

**RECORDING
NOT REQUIRED**

RETURN TO:

**CITY CLERK OF TROY
116 E. MARKET STREET
TROY, IL 62294**

**CITY OF TROY
RESOLUTION 2022 - 11**

RESOLUTION OF SUPPORT AND COMMITMENT OF LOCAL FUNDS

**ADOPTED BY THE CITY COUNCIL OF THE
CITY OF TROY, ILLINOIS
THIS 7th DAY OF FEBRUARY 2022**

**Published in pamphlet form by the authority of the City Council of the City of Troy,
Madison County, Illinois, this 7th day of February 2022**

*Original to
Tom Cassell*

RESOLUTION 2022-11

RESOLUTION OF SUPPORT AND COMMITMENT OF LOCAL FUNDS

WHEREAS, the City of Troy, Illinois, is applying to East West Gateway Council of Governments for a Surface Transportation Program – Sub-allocated Grant (STP-S), to improve Riggin Road from Zenk Road to Bouse Road, and

WHEREAS, this section of Riggin Road will generally be improved to a 30’-wide concrete street with curb and gutter, storm sewer, and sidewalks, and

WHEREAS, it is necessary that an application be made and agreements be entered into with the State of Illinois Department of Transportation, and

WHEREAS, cost of the project are such that financial participation by the grantee is necessary in conjunction with STP-S funds.

NOW, THEREFORE, BE IT RESOLVED as follows:

1. that the City apply for a grant under the terms and conditions of the East West Gateway Council of Governments and shall enter into and agree to the understandings and assurances contained in said application.
2. that the Mayor, City Treasurer, and City Administrator on behalf of the City may execute such documents and all other documents necessary for the carrying out of said application.
3. that the Mayor, City Treasurer, and City Administrator are authorized to provide such additional information as may be required to accomplish the obtaining of such grant.
4. that the City of Troy, Illinois does hereby commit funds in the amount of \$272,000 for use in conjunction with a STP-S Grant, for an estimated total project cost of \$933,000.

PASSED by the City Council of the City of Troy, Madison County, Illinois, approved by the Mayor, and deposited in the office of the City Clerk this 7th Day of February 2022.

Aldermen:

Dan Dawson	<u>AYE</u>	Sam Italiano	<u>AYE</u>	Ayes:	<u>8</u>
Tim Flint	<u>AYE</u>	Debbie Knoll	<u>AYE</u>	Nays:	<u>0</u>
Elizabeth Hellrung	<u>AYE</u>	Tony Manley	<u>AYE</u>	Absent:	<u>0</u>
Nathan Henderson	<u>AYE</u>	Troy Turner	<u>AYE</u>	Abstain:	<u>0</u>

APPROVED.

By: 
DAVID NONN, Mayor
City of Troy, Illinois

ATTEST:

By: 
KIMBERLY THOMAS, Clerk
City of Troy, Illinois





TIP Application Fee Payment Information Form



Use this form to provide information to East-West Gateway Council of Governments (EWG) about the TIP application fee(s) you are paying. The application fee due is .005% of the federal funds that you are requesting for each project. EWG will issue refunds for TIP application fees when the total refund owed is equal to or greater than \$100. EWG will issue invoices for the under-payment of TIP application fees. The refund and invoicing process will occur approximately 2 months after the EWG Board of Directors acts on final approval of the project list. More information about application fees can be found in the TIP application workbook.

TIP application fees may be submitted via EFT or check. Payments must be made by the deadline indicated below. Complete this form and submit it via the method indicated below.

Submit your form and payment

For EFT payments, send this form via email to tjappfees@ewgateway.org.

For check payments, submit this form via mail with your check to:

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

Deadlines

EFT payments are due by:

02/17/2022

Checks must be postmarked by:

02/10/2022

Questions?

Submit your questions about this form or payments to: tjappfees@ewgateway.org.

Want to sign up for EFT payments?

Send your request to Stacia Alvarez, Director of Administration, via email to: staci.alvarez@ewgateway.org.

A. TIP Application Information & Fees Paid

TIP Application Cycle: February 2022 - STP-S and CMAQ

Date Submitted: 02/10/2022

Applicant Name: City of Troy, IL

Payment Method: Check EFT

In the space below, provide information about the TIP application fee(s) you paid. If you are submitting more than 7 applications, attach a separate list of the projects, federal funds, fees owed, fees paid, and application type.

Project Title	Federal Funds	Fee Owed	Fee Paid	Application Type
Highway 123 Phase 1	\$1,500,000.00	\$7,500.00	\$7,500.00	STP-S - MO
Riggin Road Reconstruction and Bike/ Ped Additions	\$661,000.00	\$3,305.00	\$3,305.00	STP-S - IL
		\$0.00		
		\$0.00		
		\$0.00		
		\$0.00		
		\$0.00		
		\$0.00		
Total	\$661,000.00	\$3,305.00	\$3,305.00	
<i>Over / (Under) Payment - If field does not equal \$0, check your figures.</i>			\$0.00	

B. Refund Payee / Bill To Information

In the space provided below provide the mailing address where EWG needs to send the refund check or invoice and the contact information of the fiscal staff person EWG can contact with questions about the TIP application fee(s) you paid.

Payee / Bill To

Name: Jay Keeven

Address (City, State, Zip): 116 E. Market Street, Troy, IL 62294

Point of Contact

Name: Jay Keeven

Title: City Administrator

Phone: 618-667-9924

Email: jkeeven@troyil.us

FINANCIAL CERTIFICATION OF MATCHING FUNDS

This is to ensure sufficient funds are available to pay the non-federal share of project expenditures for the following project to be funded under the provisions of the Fixing America's Surface Transportation (FAST) Act.

Project Title: Riggin Rd Reconstr & Bike/Ped Adds.

Local Match Amount: \$272,000

Sponsoring Agency: City of Troy, IL

Chief Elected Official (or Chief Executive Officer):

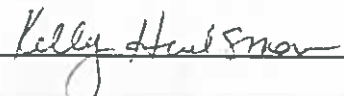
Name (print): Dave Nonn

Signature: 

Date: 2-7-22

Chief Financial Officer:

Name (print): Kelly Huelsmann

Signature: 

Date: 2-7-22

Project Application Form



Surface Transportation Block Grant Program

2022 Call for Projects

For the St. Louis Region

Road Project Type

Sponsoring Agency: City of Troy, IL

Project Title: Riggin Road Reconstruction and Bike/Ped Additions

Federal Amount Requested: \$661,000

Applications Due: February 10, 2022 by 4:00 pm



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

November 2021

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STP-S)
ROAD – PROJECT APPLICATION FORM

Please refer to the STP-S Project Development Workbook and the STP-S Scoring Criteria Guide for more information on the program requirements, available funding, and scoring criteria. The STP-S Project Development Workbook, STP-S Scoring Criteria Guide, and supplemental materials are available on the East-West Gateway Council of Governments (EWG) [STP-S Call for Projects](#) web page.

PLEASE NOTE:

This project application form is for the road project type. There are separate project application forms for the other project types, including: bridge, traffic flow, safety, active transportation, transit, and freight/economic development. If your agency is interested in applying for those project types, please obtain the application form from the EWG STP-S Call for Projects web page, or contact EWG staff for more information.

The call for projects begins on **November 5, 2021** and ends on **February 10, 2022** at 4:00 pm. Applications received after the deadline will not be accepted. Submit the completed application and necessary attachments electronically to EWG at stps@ewgateway.org. Save the electronic copy as a PDF file using the following format: 2022STPS_[Sponsor]_[Project Name].pdf. The electronic submission must include scanned signatures and attachments. Please submit one application per email. You will receive an email confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application, contact EWG staff. Note that hard copies cannot be accepted as East-West Gateway's offices are currently closed. The information provided in this application is public record.

Project sponsors wanting feedback on applications may submit a preliminary copy by **January 6, 2022** to EWG at stps@ewgateway.org. EWG staff will review the applications submitted and will return comments by email by **January 20, 2022**. If a preliminary application is submitted for feedback, a final application must still be submitted by **February 10, 2022**.

CONTACT INFORMATION

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

STP-S Call for Projects web page: <http://www.ewgateway.org/transportation-planning/transportation-improvement-program/competitive-transportation-programs/call-for-projects-stp-s/>

PROJECT CHECKLIST AND SUBMITTAL REQUIREMENTS

The evaluation and scoring of all projects will be based on the answers provided in the application and the attachments submitted.

The materials should be submitted in the following order.

Project Application:

- Project application fee** – ½ of one percent of federal funds requested. Make checks payable to “East-West Gateway Council of Governments” or “EWGCOG” or contact staci.alvarez@ewgateway.org to set up electronic funds transfer.
- Completed STP-S application**
- Scanned required signatures** – Notification of Title VI & Nondiscrimination Requirements, Financial Certification of Matching Funds, Person of Responsible Charge Certification, Right-of-Way Acquisition Certification Statement, Policy on Reasonable Progress Certification (Missouri only).

Attachment A:

- Project location map** – depict the location of the project on a base map such as a town road map, GIS map, aerial photo, or another base map suitable to clearly show the project’s overall location. Provide on an 8 ½ x 11 page. Project location is used by EWG to determine:
 - geographic scale project categorization (i.e., ‘within community’ or ‘outside community’)
 - score for Environmental Justice
 - score for employment density
 - score for intermodal connections
- Detailed cost estimate** – use Estimate of Project Costs excel file provided by EWG.
- Letter of permission from facility owner** – provide if sponsor does not own roadway.
- Letter of support from match source** – provide if individual, business, other local public agency, or other third-party is providing matching funds.
- Coordination letter(s)** – provide if sponsor requires coordination with other agencies to implement the project (e.g., Bi-State Development, Madison County Transit District, St. Clair County Transit District).

Attachment B:

- Photographs** – attach photo(s) of the current roadway.
- Detailed map** – if applicable, provide a map showing:
 - locations of all proposed safety countermeasures along project limits (i.e., if chevrons are being added to a curve, mark the curve where the chevrons will be added)
 - transit routes along project limits
 - community resources along project limits (e.g., park/trail, full service grocery store, civic building, library, health center, recreation center))
 - schools (grades K-12 and college/university) located within ½ mile of project limits
 - freight facilities along project limits (e.g., intermodal freight facility, major freight generator, logistic center, manufacturing or warehouse industrial land, port facility)
- Typical section** – show details of before and after roadway improvements.
- Road condition** – use Road Condition Evaluation Form provided by EWG.

Attachment C:

- Crash reports** – attach full crash reports for all fatal and serious injury crashes and up to 10 minor injury and/or property damage only crashes that coincide with the safety countermeasure within the project limits from 2015-2019. Redact any personal information (e.g., names, addresses, etc.). Crash reports are not required if the project has no safety countermeasures.

Attachment D: (optional)

- Documentation of an approved or adopted plan, ordinance, and/or policy that supports the project** – do not attach entire **plan** documents, only include the necessary pages.
- Letters of support** – endorsements or petitions from associations, boards, school districts, residents, businesses, etc. Only attach letters of support that pertain to specific project.
- Documentation of public involvement process** – public meeting minutes, newspaper clippings, press announcements, etc.

Attachment E:

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

SUBMITTAL TYPE (CHECK ONE):

- Preliminary application (for comments) – Due **January 6, 2022**
- Final application – Due **February 10, 2022**

SPONSOR INFORMATION					
Sponsoring agency:		City of Troy, IL			
Secondary sponsor agency (if applicable):					
Chief Elected Official/Chief Executive Director:					
Name:	David Nonn	Title:	Mayor		
Street address:		116 East Market Street			
City:	Troy	State:	IL	County:	Madison
				ZIP code:	62294
Project contact:					
Name:	Jay Keeven	Title:	City Administrator		
Agency:		City of Troy, IL			
Street address:		116 East Market Street			
City:	Troy	State:	IL	County:	Madison
				ZIP code:	62294
Phone Number:	618-667-9924 x7501	E-mail address:	jkeeven@troyil.us		
Application contact:					
Name:	Tom Cissell, PE	Phone Number:	618-345-2200 x131		
E-mail address:		tom.cissell@oatesassociates.com			
PROJECT INFORMATION					
Project title:		Riggin Road Reconstruction			
Project status:		Is this application request for a piece of a larger project (phase) or the entire length of project?			
<input checked="" type="checkbox"/> New project		<input type="checkbox"/> Phase			
<input type="checkbox"/> Continuation of STP-5/CMAQ/TAP project		<input checked="" type="checkbox"/> Full project			
<input type="checkbox"/> Add to existing non-federally funded project					
If project is a continuation of another project that was previously programmed in the TIP, provide TIP ID # of existing project and also explain this relationship:					
If this project is a phase of a full project, how many phases are left to complete the project? Briefly explain each phase (i.e., project limits and general improvements):					
Has your agency received federal funds for this specific road segment within the last 10 years?					
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
If yes, when?					
Year of original roadway construction or most recent reconstruction:		Unknown exactly but in the 90s			
Year of last roadway resurfacing:		N/A			
Does this project touch MoDOT or IDOT right-of-way?					
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
<i>If yes, a letter of support for this project is required from the state DOT.</i>					
Does the sponsoring agency own and maintain this facility?					
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
<i>If no, a letter of support for this project is required from the facility owner.</i>					
If no, who owns the facility?					

ROADWAY INFORMATION			
Name of street or facility to be improved:	Riggin Road		
Project length (miles):	0.4 mi of road+sidewalk (0.85 mi total w/ bike lane)		
Project limits – north/west reference point, cross street, or intersection:	Bouse Road		
Project limits – south/east reference point, cross street, or intersection:	Zenk Road (road+sw) IL-162 (bike lanes)		
Federal functional classification of road (per EWG) ¹ :	Major Collector		
Average roadway pavement condition (PASER):	4.00 (Exhibit B3)		
	CURRENT:		PROPOSED:
Traffic volumes (AADT):	3300	Year: 2021	4000 Year: 2041
Identify source of AADT ² :	IDOT ADT Maps		assumed 1% growth for 20-years
Speed limit of street (mph):	25		25
Number of through lanes (both directions):	2		2
Number of turn lanes:	0		0
Two-way left turn lanes ³ ?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Typical lane width (feet):	11-14		10
Outside lane width (feet):	11-14		10
Shoulder width (feet):	0		0
On-street parking allowed?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Curb and gutter?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Sidewalks?	<input type="checkbox"/> One side <input type="checkbox"/> Both sides <input checked="" type="checkbox"/> None		<input type="checkbox"/> One side <input checked="" type="checkbox"/> Both sides <input type="checkbox"/> None
Sidewalk width (feet):	N/A		5
Existing sidewalk surface condition ⁴ :	<input type="checkbox"/> Poor <input type="checkbox"/> Fair <input type="checkbox"/> Good <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> None		n/a
Estimated sidewalk to be built (square yards):	n/a		820
Sidewalk/roadway separation width (feet):	n/a - mostly no sidewalks		2'-3'
On-road bicycle facility ⁵ ?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
On-road bicycle facility width:	5' Bike Lanes (Both Ways)		
Shared-use path/sidepath?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Shared-use path/sidepath width (feet):	n/a		n/a
Estimated shared-use path to be built (square yards):	n/a		0
Number of new and/or reconstructed curb ramps:	n/a		11

¹ EWG Functional Classification maps: <http://www.ewgateway.org/transportation-planning/roadway-functional-classification/>.

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

³ If two-way turn lane is proposed as part of road preservation, it must be paid for with local funds.

⁴ **Poor:** the sidewalk has deep cracking and buckling, poor drainage, or tree root damage). Impassable to mobility impaired pedestrians. **Fair:** the sidewalk contains cracks or an uneven and distressed surface. Hinders mobility of the average pedestrian. **Good:** the sidewalk is free from significant cracking, buckling, or gravel surfaces. Unlikely to hinder mobility of the average pedestrian. **Excellent:** the sidewalk is in like new condition and contains no cracking or buckling. Does not hinder mobility of the average pedestrian. **None:** no sidewalk is present.

⁵ On-road bicycle facility includes: bike lanes (separated, buffered, and standard). Shared-lane markings (sharrows) and share the road/bikes may use full lane signage are not bicycle facilities. View the EWG Bicycle Planning Guide for a description on bicycle facilities:

https://www.ewgateway.org/wp-content/uploads/2018/07/BicyclePlanningGuide_June2018.pdf.

LAND ACQUISITION INFORMATION	
Status of right-of-way acquisition (all properties, permanent and/or temporary easements, Temporary Slope Construction License (TSCL), and other rights-of-way): <input type="checkbox"/> All acquired or none needed <input type="checkbox"/> In process <input checked="" type="checkbox"/> Not started	
If applicable, list the number of parcels to be acquired (all properties, permanent and/or temporary easements, TSCL, and other rights-of-way): The City may need to acquire temporary construction easements off four adjacent property owners for grading on 7916 Bouse Road, 2412 Riggin Road, 611 Riggin Road, and 609 Riggin Road.	
If any residential or commercial displacements are anticipated, give details on how many and if they are residential and/or commercial: n/a	
Right-of-way acquisition by:	Consultant
Right-of-way condemnation by:	Consultant
Will the project traverse any public property, such as a public park that has used federal funds (e.g., Land and Water Conservation Funds) in the past? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown	
UTILITY COORDINATION	
<i>Note: project sponsor must coordinate with utilities prior to construction.</i>	
Will the project involve any coordination with utilities? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<i>If yes, check the appropriate box to select the type of utility. Then give the names of the utility companies.</i>	
<input checked="" type="checkbox"/> Electric	Southwestern IL Electric Coop
<input checked="" type="checkbox"/> Phone	AT&T
<input checked="" type="checkbox"/> Gas	Ameren
<input checked="" type="checkbox"/> Water	City of Troy
<input checked="" type="checkbox"/> Cable TV	Charter
<input checked="" type="checkbox"/> Storm sewer	City of Troy
<input checked="" type="checkbox"/> Sanitary sewer	City of Troy
<input type="checkbox"/>	
<input type="checkbox"/>	
Give details concerning potential utility conflicts, problems, or issues: Utility poles on the east side of the road will have to be relocated. Underground utilities such as gas and water will have to be relocated to avoid storm sewer conflicts.	
Utility coordination completed by:	Consultant
Designed by:	Utility Provider
Inspected by:	City

RAILROAD COORDINATION	
Does the project traverse any property owned by a railroad? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Is there a railroad within 500' of project limits? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Name of railroad:	
Number of crossings impacted:	
Are the crossings active?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Width of crossing:	
What is the crossing type? <input type="checkbox"/> Timber <input type="checkbox"/> Rubberized <input type="checkbox"/> Asphalt <input type="checkbox"/> Concrete <input type="checkbox"/> Other	
Describe other:	
PROJECT MAINTENANCE	
List any regular maintenance tasks anticipated over the next 25 years: The City anticipates adding this street to it's annual crack sealing program. Every concrete joint is resealed on a 5 to 10 year rotational basis. At the end of the 25-year life cycle, pavement patches and sidewalk repairs could be expected.	
Estimated annual cost to maintain facility and funding source(s): \$2,000/yr for crack seal and future patching. MFT and General Funds.	
AMERICANS WITH DISABILITIES ACT	
Under the 1990 Americans with Disabilities Act (ADA), Title II requires public entities with more than 50 employees to complete a self-evaluation and create an effective ADA transition plan ⁶ .	
Does your local public agency have more than 50 employees? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If yes, does your agency have an adopted ADA transition plan? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If your agency has an ADA transition plan, when was it adopted?	2016
If ADA transition plan is not adopted, when is it expected to be adopted?	n/a

⁶ FHWA Questions and Answers about ADA/Section 504: <https://www.fhwa.dot.gov/civilrights/programs/ada/ada sect504qa.cfm>.

PROJECT DESCRIPTION

Define the **scope and specific elements** of the project. Describe current conditions / problems / issues that the project will address. Be as specific as possible.

Riggin Road is a major collector route running north to south through the City of Troy, Illinois (Exhibit A1 & A3). The total project length is 0.85 miles broken up as follows: The City is proposing to reconstruct the existing oil & chip pavement from Bouse Road to the end of the existing concrete pavement, a distance of 850 feet. In this section, the project scope will consist of oil & chip pavement removal, new concrete pavement and concrete curb construction, storm sewer inlet improvements, sidewalk construction, and pavement markings. From the bridge to Zenk Road, the City is also proposing to add sidewalk to the west side of the road and perform pavement patching for bike travel on this 1,250 foot long stretch. Extending this project scope, from Zenk all the way to IL-162, bike lanes will be striped to complete the bicycle network for another 2,400 feet. In fact, bike lanes are striped for this entire 0.85 mile stretch. A detailed Scope of Work Plan and Typical Sections are shown in Exhibit B3.

The existing pavement to be replaced is a 24'-wide oil & chip pavement that varies in width, cross-slope, ride quality, etc. due to the undefined nature of oil & chip roads. The road is in an established and growing residential area within the City limits where rural quality oil & chip roads with open ditching and no sidewalks is inadequate. Park Forest and Northwoods Subdivisions are along the east side of this road segment and the residential neighborhood of Nottingham/ Canterbury Road is along the southwest part of this road segment. Open land that is zoned single-family residential will develop in the future along the remainder of the west side. Additional sidewalks will be added on the west when the future development occurs.

The reconstruction of this roadway section will address many issues:

- First, the existing oil & chip pavement is narrow and obsolete for a major collector with an average of 3,300 veh per day in an established and growing residential area (Exhibit A2). Trucks also travel this segment to circle back to the frontage road along I-55/70 using Bouse Rd and/or to travel to Edwardsville (Edw). Riggin Rd is a conduit to Ridgeview Rd which is a collector rte between Troy and Edw and many Troy residents shop and work in Edw.
- Second, there are no pedestrian elements along the existing pavement except on the east side along the southern portion, and pedestrian modes should be provided in a growing residential area. At the southern end of Riggin Road, there are stores (Dollar General and a strip center), banks, and gas stations that residents from the numerous houses along this route frequent. The Tri-Township Park is also at the southern end of Riggin Road, and this is the major recreation activity center in the City. Also, the City just constructed a 2-mile shared-use path through the Park that connects to the southern end of Riggin Road. Being able to walk to/from all these activity centers adjacent to Riggin Road will be a major benefit for the northern subdivisions along this segment.
- Third, sidewalk will be added on the west side of Riggin Road from Nottingham Drive to Zenk Road and curb ramps at Zenk Road, Nottingham Drive, and Canterbury Ct. to connect about 50 residential homes on Nottingham, Canterbury, and Zenk to the sidewalk network - which is a connection that currently does not exist.
- Lastly, motorists tend to drive too fast on this section largely because of the rural feel that a driver experiences along this segment when entering the City. In 2016, the City completed a speed study along Riggin Road and found that motorists travel about 10-mph over the speed limit on this section of Riggin Road. Converting this section of road to an urban section with curb and gutter and sidewalk will provide the proper context and slow traffic on this urban collector in a residential area. Traffic calming elements that were identified in the Study such as speed indication signs that will also be incorporated into this project.

COMMUNITY SUPPORT

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

As shown in Exhibit D1, in 2016 the City completed and presented the "Riggin Road Speed Study" at a City Council meeting that was open to the public. The speed study found that motorists travel about 10-mph over the speed limit on this section of Riggin Road and that traffic calming elements needed to be incorporated on the north end of Riggin Road to help slow traffic. This project is a north extension and will start to incorporate the suggested improvements. Converting the north end of Riggin Road from a rural section to an urban section will help calm traffic. Urban sections portray the proper context that pedestrians and driveways are in the area, which helps raise motorist awareness and calms traffic.

Also included as Attachment E, the City passed a "resolution of support" on February 7, 2022 - signifying the Council's support for the project including its financial commitment. Also, the City solicited public input as part of a Bike & Pedestrian Master Planning process in December 2021. Riggin Road was mentioned by some in the public.

PROJECT DEVELOPMENT SCHEDULE

Note: many stages can occur concurrently.

Activity Description	Start Date (MM/YYYY)	Finish Date (MM/YYYY)	Time Frame (Months)
Receive notification letter	10/2022	10/2022	1
Execute agreement (project sponsor and DOT)	06/2023	08/2023	3
Engineering services contract submitted and approved*	10/2023	12/2023	3
Obtain environmental clearances (106, CE2, T&E, etc.)	06/2024	10/2023	5
Public meeting/hearing	09/2024	09/2024	1
Develop and submit preliminary plans	06/2024	10/2024	5
Preliminary plans approved	11/2024	02/2025	4
Develop and submit right-of-way plans	02/2025	03/2025	2
Review and approval of right-of-way plans	03/2025	04/2025	2
Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*	04/2025	04/2025	1
Right-of-way acquisition	04/2025	06/2025	3
Utility coordination	06/2024	05/2025	12
Develop and submit PS&E	03/2025	05/2025	3
District approval of PS&E/advertise for bids*	05/2025	06/2025	2
Submit and receive bids for review and approval	07/2025	08/2025	2
Project implementation/construction	09/2025	11/2025	3

* Finish date must match fiscal year for each milestone shown in bold text.

FINANCIAL PLAN

Note: federal participation for a phase of work must not exceed 80% in Missouri for all phases of work and 80% in Illinois for construction/construction engineering phase only. In Illinois, PE and right-of-way must be paid with local funds.

Activity ⁷	Starting Federal Fiscal Year ⁸	Total Phase Cost	STP-S Funds Requested	Sponsor Share	Sponsor Share Percentage
PE / Planning / Environmental Studies	FY 2024	\$ 106,750	\$ 0	\$ 106,750	100.00%
Right-of-Way	FY 2025	\$ 0	\$ 0	\$ 0	0.00%
Construction Engineering	FY 2026	\$ 36,000	\$ 28,800	\$ 7,200	20.00%
Construction / Implementation	FY 2026	\$ 790,250	\$ 632,200	\$ 158,050	20.00%
TOTAL PROJECT COST		\$ 933,000	\$ 661,000	\$ 272,000	29.15%

Identify the source(s) of local matching funds (e.g., state DOT, city, county, county road board, county motor fuel tax, private entity), and the amount for each source:

MFT and General Funds - \$272,000

⁷ Illinois: construction/construction engineering funds are available in FY 2026.

Missouri: preliminary engineering funds are available in FY 2023 or FY 2024, right-of-way in FY 2024 or FY 2025, and construction/construction engineering in FY 2025 or FY 2026. Note: FY 2025 construction/construction engineering must be less than \$1 million federal.

⁸ Fiscal years are federal fiscal years (October 1 through September 30).

SAFETY		
Were there any crashes along project limits from 2015-2019? <i>Note: a project can still potentially receive partial points if it does not have crashes, but includes a preventive safety countermeasure.</i>		
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Total number of crashes by severity type along project limits:		
Fatal (K on the KABCO scale):	0	
Serious injury (A on the KABCO scale):	0	
Minor injury (B and C on the KABCO scale):	0	
Property damage only (O on the KABCO scale):	5	
Total number of crashes from 2015-2019 along project limits:	5	
Does the project include safety countermeasure(s)?		
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
If yes, identify the safety countermeasure(s) proposed, its Crash Modification Factor (CMF), and the CMF ID below (e.g., installation of safety edge treatment – CMF: 0.92 – CMF ID: 4303):		
Countermeasure	CMF	CMF ID
Convert 12-foot lanes to 10-foot lanes	0.58	7827
Install high-visibility crosswalks	0.81	4124
Install Dynamic Speed Feedback Sign	0.95	6885
<p><i>Note: a list of safety countermeasures and their CMFs is provided in Appendix C of the STP-S Scoring Criteria Guide. In addition, the FHWA Crash Modification Factors Clearinghouse provides a searchable database of safety countermeasures: http://www.cmfclearinghouse.org/.</i></p> <p>Describe how the proposed safety countermeasure(s) will address the crashes occurring along the project limits: There are five relative crashes in this segment from 2015-2019 as shown in Exhibit C1. Four of them are rear-end or fixed object crashes and one is a right-angle crash. All five are likely due to inattentiveness and speeding. The proposed improvements are geared toward calming traffic as it enters or leaves the City. The described issue is documented in the "Riggin Road Speed Study". The combination of narrower lanes, high-visibility crosswalks, and speed feedback will calm traffic along the corridor and help improve safety for drivers and pedestrians.</p>		
Are there any undocumented safety issues?		
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
If yes, describe the undocumented safety issue(s) and explain how the preventive safety countermeasure(s) will address the issue:		
<p>As shown in Exhibit D1, in 2016 the City completed and presented the "Riggin Road Speed Study" at a City Council meeting that was open to the public. The speed study found that motorists travel about 10-mph over the speed limit on this section of Riggin Road and that traffic calming elements needed to be incorporated on the north end of Riggin Road to help slow traffic. This project is a north extension and will start to incorporate the suggested improvements. These improvements include speed indication signs and bump outs and intersections.</p> <p>Since Riggin Road is in a residential neighborhood with driveways directly fronting the street, it is difficult to back out of the drives due to the amount of traffic, but it is worse when the traffic is traveling faster than intended. This project will help residents access their properties safely. Also, as the area grows, so will the amount of pedestrians crossing and walking along Riggin Road - necessitating the need for the added sidewalks and high-type xings.</p>		

MULTIMODAL

Does the proposed project incorporate any of the following bicycle-related improvements?

- Separated bike lane/cycle track/protected bike lane
- Shared-use path/trail/arterial sidepath
- Buffered bike lane
- Standard bike lane (not buffered)
- Marked shared roadway (shared-lane markings, "sharrow")
- Paved shoulder
- Wayfinding or end of trip facilities
- Other
- None

Describe the bicycle-related improvements (including 'other') in detail:

-In the 2016 "Riggin Road Speed Study", the addition of 5'-wide bike lanes striped within the 15'-wide lanes was suggested to calm traffic. If this STP application was approved, the City would stripe the bike lanes not only on this segment but on the entire segment of Riggin Road to the Tri-Township Park. At the Tri-Township Park, the City is currently constructing a 10'-wide shared-use path that the new Riggin Road bike lanes will connect to.
 -Also, the City solicited public input during a Bike & Pedestrian Master Plan process in December 2021. Adding bike lanes along Riggin Rd was identified in the presentation and requested by some as highlighted in Attachment E

Does the proposed project incorporate any of the following pedestrian-related improvements?

- New sidewalks (where none currently exist)
- Sidewalk spot slab improvements
- Sidewalk reconstruction
- Construction of new curb ramps (where none currently exist)
- Curb ramp reconstruction
- Sidewalk/roadway separation
- Wayfinding, furniture, or other end of trip facilities
- Pedestrian-scale lighting (e.g., glare shielded, lower height (12' to 16'), in-pavement)
- Other
- None

Describe the pedestrian-related improvements (including 'other') in detail:

-5'-wide sidewalks will be constructed on the east side of the road from the existing concrete pavement to Bouse Road. There are currently no sidewalks along the northern section. 5'-wide sidewalks will be constructed on the west side of the road from Zenk Road to Nottingham Drive, to connect 50 additional houses to the sidewalk system. There will be sidewalk on both sides of the road along this section.
 -New curb ramps will be constructed at the intersection of Riggin Road and Bouse Road, Canterbury Ct. and Riggin Road, Nottingham Ct. and Riggin Road, and Zenk Road and Riggin Road.

Approximately what percentage of the project limits includes new or reconstructed sidewalk or shared-use path?

80%

<p>Does the proposed project incorporate any of the following intersection or crossing treatments?</p> <p><input type="checkbox"/> Pedestrian signals/push buttons</p> <p><input type="checkbox"/> Countdown timers</p> <p><input type="checkbox"/> Leading pedestrian interval (LPI)</p> <p><input type="checkbox"/> Bicycle signals or bicycle detection</p> <p><input type="checkbox"/> Rectangular Rapid-Flashing Beacon (RRFB)</p> <p><input type="checkbox"/> Pedestrian Hybrid Beacon (PHB or HAWK)</p> <p><input type="checkbox"/> Marked crosswalks (standard parallel crosswalk markings or brick crosswalk)</p> <p><input checked="" type="checkbox"/> High-visibility crosswalks (e.g., ladder, zebra, or continental crosswalk markings)</p> <p><input type="checkbox"/> Raised crosswalks</p> <p><input checked="" type="checkbox"/> Midblock crossings</p> <p><input type="checkbox"/> Pedestrian refuge islands</p> <p><input type="checkbox"/> Curb radius reduction</p> <p><input type="checkbox"/> Curb extension or bulb-outs</p> <p><input type="checkbox"/> Bicycle boxes</p> <p><input type="checkbox"/> Colored pavement crossings for bicycles lanes marked through intersection</p> <p><input checked="" type="checkbox"/> Other</p> <p><input type="checkbox"/> None</p>
<p>Describe the intersection or crossing treatments (including 'other') in detail and identify crosswalk locations:</p> <p>Ladder-type crosswalks will be incorporated at the sidewalk crossing at Riggin Road and Zenk Road, Riggin Road and Nottingham Drive, and Riggin Road and Canterbury Court.</p> <p>Two radar actuated, speed indicator signs are added along the alignment to slow traffic and improve pedestrian safety.</p>
<p>If the project incorporates any safety, traffic calming, or design improvements, describe the improvements (e.g., improvements at a rail-grade crossing, intersection improvements, road diets, bulb-outs, raised median barriers, center islands, roadway markings, improved signage and signals):</p> <p>Ladder-type crosswalks will be incorporated at the sidewalk crossings at intersection of Riggin Road and Zenk Road, Canterbury Court, and Nottingham Drive. In addition, speed indication signs will be incorporated along Riggin Road just south of Bouse Road to help slow vehicular speeds as residents enter the City traveling southbound from the north. Another speed indication sign will be incorporated along Riggin Road between Ackerman Ave and Meadow Drive to slow northbound traffic prior to the new pedestrian crossings.</p> <p>In 2016, the City completed the "Riggin Road Speed Study", which found that motorists travel about 10-mph over the speed limit on this section of Riggin Road and that traffic calming elements needed to be incorporated on the north end of Riggin Road to help slow traffic. Reduced lane widths and a speed indicator sign are being added.</p>
<p>Does the project improve access to transit stops, stations, park-and-ride lots, or other major transit facilities?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>If yes, identify the bus route and/or transit facility:</p> <p>The MCT Route 13 - Troy-Glen Carbon and 13x - Highland-SIUE Express both stop at the Meadow Drive Apartments. Meadow Drive intersection Riggin Road about 600' south of the project limits as shown on Exhibit B2. By extending sidewalks and bike lanes that lead to this area from Riggin Road, the project enhances access to this transit stop.</p>

Does the project incorporate improvements to existing transit stops or stations (e.g., 5' x 8' ADA landing pads, benches, shelters)?
 Yes No

If yes, identify the improvements:

Does the project provide direct access (i.e., adjacent) to a school (grades K-12 and college/university)?
 Yes No

Is the project within ½ mile of a school?
 Yes No

If yes, identify the school(s):

School Name	Proximity to Project	
	<input type="checkbox"/> Direct	<input type="checkbox"/> Within ½ mile
	<input type="checkbox"/> Direct	<input type="checkbox"/> Within ½ mile
	<input type="checkbox"/> Direct	<input type="checkbox"/> Within ½ mile
	<input type="checkbox"/> Direct	<input type="checkbox"/> Within ½ mile

Does the project provide direct access (i.e., adjacent) to a community resource (e.g., park/trail, full service grocery store, civic building, library, health center, recreation center)?
 Yes No

If yes, identify all community resources (planned or existing) that the project directly serves:

As shown on Exhibit B2, at the southern end of Riggan Road, there are stores (Dollar General and a strip center), banks, a grocery store, and gas stations that residents from the numerous houses along this route frequent. The Tri-Township Park is also at the southern end of Riggan Road, and this is the major recreation activity center in the City. Also, the City recently constructed a 2-mile shared-use path through the Park that will connect to the southern end of Riggan Road. This new trail connects to the 100+ mile long MCT regional trail system.

SYSTEM RELIABILITY

Does the project include management and operations strategies that optimize the performance of the road (e.g., ITS technologies, traffic operational improvements)?
 Yes No

If yes, explain the strategy and how it improves the reliability of the transportation system:

INTERMODAL CONNECTIONS
<p>Is the project located within an industrial site area (per St. Louis Regional Freight Study)?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>
<p>If yes, what is the name of the industrial site area (e.g., Broadway-Arsenal, Earth City, GM Plant)?</p>
<p>Is the project adjacent to or does it directly impact an intermodal freight facility, major freight generator, logistic center, manufacturing and warehouse industrial facility, or port facility?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>
<p>If yes, identify the facility or major freight generator:</p>
<p>Identify any commercial vehicle countermeasures proposed, and explain how the project provides improvement to the movement of freight to and from the industrial site area, facility, or major freight generator:</p> <p>The existing oil & chip pavement is narrow and obsolete for a major collector with 2,200 vehicles per day in an established and growing residential area. Truck traffic also travels this segment to circle back to the frontage road along I-55/70 using Bouse Road and/or to travel to Edwardsville. Riggin Road is a conduit to Ridgeview Road which is a collector route between Troy and Edwardsville, and many Troy residents shop and work in Edwardsville. The turning radii will be improved at its intersection of Bouse Road, which will allow trucks to turn onto Bouse Road to access the truck generating businesses along the frontage road without driving off the pavement.</p>
ENVIRONMENT
<p>Does the project incorporate any of the following green infrastructure improvements?</p> <p><input type="checkbox"/> Bioswales</p> <p><input type="checkbox"/> Rain gardens</p> <p><input type="checkbox"/> Pervious pavements</p> <p><input type="checkbox"/> Green bulb-outs</p> <p><input checked="" type="checkbox"/> Solar powered lighting fixtures/signs</p> <p><input checked="" type="checkbox"/> Other</p> <p><input type="checkbox"/> None</p>
<p>Describe the green infrastructure improvements (including 'other') in detail:</p> <p>The project will include amended soils for all disturbed earth areas, particularly between the new sidewalk and back of curb to help absorb rainwater. Amended soils is an approved storm water best management practice (BMP) used by MSD, and although this isn't an MSD permitted project, they are the areas foremost green infrastructure expert.</p> <p>The speed indicator signs will be solar powered.</p>

NOTIFICATION OF TITLE VI & NONDISCRIMINATION REQUIREMENTS

Title VI

A recipient of any federal funds from the U.S. Department of Transportation (“DOT”) must comply with federal statutes, regulations, executive orders, and other pertinent directives that govern nondiscrimination in federally assisted programs. Below is a list of the statutes and regulations that may apply to a recipient’s program; however, other federal requirements regarding nondiscrimination may be imposed by DOT.

- A. Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. § 2000d *et seq.*
- B. All requirements imposed by or pursuant to the Code of Federal Regulations, Title 49: Transportation, Subtitle A: Office of the Secretary of Transportation, Part 21: *Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964.*

As part of federal requirements, a recipient of funds from DOT must ensure that it has written policies and procedures in place to ensure nondiscrimination in its programs, up to and including, developing a Title VI Plan.

Nondiscrimination

A recipient of any federal funds from the U.S. Department of Transportation (“DOT”) must comply with federal statutes, regulations, executive orders, and other pertinent directives that govern nondiscrimination in federally assisted programs. Below is a list of the statutes and regulations that may apply to a recipient’s program; however, other federal requirements regarding nondiscrimination may be imposed by DOT.

- A. Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d, and implementing regulations at 49 CFR Part 21 – *Nondiscrimination in Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act.*
- B. The equal employment opportunity provisions of 49 U.S.C. § 5332 and Title VII of the Civil Rights Act of 1964, 42 U.S.C. §§ 2000e *et seq.*, and implementing regulations, including:
 1. 41 CFR Part 60 – *Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor.*
- C. Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. §§ 1681 *et seq.*, and implementing regulations at 49 CFR Part 25 – *Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance.*
- D. Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, and the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. §§ 12101 *et seq.*, and implementing regulations, including:
 1. 49 CFR Part 27—*Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance.*
 2. 49 CFR Part 37—*Transportation Services for Individuals with Disabilities (ADA).*
 3. 36 CFR Part 1192 and 49 CFR Part 38—*Americans with Disabilities (ADA) Accessibility Specifications for Transportation Vehicles.*
 4. 28 CFR Part 35—*Nondiscrimination on the Basis of Disability in State and Local Government Services.*
 5. 28 CFR Part 36—*Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities.*
 6. 41 CFR Subpart 101 – 119—*Accommodations for the Physically Handicapped.*
 7. 29 CFR Part 1630—*Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act.*
 8. 47 CFR Part 64, Subpart F—*Telecommunications Relay Services and Related Customer Premises Equipment for the Hearing and Speech Disabled.*
 9. 36 CFR Part 1194—*Electronic and Information Technology Accessibility Standards.*

- 10. 49 CFR Part 609—*Transportation for Elderly and Handicapped Persons.*
- 11. Federal civil rights and nondiscrimination directives implementing those federal laws and regulations, unless the federal government determines otherwise in writing.
- E. The Age Discrimination Act of 1975, as amended, 42 U.S.C. §§ 6101 *et seq.*
- F. The Age Discrimination in Employment Act, 29 U.S.C. §§ 621 through 634, and implement regulations of the U.S. Equal Employment Opportunity Commission at 29 CFR Part 1625—*Age Discrimination in Employment Act.*
- G. The Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. §§ 1101 *et seq.*, the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, as amended, 42 U.S.C. §§ 4541 *et seq.*, and the Public Health Service Act of 1912, as amended, 42 U.S.C. §§ 290dd through 290dd-2.
- H. Executive Order 12898—*Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, 42 U.S.C. § 4321 note, and DOT Order 5620.3 at Federal Register Vol. 62 No. 18377—*Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.*
- I. Executive Order 13166 – *Improving Access to Services for Persons with Limited English Proficiency*, 42 U.S.C. § 2000d – 1 note, and implementing policy guidance at Federal Register Vol. 70 No. 74087—*DOT Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficiency (LEP) Person.*

By submitting its application as part of the TIP process and signing below, the Project Sponsor certifies that it has reviewed the federal requirements regarding nondiscrimination in federally assisted programs and believes that the Project Sponsor complies with the required policies and procedures.

Also, the Project Sponsor acknowledges its understanding that if the Project Sponsor does not have the required policies and procedures in place prior to federal funds being obligated, then the Project Sponsor’s project may become ineligible for federal funding.

Jay Keeven _____

Name (print)

City Administrator _____

Title

Signature

Date

FINANCIAL CERTIFICATION OF MATCHING FUNDS

This is to ensure sufficient funds are available to pay the non-federal share of project expenditures for the following project to be funded under the provisions of the Fixing America’s Surface Transportation (FAST) Act.

Project Title: Riggin Rd Reconstr & Bike/Ped Adds.

Local Match Amount: \$272,000

Sponsoring Agency: City of Troy, IL

Chief Elected Official (or Chief Executive Officer):

Name (print): Dave Nonn

Signature: _____

Date: _____

Chief Financial Officer:

Name (print): Kelly Huelsmann

Signature: _____

Date: _____

PERSON OF RESPONSIBLE CHARGE CERTIFICATION

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

The undersigned employee(s) of the Project Sponsor will act as person of responsible charge. If at any point the employee leaves the LPA, the LPA is responsible for finding a suitable replacement and notifying EWG. If the person of responsible charge is found to not be a full-time employee of the LPA, it will result in the loss of federal funds for this project. One employee can act as person of responsible charge for all three phases. All three phases must be signed.

Person of Responsible Charge – Design Phase

Name (print): Jay Keeven
Title: City Administrator Email: JKeeven@troyil.us
Signature: _____
Date: _____

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

Name (print): Jay Keeven
Title: City Administrator Email: JKeeven@troyil.us
Signature: _____
Date: _____

Person of Responsible Charge – Construction/Implementation Phase

Name (print): Jay Keeven
Title: City Administrator Email: JKeeven@troyil.us
Signature: _____
Date: _____

RIGHT-OF-WAY ACQUISITION CERTIFICATION STATEMENT

The State Department of Transportation and the Federal Highway Administration (FHWA) have the right and responsibility to review and monitor the acquisition procedures of any federally funded transportation project for adherence to The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Those projects found in non-compliance may jeopardize all or part of their federal funding.

A. The Project Sponsor hereby certifies that any right-of-way, and/or permanent or temporary easements necessary for this project, obtained prior to this application, were acquired in accordance with The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

B. The Project Sponsor also certifies that any additional right-of-way, and/or permanent or temporary easements, subsequently required to complete the project, will be acquired according to The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Jay Keeven

Name (print)
City Administrator

Title

Signature

Date

POLICY ON REASONABLE PROGRESS CERTIFICATION – MISSOURI SPONSORS ONLY

Following on the next page is a copy of the policy on reasonable progress adopted by the East-West Gateway Council of Governments Board of Directors.

The undersigned representative of the Project Sponsor hereby certifies that s/he has read this policy and understands its requirements. The representative acknowledges that failure to meet all of the reasonable progress requirements could result in federal funds being revoked and returned to the regional funding pool, as dictated by the policy.

Name (print)

Title

Signature

Date

POLICY ON REASONABLE PROGRESS – MISSOURI SPONSORS ONLY

Reasonable Progress

For projects or programs included in the Transportation Improvement Program (TIP), “reasonable progress” will have been made if the project has advanced to the point of obligating all federal funds programmed for that project in the current fiscal year, regardless of the phase of work (*i.e., preliminary engineering, right-of-way acquisition, or plans, specifications, and estimates*). If a project fails to obligate the programmed federal funds by September 30 of the current year, the funding will be forfeited and returned to the regional funding pot. Actual progress toward implementation is measured against the schedule submitted by the Project Sponsor in the project application.

Policy Procedures and Enforcement

Projects that do not obligate all federal funds by the Board-approved suspense date will be removed from the TIP and the federal funds associated with those projects will be returned to the regional funding pool for redistribution. The removal of projects from the TIP will require no further Board action and the sponsor will have to repay any federal funds already spent if the funding is forfeited.

If a project is realizing delays that will put the federal funding at risk of forfeiture (*i.e., not meet a September 30 deadline*), the Project Sponsor will have the opportunity to ask for consideration of a “one-time extension” in their project schedule. The one-time extension can only be requested for the implementation/construction phase of the project. The extension request will only be considered once a year, and has to be made before June 1 of the current fiscal year of the TIP.

To be considered for this extension the Project Sponsor has to demonstrate on all counts: a) the delay is beyond their control and the sponsor has done due diligence in progressing the project; b) federal funds have already been obligated on the project or in cases that no federal funds are used for PE and/or ROW acquisition, there has been significant progress toward final plan preparation; and c) there is a realistic strategy in place to obligate all funds.

One-time extensions of up to three (3) months may be granted by EWG staff and one-time extensions greater than three (3) months, but not more than nine (9) months, will go to the Board of Directors for their consideration and approval. Projects requesting schedule advancements will be handled on a case-by-case basis, subject to available funding, and are subject to the Board-adopted rules for TIP modifications.

Project Monitoring

An extensive monitoring program has been developed to help track programmed projects and ensure that funding commitments and plans are met. Monthly tracking reports are developed and posted on the EWG website, utilizing project information provided by the Project Sponsor, IDOT, and MoDOT district offices. Additionally, project sponsors are contacted at least every three (3) months by EWG staff for project status updates.

Index of Exhibits

Attachment A

- A1. Location Map**
- A2. Average Daily Traffic Map**
- A3. Functional Classification Map**
- A4. Estimate of Project Costs**

Attachment B

- B1. Ground-Level Photographs**
- B2. Detailed Map**
- B3. Typical Sections and Plan Sheets**
- B4. PASER Road Condition Evaluation**

Attachment C

- C1. Crash Reports**

Attachment D

- D1. Riggins Road Speed Study**

Attachment E

- E1. Resolution of Support**
- E2. Employment Density Map**
- E3. Bike/Ped Plan Survey Results**

Attachment A

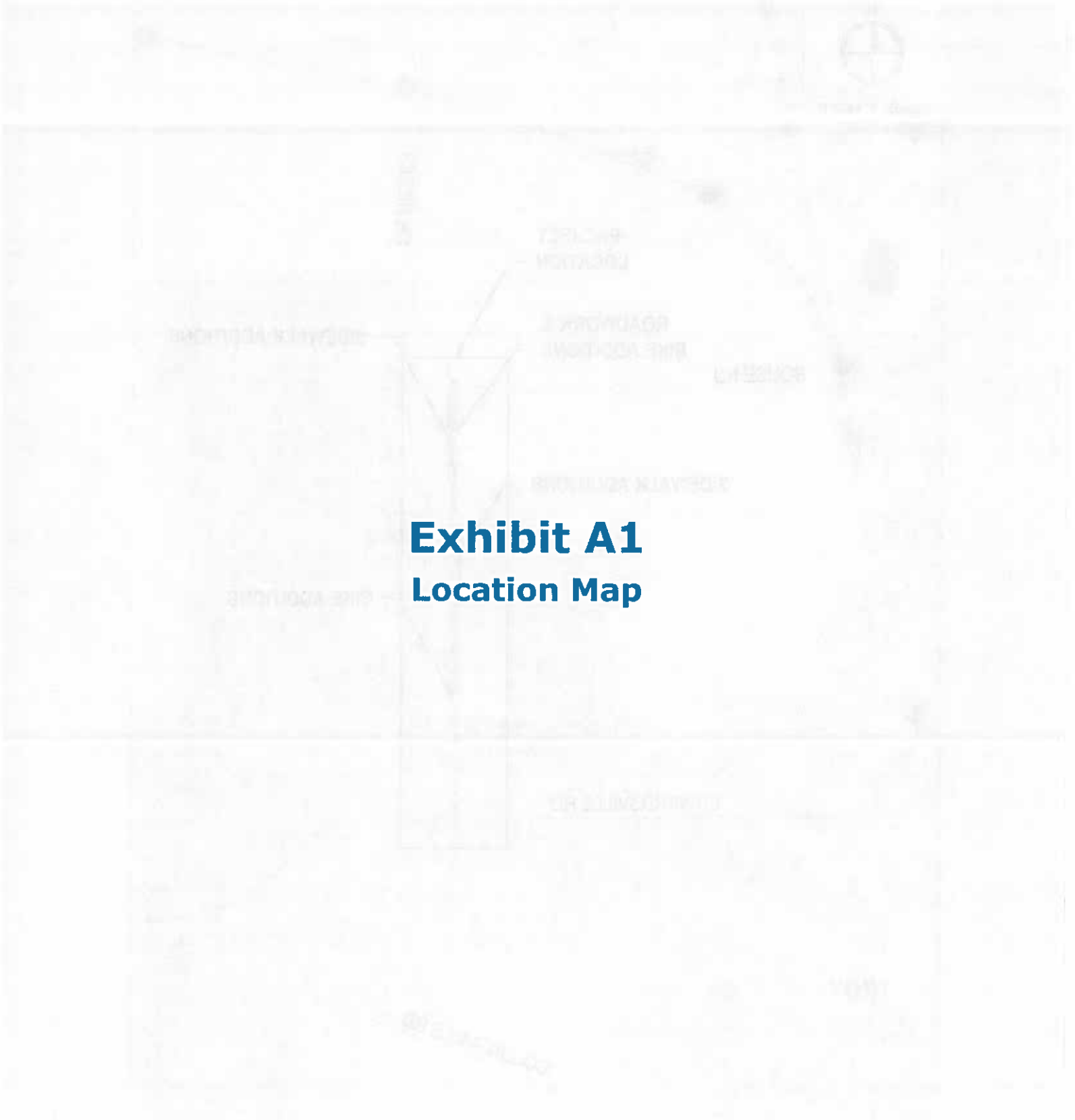


Exhibit A1

Location Map

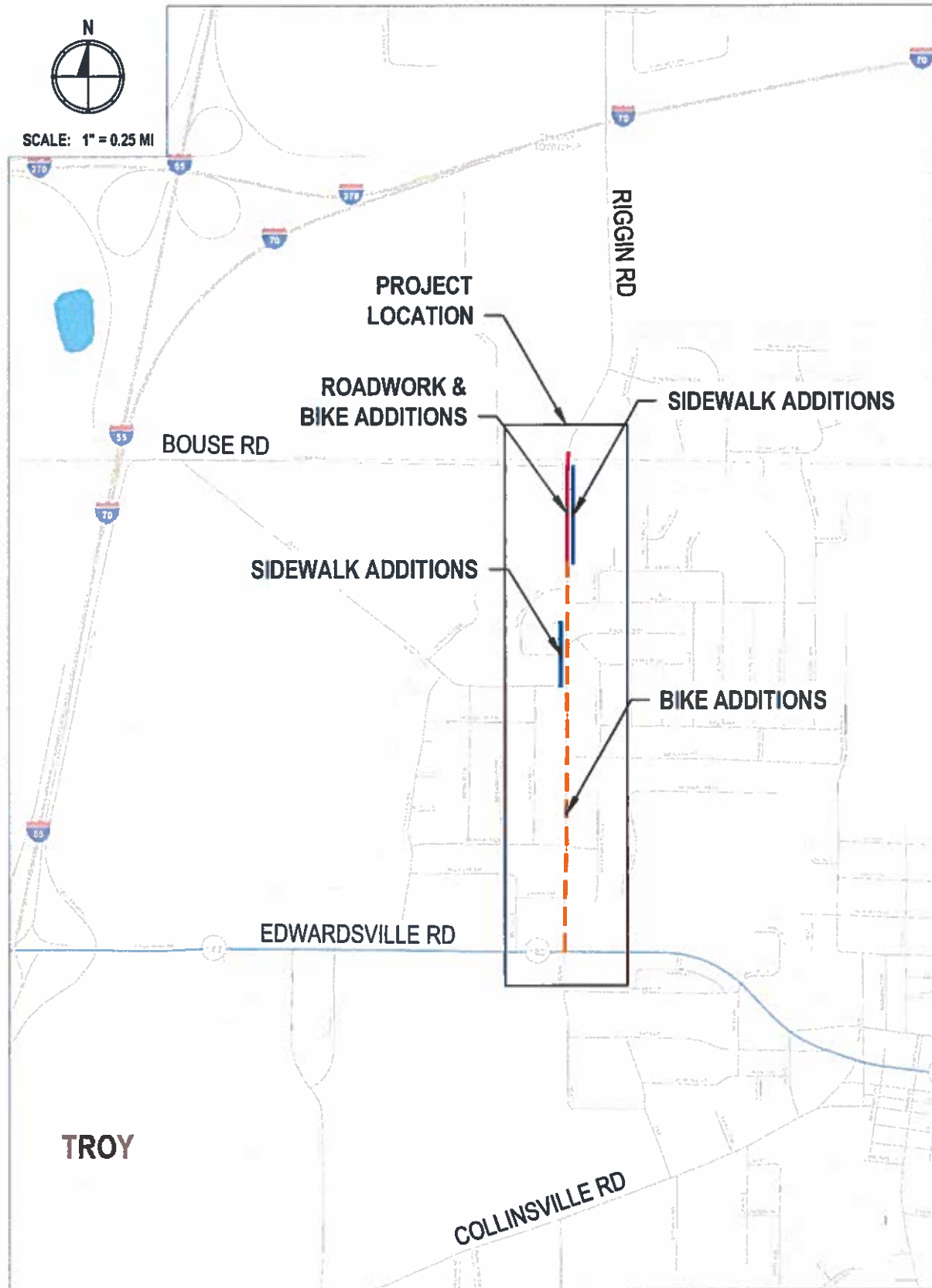




Exhibit A2

Average Daily Traffic Map



SCALE: 1" = 0.10 MI





Exhibit A3
Functional Classification Map

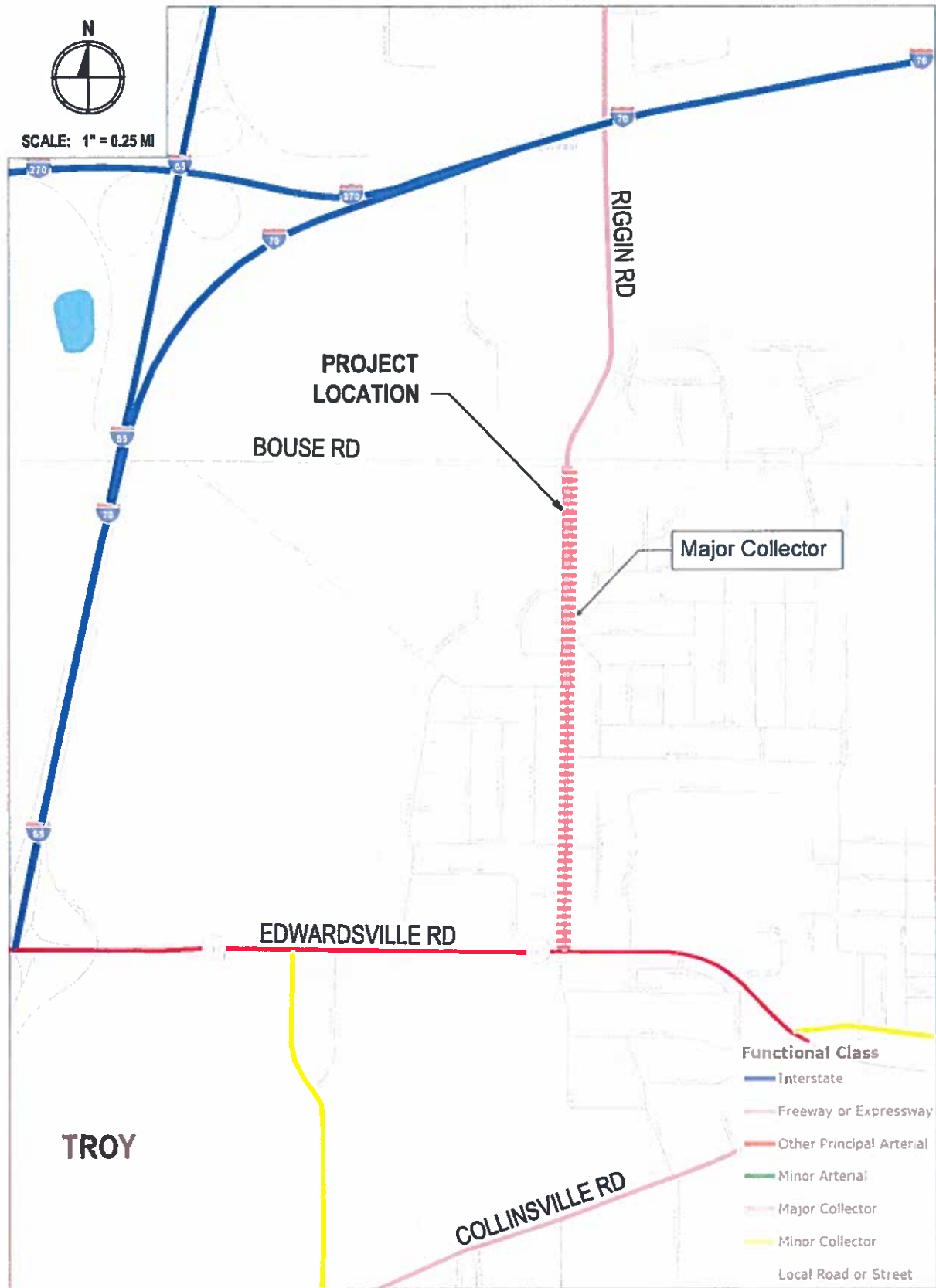


Exhibit A4

Estimate of Project Costs

Attachment B

Exhibit B1

Ground-Level Photographs



Photo 1: South Nottingham Rd looking south along Riggin Rd.



Photo 2: South Nottingham Rd looking north along Riggin Rd.



Photo 3: North Nottingham Rd looking south along Riggin Rd.



Photo 4: North Nottingham Rd looking north along Riggin Rd.



Photo 5: 609 Riggin Rd looking south along Riggin Rd.



Photo 6: 609 Riggin Rd looking north along Riggin Rd towards Bouse Rd.

Exhibit B2

Detailed Map

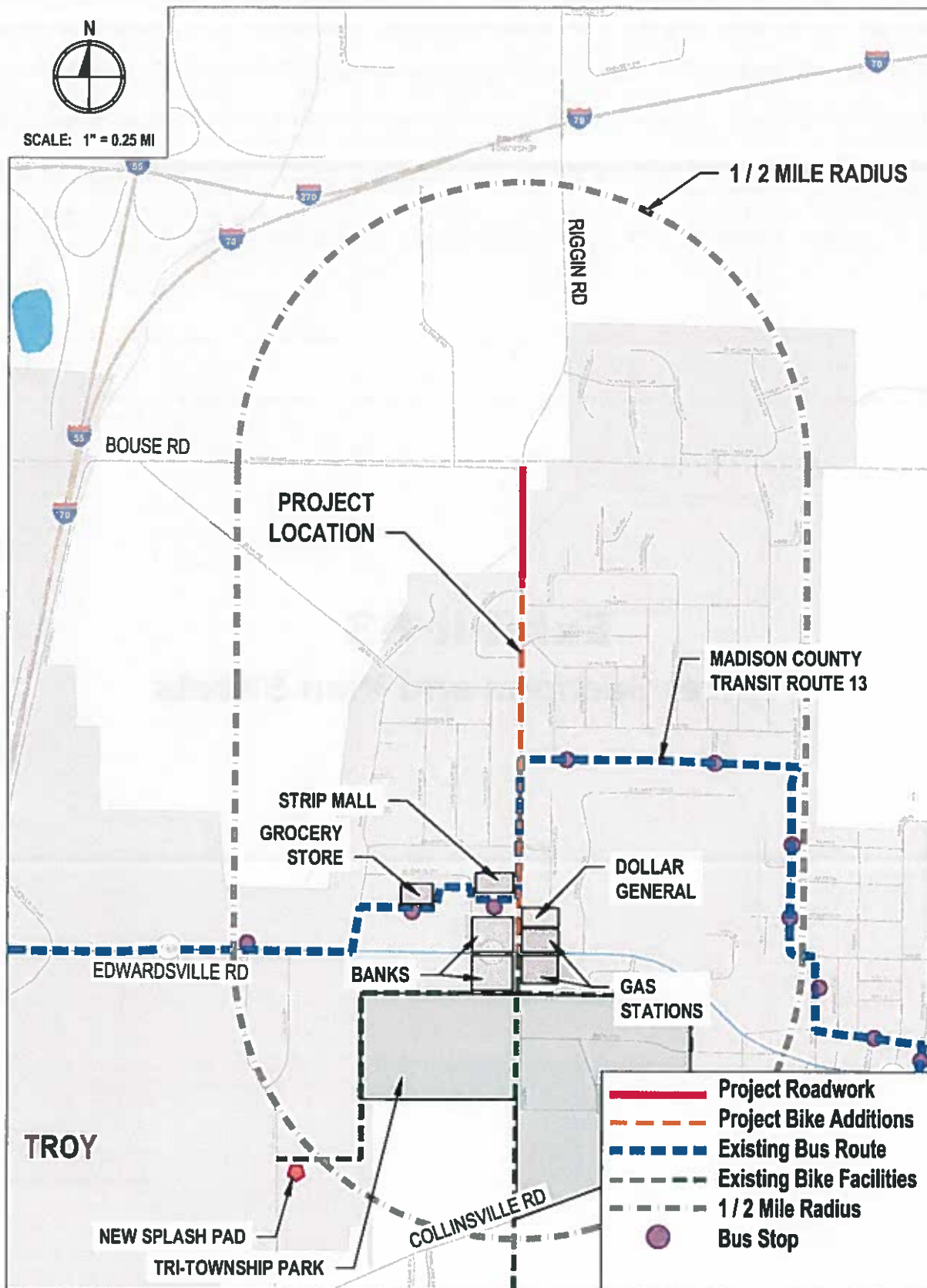
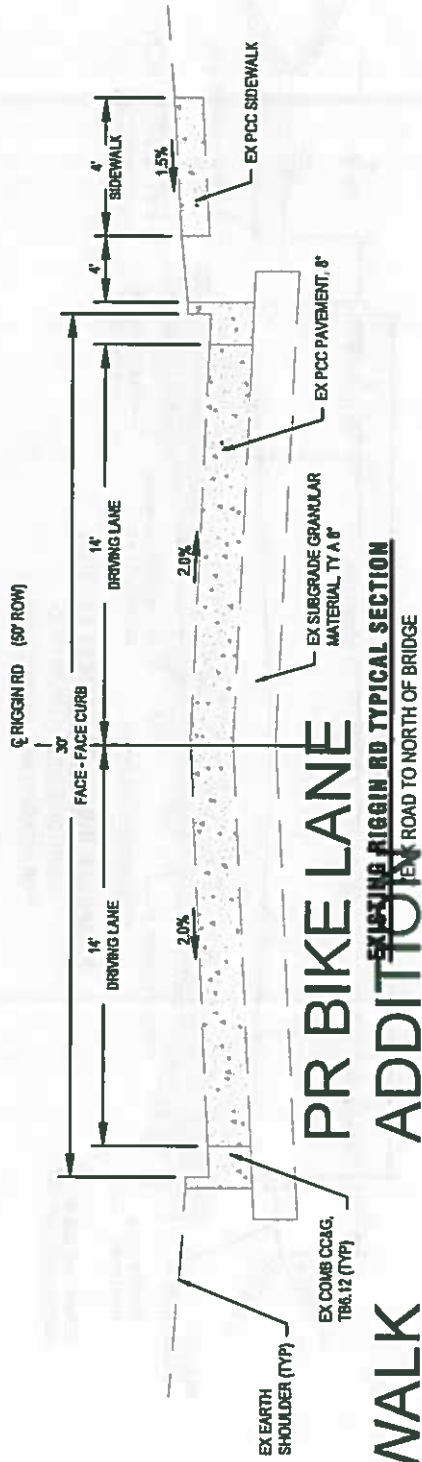


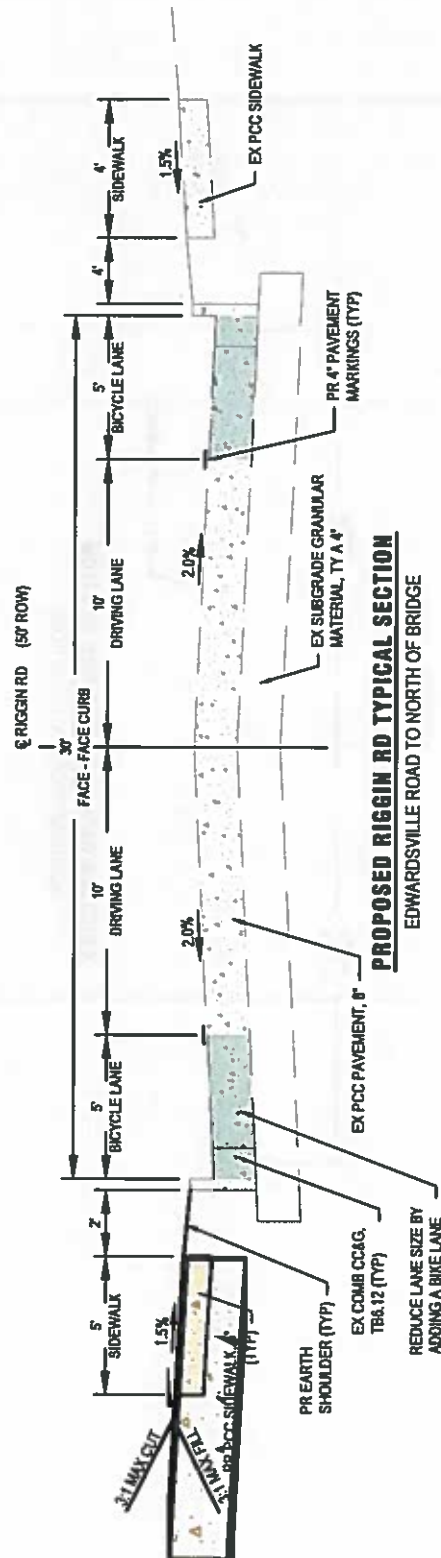
Exhibit B3

Typical Sections and Plan Sheets



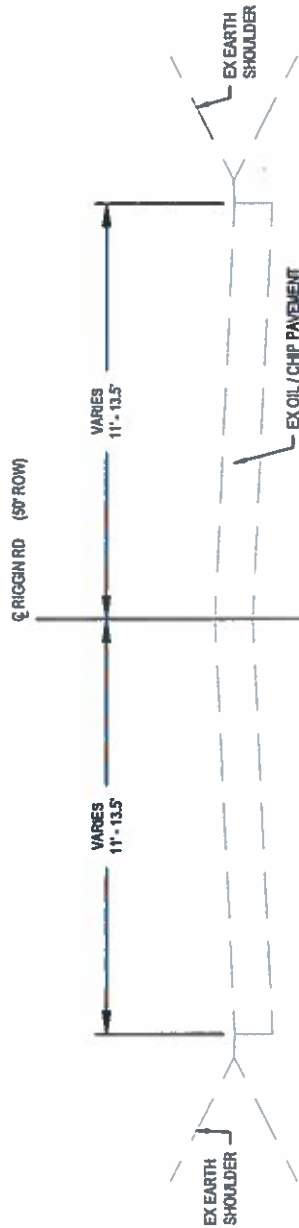
PR BIKE LANE
EXISTING RIGGIN RD TYPICAL SECTION
EDWARDSVILLE ROAD TO NORTH OF BRIDGE

PR SIDEWALK
ADDITION



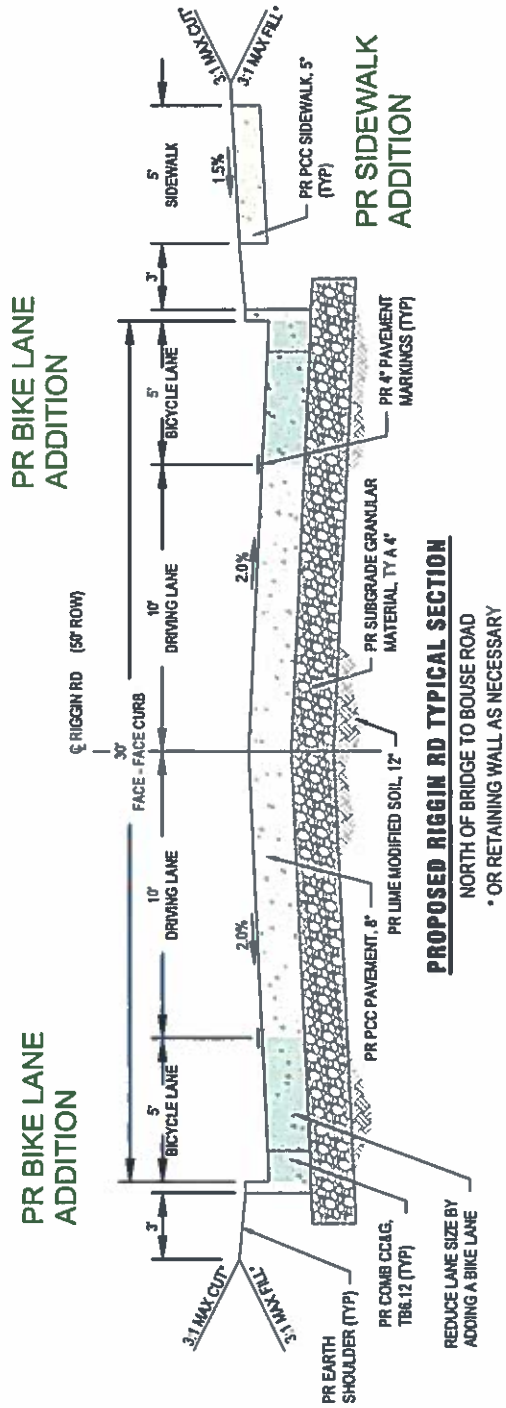
PROPOSED RIGGIN RD TYPICAL SECTION
EDWARDSVILLE ROAD TO NORTH OF BRIDGE

REDUCE LANE SIZE BY
ADDING A BIKE LANE



EXISTING RIGGIN RD TYPICAL SECTION

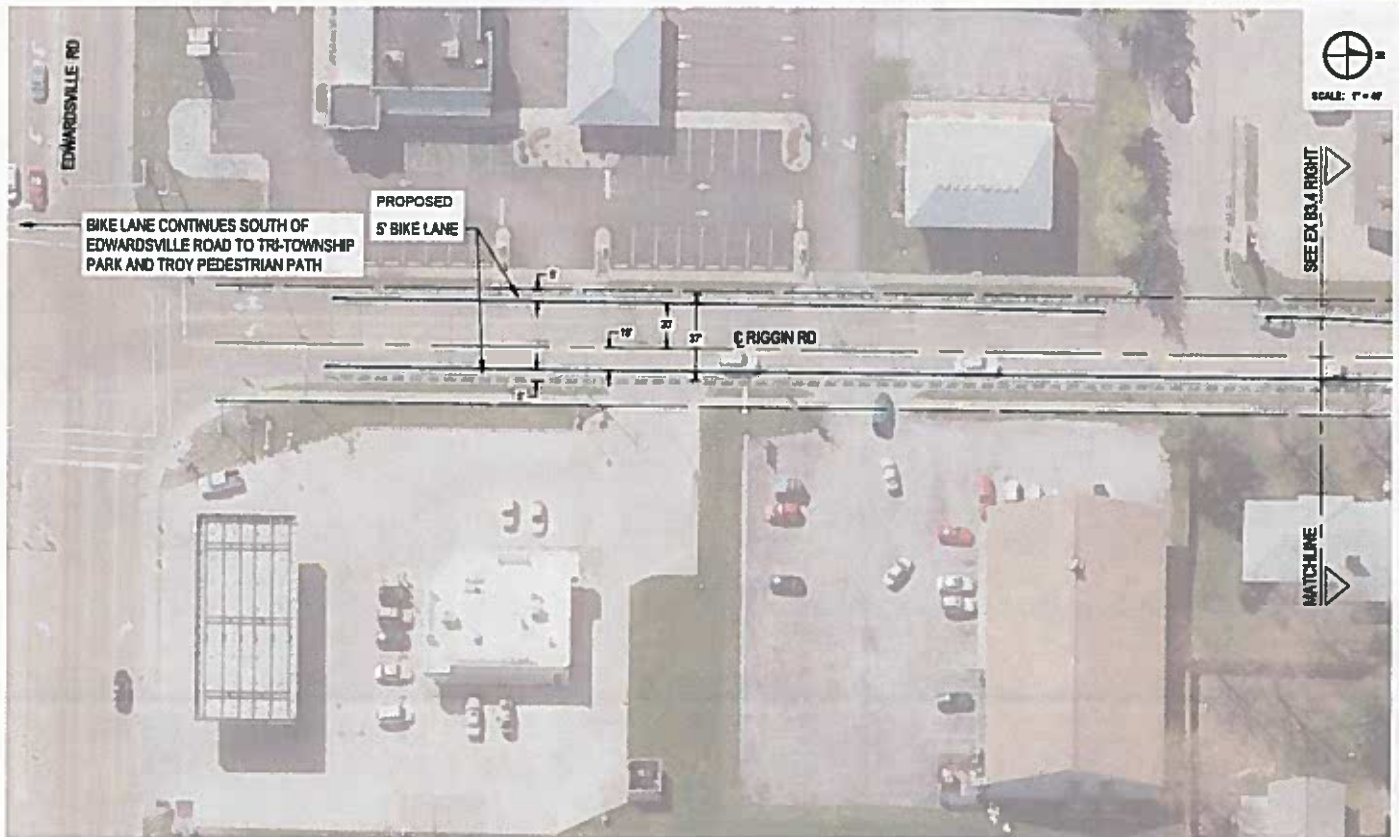
NORTH OF BRIDGE TO BOUSE ROAD

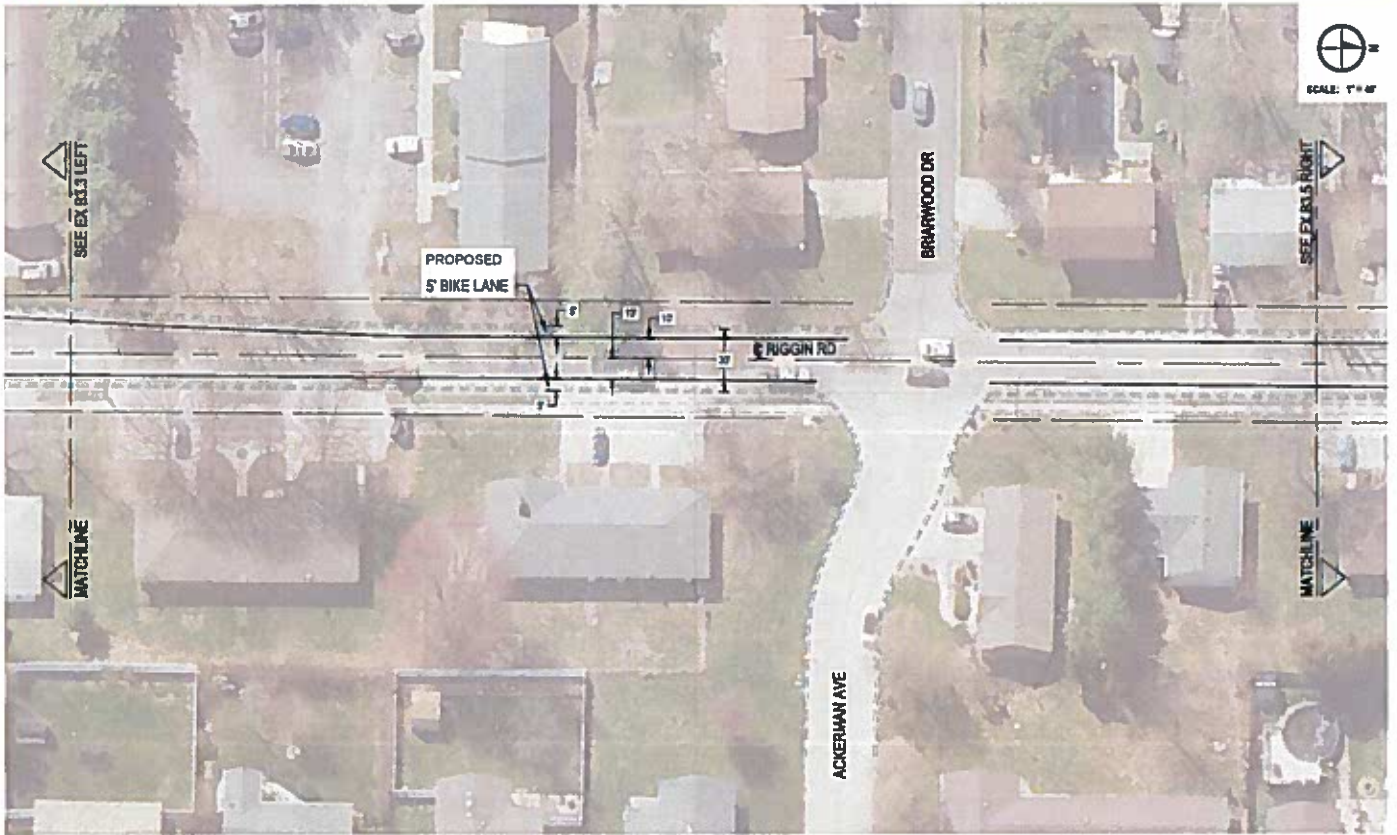


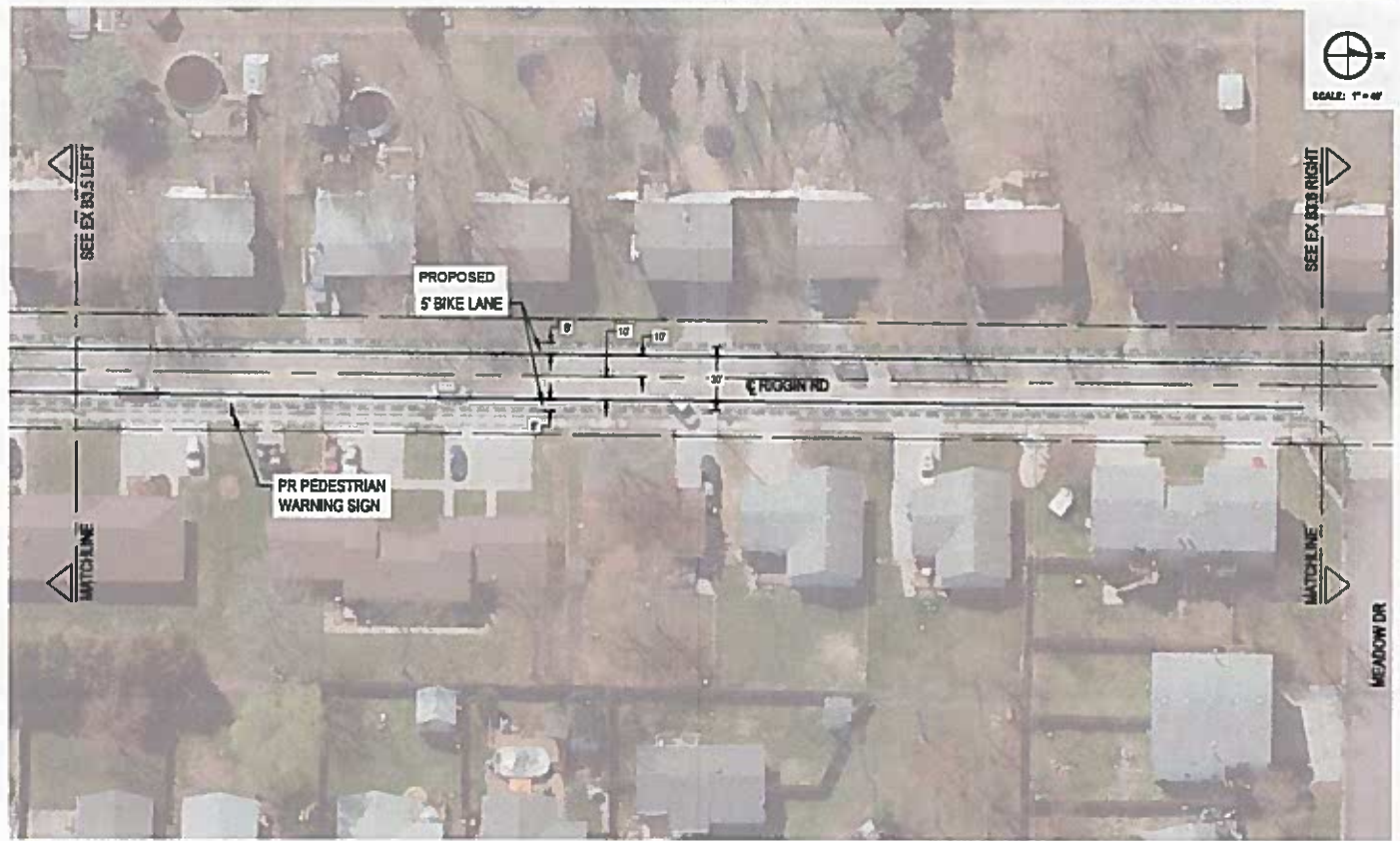
PROPOSED RIGGIN RD TYPICAL SECTION

NORTH OF BRIDGE TO BOUSE ROAD

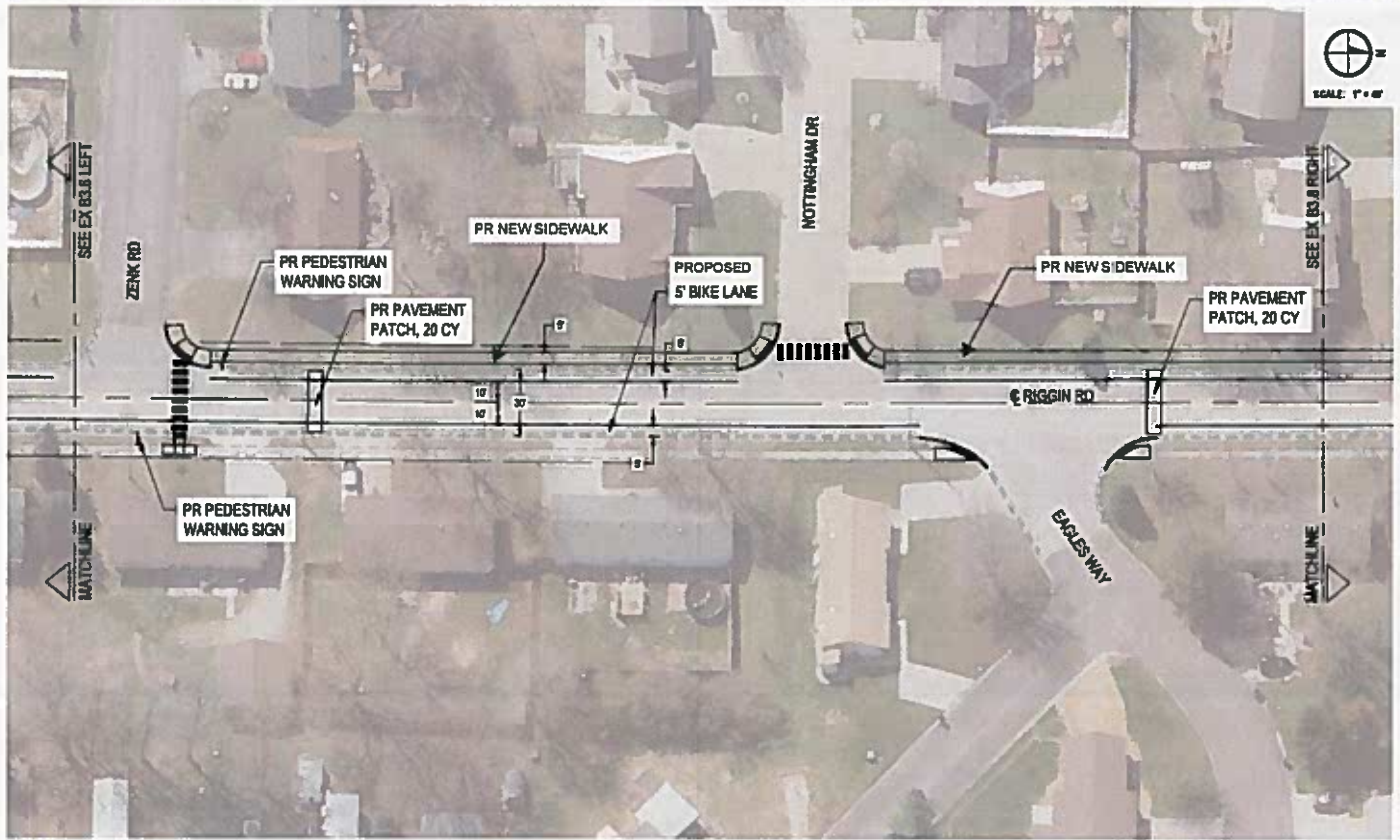
* OR RETAINING WALL AS NECESSARY

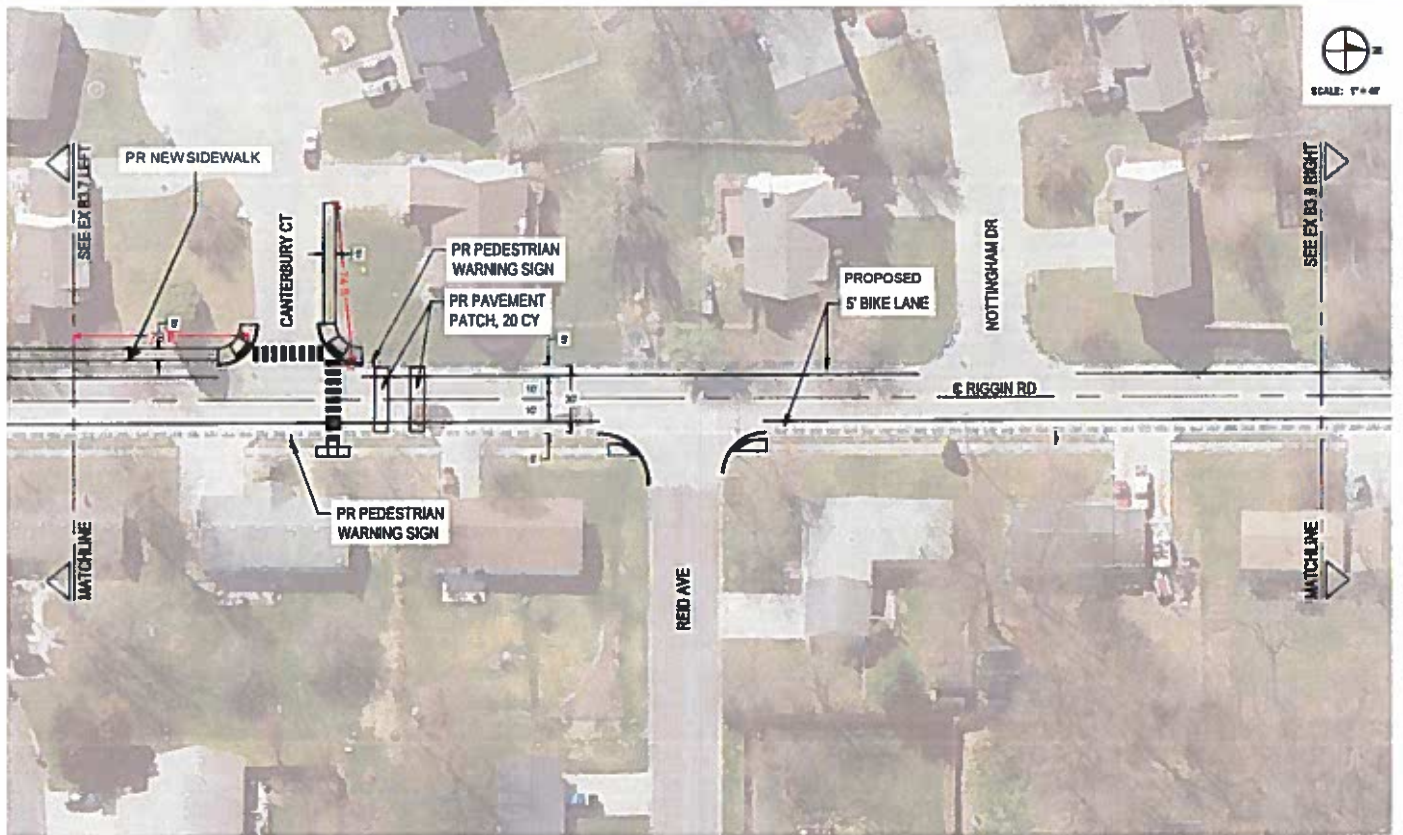


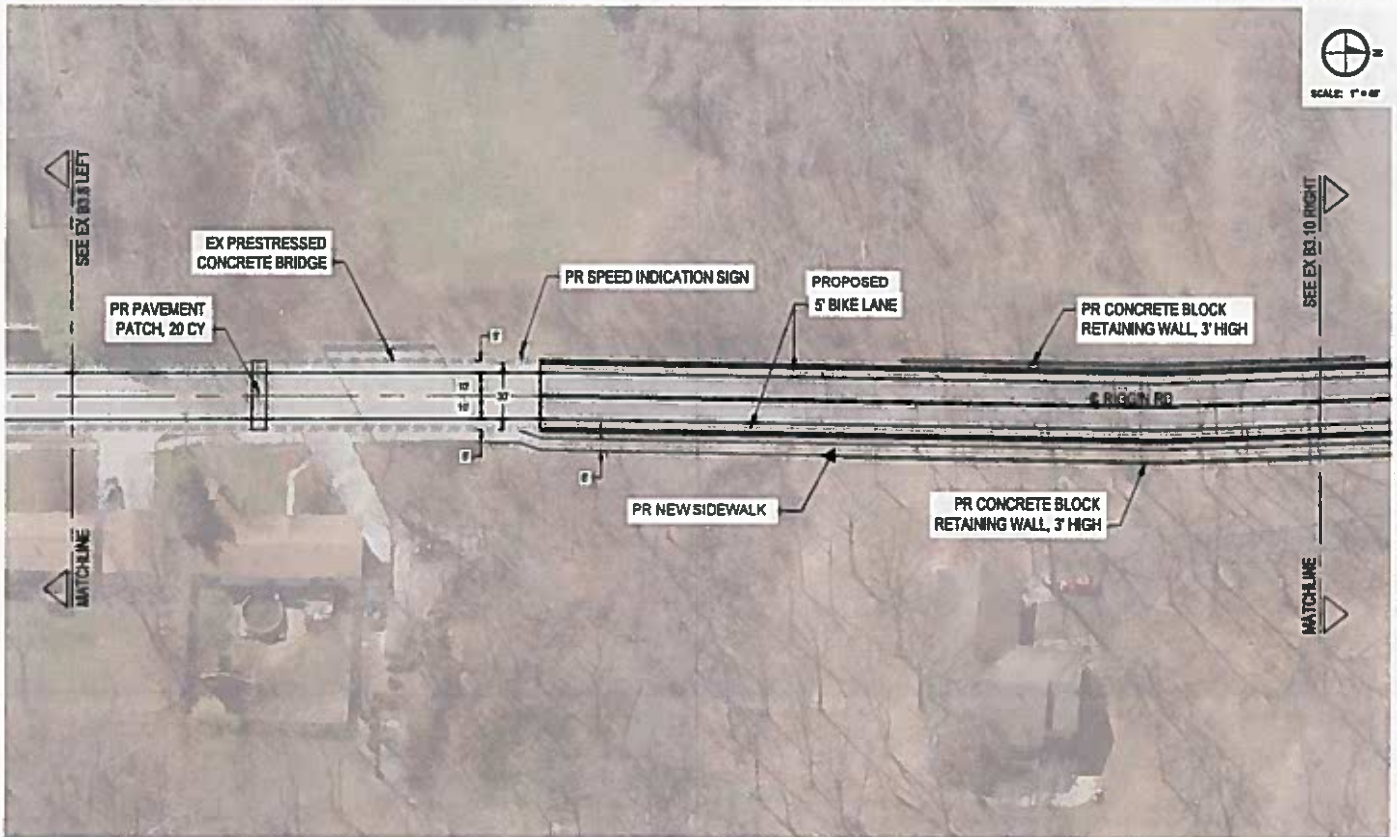












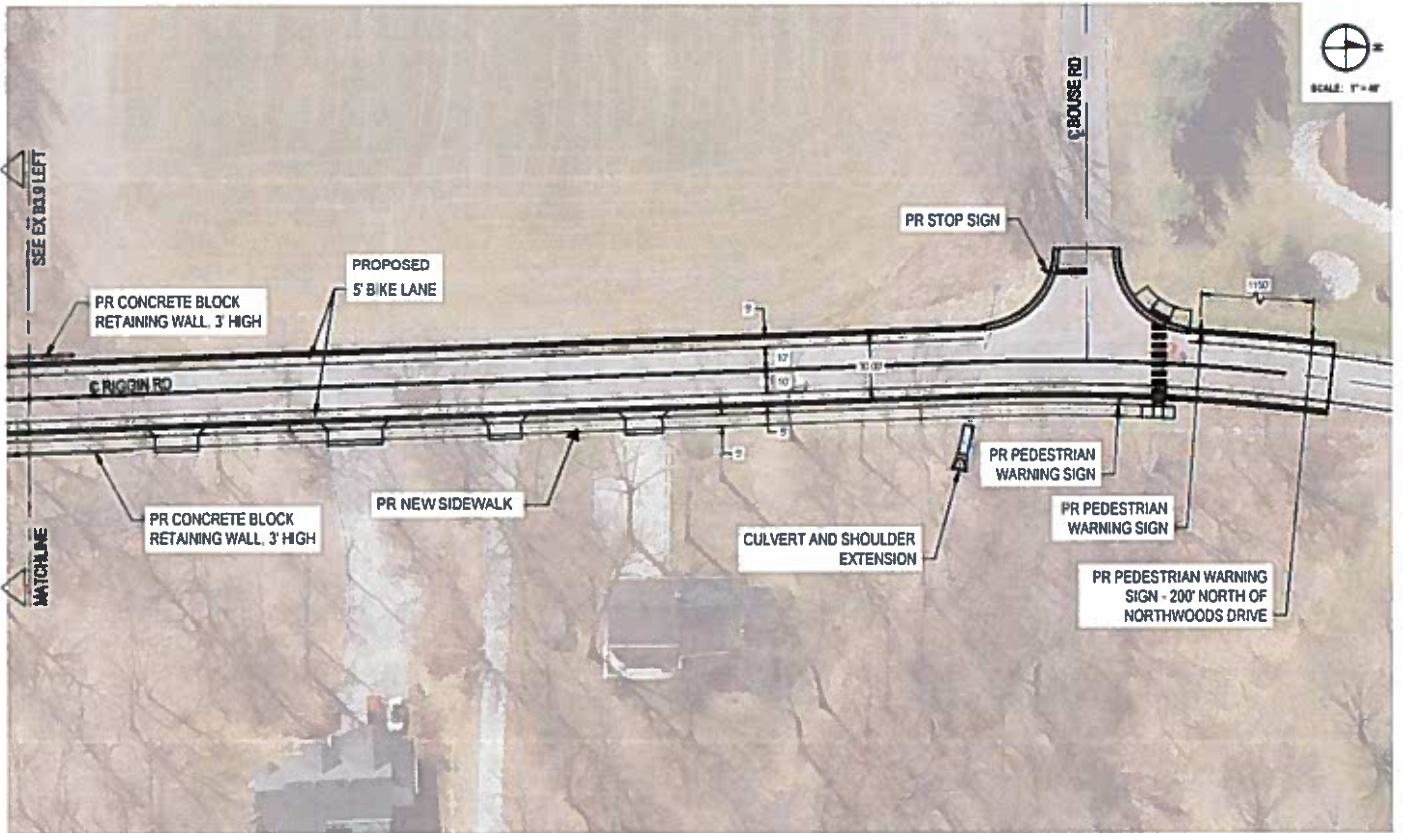
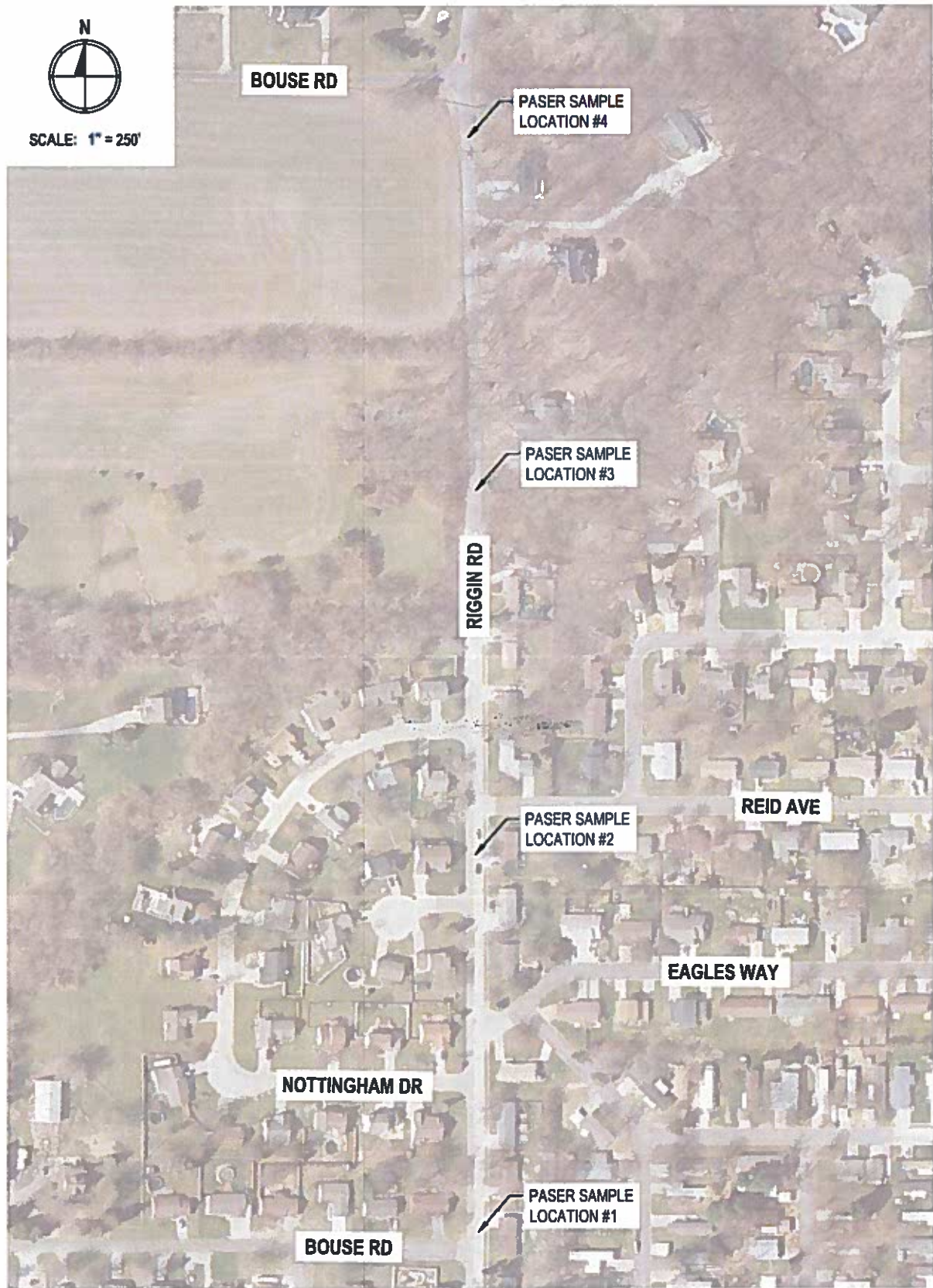




Exhibit B4

PASER Road Condition Evaluation



Road Condition Evaluation Form

East-West Gateway Council of Governments (EWG) uses the Pavement Surface Evaluation and Rating (PASER) Manual to evaluate pavement condition. This visual rating system developed by the University of Wisconsin Transportation Information Center uses ratings ranging from 1 (failed) to 10 (excellent). If sponsors are unfamiliar with PASER, they are encouraged to review the PASER manuals online:

Asphalt Manual: https://epd.wisc.edu/tic/wp-content/uploads/sites/3/2019/12/Asphalt-PASER_02_rev13.pdf
 Concrete Manual: https://epd.wisc.edu/tic/wp-content/uploads/sites/3/2019/12/Concrete-PASER_02_rep15.pdf

INSTRUCTIONS:

The first evaluation should be performed at the beginning of the project limits, with subsequent evaluations occurring at a uniform distance each 1/8 mile (660 feet) along the roadway until reaching the other end of the limits. If the project is less than 3/8 mile (1,980 feet), conduct three evaluations at a uniform distance (e.g., a 1/4 mile project would include three evaluations, spaced 440' apart). If the project is greater than one mile in length, conduct at least eight evaluations at a uniform distance (e.g., a 1 1/2 mile project would include eight evaluations, spaced 990' apart).

Record the PASER rating for each location in the table below. Individual location ratings must be whole numbers. If multiple roadways are within the project limits, simply list the new roadway name in the column on the left. You may attach another sheet with additional locations if needed. Attach an evaluation sheet for each location (see next pages), a picture of each location, and a map showing all evaluation locations. Select the evaluation sheet that matches the surface type (asphalt or concrete).

Roadway Name	Location #	Distance from start point	PASER Rating
Riggin Road	1	START	5
Riggin Road	2	660	5
Riggin Road	3	1320	3
Riggin Road	4	1980	3
	5		
	6		
	7		
	8		
	9		
	10		
	11		
	12		
	13		
	14		
	15		
	16		
AVERAGE PASER:			4

Concrete Evaluation Sheet
(Provide this page for each location.)

Roadway Name: Riggin Road

Date: 11/30/21

Evaluation Location #: 1 Distance from Start Point: 0

Location PASER Rating 5
(whole number 1-10): _____

Check all that apply:

- | | | |
|------------------------------------------------------|--------------------------------------------------|------------------------------------------------------------|
| <input checked="" type="checkbox"/> Wear & Polishing | <input type="checkbox"/> Scaling | <input checked="" type="checkbox"/> Transverse Slab Cracks |
| <input checked="" type="checkbox"/> Meander Cracks | <input checked="" type="checkbox"/> Map Cracking | <input type="checkbox"/> D-Cracks |
| <input type="checkbox"/> Shallow Reinforcing | <input type="checkbox"/> Blowups | <input checked="" type="checkbox"/> Pop-outs |
| <input type="checkbox"/> Spalling | <input type="checkbox"/> Corner Cracks | <input type="checkbox"/> Faulting |
| <input type="checkbox"/> Pavement Settling or Heave | <input type="checkbox"/> Utility Repairs | <input type="checkbox"/> Manhole/Inlet Cracks |
| <input type="checkbox"/> Curb/Shoulder Deformation | | |

Comments:

Moderate to severe polishing over 25% of the surface. Some isolated meander and transverse cracks that are either tight or well sealed. Some minor pop outs and map cracking.

Drainage:

Good

Comments:

Road has normal crown and few signs of debris from poor drainage.

Concrete Evaluation Sheet
(Provide this page for each location.)

Roadway Name: Riggin Road

Date: 11/30/21

Evaluation Location #: 2 Distance from Start Point: 660

Location PASER Rating 5
(whole number 1-10):

Check all that apply:

- | | | |
|---------------------------------------------------------------|---------------------------------------------------|------------------------------------------------------------|
| <input checked="" type="checkbox"/> Wear & Polishing | <input type="checkbox"/> Scaling | <input checked="" type="checkbox"/> Transverse Slab Cracks |
| <input checked="" type="checkbox"/> Meander Cracks | <input type="checkbox"/> Map Cracking | <input type="checkbox"/> D-Cracks |
| <input type="checkbox"/> Shallow Reinforcing | <input type="checkbox"/> Blowups | <input checked="" type="checkbox"/> Pop-outs |
| <input type="checkbox"/> Spalling | <input checked="" type="checkbox"/> Corner Cracks | <input type="checkbox"/> Faulting |
| <input type="checkbox"/> Pavement Settling or Heave | <input type="checkbox"/> Utility Repairs | <input type="checkbox"/> Manhole/Inlet Cracks |
| <input checked="" type="checkbox"/> Curb/Shoulder Deformation | | |

Comments:

Some isolated meander and transverse cracks that are either tight or well sealed. Cracking at manhole structures and along the edge, some open 1/4" or more. Severe polishing over 25% of the surface. Some minor pop outs.

Drainage:

Good

Comments:

Road has normal crown and few signs of debris from poor drainage.

Asphalt Evaluation Sheet
(Provide this page for each location.)

Roadway Name: Riggin Road

Date: 11/30/21

Evaluation Location #: 3 Distance from Start Point: 1320

Location PASER Rating 3
(whole number 1-10): _____

Check all that apply:

- | | | | |
|-----------------------------------------------|---------------------------------------------|--------------------------------------------|----------------------------------------------|
| <input checked="" type="checkbox"/> Raveling | <input checked="" type="checkbox"/> Rutting | <input type="checkbox"/> Transverse Cracks | <input type="checkbox"/> Longitudinal Cracks |
| <input type="checkbox"/> Flushing | <input type="checkbox"/> Distortion | <input type="checkbox"/> Reflection Cracks | <input type="checkbox"/> Block Cracks |
| <input checked="" type="checkbox"/> Polishing | <input type="checkbox"/> Patches | <input type="checkbox"/> Slippage Cracks | <input type="checkbox"/> Alligator Cracks |
| <input type="checkbox"/> Potholes | | | |

Comments:

Extensive Polishing. Raveling extensive and severe on entire surface (loss of fines and large aggregate). Slight rutting, 1/2" or less. Lane shoulder drop off more than 2" but less than 4". Edge cracking very bad with large breakups.

Drainage:

Poor

Comments:

Crown is fairly inconsistent. Cross slope is normal through Northbound lane, but 6% through Southbound lane. Rutting will cause water pond in the wheel path.

Asphalt Evaluation Sheet
(Provide this page for each location.)

Roadway Name: Riggin Road

Date: 11/30/21

Evaluation Location #: 4 Distance from Start Point: 1980

Location PASER Rating 3
(whole number 1-10): _____

Check all that apply:

- | | | | |
|-----------------------------------------------|---------------------------------------------|-------------------------------------------------------|---------------------------------------------------------|
| <input checked="" type="checkbox"/> Raveling | <input checked="" type="checkbox"/> Rutting | <input checked="" type="checkbox"/> Transverse Cracks | <input checked="" type="checkbox"/> Longitudinal Cracks |
| <input type="checkbox"/> Flushing | <input type="checkbox"/> Distortion | <input type="checkbox"/> Reflection Cracks | <input type="checkbox"/> Block Cracks |
| <input checked="" type="checkbox"/> Polishing | <input type="checkbox"/> Patches | <input type="checkbox"/> Slippage Cracks | <input type="checkbox"/> Alligator Cracks |
| <input type="checkbox"/> Potholes | | | |

Comments:

Raveling extensive and severe on entire surface (loss of fines and large aggregate). Moderate rutting, greater than 1/2". Lane shoulder drop off more than 2" but less than 4". Edge cracking open with some breakup. Minor longitudinal and transverse cracking.

Drainage:

Poor

Comments:

Crown is fairly inconsistent. Cross slope is normal through Southbound lane, but 6% through Northbound lane. Rutting will cause water pond in the wheel path. Deep drainage ditches very near the road shoulder.



Location 1: Riggin Road north Zenk Road



Location 2: Riggin Road north of Eagles Way



Location 3: Riggin Road north of existing bridge.

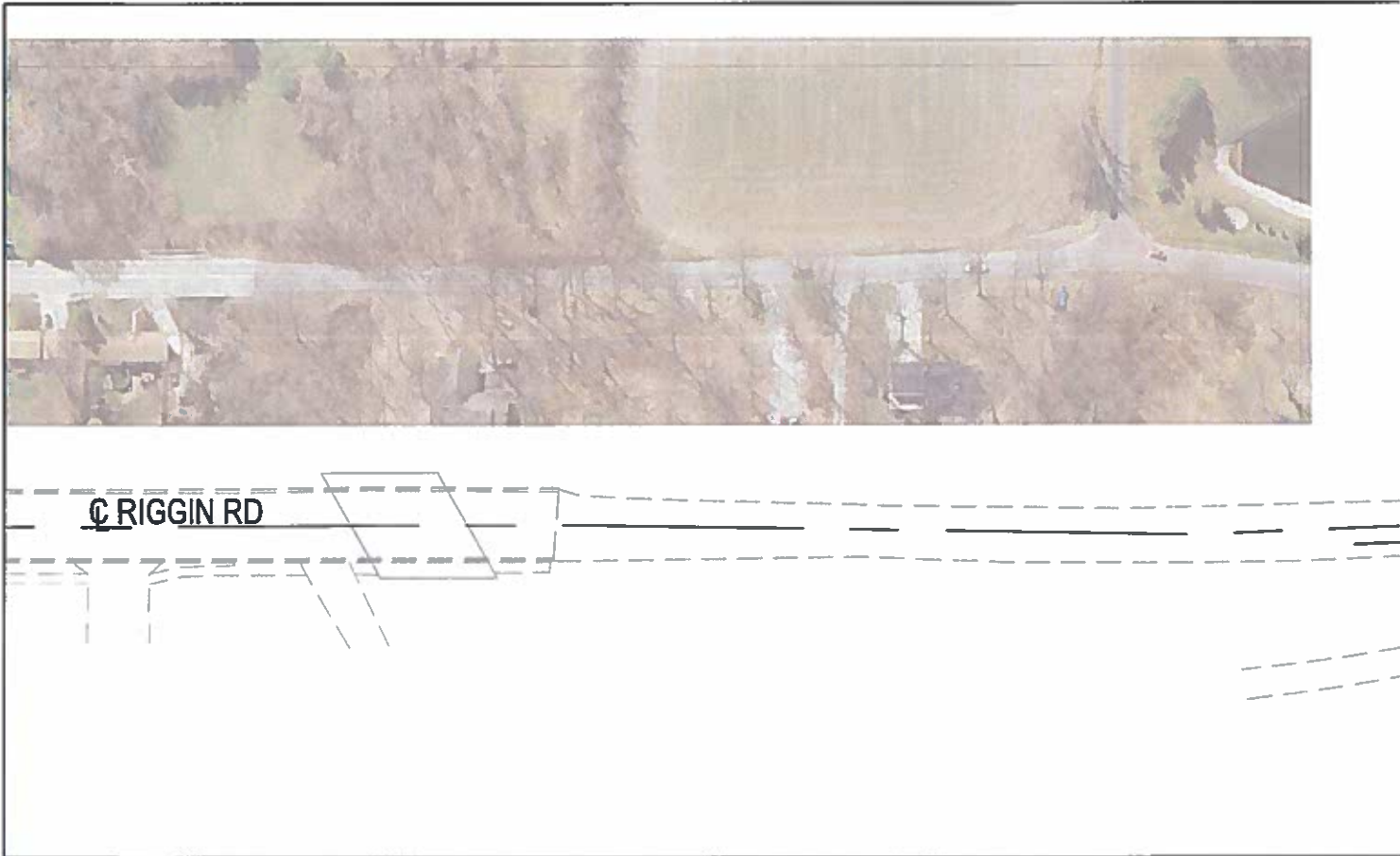
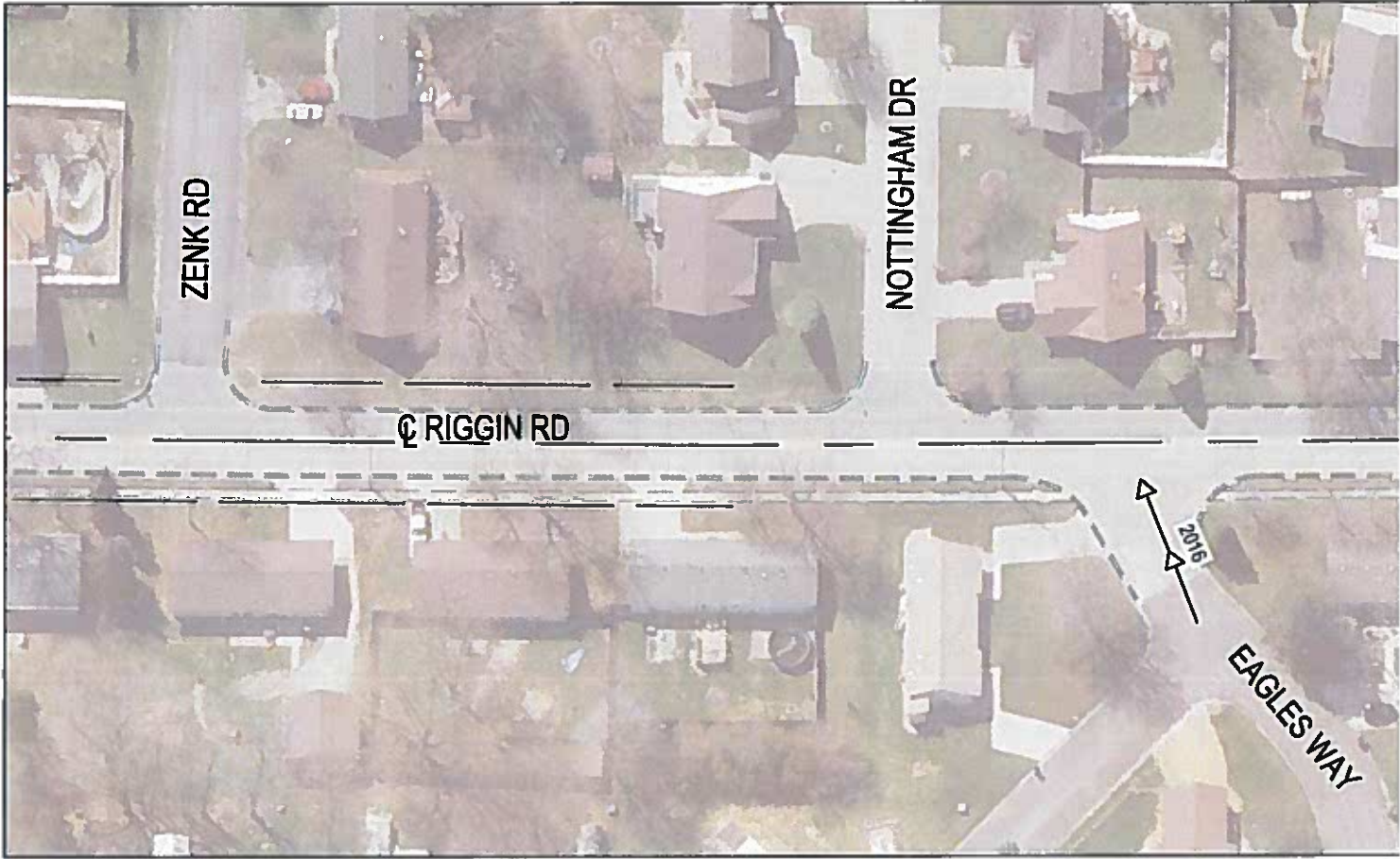


Location 4: Riggin Road south of Bouse Road.

Attachment C

Exhibit C1

Crash Reports



<p style="text-align: center;">DIAGRAM</p> <p style="text-align: center;">X10027720R</p>	<p style="text-align: center;">COMMERCIAL MOTOR VEHICLE (CMV)</p> <p style="text-align: center;">IF MORE THAN ONE CMV IS INVOLVED, USE SR 1000A ADDITIONAL UNITS FORMS.</p> <p>A CMV is defined as any motor vehicle used to transport passengers or property and:</p> <ol style="list-style-type: none"> 1. Has a weight rating of more than 10,000 pounds (example: truck or fuel/trailer combination); or 2. Is used or designed to transport more than 15 passengers, including the driver (example: shuttle or charter bus); or 3. Is designed to carry 15 or fewer passengers and operated by a contract carrier transporting employees in the course of their employment (example: employee transporter - usually a van-type vehicle or passenger car); or 4. Is used or designed to transport between 9 and 15 passengers, including the driver, for direct compensation beyond 75 air miles from the driver's work reporting location (example: large van used for specific purpose); or 5. Is any vehicle used to transport any hazardous material (HAZMAT) that requires placarding (example: placards will be displayed on the vehicle) <p>CARRIER NAME _____ ADDRESS _____ CITY/STATE/ZIP _____ USDOT NO. _____ ILC# NO. _____ Source of above info. <input type="checkbox"/> Sale of Truck <input type="checkbox"/> Papers <input type="checkbox"/> Driver <input type="checkbox"/> Log Book Gross Vehicle Weight Rating _____ Were HAZMAT placards displayed on the vehicle? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> M If yes, name on placard _____ 4-Digit UN no. _____ 1-Digit Hazard Class no. _____ Did HAZMAT spill from the vehicle (do not consider fuel from the vehicle's own tank)? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK Did HAZMAT Regulations violation contribute to the crash? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK Did Motor Carrier Safety Regulations (MCS) violation contribute to the crash? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK Was a Driver/Vehicle Examination Report from completed? HAZMAT <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK Out of Service? <input type="checkbox"/> Y <input type="checkbox"/> N MCS <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK Out of Service? <input type="checkbox"/> Y <input type="checkbox"/> N Form No. _____ IDOT PERMIT NO. _____ WIDELOAD? <input type="checkbox"/> Y <input type="checkbox"/> N TRAILER WIDTH(S): 0-96" 97-100" >100" TRAILER 1 <input type="checkbox"/> TRAILER 2 <input type="checkbox"/> TRAILER LENGTH(S): L A TRAILER 2 B TOTAL VEHICLE LENGTH: I R NO OF AXLES _____</p> <p style="text-align: center;">SELECT CODES FROM BACK COVER OF CRASH BOOKLET: VEHICLE CONFIGURATION _____ CARGO BODY TYPE _____ LOAD TYPE _____</p>				
<p>HAZMAT placards for vehicle by Unit No 1 UNIT #1 WAS STOPPED AT THE STOP SIGN ON EAGLES WAY AT RIGGIN ROAD. UNIT #2 WAS STOPPED BEHIND UNIT #1. UNIT #1 BACKED INTO UNIT #2.</p>					
<p>LOCAL USE ONLY</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Unit 1 Color: Blue</td> <td style="width: 50%;">Unit 2 Color: Red</td> </tr> <tr> <td>Unit 1 Towed By/To:</td> <td>Unit 2 Towed By/To:</td> </tr> </table>		Unit 1 Color: Blue	Unit 2 Color: Red	Unit 1 Towed By/To:	Unit 2 Towed By/To:
Unit 1 Color: Blue	Unit 2 Color: Red				
Unit 1 Towed By/To:	Unit 2 Towed By/To:				

<p style="text-align: center;">DIAGRAM</p> <p style="text-align: center;">X 0004-162969</p>	<p style="text-align: center;">COMMERCIAL MOTOR VEHICLE (CMV)</p> <p style="text-align: center;"><small>IF MORE THAN ONE CMV IS INVOLVED, USE SR 1050A ADDITIONAL UNITS FORMS.</small></p> <p>A CMV is defined as any motor vehicle used to transport passengers or property and:</p> <ol style="list-style-type: none"> 1. Has a weight rating of more than 10,000 pounds (example: truck or truck/trailer combination); or 2. Is used or designed to transport more than 15 passengers, including the driver (example: shuttle or charter bus); or 3. Is designed to carry 15 or fewer passengers and operated by a contract carrier transporting employees in the course of their employment (example: employee transporter - usually a van-type vehicle or passenger car); or 4. Is used or designed to transport between 9 and 15 passengers, including the driver, for direct compensation beyond 75 air miles from the driver's work reporting location (example: large van used for specific purpose); or 5. Is any vehicle used to transport any hazardous material (HAZMAT) that requires placarding (example: placards will be displayed on the vehicle) 				
<p>NARRATIVE (Refer to vehicle by Unit #)</p> <p style="text-align: center;">UNIT #2 WAS TRAVELING SOUTH ON RIGGIN ROAD. UNIT #1 WAS TURNING LEFT ONTO SOUTH BOUND RIGGIN ROAD FROM THE STOP INTERSECTION OF REID AND RIGGIN. UNIT #1 FAILED TO YIELD TO UNIT #2 AND STRUCK THE SIDE OF UNIT #2.</p>					
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Unit 1 Towed By/Tc:	Unit 2 Towed By/Tc:				
<p>CARRIER NAME _____</p> <p>ADDRESS _____</p> <p>CITY/STATE/ZIP _____</p> <p>USDOT NO. _____ ILCC NO. _____</p> <p>Source of driver info. <input type="checkbox"/> Side of Truck <input type="checkbox"/> Papers <input type="checkbox"/> Driver <input type="checkbox"/> Log Book</p> <p>Gross Vehicle Weight Rating _____</p> <p>Were HAZMAT placards displayed on the vehicle? <input type="checkbox"/> Y <input type="checkbox"/> N</p> <p>If yes, name on placard _____</p> <p>4-digit UN no. _____ 1-digit Hazard Class no. _____</p> <p>Did HAZMAT spill from the vehicle (do not consider fuel from the vehicle's own tank)? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK</p> <p>Did HAZMAT Regulations violation contribute to the crash? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK</p> <p>Did Motor Carrier Safety Regulations (MCS) violation contribute to the crash? <input type="checkbox"/> Y <input type="checkbox"/> N <input 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<p>DIAGRAM</p> <p>X008473153</p>	<p style="text-align: center;">POINT OF IMPACT</p>	<p>COMMERCIAL MOTOR VEHICLE (CMV)</p> <p>IF MORE THAN ONE CMV IS INVOLVED, USE ER 1086A ADDITIONAL UNITS FORMS.</p> <p>A CMV is defined as any motor vehicle used to transport passengers or property and:</p> <ol style="list-style-type: none"> 1. Has a weight rating of more than 10,000 pounds (example: truck or truck/trailer combination); or 2. Is used or designed to transport more than 15 passengers, including the driver (example: shuttle or charter bus); or 3. Is designed to carry 15 or fewer passengers and operated by a contract carrier transporting employees in the course of their employment (example: employee transporter - usually a van-type vehicle or passenger car); or 4. Is used or designed to transport between 9 and 15 passengers, including the driver, for direct compensation beyond 75 air miles from the driver's work reporting location (example: large van used for specific purpose); or 5. Is any vehicle used to transport any hazardous material (HAZMAT that requires placarding (example: placards will be displayed on the vehicle). <p>CARRIER NAME _____ ADDRESS _____</p> <p>CITY/STATE/ZIP _____ USRD F.N.D. _____ I.L.C.C. NO. _____ Source of above info. <input type="checkbox"/> Side of Truck <input type="checkbox"/> Person <input type="checkbox"/> Driver <input type="checkbox"/> Log Book <input type="checkbox"/> Other Vehicle Weights Rating _____</p> <p>Were HAZMAT placards displayed on the vehicle? <input type="checkbox"/> Y <input type="checkbox"/> N If yes, define on placard _____ 1-digit Hazard Class no. _____</p> <p>Did HAZMAT spill from the vehicle (do not consider fuel from the vehicle's own tank)? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK Did HAZMAT Regulations violation contribute to the crash? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK Did Motor Carrier Safety Regulations (MCS) violation contribute to the crash? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK Was a Driver/Vehicle Examination Report completed? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK HAZMAT <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK Out of Service? <input type="checkbox"/> Y <input type="checkbox"/> N AKCS <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK Out of Service? <input type="checkbox"/> Y <input type="checkbox"/> N From No. _____</p> <p>DOT PERMIT NO. _____ WIDE LOAD? <input type="checkbox"/> Y <input type="checkbox"/> N TRAILER WIDTH(S): 8'-06" 97'-182" > 102" TRAILER 1 <input type="checkbox"/> TRAILER 2 <input type="checkbox"/> TRAILER LENGTH(S): 1' n TRAILER 2' r TOTAL VEHICLE LENGTH: _____ n NO. OF AXLES _____</p> <p>SELECT CODES FROM BACK COVER OF CRASH BOOKLET: VEHICLE CONFIGURATION _____ CARGO BODY TYPE _____ LOAD TYPE _____</p>
<p>NARRATIVE (Refer to vehicle by Unit No.)</p> <p>DRIVER OF UNIT #1 ADVISED SHE WAS PROBABLY FOLLOWING TOO CLOSELY, LOOKED AWAY FOR JUST A SECOND AND COULD NOT STOP IN TIME TO AVOID REAR ENDING UNIT #2. UNIT #2 DRIVER ADVISED HE WAS SLOWED IN TRAFFIC, WAITING TO TURN LEFT ONTO CANTERBURY WHEN THE REAR OF HIS VEHICLE WAS STRUCK</p> <p>DRIVER OF UNIT #2 REFUSED MEDICAL TREATMENT ON SCENE FOR HIS TWO PASSENGER'S, HOWEVER ADVISED HE WAS TAKING THEM TO THE HOSPITAL HIMSELF TO GET CHECKED OUT.</p>		<p>LOCAL USE ONLY</p> <p>Unit 1 Color: Gold Unit 2 Color: White Unit Towed By/To: M AND M TOWING / M AND M TOWING Unit 2 Towed By/To: _____</p>

<p style="text-align: center;">DIAGRAM</p> <p style="text-align: center;">N00623313</p>	<p style="text-align: center;">COMMERCIAL MOTOR VEHICLE (CMV) IF MORE THAN ONE CMV IS INVOLVED, USE SR 1064A ADDITIONAL UNITS FORMS</p> <p>A CMV is defined as any motor vehicle used to transport passengers or property and:</p> <ol style="list-style-type: none"> 1. Has a weight rating of more than 10,000 pounds (example: truck or truck/trailer combination); or 2. Is used or designed to transport more than 15 passengers, including the driver (example: shuttle or charter bus), or 3. Is designed to carry 15 or fewer passengers and operated by a contract carrier transporting employees in the course of their employment (example: employee transporter - usually a van-type vehicle or passenger car); or 4. Is used or designed to transport between 9 and 15 passengers, including the driver, for direct compensation beyond 75 air miles from the driver's work reporting location (example: large van used for specific purpose); or 5. Is any vehicle used to transport any hazardous material (HAZMAT) that requires placarding (example: placards will be displayed on the vehicle). <p>CARRIER NAME _____ ADDRESS _____</p> <p>CITY/STATE/ZIP _____ ILL. NO. _____ USDOT No. _____ ILL. NO. _____ Source of data file: <input type="checkbox"/> Side of Truck <input type="checkbox"/> Papers <input type="checkbox"/> Driver <input type="checkbox"/> Log Book Onset Vehicle Wreck & Salv.</p> <p>Were HAZMAT placards displayed on the vehicle? <input type="checkbox"/> Y <input type="checkbox"/> N If yes, name on placard _____ 1-digit Hazard Class no. _____ 4-digit UN no. _____</p> <p>Did HAZMAT spill from the vehicle (do not consider fuel from the vehicle's own tanks)? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK Did HAZMAT Regulations violation contribute to the crash? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK Did Motor Carrier Safety Regulations (MCS) violation contribute to the crash? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK Was a Driver/Vehicle Examination Retest (from completed)? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK HAZMAT: <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK One of Service? <input type="checkbox"/> Y <input type="checkbox"/> N MCS: <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK One of Service? <input type="checkbox"/> Y <input type="checkbox"/> N Form No. _____</p> <p>ROD TRAILER NO. _____ WIDE LOAD? <input type="checkbox"/> Y <input type="checkbox"/> N TRAILER WIDTH(S) 6'6" 8'6" 9'6" 10'6" 11'6" 12'6" TRAILER 1 <input type="checkbox"/> TRAILER 2 <input type="checkbox"/> TRAILER LENGTH(S) 1 _____ 2 _____ TOTAL VEHICLE LENGTH _____ # NO. OF AXLES _____</p> <p>SELECT CODES FROM BACK COVER OF CRASH BOOKLET/4 VEHICLE CONFIGURATION _____ CARGO BODY TYPE _____ LOAD TYPE _____</p>
<p style="text-align: center;">NARRATIVE (Refer to vehicle by Unit No.)</p> <p>Unit #2 was traveling N/R in the 600 Blk. of Riggins Rd. Unit #1 was traveling directly behind Unit #2. As Unit #2 pulled into their driveway at 511 Riggins Road, Unit #1's driver failed to yield rear-ending Unit #2. There were no injuries related to the crash, and both vehicle were driven from the scene.</p>	<p>LOCAL USE ONLY</p> <p>Unit 1 Color: Other Unit 2 Color: Silver Unit 1 Towed By/To: _____ Unit 2 Towed By/To: _____</p>

<p>DIAGRAM</p> <p style="font-size: small;">XMI1057159</p>	<p>COMMERCIAL MOTOR VEHICLE (CMV) IF MORE THAN ONE CMV IS INVOLVED, USE SR 1000A ADDITIONAL UNITS FORMS:</p> <p>A CMV is defined as any motor vehicle used to transport passengers or property and:</p> <ol style="list-style-type: none"> 1. Has a weight rating of more than 10,000 pounds (example: truck or truck/trailer combination); or 2. Is used or designed to transport more than 15 passengers, including the driver (example: shuttle or charter bus); or 3. Is designed to carry 15 or fewer passengers and operated by a contract carrier transporting employees in the course of their employment (example: employee transporter - usually a van-type vehicle or passenger car); or 4. Is used or designed to transport between 9 and 15 passengers, including the driver, for direct compensation beyond 75 air miles from the driver's work reporting location (example: large van used for specific purposes); or 5. Is any vehicle used to transport any hazardous material (HAZMAT) that requires placarding (example: placard will be displayed on the vehicle).
	<p>NARRATIVE (refer to vehicle by Unit No.) The driver of unit 1 stated he was driving south on Riggins Rd. in the 1200 block when a deer ran into the driver side front quarter panel of his car. The passenger also noted what unit 1 had stated. I observed what appeared to be deer fur on the dent located in the above mentioned area. I was unable to locate the animal at the scene.</p>
	<p>LOCAL USE ONLY</p> <p>Unit 1 Color: <u>White</u> Unit 1 Towed By: _____</p>
	<p>HAZMAT INFORMATION</p> <p>HAZMAT Spill from the vehicle (do not consider fuel from the vehicle's own tank)? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK</p> <p>Did HAZMAT Regulations violation contribute to the crash? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK</p> <p>Did Motor Carrier Safety Regulations (MCS) violation contribute to the crash? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK</p> <p>Was a Driver/Vehicle Examination Report from completed? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK</p> <p>HAZMAT <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK Out of Service? <input type="checkbox"/> Y <input type="checkbox"/> N</p> <p>MCS <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK Out of Service? <input type="checkbox"/> Y <input type="checkbox"/> N</p> <p>Form No. _____</p>
	<p>VEHICLE INFORMATION</p> <p>Carrier Name: _____ Address: _____</p> <p>City/State/Zip: _____ LIC No. _____ Source of above info: <input type="checkbox"/> Side of Truck <input type="checkbox"/> Papers <input type="checkbox"/> Driver <input type="checkbox"/> Log Book</p> <p>Class: _____ Gross Vehicle Weight Rating: _____ Were HAZMAT placards displayed on the vehicle? <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK If yes, name on placard: _____ 4 digit UN No. _____ 1 digit Hazard Class No. _____</p> <p>100T PERMIT NO. _____ WIRE LOAD? <input type="checkbox"/> Y <input type="checkbox"/> N TRAILER WIDTH: 0-46" 97-102" 102" TRAILER 1 <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK TRAILER 2 <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK TRAILER 3 <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK TOTAL VEHICLE LENGTH: _____ NO OF AXLES: _____</p>
	<p>SELECT CORES FROM JACK COVER OF CRASH BOOKLET</p> <p>VEHICLE CONFIGURATION: _____ CARGO BODY TYPE: _____ LOAD TYPE: _____</p>

Attachment D

Exhibit D1

Riggin Road Speed Study

RIGGIN ROAD TRAFFIC STUDY

Prepared for:
City of Troy
116 E Market St
Troy, IL 62294

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Riggin Road Speed Study

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Riggin Road Traffic Study

1 - Scope of Work

Residents that live along Riggin Road have trouble exiting their driveways between IL-162 and Reid Avenue as shown on the map labelled Figure 1. The residents identified excessive traffic volume and speed as the main reason for the problem. To slow down traffic and help address the resident's concerns, the City installed an all-way stop sign at its intersection with Briarwood Drive/ Ackerman Avenue. Since the all-way stop sign has been in operation, the City has received complaints that motorists roll through the sign and that the sign is not warranted. The City of Troy requested Oates Associates perform a study along Riggin Road to confirm resident's concerns and offer solutions to address the problems.

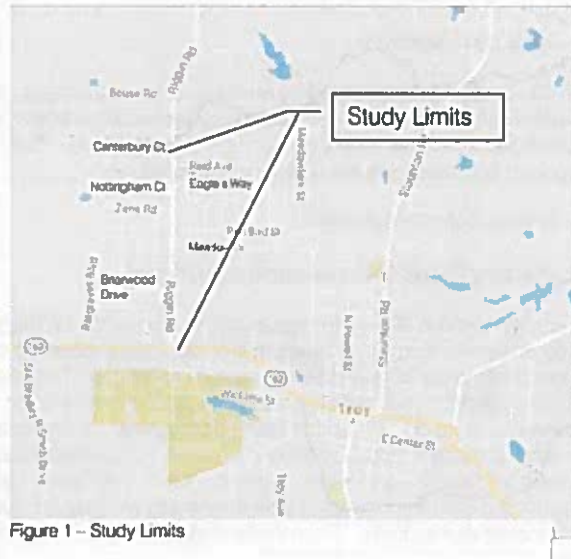


Figure 1 – Study Limits

2 - Understanding the Problem

Riggin Road is an urban collector route with an average daily traffic (ADT) between 4,000 and 6,000 vehicles/ day and a speed limit of 25-mph. The primary function of a collector route is to (1) balance providing local access to adjacent properties with (2) providing mobility for through traffic. When one of these functions gets out of balance, a collector route will not function as intended. The large growth north of the City has increased the ADT on Riggin Road to the point where the primary function has changed. As the ADT increases, Riggin Road has become more of a mobility corridor for through trips to the northern subdivisions and to the Edwardsville/ Glen Carbon area.

Because the traffic volumes are higher than originally intended for this road, residents living along Riggin Road have trouble finding enough gaps in the traffic to exit their driveways. The houses have short (<30'-long) driveways that require backing onto Riggin Road to enter traffic. This condition is very common on low ADT, subdivision roads; but when traffic levels increase, this two-point maneuver can become difficult during peak morning and evening travel times because there are not enough gaps (i.e., headway) between vehicles on the street for backing maneuvers.

Stop signs are often added along a collector route such as this to calm speeds and create more headway for backing movements. However, if not warranted, forced stops can increase driver frustration while creating braking and acceleration noise in a residential area. If the stop

Summary of Findings



Riggin Road Traffic Study

signs are not respected and enforced, resulting safety issues can occur if drivers roll through the stop signs or speed-up after stopping to make-up for lost time.

3 – Goals and Objectives

The City desires to improve safety and reduce driver frustration along Riggin Road. To assess potential safety improvements, gap acceptance studies, speed studies, traffic projections, pedestrian routes, and stop sign warrants were reviewed. Both immediate improvements and long-term improvements are under consideration.

4 – Existing Conditions Analysis

4.1 – Existing Gap Acceptance and Speed Studies

To confirm that it is difficult to back-out of the driveways on Riggin Road, a gap acceptance study was performed. The minimum time between successive cars that drivers will accept before backing out of their driveways is the *critical gap*. Traffic speed, volume, and movement difficulty affect the required critical gap. Since the movement in this case is a backing movement, more critical gap (headway) is required. To determine the accepted headway for a backing movement, Southern Illinois University Edwardsville students helped Oates Associates perform field studies and traffic counts as part of their Senior Design class. Three different drivers estimated the amount of time they would typically accept to back-out, orient a vehicle, and accelerate into traffic. From these measurements, the critical gap is 9.7-seconds for backing maneuvers on Riggin Road.

After the required headway was determined, the actual, existing travel speeds and available headways were determined by measuring the existing traffic flows. Speed counters (e.g., Visala Hi-star) were used to measure volume and speed along the route. Counts were taken at four different locations along Riggin Road – just south of Briarwood Drive, north of Briarwood Drive, near Zenk Road, and near Canterbury Court.

The average northbound and southbound travel speed along Riggin Road is 28-mph. 85% of drivers travel 32-mph or less in the northbound direction and 33-mph or less in the southbound direction. The 85th percentile speed is commonly used to set speed limits as this is the speed at which *most* motorists are comfortable travelling. During peak travel hours, the average headway between cars is 8.6-seconds in the northbound direction and 10.8-seconds in the southbound direction near Briarwood Drive.

4.2 – Traffic Counts

Traffic counts were also performed along Riggin Road with the Visala Hi-Star counters at the same locations as the speed counts. Supplemental hand counts were also taken at the intersection of Riggin Road and Briarwood Drive/ Ackerman Avenue. The counters predicted an average daily traffic of 6,000 vehicles/ day on Riggin Road near Briarwood Drive and 4,000 vehicles/ day near Zenk Road. Since peak hourly counts are typically about 10% of the total daily traffic observed at a location, the results closely agree with the counts published by the Illinois Department of Transportation at their website www.gettingaroundillinois.com/fai.htm?mt+aadl.

Riggin Road Traffic Study

The handcount at the intersection of Riggin Road and Briarwood Drive/ Ackerman Avenue showed the following results:

- Northbound/ Southbound on Riggin Road: 600 veh./ hr.
- Eastbound/ Westbound on Briarwood Drive/ Ackerman Avenue: 30 veh./ hr

4.3 – Stop Sign Warrants

Section 2B in the "Manual of Uniform Traffic Control Devices" (MUTCD) published by the Federal Highway Administration provides guidance for the placement of all-way stop controlled intersections. According to the MUTCD, the following criteria should be considered in an engineering study for a multi-way stop sign installation:

1. Crash Warrant - Five or more reported crashes in a 12-month period that are susceptible to correction by an all-way stop installation
2. Volume Warrant - The volume entering the intersection from the major street approaches is at least 300 vehicles/ hr and the volume from the minor street approaches is at least 200 vehicles/ hr for eight hours of a day, while the delay for the minor street vehicle is at least 30 seconds/ vehicle during the peak hour.

Crash reports were reviewed at the intersection of Riggin Road and Briarwood Drive/ Ackerman Avenue as provided by the Police Department. An average of 1.3-crashes per year occurred from 2010 to 2016. Therefore, five crashes in a 12-month period do not occur, so crash warrants are not met.

According to the traffic counts, the average daily traffic along Riggin Road near Briarwood Drive/ Ackerman Avenue is 600 vehicles/ day and the minor street traffic volume entering the intersection is only 30 vehicles/ hour. Since the 8th hour traffic is about 55% of the peak hour traffic, the major and minor street traffic volume entering the intersection is 330 vehicles/ hour and 17 vehicles/ hour respectively. Though the major street traffic volume is high enough, the minor street traffic is much less than required for an all-way stop sign, so the volume warrants are not met either.

5 – Solutions Evaluated

There are two ways to increase the headway time between vehicles on Riggin Road. The first way is to slow down (i.e., "calm") traffic so that there is more travel time between cars. The second way is to reduce the amount of cars on Riggin Road by providing an alternate north-south route to the Edwardsville-Glen Carbon area. Both solutions are reviewed in the following sections.

5.1 - Traffic Calming Studies

Since the "comfortable" speed is 8-mph over the speed limit, traffic calming is warranted. One method to improving the headway between cars is to reduce the travel speeds, as time between cars will increase as speeds decrease. For example, at 28-mph the required distance between cars for motorists to enter traffic is about 400-ft. Since the required gap distance is reduced by about 15-ft for every mph the speed is lowered, reducing speeds by just a couple mph will significantly increase the ability to enter traffic during the AM and PM peak hours.

Riggin Road Traffic Study

Three traffic calming options were reviewed to gauge effectiveness: (1) narrowing the travel lanes by striping an edge line, (2) narrowing the travel lanes at intersections by constructing curb bump-outs, and (3) installing speed tracking signs. These three were chosen because they are cost effective, they have been used successfully in the past, and they won't negatively affect ride quality along a road like a speed bump would.

5.1.1 - Edge Line Option

The first option tested involved striping an edge line 5-ft inside the curb-line on both sides of Riggin Road to narrow the travel lanes to 10-ft wide. Figure 2 shows the proposed lane configuration. By narrowing the lanes, motorists perceive that they have less room to safely operate their vehicles, and tend to slow down. The space between the curb and edge line could be used for bike lanes to provide a bike route to the Tri-Township Park in the future.

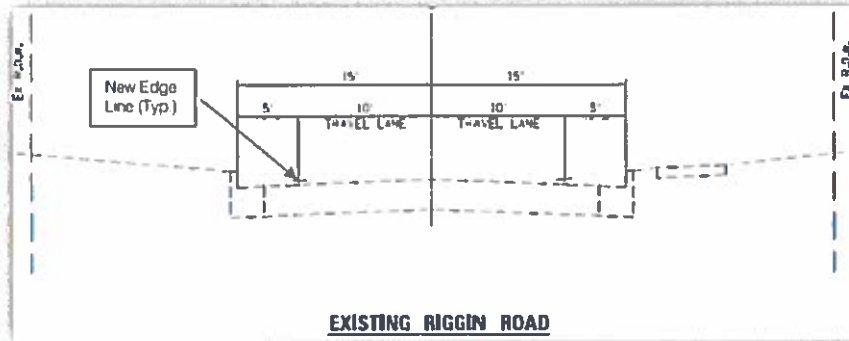


Figure 2 - Edge Line Lane Configuration

To simulate this option in the field, temporary pavement marking stripes were installed as shown in Figure 3. After the markings were installed, traffic counters were installed and speeds were monitored for a week. Traffic adjusted to the new stripes and cars were traveling within the narrower lanes. However, results from the traffic counters showed that the stripes had little effect on traffic speed, with the average north and southbound travel speed being 28-mph. The resulting 85th percentile speed was 32-mph, only one-mph lower than existing conditions.



Figure 3 - Temporary Edge Stripes



Riggin Road Traffic Study

5.1.2 - Curb Bump-Out Option

The second alternative tested was the curb bump-out option. Traffic cones were used to narrow the travel lanes to 11-ft wide at strategic intersection locations as shown in Figure 4. The cones were placed along Riggin Road at its intersection with Briarwood Drive, Meadow Drive, Zenk Road, Nottingham Court, and Eagles Way. The bump-outs alert drivers at the intersections and give the illusion that the travelled way is narrowing, when actually only the shoulder is affected. It is possible to combine edge line narrowing with curb bump-outs because curbs are only revised at the intersections and edge stripes could be in the areas between the intersections.

Again, after the proposed cones were installed, traffic counters were installed and speeds were monitored for a week. Initially, the cones had to be adjusted daily because some cones were being hit. After a couple days, cones were adjusted less frequently as traffic adjusted. The simulated bump-outs only had a little more of an effect on speeds than the edge lines. The northbound average speed remained 28-mph but the southbound speed reduced to 27-mph. The 85th percentile speed remained 33-mph for northbound traffic, but the southbound traffic lowered to 31-mph.



Figure 4 – Cones Used to Simulate a Curb Bump-out along Riggin Road.

5.1.3 - Speed Sign Option

The final alternate studied involved installing a sign that displays the speed a vehicle is traveling to alert drivers of their travel speed. Since the City only owned one speed sign, the sign was placed at Zenk Road facing the southbound traffic. Theoretically, a flashing sign will alert motorists of their travel speed, and if they are speeding, they would tend to slow down.

Riggin Road Traffic Study

The sign was in operation from Monday morning until Friday, and it did have a significant effect on the direction of traffic it was facing. The average southbound speeds decreased to 26-mph and the 85th percentile speed was reduced to 29-mph.

5.1.4 – Overall Conclusions

Table 1 is a summary of the results for all the traffic calming studies taken on Riggin Road.

The speed study showed that the southbound traffic is more susceptible to traffic calming countermeasures than the northbound traffic. This could be because motorists coming from the north are leaving a rural area and may need a prompt to realize they are entering into a residential district. Therefore, bump-outs had a minor effect and the speed sign had a significant effect on the southbound travel speeds when implemented.

Traffic calming methods did not have much of an effect on northbound traffic since there is already an unwarranted all-way stop controlled intersection at Riggin Road and Briarwood Drive/ Ackerman Avenue that regulates motorist’s behavior. Since the existing northbound travel speeds are 8-mph higher than the speed limit on Riggin Road, and traffic calming didn’t work in the northbound direction, motorists may be desensitized to traffic calming techniques because they are frustrated by the unwarranted stop.

Location	Lane	Result	Existing	Edge Line	Bump-Outs	Speed Sign
			(mph)			
South of Ackerman	NB	<i>Avg Speed</i>	27			
		<i>85th Percentile</i>	30.4			
	SB	<i>Avg Speed</i>	29			
		<i>85th Percentile</i>	33.9			
North of Ackerman	NB	<i>Avg Speed</i>	27	28	27	27.5
		<i>85th Percentile</i>	30.9	32.5	31.6	31
	SB	<i>Avg Speed</i>	28	27	27	27
		<i>85th Percentile</i>	32.1	31.6	31.1	29.5
Near Zenk Road	NB	<i>Avg Speed</i>	30	28	29	28
		<i>85th Percentile</i>	33.9	32.7	33.7	32
	SB	<i>Avg Speed</i>	28	28	27	25.6
		<i>85th Percentile</i>	33	32.9	30.3	28
Near Canterbury	NB	<i>Avg Speed</i>	26			
		<i>85th Percentile</i>	33.6			
	SB	<i>Avg Speed</i>	25			
		<i>85th Percentile</i>	32.2			

Table 1: Speed study results on Riggin Road



Riggin Road Traffic Study

5.2 - New North/South Arterial

A potential solution to reduce traffic on Riggin Road is to construct an alternate route for traffic to enter and exit north of town as shown on the "Future Land Use Plan" in the City's Comprehensive Plan. A new north-south arterial would divert traffic, have faster travel speeds (40 to 45-mph) than Riggin Road (25-mph), and would open up undeveloped areas north of IL-162 for development.

The new north/ south arterial would be an extension of Sr. Airman Bradley Smith Boulevard and could be constructed in phases as shown on Figure 5, with the first section being from IL-162 to Zenk Road (red), the second section from Zenk Road to Bouse Road (blue), and the last section from Bouse Road to Riggin Road (green). The entire alignment would cost about \$6-M to construct.

As further described in Appendix A, if constructed the new North/ South Arterial would immediately reduce the traffic on Riggin Road by about 2,000 vehicles/ day, which would also improve the gap between successive vehicles would increase from about 10 seconds to 13 seconds. Even at full build-out (i.e., when Pin Oak Township Develops and the farm ground adjacent to the new North/ South Arterial develops), a new North/ South Arterial maintains traffic levels on Riggin Road at their existing levels.

If nothing were done and Pin Oak Township developed, the traffic on Riggin Road is predicted to increase by over 5,000 cars according to the projections from the I-55 Corridor Plan, which would create a hardship for residents along Riggin Road.



Figure 5: New North/ South Arterial Location Map.



Riggin Road Traffic Study

6 – Evaluation and Recommendations

6.1 – Short-Term Solution

As shown in the "Solutions Evaluated" section, the stop sign at Riggin Road and Briarwood Drive/ Ackerman Avenue is not warranted. Though the City intended for this sign to slow down motorist, study results show that it has no effect except for the homes within 200-ft of the signs. Cities often receive requests for stop signs as a way to reduce speeding, but stop signs are intended to assign right-of-way at an intersection – not to control speeding. Overuse of stop signs can reduce their effectiveness, compliance can be poor at unwarranted stop signs, pedestrian safety is decreased at these locations due to some vehicles "running" the unwarranted stop sign, and enforcement costs can be high as frequent surveillance is often requested.

However, if the north and southbound stop signs on Riggin Road were removed, less restrictive traffic calming alternatives should be considered to replace the stop signs. To help control speeds, traffic calming techniques should be implemented as shown on Exhibit 1.

If the all-way stop was removed, it is believed that traffic calming would have a positive effect in both the northbound and southbound directions. To alert motorist that they are entering a residential district, speed indication signs as shown in Figure 6 should be installed just prior to Briarwood Drive/ Ackerman Avenue facing the northbound direction and just prior to Zenk Drive facing southbound. In addition, since the sidewalk is only on the east side of Riggin Road, a crosswalk with pedestrian warning signs should be painted across the road at Briarwood Drive/ Ackerman Avenue and at Zenk Drive. A sidewalk should be added on the west side of Riggin Road from Zenk Drive to Nottingham Drive to link the Schurwood Forest Subdivision to the crosswalk at Zenk Road. Finally, a white edge line should be painted to narrow the lanes to 10-ft wide between Briarwood Drive/ Ackerman Avenue and Canterbury Road.

These improvements will cost about \$40,000 to construct.



Figure 6: Typical Speed Indication Signs.

Riggin Road Traffic Study

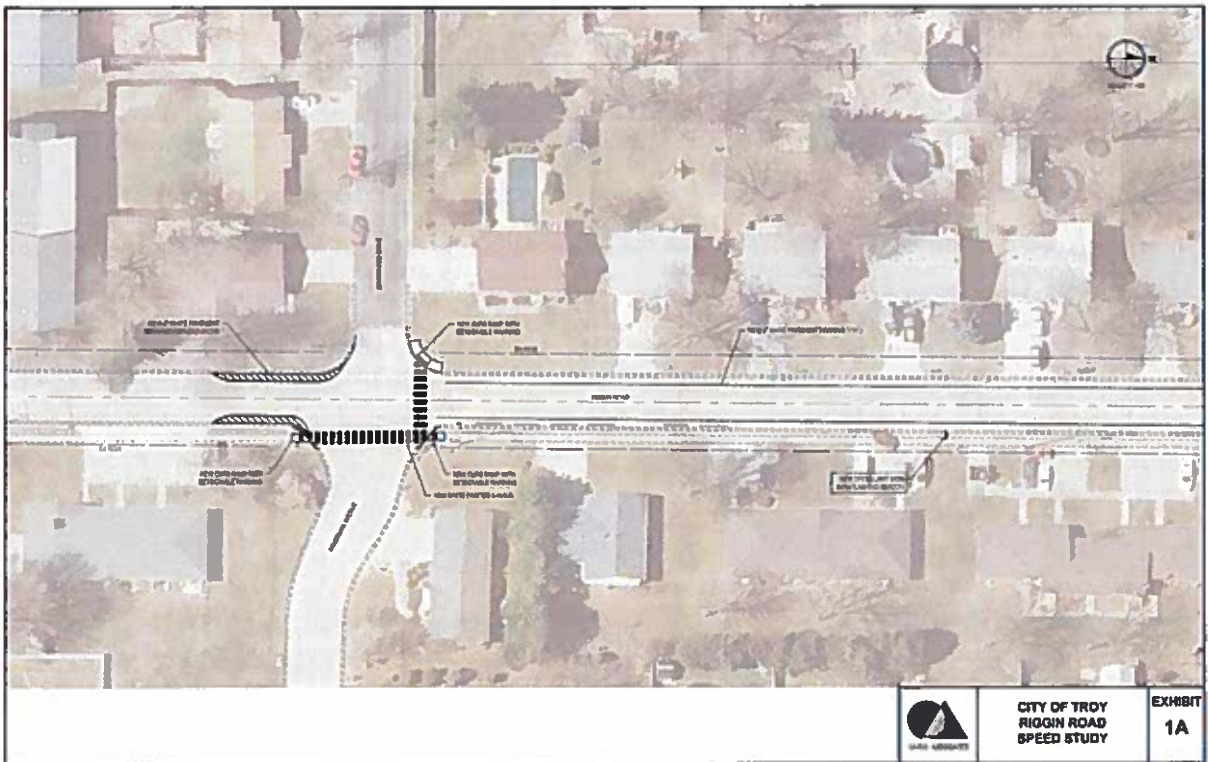
6.3 – Long-Term Solution

While making improvements to slow the traffic down on Riggin Road would help provide more time for backing movements, the long-term solution is to remove vehicles from Riggin Road by providing an alternate north/ south cut-through route to the Glen Carbon/ Edwardsville area. As the Edwardsville-Glen Carbon area grows or another subdivision is added within the northern City limits, initial traffic calming improvements will deteriorate as traffic levels increase. Eventually as Pin Oak Township develops, the headway between cars will reduce until it is even worse than present day conditions. A new North/ South Arterial will provide a long-term solution to the problem. Therefore, to help mitigate the impact of continued growth and facilitate controlled growth, the City should continue to plan for the development of a new \$6-M arterial route that would extend Sr. Airman Brad Smith Boulevard from IL-162 to Riggin Road as shown on the Future Land-Use Plan in the "Comprehensive Plan".

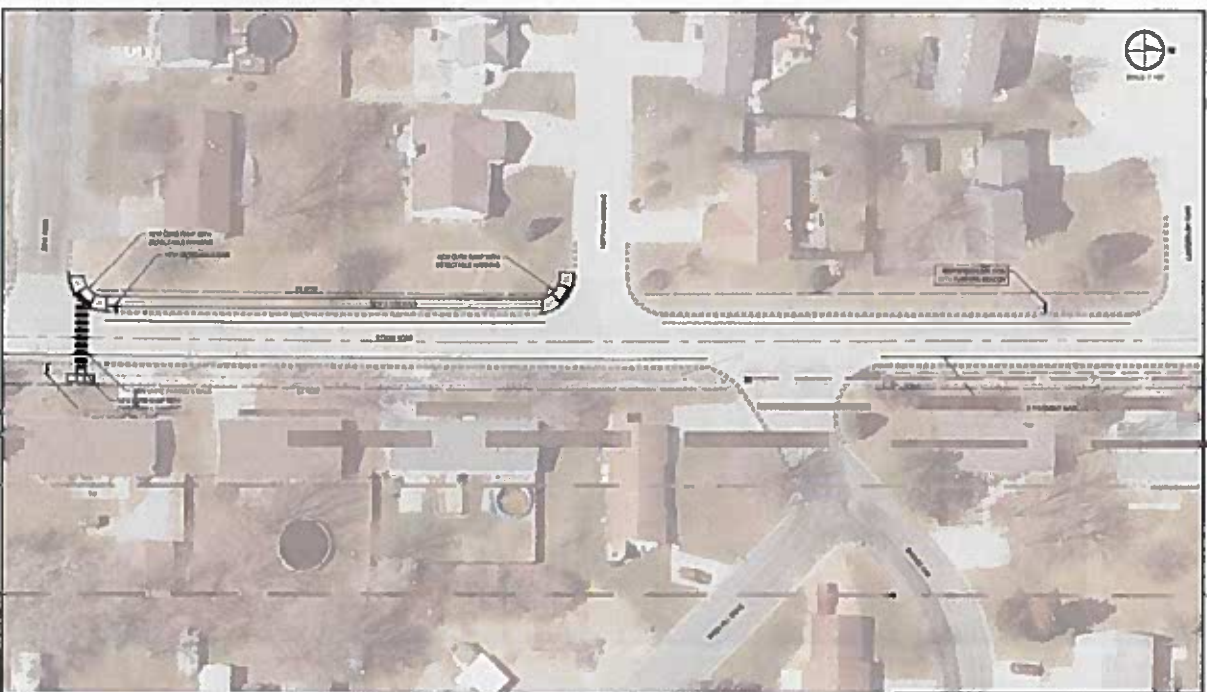
Since the development of this road is costly, alternative funding mechanisms should be considered to help fund the future extension. Some of these include grants, business districts, and/ or requiring developers to build sections of the road as development occurs. The risk with waiting for developers to build the road as development occurs is that the timing of the road extension may not align with the timing of the need. In other words, as Pin Oak Township develops, the need for relief on Riggin Road increases. Eventually, if the entire North/ South Arterial isn't completed in time, the backing maneuver on Riggin Road will become almost impossible. Some potential grants to consider include grants through the State's Economic Development Program (EDP) or Department of Commerce and Economic Opportunity (DCEO) funds. In addition to our political representation, some agencies the City could contact to discuss other possibilities include the Southwestern Illinois Development Authority (SWIDA), IDOT, and/ or East-West Gateway.

Summary of Findings





CITY OF TROY, IL



CITY OF TROY
RIGGIN ROAD
SPEED STUDY

EXHIBIT
1B

Attachment E

RESOLUTION OF SUPPORT AND COMMITMENT OF LOCAL FUNDS

WHEREAS, the City of Troy, Illinois, is applying to East West Gateway Council of Governments for a Surface Transportation Program - Suballocated Grant (STP-S), to improve Riggin Road from Zenk Road to Bouse Road, and

WHEREAS, this section of Riggin Road will generally be improved to a 30'-wide concrete street with curb and gutter, storm sewer, and sidewalks, and

WHEREAS, it is necessary that an application be made and agreements be entered into with the State of Illinois Department of Transportation, and

WHEREAS, cost of the project are such that financial participation by the grantee is necessary in conjunction with STP-S funds.

NOW, THEREFORE, BE IT RESOLVED as follows:

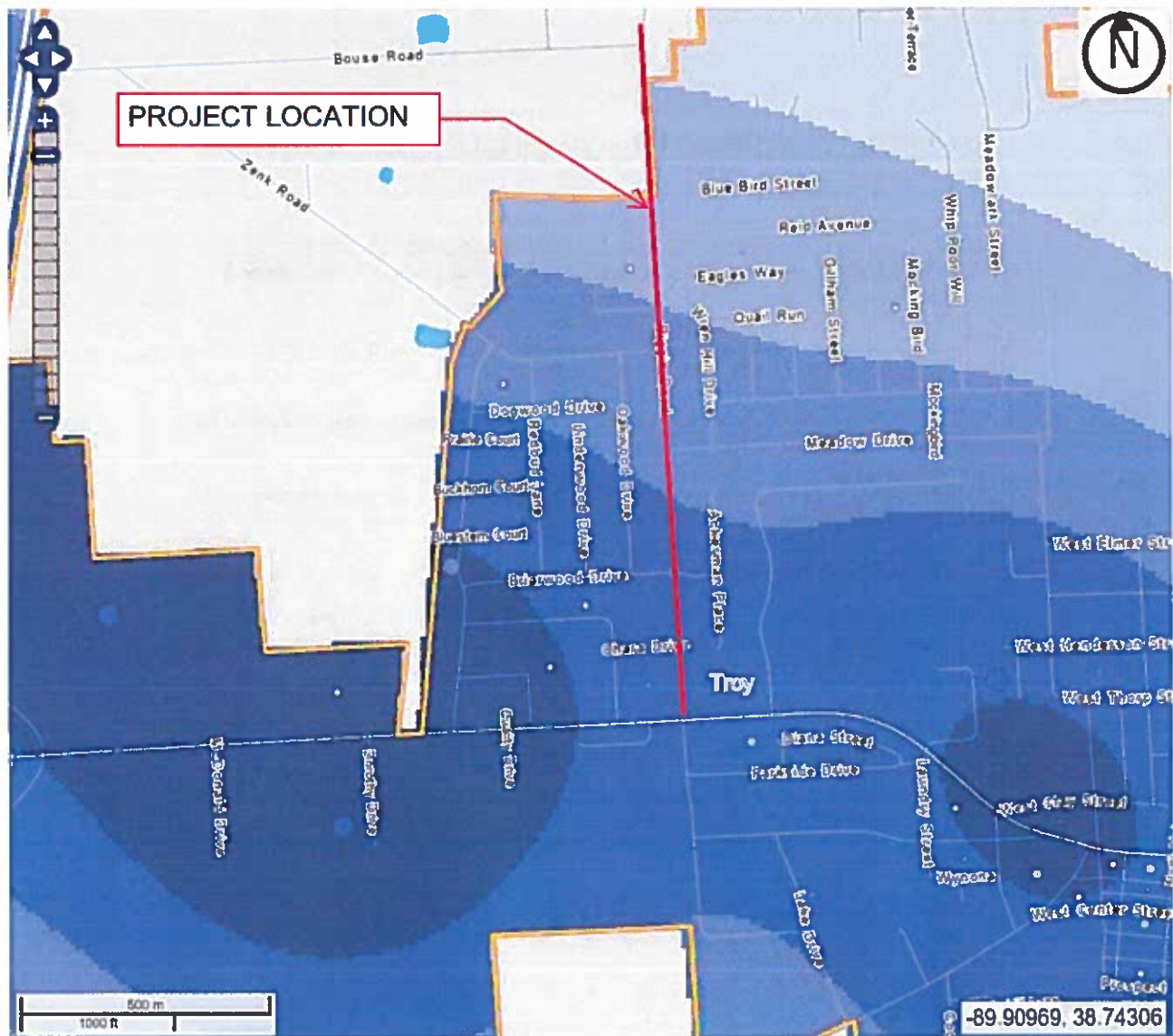
- 1) that the City apply for a grant under the terms and conditions of the East West Gateway Council of Governments and shall enter into and agree to the understandings and assurances contained in said application.
- 2) that the Mayor, City Treasurer, and City Administrator on behalf of the City may execute such documents and all other documents necessary for the carrying out of said application.
- 3) that the Mayor, City Treasurer, and City Administrator are authorized to provide such additional information as may be required to accomplish the obtaining of such grant.
- 4) that the City of Troy, Illinois does hereby commit funds in the amount of \$272,000 for use in conjunction with a STP-S Grant, for an estimated total project cost of \$933,000.

Passed this _____ day of _____, _____.

Mayor

ATTEST:

City Clerk



▼ Legends

- 5 - 401 Jobs/Sq.Mile
- 402 - 1,590 Jobs/Sq.Mile
- 1,591 - 3,572 Jobs/Sq.Mile
- 3,573 - 6,346 Jobs/Sq.Mile
- 6,347 - 9,914 Jobs/Sq.Mile
- 1 - 4 Jobs
- 5 - 54 Jobs
- 55 - 273 Jobs
- 274 - 861 Jobs
- 862 - 2,103 Jobs

Exhibit E3

Bike/ Ped Plan Survey Results

Bike/Ped Plan Survey Results

Public Works Meeting



Questions 1, 2, and 3

Question 1: Do you use the current trail system?

Out of 100 respondents

- Yes – 87 Respondents
- No – 13 Respondents

Question 2: Why don't you use the current trail system?

For people who do not use the trail system

- No interested – 3 Respondents
- Trails not readily available to me - 39 Respondents
- I'm no physically able to – 1 Respondent

The response to Question 2 suggests that as the network increases, more people will use the trails.

Question 3: How often do you use the current trail system?

For people who do use the trail system

- Multiple times a week – 25%
- Weekly – 21.05%
- Monthly – 38.16%
- Yearly - 15.79%
- Never – 0%

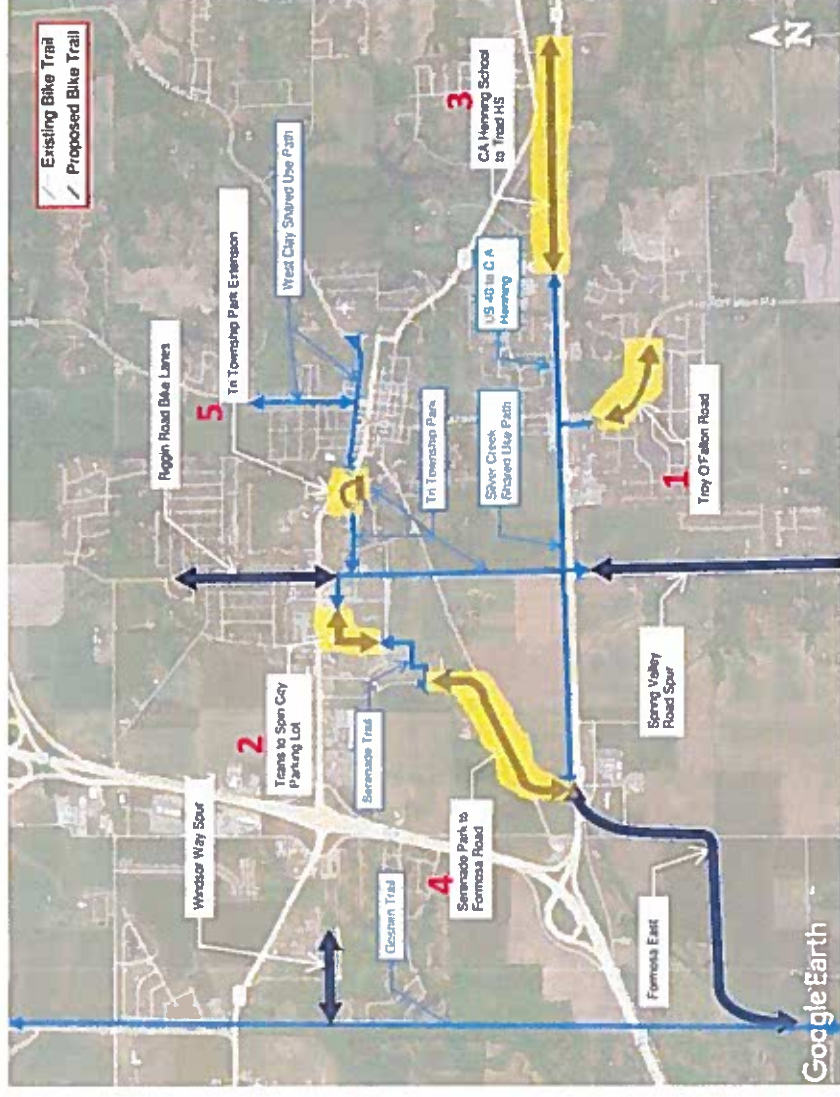
The response suggests recreational use – possibly on weekend.

Question 4

Please rank 1-5 the trail connection you would want to see next with 1 being the most desirable and 5 being the least

- 1: Extend wide sidewalks on Troy O’Fallon Road to Fair Oakes Drive
- 2: Pave the trail in the Tri-Township Park from the Titans Field parking lot to the Spin City parking lot trailhead
- 3: Extend the trail along US 40 to Triad Highschool
- 4: Extend the trail from St. Airman Brad Smith Blvd to the western end of the US 40 trail at Formosa Road to create a loop trail
- 5: Extend the eastern end of the Tri Township Park trail to the wide sidewalks on West Clay Street to create a connection to downtown

Bike & Ped Plan



Question 4

Results:

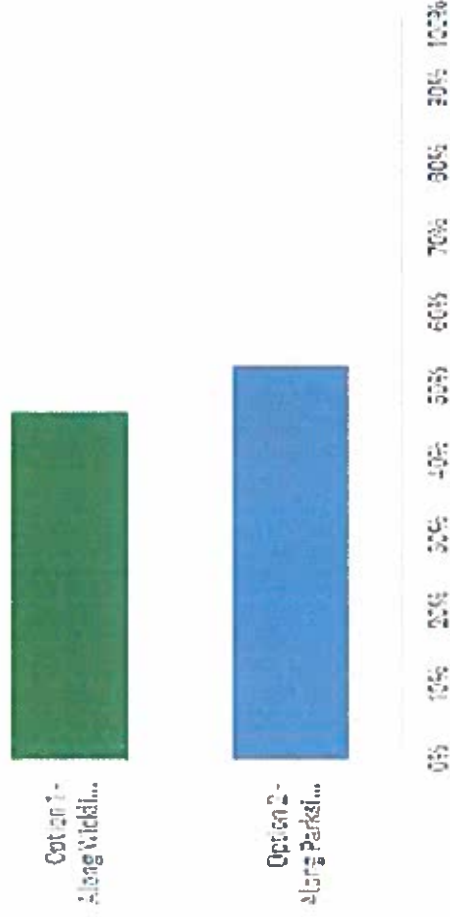
- Extend the trail along US 40 to Triad Highschool Received 34.62% as top choice.
- Sr. Airman Brad Smith Blvd to Formosa Road – Received 30.38% as top choice.
- The other routes received 12% as their top choice.



Question 5

Please vote on your favorite connection from the Park to West Clay Street

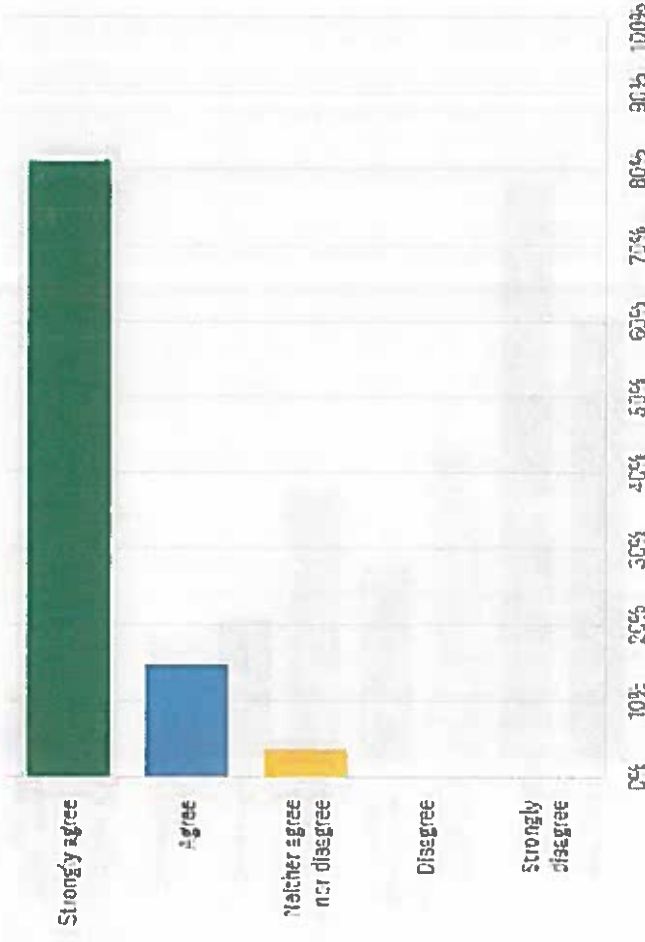
- Option 1 – Along Wickliff with road improvements – 46.84%
- Option 2 – Along Parkside and IL-162 – 53.16%



Question 6

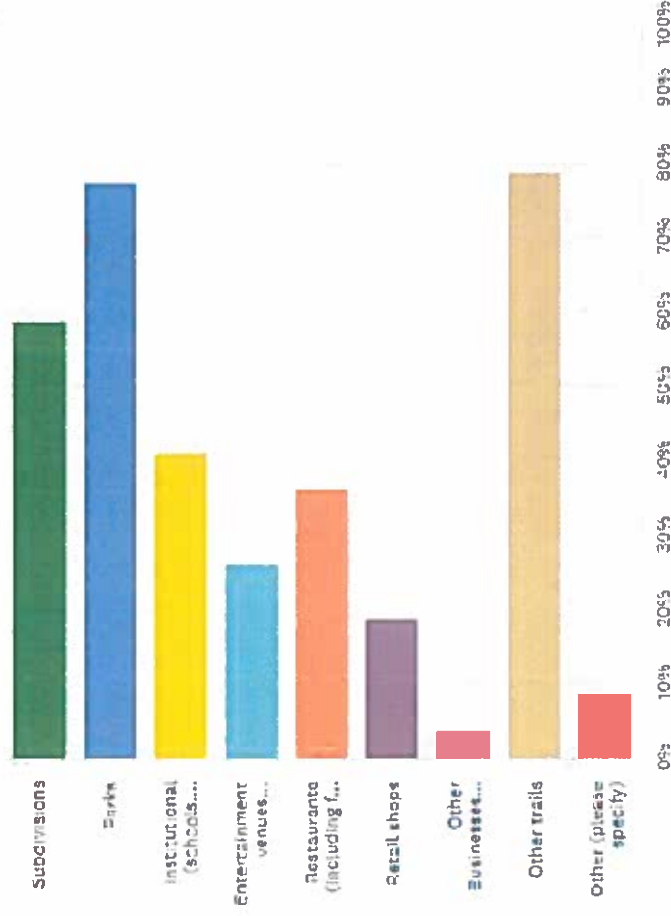
Safe, clean trails add to our quality of life here.

- 65 Respondents (81.25%) Strongly Agree.
- No one answered Disagree or Strongly Disagree.



Question 7

- What destinations would you prefer the trails to connect to? (check all that apply)
 - Subdivisions – 58.75%
 - Parks – 77.50%
 - Institutional (schools, libraries) – 41.25%
 - Entertainment (thater, bowling alley) – 26.25%
 - Restaurants (including fast food) – 36.25%
 - Retail shops – 18.75%
 - Other businesses (offices, clinics) – 3.75%
 - Other trails – 78.75%
 - Other – 8.75%



Question 7 – Suggested Other Destinations

Comments from respondents on Question 7

- Stonebriar neighborhood
 - Would be classified as a subdivision
- Back roads for better scenery
- A full and safe trail network is key to reducing carbon footprint
- Sidewalks for travelers to walk from fast food places and grocery stores to view our town
- Charleston neighborhood
 - Would be classified as a subdivision
- Troy O’Fallon trail
 - Currently being planned
- There needs to be a way to access the south entrance of the park from Collinsville Road, then from there to downtown.
 - Connection to downtown from the park was one of the route choices.

Question 8 – Other Suggested Routes 1/3

- I would like to see a trail added in the Northern part of the city
- Connect Troy Trails to Ronald J. Foster Heritage Trail (Glen Carbon to Marine Trail)
- Connect to mct on otherside of 55
- Connect the St Clair system to this one.
- Troy really needs good pedestrian (wide-sidewalks) along one side of 162. It is expensive, I know, but I see a lot of people walking and riding from Riggin Road to the I-55 overpass.
- The connection to the main Goshen Trail Network would be preferred for a connection to the Edwardsville amenities.
- It would be awesome to connect to the same trails going into Edwardsville
- A way to get from hotels on Formosa to Goshen trail, either along 162, or north to Bouse rd, then west to Goshen trail. MCT trails attract out of towners to hotels, and they want to ride from the hotel to the trail.
- Adding "sharrows" along Digging would be nice, just because I know there isn't a whole lot of room to expand for a whole protected bike lane.
- Connect to the MCT Goshen trail to O'Fallon.

Bike & Ped Plan

Question 8 – Other Suggested Routes 2/3

- Connect to Hampton Glen
- Staunton rd.
- Connecting to the main system west by Maryville. Then people may be able to ride to work or longer rides.
- Charleston subdivision to trail on Highway 40
- Get us connected to the "Edwardsville" loops
- Continue east down Highway 40 past the high school to the end of town to allow a safe way for pedestrians from those subdivisions to walk/bike into town.
- Run current trail by Formosa/40 lights to meet existing trails.... Also extend current point at park and ride all the way to highland as was originally forecasted
- Springvalley to Charleston
- Sidewalks/paths connecting to the fast food sections in town.
- Extend trail down spring valley to Charleston neighborhood
- The Gerl Sherman historic Property near RP Lumber
- Connecting to the O'fallon troy trail along the south frontage roads
- A way to connect from Riggin Rd to the MCT network
- South park entrance at Collinsville road.

B

Question 8 – Other Suggested Routes 3/3

- There was supposed to be a trail extension from the Park all the way down Spring Valley Rd allowing multiple subdivisions a safe route to the park, then it was also supposed to tie into the MCT Trails. This will provide hundred of kids in those neighborhoods safe access to the park
- To TMS even though that is considered county. Better quality of life when kids/students can bike to school. It is healthier and it promotes independence
- A direct connection to any existing MCT trails starting down town or from the newly completed trails near 40 are appreciated.
- Connect with other MCT trails
- I would like to see wider sidewalks/trail down Market St to Silver Creek.

Question 9 – Other Comments

- You're doing a great job!
- Connect to the ST. Clair bike link trails
- Great presentation, thank you for doing all this.
- I think the trail system is a great way to get people outside.
- Thank you for doing this. We have to drive to Edwardsville every time we wanted to bike in the trail for a longer route.
- Thank you for asking the public for their input. And for realizing the importance of the trails.
- Troy has the potential to be very bike friendly. That's important to me, just because the amount of people now who don't have safe bike access to the park or businesses. I'd ride to get to Pete's or go eat, but I don't want to get run over.
- Need true sidewalk and shoulders from Fairoaks subdivision to Rt 40
- Please maintain current on road spots with street sweepers (along Scott Troy road.. 162 gutters.. etc).. we have street sweepers, use them!
- Hoping that there is still a plan to connect the trail to the park at Springvalley/Highway 40 to Springvalley Estates and Charleston Subdivision.

Bike & Ped Plan

Question 9 – Other Comments cont.

- 1. Please do not pave the park trail from Titans field to the Spin City parking lot ("project 2"). I run on that trail multiple times a week and appreciate the slight softness the unpaved trail offers, as paved trails are very hard on the knees and hips. Being out there frequently, I never see bicyclists use this stretch, only walkers and runners. 2. Make the connection between the park and Clay Street run along Wickliffe. I would not want to be [traveling east] and going downhill into a sharp turn, which if I miss, would put me in the middle of a busy road. Wickliffe Street is a much safer option. 3. When building trails that parallel roads, please add trees, flowers, or other foliage. The path that currently runs along Rt 40 is very exposed, and being next to a busy highway makes it psychologically uncomfortable to travel. Ideally, no paths would parallel a road at an offset of less than 100 yards.
- Avoid any bike paths along Collinsville road.

Conclusion

- The public is VERY supportive of what we are doing.
- The public prefers trails to be in a loop.
- Parks and other trails are great destinations – followed by subdivisions
 - MCT Trails, Edwardsville Trail System
- The public prefers the next trail to extend along US 40 to Triad High School followed by extending the trail from Sr. Airman Brad Smith Blvd to the western end of the US 40 trail at Formosa Road.
- In additional comments, the public mentions a trail system on the north side of Troy. Riggin Road was mentioned a number of times.
- The End

Bike & Ped Plan

