,000 \$1,680,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$2,000,000				
8100-20 New	ST. CHARLES ZUMBEHL RD OVER COLE CREEK REPLACE CULVERT - SHARED USE PATH (10') - SIDEWALK (5') LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Culvert Bicycle Facilities Sidewalks Federal: \$2,000,000 State: \$0 Local: \$500,000	PE ROW IMPL TOTAL \$2,500,000	\$330,000 \$130,000 \$2,040,000 \$2,500,000	\$0 \$0 \$0 \$0	\$330,000 \$0 \$0 \$330,000	\$0 \$130,000 \$0 \$130,000	\$0 \$0 \$2,040,000 \$2,040,000
					ESTIMATED TOTAL PROJECT COST: \$2,500,000				
8104-22 New	ST. CHARLES COUNTY GUTERMUTH ROAD, PHASE 3 OLD GUTERMUTH RD TO MOTHERHEAD RD RECONSTRUCTION - SIDEWALKS (5') TWTL (LOCALLY FUNDED) LENGTH (mi): 0.62 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Safety	STP-S	Roadway Reconstruction Sidewalks Bi-directional Left-turn Ln. Federal: \$1,020,000 State: \$0 Local: \$2,380,000	PE ROW IMPL TOTAL \$3,400,000	\$275,000 \$150,000 \$2,975,000 \$3,400,000	\$275,000 \$0 \$0 \$275,000	\$0 \$150,000 \$0 \$150,000	\$0 \$0 \$0 \$0	\$0 \$0 \$2,975,000 \$2,975,000
					ESTIMATED TOTAL PROJECT COST: \$3,400,000				
8215-19 New	ST. CHARLES COUNTY MO 364 W/O HERITAGE CROSSING NEW WB ON/OFF RAMP LENGTH (mi): 0.2 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	New Interchange Federal: \$1,404,000 State: \$0 Local: \$1,404,000	PE ROW IMPL TOTAL \$2,808,000	\$288,000 \$0 \$2,520,000 \$2,808,000	\$288,000 \$0 \$0 \$288,000	\$0 \$0 \$0 \$0	\$0 \$0 \$2,520,000 \$2,520,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$2,808,000				
8221-19 New	WENTZVILLE WENTZVILLE PARKWAY/I-70, PHASE 1 WENTZVILLE PKWY: PEARCE TO VETERANS MEM - RELOCATE I-70 WB ON RAMP - ROUNDBOUT LENGTH (mi): 0.7 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Interchange Revision Intersection Improvement Federal: \$1,960,000 State: \$0 Local: \$2,940,000	PE ROW IMPL TOTAL \$4,900,000	\$360,967 \$120,000 \$4,419,033 \$4,900,000	\$360,967 \$0 \$0 \$360,967	\$0 \$120,000 \$0 \$120,000	\$0 \$0 \$4,419,033 \$4,419,033	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$4,900,000				

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COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2019-2022 TOTAL	2019	2020	2021	2022
8222-19	WENTZVILLE	CMAQ	Traffic Signals	PE	\$88,000	\$88,000	\$0	\$0	\$0
New	WEST PEARCE BOULEVARD		Intersection Improvement	ROW	\$10,000	\$0	\$10,000	\$0	\$0
	AT MEYER RD - NEW TRAFFIC SIGNAL		Pedestrian Facility	IMPL	\$602,000	\$0	\$0	\$602,000	\$0
	AT CHERYL ANN DR - REMOVE STOP SIGNS ON W. PEARCE								
	LENGTH (mi): 0.15		Federal: \$350,000	TOTAL	\$700,000	\$88,000	\$10,000	\$602,000	\$0
	AIR QUALITY STAT: Exempt - 93.127		State: \$0						
	PROJ PURPOSE: Congestion		Local: \$350,000	ESTIMATED TOTAL PROJECT COST:	\$700,000				

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COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2019-2022 TOTAL	2019	2020	2021	2022
8003-22 New	BRENTWOOD MANCHESTER ROAD & ROGERS PARKWAY SHARED USE PATH BREMERTON RD TO HANLEY RD SHARED USE PATH (10') - 5' TREE LAWN - TUNNEL @ MARY AVE LENGTH (mi): 1.24 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	STP-S	Bicycle Facilities Lighting Intersection Improvement	PE ROW IMPL	\$1,130,952 \$2,690,900 \$6,297,319	\$0 \$0 \$0	\$1,130,952 \$0 \$0	\$0 \$2,690,900 \$0	\$0 \$0 \$6,297,319
			Federal: \$1,200,000 State: \$0 Local: \$8,919,171	TOTAL	\$10,119,171	\$0	\$1,130,952	\$2,690,900	\$6,297,319
				ESTIMATED TOTAL PROJECT COST: \$10,119,171					
8053-22 New	CLAYTON BONHOMME AVE & MERAMEC AVE BONHOMME: BRENTWOOD-HANLEY; MERAMEC: SHAW PARK DR TO MARYLAND AVE - RESURFACING - CURB RAMPS LENGTH (mi): 0.78 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvmt Resurfacing 5 Lane Pvmt Pedestrian Facility	PE ROW IMPL	\$100,554 \$40,000 \$1,299,884	\$0 \$0 \$0	\$100,554 \$0 \$0	\$0 \$40,000 \$0	\$0 \$0 \$1,299,884
			Federal: \$965,535 State: \$0 Local: \$474,903	TOTAL	\$1,440,438	\$0	\$100,554	\$40,000	\$1,299,884
				ESTIMATED TOTAL PROJECT COST: \$1,440,438					
8203-19 New	CLAYTON TRAFFIC MANAGEMENT ENHANCEMENTS FLASHING YELLOW ARROWS ALONG MARYLAND, BRENTWOOD, FORSYTH, BONHOMME - ADVANCED TRANSPORTATION MANAGEMENT SYSTEM LENGTH (mi): 2.61 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Traffic Signals Misc traffic control items/ITS	PE ROW IMPL	\$135,000 \$0 \$365,000	\$135,000 \$0 \$0	\$0 \$0 \$365,000	\$0 \$0 \$0	\$0 \$0 \$0
			Federal: \$400,000 State: \$0 Local: \$100,000	TOTAL	\$500,000	\$135,000	\$365,000	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$500,000					
8004-21 New	CREVE COEUR MOSLEY ROAD, PHASE 1 TUREEN DR TO OLIVE BLVD (MO 340) RESURFACING - CURB RAMPS LENGTH (mi): 0.73 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmt Pedestrian Facility	PE ROW IMPL	\$125,000 \$105,000 \$845,000	\$125,000 \$0 \$0	\$0 \$0 \$0	\$0 \$105,000 \$0	\$0 \$0 \$845,000
			Federal: \$760,000 State: \$0 Local: \$315,000	TOTAL	\$1,075,000	\$125,000	\$0	\$105,000	\$845,000
				ESTIMATED TOTAL PROJECT COST: \$1,075,000					
8005-20 New	DES PERES MANCHESTER ROAD IMPROVEMENTS BALLAS RD TO MEIER LN ACCESS MANAGEMENT - CROSSWALK IMPR. - BUS STOP IMPR LENGTH (mi): 1.05 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	STP-S	Sidewalks Pedestrian Facility Intersection Improvement	PE ROW IMPL	\$39,000 \$37,500 \$344,300	\$0 \$0 \$0	\$39,000 \$0 \$0	\$0 \$37,500 \$0	\$0 \$0 \$344,300
			Federal: \$336,640 State: \$0 Local: \$84,160	TOTAL	\$420,800	\$0	\$39,000	\$37,500	\$344,300
				ESTIMATED TOTAL PROJECT COST: \$420,800					

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COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2019-2022 TOTAL	2019	2020	2021	2022
8007-22 New	EUREKA ALLENTON BRIDGE, PHASE 1 OVER UNION PACIFIC RAILROAD REPLACE BRIDGE - SHARED USE PATH (8') LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Bicycle Facilities Pedestrian Facility Federal: \$2,065,800 State: \$0 Local: \$2,027,200	PE ROW IMPL TOTAL	\$337,000 \$0 \$3,756,000 \$4,093,000	\$337,000 \$0 \$0 \$337,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$3,756,000 \$3,756,000
ESTIMATED TOTAL PROJECT COST: \$4,093,000									
8041-20 New	FENTON RUDDER ROAD LARKIN WILLIAMS RD TO 200' E/O FENTON BUSINESS CT RECONSTRUCTION - SIDEWALK (5') LENGTH (mi): 0.5 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Sidewalks Federal: \$1,263,102 State: \$0 Local: \$315,775	PE ROW IMPL TOTAL	\$160,000 \$20,000 \$1,398,877 \$1,578,877	\$0 \$0 \$0 \$0	\$160,000 \$0 \$0 \$160,000	\$0 \$20,000 \$0 \$20,000	\$0 \$0 \$1,398,877 \$1,398,877
ESTIMATED TOTAL PROJECT COST: \$1,578,877									
8092-20 New	FERGUSON FLORISSANT ROAD THOROUGHMAN AVE TO WOODSTOCK AVE RESURFACING LENGTH (mi): 1.5 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvm Federal: \$784,400 State: \$0 Local: \$196,100	PE ROW IMPL TOTAL	\$77,600 \$0 \$902,900 \$980,500	\$0 \$0 \$0 \$0	\$77,600 \$0 \$0 \$77,600	\$0 \$0 \$0 \$0	\$0 \$0 \$902,900 \$902,900
ESTIMATED TOTAL PROJECT COST: \$980,500									
8093-20 New	FERGUSON FROST AVENUE FORD DR TO FLORISSANT RD RESURFACING - CURB RAMPS LENGTH (mi): 0.5 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Pedestrian Facility Federal: \$342,374 State: \$0 Local: \$85,594	PE ROW IMPL TOTAL	\$83,997 \$0 \$343,971 \$427,968	\$0 \$0 \$0 \$0	\$83,997 \$0 \$0 \$83,997	\$0 \$0 \$0 \$0	\$0 \$0 \$343,971 \$343,971
ESTIMATED TOTAL PROJECT COST: \$427,968									
8096-20 New	FLORISSANT RUE ST DENIS, PHASE 1 ST. FERDINAND ST TO N. LAFAYETTE ST RESURFACING - SIDEWALK (5-6') LENGTH (mi): 0.33 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Sidewalks Roadway - Curb & Gutter Federal: \$1,080,000 State: \$0 Local: \$270,000	PE ROW IMPL TOTAL	\$119,000 \$112,000 \$1,119,000 \$1,350,000	\$0 \$0 \$0 \$0	\$119,000 \$0 \$0 \$119,000	\$0 \$112,000 \$0 \$112,000	\$0 \$0 \$1,119,000 \$1,119,000
ESTIMATED TOTAL PROJECT COST: \$1,350,000									

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COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2019-2022 TOTAL	2019	2020	2021	2022
8009-20 New	FRONTENAC GEYER ROAD, PHASE 1 CLAYTON RD TO HERMITAGE HILL RD RESURFACING - SIDEWALK (6') - STORM SEWER LENGTH (mi): 0.72 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Sidewalks Drainage Correction Federal: \$1,049,300 State: \$0 Local: \$449,700	PE ROW IMPL TOTAL	\$132,000 \$135,000 \$1,232,000 \$1,499,000	\$0 \$0 \$0 \$0	\$132,000 \$0 \$0 \$132,000	\$0 \$135,000 \$0 \$135,000	\$0 \$0 \$1,232,000 \$1,232,000
					ESTIMATED TOTAL PROJECT COST: \$1,499,000				
8011-20 New	HAZELWOOD PHANTOM DRIVE, PHASE 1 MISSOURI BOTTOM RD TO HAZELWOOD LOGISTICS CENTER DR LN REDUCTION 4 TO 2 LNS - TURN LANES - SIDEWALK (6') LENGTH (mi): 0.4 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Sidewalks Drainage Correction Federal: \$1,226,995 State: \$0 Local: \$1,226,995	PE ROW IMPL TOTAL	\$202,600 \$23,000 \$2,228,390 \$2,453,990	\$0 \$0 \$0 \$0	\$202,600 \$0 \$0 \$202,600	\$0 \$23,000 \$0 \$23,000	\$0 \$0 \$2,228,390 \$2,228,390
					ESTIMATED TOTAL PROJECT COST: \$2,453,990				
8085-22 New	KIRKWOOD GEYER ROAD, PHASE 2 WEST ADAMS AVE TO 500' N/O BIG BEND RD RESURFACING - CURB RAMPS - RECONSTRUCT RD AT UP RRRXING LENGTH (mi): 1.15 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Pedestrian Facility Intersection Improvement Federal: \$1,139,635 State: \$0 Local: \$640,811	PE ROW IMPL TOTAL	\$195,903 \$160,000 \$1,424,543 \$1,780,446	\$0 \$0 \$0 \$0	\$195,903 \$0 \$0 \$195,903	\$0 \$160,000 \$0 \$160,000	\$0 \$0 \$1,424,543 \$1,424,543
					ESTIMATED TOTAL PROJECT COST: \$1,780,446				
8015-20 New	MAPLEWOOD MANCHESTER ROAD BIG BEND BLVD TO CITY LIMITS (150' E/O YALE AVE) RESURFACING - CURB RAMPS - MID-BLOCK XING LENGTH (mi): 0.65 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Pedestrian Facility Federal: \$1,280,000 State: \$0 Local: \$320,000	PE ROW IMPL TOTAL	\$150,000 \$0 \$1,450,000 \$1,600,000	\$0 \$0 \$0 \$0	\$150,000 \$0 \$0 \$150,000	\$0 \$0 \$0 \$0	\$0 \$0 \$1,450,000 \$1,450,000
					ESTIMATED TOTAL PROJECT COST: \$1,600,000				
8016-22 New	MARYLAND HEIGHTS FEE FEE ROAD SCHUETZ RD TO WESTPORT PLAZA DR SLAB REPLACEMENT - DIAMOND GRIND - BRIDGE DECK LENGTH (mi): 1.01 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Paving Bridge Deck Repair Federal: \$630,000 State: \$0 Local: \$387,594	PE ROW IMPL TOTAL	\$110,000 \$0 \$907,594 \$1,017,594	\$0 \$0 \$0 \$0	\$110,000 \$0 \$0 \$110,000	\$0 \$0 \$0 \$0	\$0 \$0 \$907,594 \$907,594
					ESTIMATED TOTAL PROJECT COST: \$1,017,594				

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COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2019-2022 TOTAL	2019	2020	2021	2022
8208-20 New	MODOT MO 340 N. SPOEDE RD TO OLD OLIVE STREET RD EXTEND LEFT TURN BAYS LENGTH (mi): 0.13 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement Left-turn lanes	PE ROW IMPL Federal: State: Local:	\$90,000 \$15,000 \$976,000 \$1,081,000	\$30,000 \$0 \$0 \$30,000	\$60,000 \$15,000 \$0 \$75,000	\$0 \$0 \$976,000 \$976,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$1,081,000				
8037-20 New	ST. ANN GERALDINE AVENUE BRIDGE OVER COLDWATER CREEK REPLACE BRIDGE - SIDEWALK (5') LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Sidewalks	PE ROW IMPL Federal: State: Local:	\$65,000 \$10,000 \$585,000 \$660,000	\$0 \$0 \$0 \$0	\$65,000 \$0 \$0 \$65,000	\$0 \$10,000 \$0 \$10,000	\$0 \$0 \$585,000 \$585,000
					ESTIMATED TOTAL PROJECT COST: \$660,000				
8068-22 New	ST. LOUIS COUNTY CHESTERFIELD PKWY WEST (SOUTH) - 2022 I-64 TO CLARKSON RD RESURFACING - CURB RAMPS LENGTH (mi): 0.9 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvmnt Pedestrian Facility	PE ROW IMPL Federal: State: Local:	\$310,600 \$85,200 \$2,372,600 \$2,768,400	\$0 \$0 \$0 \$0	\$310,600 \$0 \$0 \$310,600	\$0 \$85,200 \$0 \$85,200	\$0 \$0 \$2,372,600 \$2,372,600
					ESTIMATED TOTAL PROJECT COST: \$2,768,400				
8061-20 New	ST. LOUIS COUNTY HEINTZ ROAD BRIDGE OVER MATTESE CREEK REPLACE BRIDGE - SIDEWALK (6') LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Sidewalks	PE ROW IMPL Federal: State: Local:	\$192,400 \$39,300 \$1,456,000 \$1,687,700	\$0 \$0 \$0 \$0	\$192,400 \$0 \$0 \$192,400	\$0 \$39,300 \$0 \$39,300	\$0 \$0 \$1,456,000 \$1,456,000
					ESTIMATED TOTAL PROJECT COST: \$1,687,700				
8062-20 New	ST. LOUIS COUNTY J.S. MCDONNELL BLVD BRIDGE OVER COLDWATER CREEK REPLACE BRIDGE - SHOULDER (5'3') LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Roadway Shoulders	PE ROW IMPL Federal: State: Local:	\$292,800 \$43,700 \$2,215,800 \$2,552,300	\$0 \$0 \$0 \$0	\$292,800 \$0 \$0 \$292,800	\$0 \$43,700 \$0 \$43,700	\$0 \$0 \$2,215,800 \$2,215,800
					ESTIMATED TOTAL PROJECT COST: \$2,552,300				

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COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2019-2022 TOTAL	2019	2020	2021	2022
8072-20 New	ST. LOUIS COUNTY KINGSLAND AVENUE - 2022 OLIVE BLVD (MO 340) TO DELMAR BLVD RESURFACING - CURB RAMPS LENGTH (mi): 0.4 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 3 Lane Pvmt Pedestrian Facility Misc traffic control items/ITS Federal: \$800,000 State: \$0 Local: \$298,700	PE ROW IMPL TOTAL	\$119,700 \$48,100 \$930,900 \$1,098,700	\$0 \$0 \$0 \$0	\$119,700 \$0 \$0 \$119,700	\$0 \$48,100 \$0 \$48,100	\$0 \$0 \$930,900 \$930,900
					ESTIMATED TOTAL PROJECT COST: \$1,098,700				
8019-20 New	ST. LOUIS COUNTY MASON ROAD - 2022 CLAYTON RD TO 100' N/O MASON RIDGE RD RESURFACING - SHARED USE PATH (8') - CURB RAMPS LENGTH (mi): 0.6 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmt Bicycle Facilities Pedestrian Facility Federal: \$1,472,920 State: \$0 Local: \$368,240	PE ROW IMPL TOTAL	\$193,260 \$144,000 \$1,503,900 \$1,841,160	\$0 \$0 \$0 \$0	\$193,260 \$0 \$0 \$193,260	\$0 \$144,000 \$0 \$144,000	\$0 \$0 \$1,503,900 \$1,503,900
					ESTIMATED TOTAL PROJECT COST: \$1,841,160				
8075-22 New	ST. LOUIS COUNTY MIDLAND BLVD (EAST) - 2022 WOODSON RD TO NORTH & SOUTH RD RESURFACING - CURB RAMPS LENGTH (mi): 1.45 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvmt Pedestrian Facility Misc traffic control items/ITS Federal: \$1,600,000 State: \$0 Local: \$2,175,300	PE ROW IMPL TOTAL	\$435,900 \$40,400 \$3,299,000 \$3,775,300	\$0 \$0 \$0 \$0	\$435,900 \$0 \$0 \$435,900	\$0 \$40,400 \$0 \$40,400	\$0 \$0 \$3,299,000 \$3,299,000
					ESTIMATED TOTAL PROJECT COST: \$3,775,300				
8077-22 New	ST. LOUIS COUNTY N. ELIZABETH AVENUE- 2022 PERSHALL RD TO CHAMBERS RD RESURFACING - CURB RAMPS LENGTH (mi): 1.65 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmt Pedestrian Facility Federal: \$800,000 State: \$0 Local: \$1,211,600	PE ROW IMPL TOTAL	\$222,800 \$87,400 \$1,701,400 \$2,011,600	\$0 \$0 \$0 \$0	\$222,800 \$0 \$0 \$222,800	\$0 \$87,400 \$0 \$87,400	\$0 \$0 \$1,701,400 \$1,701,400
					ESTIMATED TOTAL PROJECT COST: \$2,011,600				
8078-22 New	ST. LOUIS COUNTY NEW BALLWIN ROAD - 2022 TWIGWOOD DR TO OAK LEAF MANOR CT RESURFACING - CURB RAMPS LENGTH (mi): 1.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 3 Lane Pvmt Pedestrian Facility Misc traffic control items/ITS Federal: \$800,000 State: \$0 Local: \$1,211,600	PE ROW IMPL TOTAL	\$222,800 \$87,400 \$1,701,400 \$2,011,600	\$0 \$0 \$0 \$0	\$222,800 \$0 \$0 \$222,800	\$0 \$87,400 \$0 \$87,400	\$0 \$0 \$1,701,400 \$1,701,400
					ESTIMATED TOTAL PROJECT COST: \$2,011,600				

FISCAL YEARS 2019-2022
TRANSPORTATION IMPROVEMENT PROGRAM
 ATTACHMENT D - RECOMMENDED STP-S AND CMAQ PROJECTS

COUNTY: ST. LOUIS

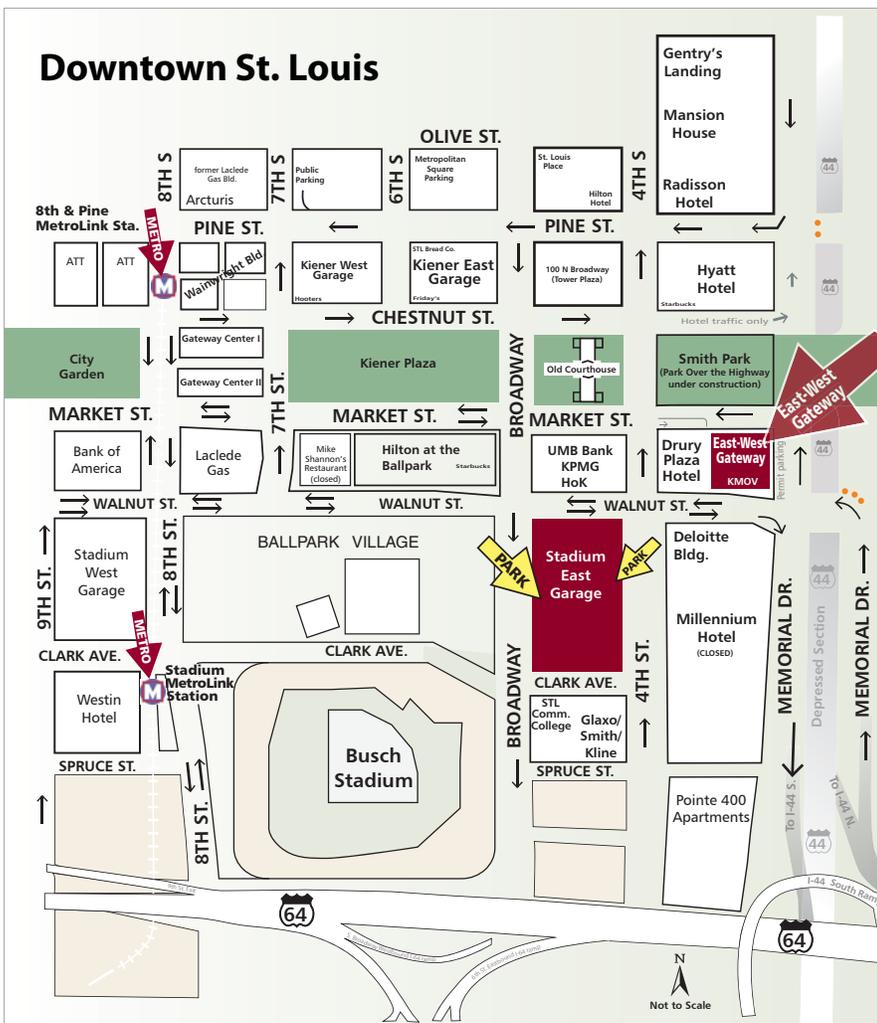
ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2019-2022 TOTAL	2019	2020	2021	2022
8081-22 New	ST. LOUIS COUNTY VERNON AVENUE - 2022 MIDLAND BLVD TO CITY OF ST. LOUIS LINE RESURFACING - CURB RAMPS LENGTH (mi): 1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Misc traffic control items/ITS Pedestrian Facility Federal: \$800,000 State: \$0 Local: \$1,107,400	PE ROW IMPL TOTAL	\$210,100 \$63,400 \$1,633,900 \$1,907,400	\$0 \$0 \$0 \$0	\$210,100 \$0 \$0 \$210,100	\$0 \$63,400 \$0 \$63,400	\$0 \$0 \$1,633,900 \$1,633,900
					ESTIMATED TOTAL PROJECT COST: \$1,907,400				
8083-22 New	ST. LOUIS COUNTY WEIDMAN ROAD - 2022 TURTLE COVE DR TO MANCHESTER RD (MO 100) RESURFACING - CURB RAMPS LENGTH (mi): 0.75 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Resurfacing 3 Lane Pvm Pedestrian Facility Federal: \$800,000 State: \$0 Local: \$711,100	PE ROW IMPL TOTAL	\$165,300 \$60,100 \$1,285,700 \$1,511,100	\$0 \$0 \$0 \$0	\$165,300 \$0 \$0 \$165,300	\$0 \$60,100 \$0 \$60,100	\$0 \$0 \$1,285,700 \$1,285,700
					ESTIMATED TOTAL PROJECT COST: \$1,511,100				
8086-20 New	VALLEY PARK ST. LOUIS AVENUE/BECKETT/MARSHALL, PHASE 3 MO 141 TO 3RD ST RECONSTRUCT: RR TO 3RD; RESURF: RR TO 141 - SIDEWALKS (5') LENGTH (mi): 0.42 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Sidewalks Resurfacing 2 Lane Pvm Federal: \$1,431,273 State: \$0 Local: \$357,817	PE ROW IMPL TOTAL	\$153,400 \$25,000 \$1,610,690 \$1,789,090	\$0 \$0 \$0 \$0	\$153,400 \$0 \$0 \$153,400	\$0 \$25,000 \$0 \$25,000	\$0 \$0 \$1,610,690 \$1,610,690
					ESTIMATED TOTAL PROJECT COST: \$1,789,090				

FISCAL YEARS 2019-2022
TRANSPORTATION IMPROVEMENT PROGRAM
 ATTACHMENT D - RECOMMENDED STP-S AND CMAQ PROJECTS

COUNTY: ST. LOUIS CITY

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2019-2022 TOTAL	2019	2020	2021	2022
8217-19 New	ST. LOUIS JEFFERSON / 22ND TRAFFIC FLOW IMPROVEMENTS RECONFIGURE I-64/PINE/MARKET/JEFFERSON INTERCHANGE SIGNAL IMPROVEMENTS - SHARED USE PATH/CYCLE TRACK LENGTH (mi): 6.51 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Bicycle Facilities Interchange Revision Traffic Signals Federal: \$8,000,000 State: \$0 Local: \$2,000,000	PE ROW IMPL TOTAL	\$1,100,000 \$500,000 \$8,400,000 \$10,000,000	\$1,100,000 \$0 \$0 \$1,100,000	\$0 \$500,000 \$0 \$500,000	\$0 \$0 \$8,400,000 \$8,400,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$10,000,000				
8089-20 New	ST. LOUIS JEFFERSON/22ND ST INTERCHANGE IMPROVEMENTS RECONFIGURE I-64/PINE/MARKET/JEFFERSON INTERCHANGE REESTABLISH STREET GRID - CURB RAMPS - RESURFACING LENGTH (mi): 1.44 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	STP-S	New 2-lane Roadway Pedestrian Facility Resurfacing Federal: \$6,000,000 State: \$0 Local: \$1,500,000	PE ROW IMPL TOTAL	\$800,000 \$400,000 \$6,300,000 \$7,500,000	\$0 \$0 \$0 \$0	\$800,000 \$0 \$0 \$800,000	\$0 \$400,000 \$0 \$400,000	\$0 \$0 \$6,300,000 \$6,300,000
					ESTIMATED TOTAL PROJECT COST: \$7,500,000				

Downtown St. Louis



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 Martin Luther King Bridge

On I-64, merge onto the MLK bridge ramp. On MO side, stay to the right, which is 3rd St. Turn left on Cole St., then left on Broadway. Continue on Broadway about ten blocks to Stadium East garage on the left.

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.