

**RECORDING  
NOT REQUIRED**

**RETURN TO:**

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

**CITY OF TROY  
RESOLUTION 2022 - 12**

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**RESOLUTION OF SUPPORT AND COMMITMENT OF LOCAL FUNDS**

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

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

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*Original to  
Tom Coisell*



**RESOLUTION 2022-12**

**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 Bouse Road from Old Troy Road to 500’ east of Whitworth Drive, and

**WHEREAS**, this section of Bouse Road will generally be improved to a 24’-wide concrete street with 6’-wide asphalt shoulders and a 8’-wide shared-use path that connects into Madison County Transit’s Goshen Trail, 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 \$238,600 for use in conjunction with a STP-S Grant, for an estimated total project cost of \$809,000.

**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 7<sup>th</sup> 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 [tipappfees@ewgateway.org](mailto:tipappfees@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: [tipappfees@ewgateway.org](mailto:tipappfees@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](mailto: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       |
| Bouse Road Reconstruction - Phase 1  | \$507,400.00        | \$2,537.00        | \$2,537.00        | STP-S - IL       |
|  |                     | \$0.00            |                   |                  |
|  |                     | \$0.00            |                   |                  |
|  |                     | \$0.00            |                   |                  |
|  |                     | \$0.00            |                   |                  |
|  |                     | \$0.00            |                   |                  |
|  |                     | \$0.00            |                   |                  |
| <b>Total</b>   | <b>\$507,400.00</b> | <b>\$2,537.00</b> | <b>\$2,537.00</b> |                  |
| <i>Over / (Under) Payment - if field does not equal \$0, check your figures.</i> |                     |                   | <b>\$0.00</b>     |                  |

**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: Bouse Road Reconstruction - Phase 1

Local Match Amount: \$238,600

Sponsoring Agency: City of Troy, IL

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


Name (print): David Nonn

Signature: 

Date: 2-7-22

**Chief Financial Officer:**

Name (print): Kelly Huelsmann

Signature: 

Date: 2-7-22







## Surface Transportation Block Grant Program

2022 Call for Projects

For the St. Louis Region

### Road Project Type

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Sponsoring Agency: City of Troy, IL

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Project Title: Bouse Road Reconstruction - Phase 1

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Federal Amount Requested: \$570,400

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**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](mailto: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](mailto: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](mailto: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](mailto: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 E. 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 E. Market Street                |  |                                   |                                 |
| City:  |  | Troy                                | State:   | IL                                | County: Madison ZIP code: 62294 |
| Phone Number:  |  | 618-667-9924                        |  | E-mail address: jkeeven@troyil.us |                                 |
| Application contact:   |  |                                     |  |                                   |                                 |
| Name:  |  | Tom Cissell, PE                     |  | Phone Number: 618-345-2200        |                                 |
| E-mail address:  |  | tom.cissell@oatesassociates.com     |  |                                   |                                 |
| PROJECT INFORMATION  |  |                                     |  |                                   |                                 |
| Project title:   |  | Bouse Road Reconstruction - Phase 1 |  |                                   |                                 |
| 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 checked="" type="checkbox"/> Phase  |                                   |                                 |
| <input type="checkbox"/> Continuation of STP-S/CMAQ/TAP project  |  |                                     | <input type="checkbox"/> Full project  |                                   |                                 |
| <input type="checkbox"/> Add to existing non-federally funded project  |  |                                     |  |                                   |                                 |
| If project is a continuation of another project that was previously programmed in the TIP, provide TIP ID # of existing project and also explain this relationship:  |  |                                     |  |                                   |                                 |
|  |  |                                     |  |                                   |                                 |
| If this project is a phase of a full project, how many phases are left to complete the project? Briefly explain each phase (i.e., project limits and general improvements):  |  |                                     |  |                                   |                                 |
| Bouse Road reconstruction is a new project to be completed in 2 phases. Phase 1 begins at the pavement joint located 125' east of the centerline of Chamberlain Drive and runs east to halfway between Whitworth Drive and Tramore Drive. Phase 2 begins at this halfway point and extends east to the existing joint at Formosa Rd. |  |                                     |  |                                   |                                 |
| 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:   |  | Unimproved Section                  |  |                                   |                                 |
| Year of last roadway resurfacing:  |  | N/A - it's an oil & chip section    |  |                                   |                                 |
| 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:                                  | Bouse Road   |            |  |
| Project length (miles):   | 0.53 mi (0.24 mi road + 0.29 mi shared use path)   |            |  |
| Project limits – north/west reference point, cross street, or intersection: | Old Troy Road  |            |  |
| Project limits – south/east reference point, cross street, or intersection: | 500' East of Whitworth Drive   |            |  |
| Federal functional classification of road (per EWG) <sup>1</sup> :          | Minor Collector  |            |  |
| Average roadway pavement condition (PASER):                                 | 4.3  |            |  |
|   | CURRENT:   |            | PROPOSED:  |
| Traffic volumes (AADT):   | 990  | Year: 2021 | 1240      Year: 2044   |
| Identify source of AADT <sup>2</sup> :                                      | count taken for 1 wk in 1/2022   |            | 1% growth per year   |
| Speed limit of street (mph):  | 25 mph   |            | 25 mph   |
| Number of through lanes (both directions):                                  | 2  |            | 2  |
| Number of turn lanes:   | 0  |            | 0  |
| Two-way left turn lanes <sup>3</sup> ?                                      | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No  |            | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No  |
| Typical lane width (feet):  | 10'  |            | 12'  |
| Outside lane width (feet):  | N/A  |            | N/A  |
| Shoulder width (feet):  | N/A  |            | 6' HMA   |
| 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No  |
| Sidewalks?  | <input type="checkbox"/> One side <input type="checkbox"/> Both sides <input checked="" type="checkbox"/> None   |            | <input checked="" type="checkbox"/> One side <input type="checkbox"/> Both sides <input type="checkbox"/> None |
| Sidewalk width (feet):  | N/A  |            | N/A - shared use path  |
| Existing sidewalk surface condition <sup>4</sup> :                          | <input type="checkbox"/> Poor <input type="checkbox"/> Fair <input type="checkbox"/> Good<br><input type="checkbox"/> Excellent <input checked="" type="checkbox"/> None |            | n/a  |
| Estimated sidewalk to be built (square yards):                              | n/a  |            | n/a  |
| Sidewalk/roadway separation width (feet):                                   | n/a  |            | 8'   |
| On-road bicycle facility <sup>5</sup> ?                                     | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No  |            | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No  |
| On-road bicycle facility width:   | n/a  |            | n/a  |
| Shared-use path/sidepath?   | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No  |            | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No  |
| Shared-use path/sidepath width (feet):                                      | n/a  |            | 8'   |
| Estimated shared-use path to be built (square yards):                       | n/a  |            | 2,000 sq yds   |
| Number of new and/or reconstructed curb ramps:                              | n/a  |            | 5  |

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

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

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

<sup>4</sup> **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.

<sup>5</sup> 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](https://www.ewgateway.org/wp-content/uploads/2018/07/BicyclePlanningGuide_June2018.pdf).

**LAND ACQUISITION INFORMATION**

Status of right-of-way acquisition (all properties, permanent and/or temporary easements, Temporary Slope Construction License (TSCL), and other rights-of-way):

- All acquired or none needed  
 In process  
 Not started

If applicable, list the number of parcels to be acquired (all properties, permanent and/or temporary easements, TSCL, and other rights-of-way):

N/A

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: N/A

Right-of-way condemnation by: N/A

Will the project traverse any public property, such as a public park that has used federal funds (e.g., Land and Water Conservation Funds) in the past?

- Yes  No  Unknown

**UTILITY COORDINATION**

Note: project sponsor must coordinate with utilities prior to construction.

Will the project involve any coordination with utilities?

- Yes  No

If yes, check the appropriate box to select the type of utility. Then give the names of the utility companies.

Electric Southwestern Electric Co-operative

Phone AT&T and MCI

Gas Ameren

Water City of Troy, IL

Cable TV Charter

Storm sewer City of Troy, IL

Sanitary sewer City of Troy, IL

Give details concerning potential utility conflicts, problems, or issues:

Utility companies and the local municipality will be approached during the start of the design phase to locate any underground utility throughout the limits of the project. Any necessary adjustments will be made prior to the start of construction and existing utilities will be protected/adjusted as required during reconstruction operations.

Utility coordination completed by: Consultant

Designed by: Unknown

Inspected by: Unknown

| RAILROAD COORDINATION  |   |
|--|---|
| Does the project traverse any property owned by a railroad?<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No   |   |
| Is there a railroad within 500' of project limits?<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No  |   |
| Name of railroad:  | N/A   |
| Number of crossings impacted:  | N/A   |
| Are the crossings active?  | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| Width of crossing:   | N/A   |
| What is the crossing type?<br><input type="checkbox"/> Timber<br><input type="checkbox"/> Rubberized<br><input type="checkbox"/> Asphalt<br><input type="checkbox"/> Concrete<br><input type="checkbox"/> Other                            |   |
| Describe other:<br>N/A   |   |
| PROJECT MAINTENANCE  |   |
| List any regular maintenance tasks anticipated over the next 25 years:<br>Sealing, pothole patching, mowing of right-of-way, snow removal, pavement marking re-striping, ditch maintenance, shoulder maintenance and sidewalk maintenance. |   |
| Estimated annual cost to maintain facility and funding source(s):<br>Anticipate \$3,700 per year in City Funds to be expended annually for maintenance of facility.  |   |
| AMERICANS WITH DISABILITIES ACT  |   |
| Under the 1990 Americans with Disabilities Act (ADA), Title II requires public entities with more than 50 employees to complete a self-evaluation and create an effective ADA transition plan <sup>6</sup> .                               |   |
| Does your local public agency have more than 50 employees?<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No  |   |
| If yes, does your agency have an adopted ADA transition plan?<br><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?  |   |

<sup>6</sup> FHWA Questions and Answers about ADA/Section 504: [https://www.fhwa.dot.gov/civilrights/programs/ada/ada\\_sect504qa.cfm](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.

**PROPOSED IMPROVEMENT:**

Bouse Road is a minor collector route that runs east/west from Old Troy Road to Formosa Road and is located northwest of the I-270/I-55 interchange in Troy, Illinois. The City of Troy proposes to reconstruct Bouse Road Phase 1 from 125 feet east of Chamberlain Drive to 500' east of Whitworth Dr for a distance of 1200'. There is also proposed sidewalk from the MCT Goshen Trail to the eastern terminus for a total project length of 2200' which includes new curb ramps at Chamberlain Drive and Whitworth Road. The proposed improvement includes Portland Cement Concrete Pavement, hot-mix asphalt shoulders, reconstruction of entrances and a 8 foot shared use path on the south side of the road. Existing signs to be improved to current retro-reflectivity standards.

**TRANSPORTATION PROBLEM:**

Bouse Road provides access to the City's residential and commercial areas near the I-270/I-55 interchange. Additionally, this minor collector connects a major collector to another minor collector - Old Troy Road to Formosa Road. Bouse Road provides access to residential developments and a multitude of businesses but currently has no connection for pedestrian or bicycle traffic. The existing oil and chip pavement is deteriorating and narrow.

**EFFECT OF THE IMPROVEMENT:**

The proposed improvement will maintain access to commercial and residential developments, increasing lane width and shoulder width. These improvements will promote intermodal transportation by providing more space for vehicles, especially trucks. The shoulders will also provide safety for vehicles forced to stop. Once all phases of Bouse Road are completed and the project planned for Formosa Road is completed, these projects together will complete one continuous shared use path for bicycle use for nearby residents from MCT Goshen Trail to three major residential subdivisions.

**COMMUNITY SUPPORT**

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

Included as Exhibit E, the City passed a "resolution of support" on February 7, 2022 - signifying the Council's support for the project including its financial commitment.

**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)   | 04/2024              | 04/2024               | 1                   |
| <b>Engineering services contract submitted and approved*</b>                                    | 05/2024              | 06/2024               | 2                   |
| Obtain environmental clearances (106, CE2, T&E, etc.)   | 07/2024              | 12/2024               | 6                   |
| Public meeting/hearing  | 09/2024              | 09/2024               | 1                   |
| Develop and submit preliminary plans  | 07/2024              | 10/2024               | 4                   |
| Preliminary plans approved  | 09/2024              | 10/2024               | 2                   |
| Develop and submit right-of-way plans   |                      |                       |                     |
| Review and approval of right-of-way plans   |                      |                       |                     |
| <b>Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*</b> |                      |                       |                     |
| Right-of-way acquisition  |                      |                       |                     |
| Utility coordination  | 02/2025              | 09/2025               | 8                   |
| Develop and submit PS&E   | 06/2025              | 09/2025               | 4                   |
| <b>District approval of PS&amp;E/advertise for bids*</b>  | 10/2025              | 11/2025               | 2                   |
| Submit and receive bids for review and approval   | 12/2025              | 01/2026               | 2                   |
| Project implementation/construction   | 04/2026              | 06/2026               | 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 <sup>7</sup>                 | Starting Federal Fiscal Year <sup>8</sup> | Total Phase Cost  | STP-S Funds Requested | Sponsor Share     | Sponsor Share Percentage |
|---------------------------------------|---|-------------------|-----------------------|-------------------|--------------------------|
| PE / Planning / Environmental Studies | FY 2024                                   | \$ 96,000         | \$ 0                  | \$ 96,000         | 100.00%                  |
| Right-of-Way                          | FY  | \$ 0              | \$ 0                  | \$ 0              | 0.00%                    |
| Construction Engineering              | FY 2026                                   | \$ 76,000         | \$ 60,800             | \$ 15,200         | 20.00%                   |
| Construction / Implementation         | FY 2026                                   | \$ 637,000        | \$ 509,600            | \$ 127,400        | 20.00%                   |
| <b>TOTAL PROJECT COST</b>             |   | <b>\$ 809,000</b> | <b>\$ 570,400</b>     | <b>\$ 238,600</b> | <b>29.49%</b>            |

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

General Fund - \$238,600

<sup>7</sup> **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.

<sup>8</sup> Fiscal years are federal fiscal years (October 1 through September 30).

| SAFETY  |            |               |
|---|------------|---------------|
| <p>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></p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>   |            |               |
| <b>Total number of crashes by severity type along project limits:</b>   |            |               |
| Fatal (K on the KABCO scale):   | N/A        |               |
| Serious injury (A on the KABCO scale):  | N/A        |               |
| Minor injury (B and C on the KABCO scale):  | N/A        |               |
| Property damage only (O on the KABCO scale):  | N/A        |               |
| Total number of crashes from 2015-2019 along project limits:  | N/A        |               |
| <p>Does the project include safety countermeasure(s)?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>  |            |               |
| <p>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):</p>  |            |               |
| <b>Countermeasure</b>   | <b>CMF</b> | <b>CMF ID</b> |
| Change shoulder width from 0' to 6'   | 0.836      | 4817          |
| Roadside - Flatten sideslope  | 0.58       | 26            |
|   |            |               |
| <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: <a href="http://www.cmfclearinghouse.org/">http://www.cmfclearinghouse.org/</a>.</i></p>  |            |               |
| <p>Describe how the proposed safety countermeasure(s) will address the crashes occurring along the project limits:<br/>           The proposed shoulder increasing from 0' to 6' will help the roadway continue to be safe in the future, providing extra space for vehicles to pull over.</p>  |            |               |
| <p>Are there any undocumented safety issues?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>   |            |               |
| <p>If yes, describe the undocumented safety issue(s) and explain how the preventive safety countermeasure(s) will address the issue:<br/>           Bouse Road is very narrow (16' to 20') for a collector street with open ditches lining both sides of the road. Run off then road crashes will happen on this road - especially as traffic increases. Widening the road with 6' shoulders will prevent these crashes from happening in the future.</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 8'-wide shared use path
- 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:

There are proposed 6' shoulders on each side of the roadway and a proposed 5' sidewalk south of the roadway. Both of these improvements will provide a safe path between residencies and the MCT Goshen Trail which runs parallel to Old Troy Road. The proposed bicycle accommodations will include paved shoulders to be marked as a bicycle facility. Wayfinding signage will be added to direct bicycles between residential subdivisions and the MCT Goshen Trail. "BIKES MAY USE FULL LANE" signs will be used at project end until future phases are complete.

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

- New sidewalks (where none currently exist) 8'-wide shared use path for combined bike and walking use.
- 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:

The proposed 8' wide shared use path will provide a walking path south of roadway, offset 8' from the shoulders. This large buffer area will provide safety for pedestrians utilizing these paths.

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

100%

|   |
|---|
| <p>Does the proposed project incorporate any of the following intersection or crossing treatments?</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Pedestrian signals/push buttons</li> <li><input type="checkbox"/> Countdown timers</li> <li><input type="checkbox"/> Leading pedestrian interval (LPI)</li> <li><input type="checkbox"/> Bicycle signals or bicycle detection</li> <li><input type="checkbox"/> Rectangular Rapid-Flashing Beacon (RRFB)</li> <li><input type="checkbox"/> Pedestrian Hybrid Beacon (PHB or HAWK)</li> <li><input type="checkbox"/> Marked crosswalks (standard parallel crosswalk markings or brick crosswalk)</li> <li><input checked="" type="checkbox"/> High-visibility crosswalks (e.g., ladder, zebra, or continental crosswalk markings)</li> <li><input type="checkbox"/> Raised crosswalks</li> <li><input checked="" type="checkbox"/> Midblock crossings</li> <li><input type="checkbox"/> Pedestrian refuge islands</li> <li><input type="checkbox"/> Curb radius reduction</li> <li><input type="checkbox"/> Curb extension or bulb-outs</li> <li><input type="checkbox"/> Bicycle boxes</li> <li><input type="checkbox"/> Colored pavement crossings for bicycles lanes marked through intersection</li> <li><input type="checkbox"/> Other</li> <li><input type="checkbox"/> None</li> </ul> |
| <p>Describe the intersection or crossing treatments (including 'other') in detail and identify crosswalk locations:</p> <p>The mid-block shared use path crossings at Chamberlain Drive and Whitworth Road will be marked with advanced warning signs and high-type ladder-style crosswalks.</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>The existing signs will be improved to current retro-reflectivity standards.</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 new shared use path directly connects into Goshen Trail and the nearby Park N Ride lot that is along the east side of Old Troy Road at Homes of Liberty Place Subdivision.</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:  
 N/A

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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  |
|--------------------------------------|---|
| Father McGivney Catholic High School | <input checked="" type="checkbox"/> Direct <input type="checkbox"/> Within ½ mile |
| Lakewood Elementary                  | <input type="checkbox"/> Direct <input checked="" type="checkbox"/> Within ½ mile |
| Albert Cassens Elementary            | <input type="checkbox"/> Direct <input checked="" type="checkbox"/> Within ½ mile |
| Maryville Christian School           | <input type="checkbox"/> Direct <input checked="" 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:  
 Yes, the new shared use path will directly connect into the Goshen Trail.

Also, the new shared use path directly connects to the intersection of Bouse Road and Old Troy Road, which is the entrance to Father McGivney Catholic High School.

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**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:  
 N/A

**INTERMODAL CONNECTIONS**

Is the project located within an industrial site area (per St. Louis Regional Freight Study)?

Yes  No

If yes, what is the name of the industrial site area (e.g., Broadway-Arsenal, Earth City, GM Plant)?

N/A

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?

Yes  No

If yes, identify the facility or major freight generator:

Bouse Road is currently weight restricted to 10 tons. Reconstruction of Bouse Road will provide the nearby freight generators an alternative access or detour when closures are necessary along Formosa Road. Formosa Road provides access to multiple freight generators including Quad County Ready Mix, Nu Way Concrete Forms, Fabick Cat, Freightliner Truck Centers, RED-E-MIX, Miller Construction, and Freightliner Western Star Dealer.

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:

The reconstruction of Bouse Road will allow heavy vehicles to utilize the route effectively. The increased road width and shoulder width will improve freight movement for nearby concrete plants and service centers necessary for freight movement.

**ENVIRONMENT**

Does the project incorporate any of the following green infrastructure improvements?

- Bioswales
- Rain gardens
- Pervious pavements
- Green bulb-outs
- Solar powered lighting fixtures
- Other
- None

Describe the green infrastructure improvements (including 'other') in detail:

A portion of the open-channel swales will be constructed as bioswales to control storm water runoff.

## 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: Bouse Road Reconstruction - Phase 1

Local Match Amount: \$238,600

Sponsoring Agency: City of Troy, IL

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

Name (print): David 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**
- A5. Coordination Letter**

## 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 – No Safety Counter Measures  
Included**

## Attachment D

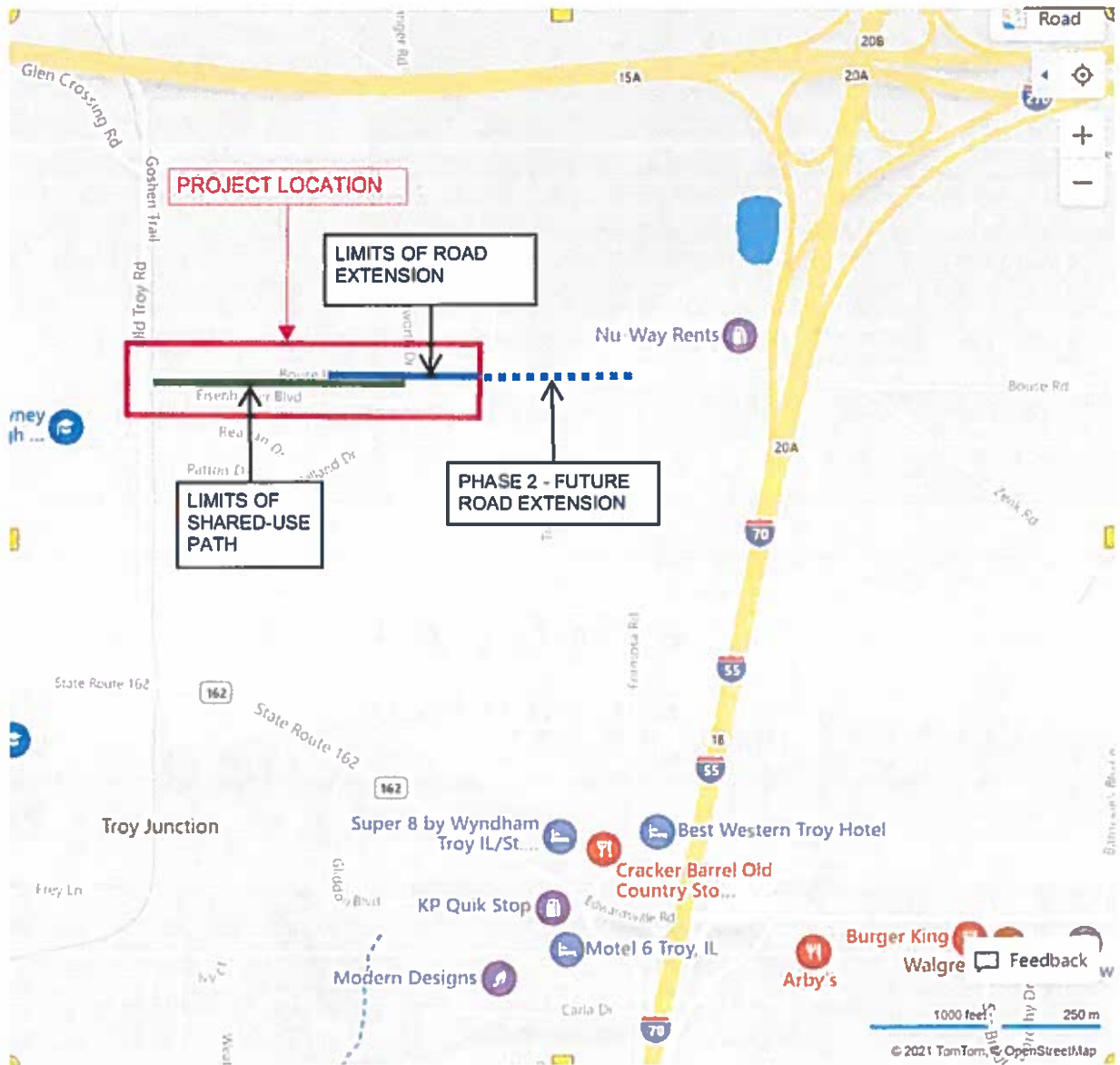
- D1. Resolution of Support**
- D2. Employment Density Map**

# Attachment A



# Exhibit A1

## Location Map



*Bouse Road – Location Map*



# Exhibit A2

## Average Daily Traffic Map



*Bouse Road – Average Daily Traffic Map*

note - ADT was taken during the first week of January with manual counters.



**Exhibit A3**  
**Functional Classification Map**



# Exhibit A4

## Estimate of Project Costs

**Estimate of Project Costs**

Project Sponsor: City of Troy, IL  
 Project Title: BOUSE ROAD RECONSTRUCTION PHASE 1 - CHAMBERLAIN TO TRAMORE  
 Length: 1200 FT ROADWAY / 2200 FT of MULTI USE PATH  
 Date: 12/30/2021

**Specific Roadway Improvements Items**

| Item                                 | Quantity | Unit  | Unit Price   | Amount              |
|--------------------------------------|----------|-------|--------------|---------------------|
| EARTH EXCAVATION                     | 1,400    | CU YD | \$25.00      | \$35,000.00         |
| PCC CONCRETE PAVEMENT, 8"            | 3,200    | SQ YD | \$60.00      | \$192,000.00        |
| HOT-MIX ASPHALT SHOULDRS             | 1,600    | SQ YD | \$35.00      | \$56,000.00         |
| GRANULAR SUBBASE MATERIAL, TY A 4"   | 5,100    | SQ YD | \$10.00      | \$51,000.00         |
| MODIFIED SOIL SUBGRADE               | 5,100    | SQ YD | \$8.00       | \$40,800.00         |
| PAVEMENT MARKINGS, 4"                | 2,800    | FT    | \$3.00       | \$8,400.00          |
| SIGN REMOVAL AND REPLACEMENT         | 8        | EA    | \$500.00     | \$4,000.00          |
| TRAFFIC CONTROL AND PROTECTION       | 1        | L SUM | \$15,000.00  | \$15,000.00         |
| EROSION CONTROL                      | 1        | L SUM | \$5,000.00   | \$5,000.00          |
| SEEDING                              | 1.0      | ACRE  | \$5,000.00   | \$5,000.00          |
| MOBILIZATION (5%)                    | 1        | L SUM | \$412,200.00 | \$20,700.00         |
| <b>ROADWAY IMPROVEMENTS SUBTOTAL</b> |          |       |              | <b>\$433,000.00</b> |

**Specific Sidewalk Improvements Items**

| Item                                  | Quantity | Unit  | Unit Price   | Amount              |
|---------------------------------------|----------|-------|--------------|---------------------|
| EARTH EXCAVATION                      | 900      | CU YD | \$25.00      | \$22,500.00         |
| HOT-MIX ASPHALT PAVEMENT, 3"          | 420      | TON   | \$110.00     | \$46,200.00         |
| GRANULAR SUBBASE MATERIAL, TY A 6"    | 2,700    | SQ YD | \$12.00      | \$32,400.00         |
| MODIFIED SOIL SUBGRADE                | 2,700    | SQ YD | \$8.00       | \$21,600.00         |
| SEEDING                               | 0.6      | ACRE  | \$5,000.00   | \$3,000.00          |
| MOBILIZATION (5%)                     | 1        | L SUM | \$125,700.00 | \$6,300.00          |
| <b>SIDEWALK IMPROVEMENTS SUBTOTAL</b> |          |       |              | <b>\$132,000.00</b> |

|   |                     |
|---|---------------------|
| Construction Cost Total                   | \$565,000.00        |
| Contingency (10%)                         | \$57,000.00         |
| Inflation (3% for 3 years)                | \$51,000.00         |
| Preliminary Engineering (15%)             | \$101,000.00        |
| Right-of-Way (10' wide @ \$3/sf)          | \$66,000.00         |
| Construction Engineering/Inspection (12%) | \$81,000.00         |
| <b>Project Total *</b>                    | <b>\$921,000.00</b> |



# Exhibit A5

## Coordination Letter

17-27-105 (8)

8) 797-7547

# Attachment B

# Exhibit B1

## Ground-Level Photographs



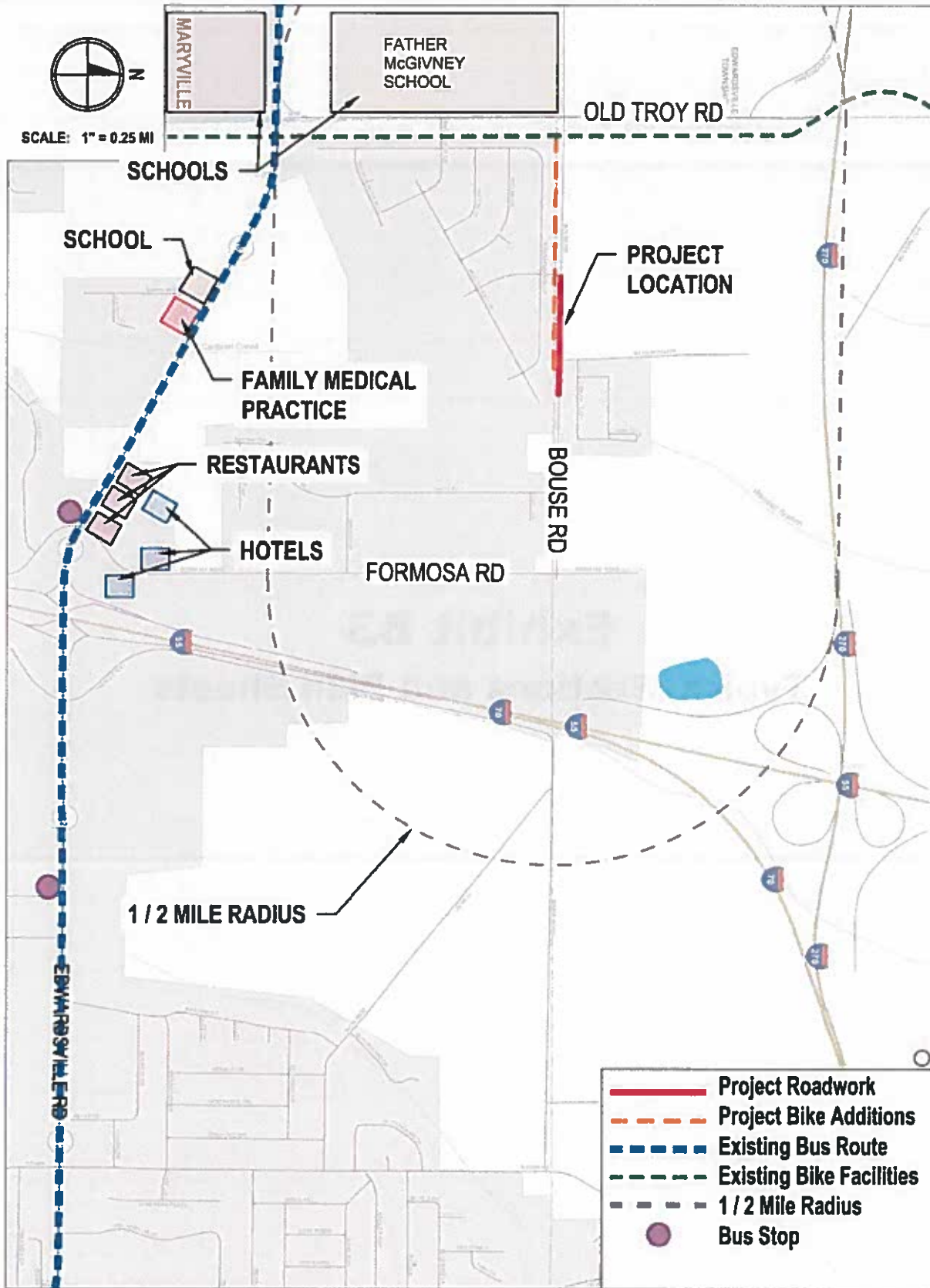
*Location 1: Bouse Road west of Formosa Road.*



*Location 2: Bouse Road at the intersection with Tramor Road*

# Exhibit B2

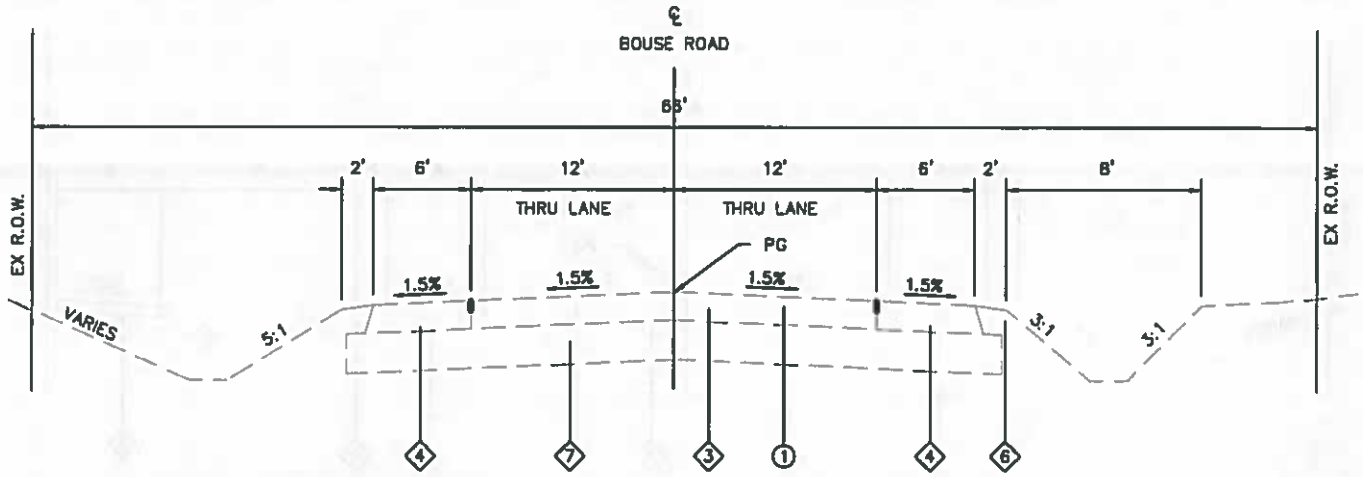
## Detailed Map



# Exhibit B3

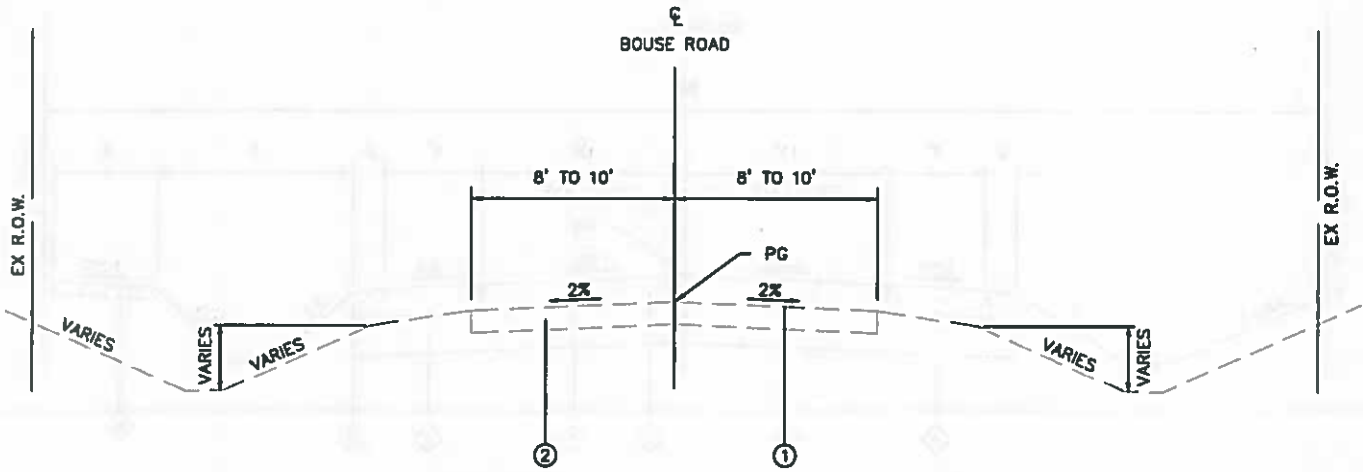
## Typical Sections and Plan Sheets





**EXISTING TYPICAL SECTION - BOUSE ROAD**

OLD TROY ROAD TO CHAMBERLAIN DRIVE

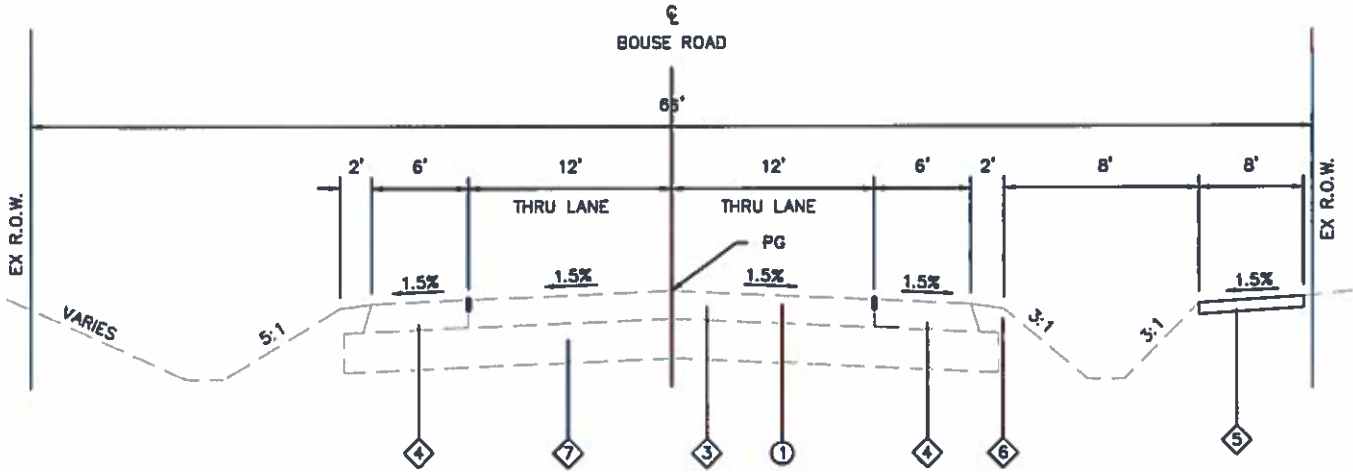


**EXISTING TYPICAL SECTION - BOUSE ROAD**

CHAMBERLAIN DRIVE TO 500' EAST OF WHITWORTH DRIVE

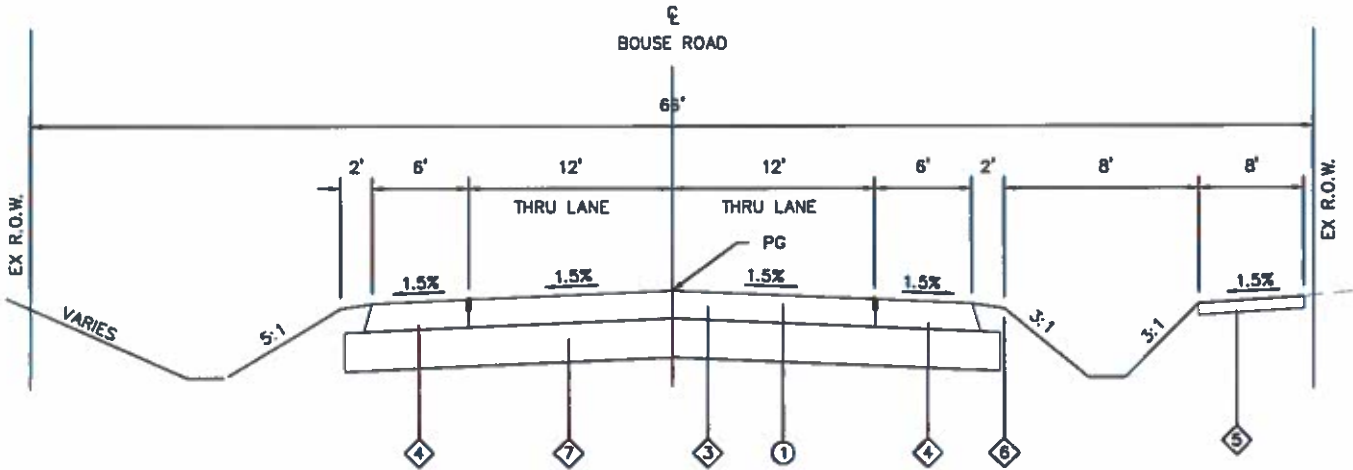
**TYPICAL SECTION LEGEND**

- ① EXISTING OIL AND CHIP
- ② EXISTING AGGREGATE BASE COURSE
- ③ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ④ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT SHOULDER, 8"
- ⑤ PROPOSED HMA SHARED-USE PATH
- ⑥ PROPOSED EARTH SHOULDER
- ⑦ PROPOSED GRANULAR SUBBASE MATERIAL TYPE A



**PROPOSED TYPICAL SECTION – BOUSE ROAD**

OLD TROY ROAD TO CHAMBERLAIN DRIVE

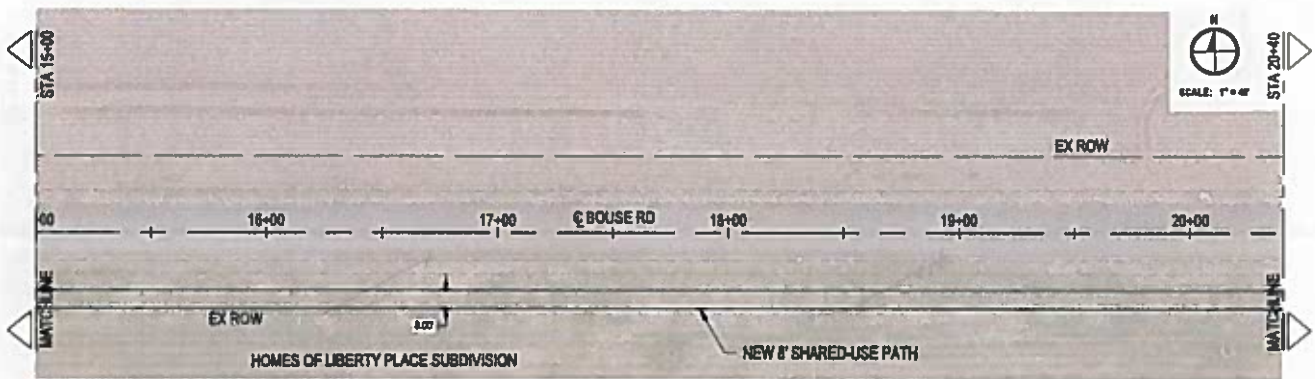
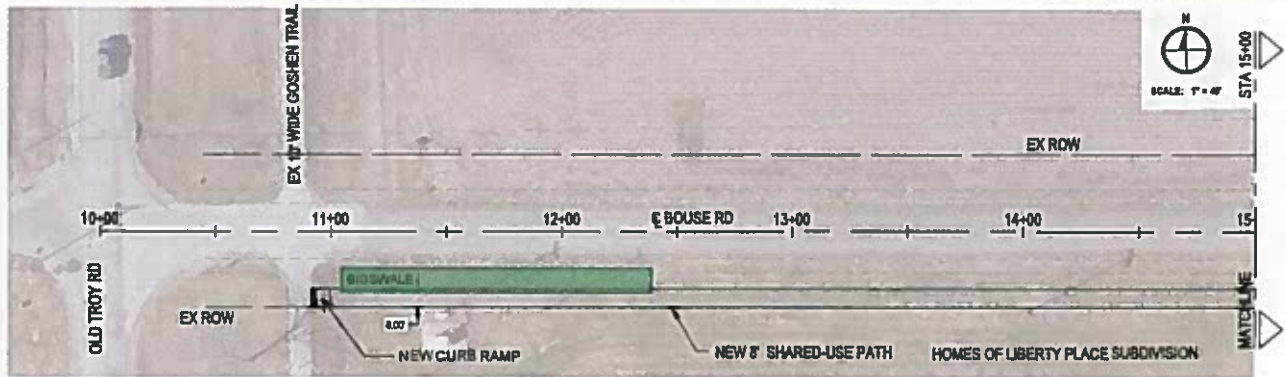


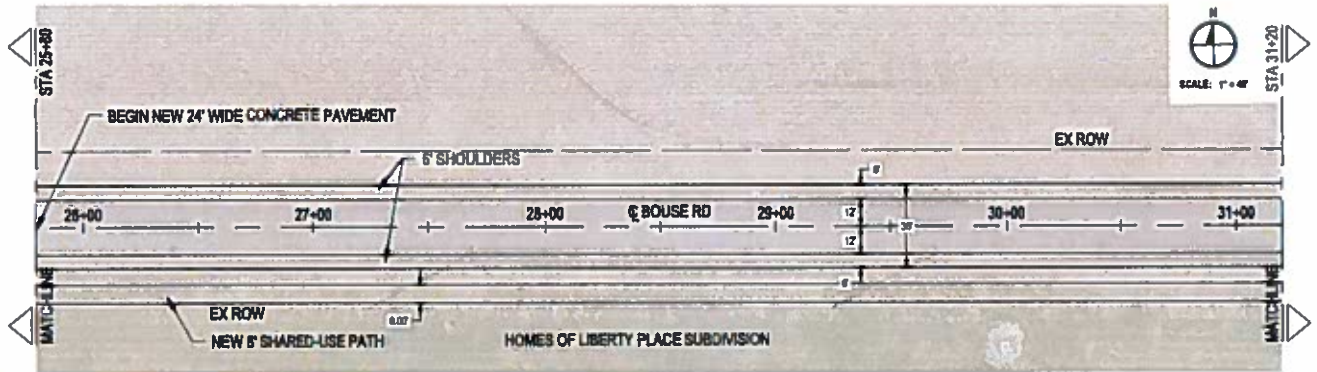
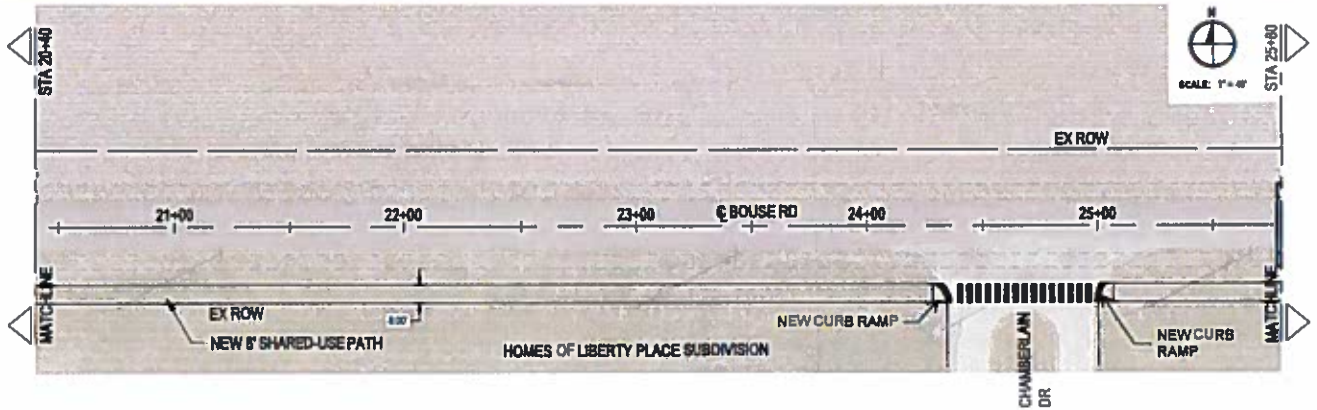
**PROPOSED TYPICAL SECTION – BOUSE ROAD**

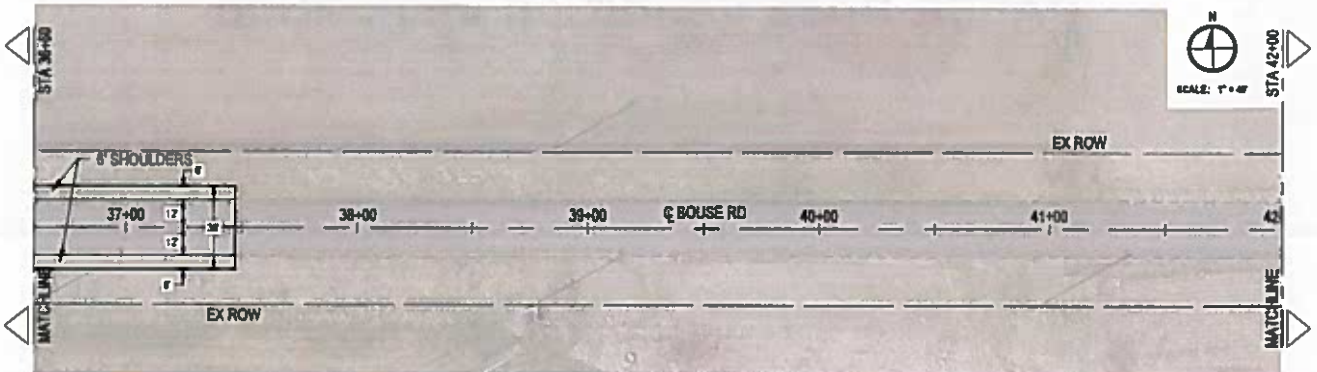
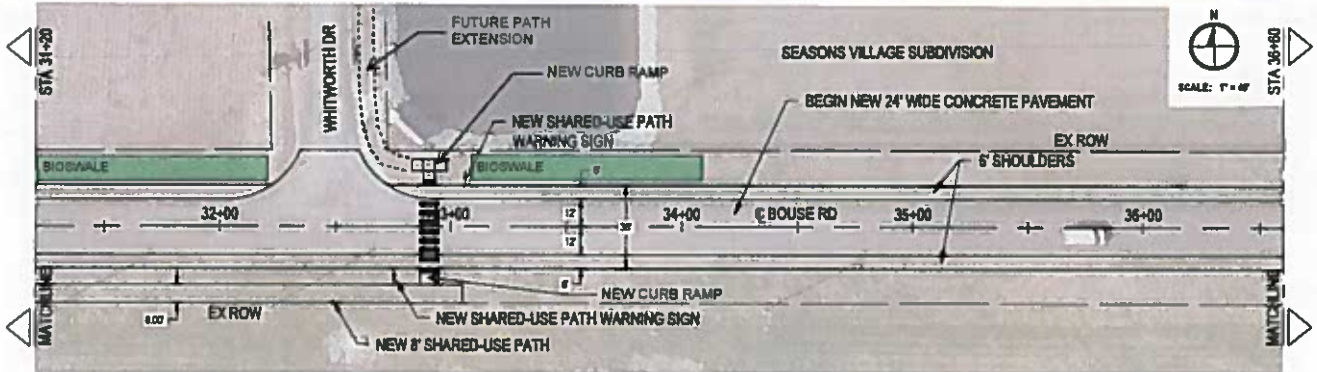
CHAMBERLAIN DRIVE TO 500' EAST OF WHITWORTH DRIVE

**TYPICAL SECTION LEGEND**

- ① EXISTING OIL AND CHIP
- ② EXISTING AGGREGATE BASE COURSE
- ③ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ④ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT SHOULDER, 8"
- ⑤ PROPOSED HMA SHARED-USE PATH
- ⑥ PROPOSED EARTH SHOULDER
- ⑦ PROPOSED GRANULAR SUBBASE MATERIAL TYPE A







# **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](https://epd.wisc.edu/tic/wp-content/uploads/sites/3/2019/12/Asphalt-PASER_02_rev13.pdf)  
 Concrete Manual: [https://cpd.wisc.edu/tic/wp-content/uploads/sites/3/2019/12/Concrete-PASER\\_02\\_rep15.pdf](https://cpd.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 |
|-----------------------|------------|---------------------------|--------------|
| Bouse Road            | 1          | START                     | 5            |
| Bouse Road            | 2          | 550                       | 5            |
| Bouse Road            | 3          | 1100                      | 3            |
|                       | 4          |                           |              |
|                       | 5          |                           |              |
|                       | 6          |                           |              |
|                       | 7          |                           |              |
|                       | 8          |                           |              |
|                       | 9          |                           |              |
|                       | 10         |                           |              |
|                       | 11         |                           |              |
|                       | 12         |                           |              |
|                       | 13         |                           |              |
|                       | 14         |                           |              |
|                       | 15         |                           |              |
|                       | 16         |                           |              |
| <b>AVERAGE PASER:</b> |            |                           | 4.3          |



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

Roadway Name: Bouse Road

Date: 12/09/21

Evaluation Location #: 1 Distance from Start Point: 0 Location PASER Rating 5  
(whole number 1-10): \_\_\_\_\_

Check all that apply:

- |   |                                     |  |   |
|---|-------------------------------------|--|---|
| <input checked="" type="checkbox"/> Raveling  | <input type="checkbox"/> Rutting    | <input type="checkbox"/> Transverse Cracks | <input checked="" type="checkbox"/> Longitudinal Cracks |
| <input checked="" 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:

Moderate to severe raveling (loss of fine and coarse aggregates). Moderate flushing and severe polishing. Longitudinal cracks open 1/2".

Drainage:

Fair

Comments:

Normal crown with adequate grass ditches on either side.

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

Roadway Name: Bouse Road

Date: 12/09/21

Evaluation Location #: 2 Distance from Start Point: 550

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

Check all that apply:

- |   |   |  |   |
|---|---|--|---|
| <input checked="" type="checkbox"/> Raveling  | <input checked="" type="checkbox"/> Rutting | <input type="checkbox"/> Transverse Cracks | <input checked="" type="checkbox"/> Longitudinal Cracks |
| <input checked="" 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:

Moderate to severe raveling (loss of fine and course aggregates). Moderate flushing and severe polishing. Lane shoulder drop off of greater than 2". Slight cracking on the edge.

Drainage:

Fair

Comments:

Excessive crown of 6%, but with adequate grass ditches on either side of the roadway.

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

Roadway Name: Bouse Road Date: 12/09/21

Evaluation Location #: 3 Distance from Start Point: 1100 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 checked="" type="checkbox"/> Longitudinal Cracks |
| <input checked="" 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 checked="" type="checkbox"/> Alligator Cracks    |
| <input type="checkbox"/> Potholes             |   |  |   |

Comments:

Slight raveling, flushing, and polishing. Rutting greater than 1/2". Alligator cracking up to 25% of the surface.

Drainage:

Poor

Comments:

Excessive crown of 4%. Clearly have areas of standing water in ruts.



*Location 1: Bouse Road at the intersection with Tramor Road*



*Location 2: Bouse Road between Tramor Road and Whitworth Drive*



*Location 3: Bouse Road west of Whitworth Drive*

## Attachment C

OMITTED BECAUSE CRASH REPORTS  
ARE NOT PROVIDED

# Attachment D



**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 Bouse Road from Old Troy Road to 500' east of Whitworth Drive, and

WHEREAS, this section of Bouse Road will generally be improved to a 24'-wide concrete street with 6'-wide asphalt shoulders and a 8'-wide shared-use path that connects into Madison County Transit's Goshen Trail, 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 \$238,600 for use in conjunction with a STP-S Grant, for an estimated total project cost of \$809,000.

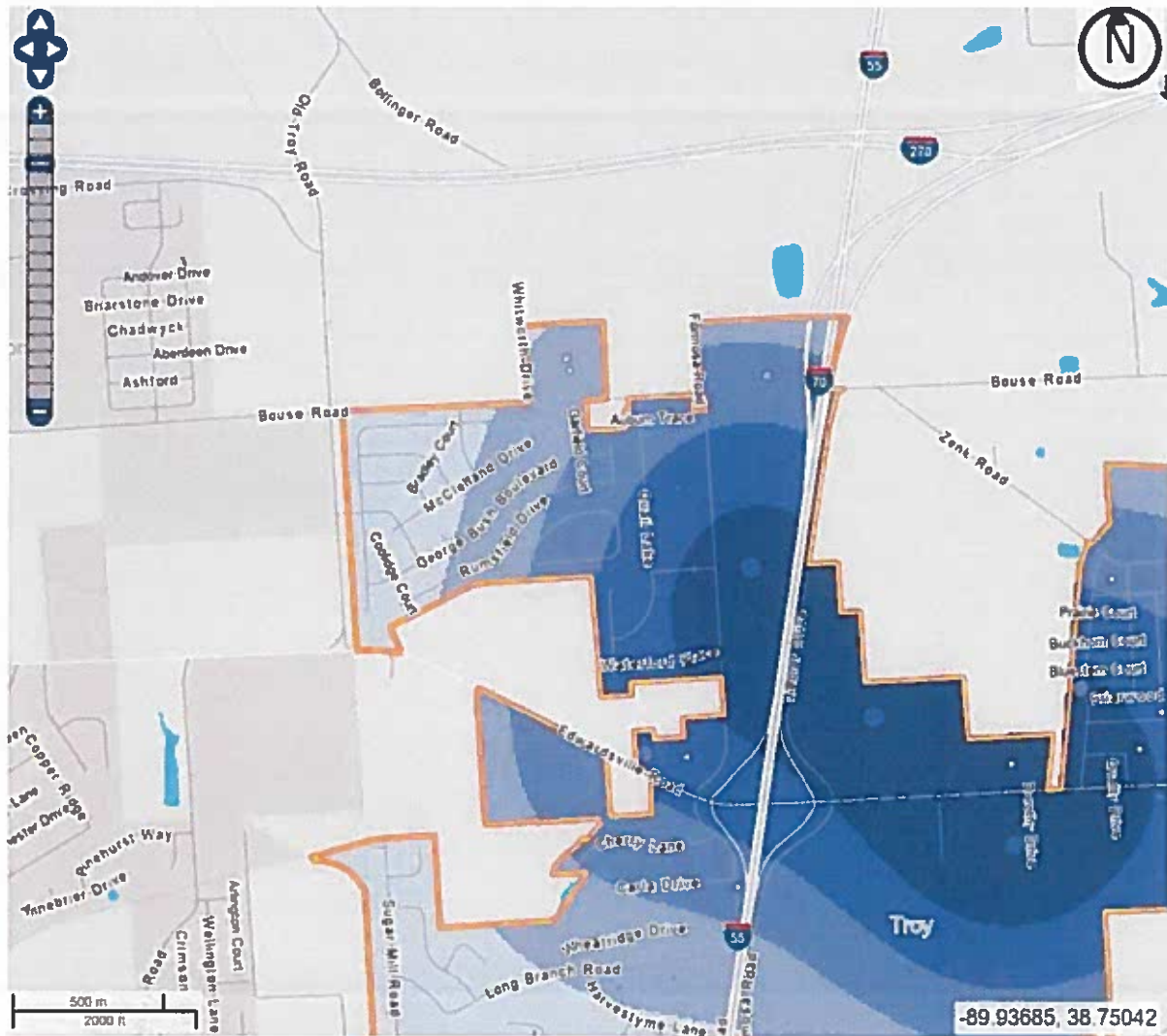
Passed this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
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

