

**RECORDING
NOT REQUIRED**

PREPARED BY:

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

CITY OF TROY

RESOLUTION 2023 – 14

**RESOLUTION OF SUPPORT AND COMMITMENT OF LOCAL FUNDS
(SURFACE ALLOCATION PROGRAM – SUBALLOCATED (STP-S) GRANT)**

**ADOPTED BY THE CITY COUNCIL OF THE CITY OF TROY, ILLINOIS
THIS 6TH DAY OF FEBRUARY 2023**

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.

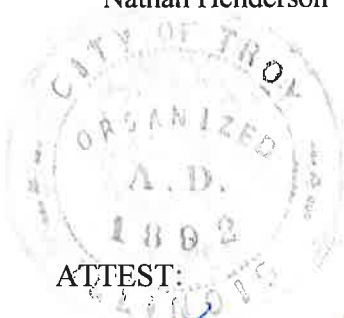
NOW, THEREFORE, BE IT RESOLVED as follows:

- 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 \$325,400 for use in conjunction with a STP-S Grant, for an estimated total project cost of \$999,000.

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 6th day of February 2023.

Aldermen Vote:

Dan Dawson	<u>AYE</u>	Sam Italiano	<u>AYE</u>	Ayes:	<u>7</u>
Tim Flint	<u>ABSENT</u>	Debbie Knoll	<u>AYE</u>	Nays:	<u>0</u>
Elizabeth Hellrung	<u>AYE</u>	Tony Manley	<u>AYE</u>	Absent:	<u>1</u>
Nathan Henderson	<u>AYE</u>	Troy Turner	<u>AYE</u>	Abstain:	<u>0</u>



APPROVED:

By: David Nonn
DAVID NONN, Mayor
City of Troy, Illinois

ATTEST:

By: Kimberly Thomas
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 0.5% 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.

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:

02/16/2023

Checks must be postmarked by:

02/09/2023

Questions?

Submit your questions about this form or payments to: 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.

A. TIP Application Information & Fees Paid

TIP Application Cycle: 2023 - STP-S and CMAQ

Date Submitted: 02/09/2023

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	\$673,600.00	\$3,368.00	\$3,368.00	STP-S - IL
		\$0.00		
		\$0.00		
		\$0.00		
		\$0.00		
		\$0.00		
		\$0.00		
Total	\$673,600.00	\$3,368.00	\$3,368.00	
Over / (Under) Payment - if field does not equal \$0, check your figures.		\$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: Kelly Huelsmann, City Treasurer

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

Point of Contact

Name: Jay Keeven

Title: City Administrator

Phone: 618-667-9924

Email: JKeeven@troyil.us

VENDOR NO.: 991708

VENDOR NAME: EAST-WEST GATEWAY COUNCIL OF GOV

INV DATE	INVOICE NUM	INVOICE DESCRIPTION	NET AMOUNT
02/02/2023	2023-STP-S AND CM	BOUSE ROAD STP APPLICATION	3,368.00

TOTAL AMOUNT 3,368.00

CITY OF TROY - ACCOUNTS PAYABLE
116 EAST MARKET
TROY, IL 62294

FCB BANKS
Member FDIC
Collinsville • Maryville • Troy
Highland • Edwardsville
South County
Divisions of First Collinsville Bank

70-2519/810

NO. 070660

CHECK NO. 70680

Three Thousand Three Hundred Sixty-Eight and 00/100 Dollars

DATE

AMOUNT

02/02/2023

\$3,368.00

PAY
TO THE
ORDER
OF

EAST-WEST GATEWAY COUNCIL OF GOV
1 S. MEMORIAL DRIVE, SUITE 1600
ST. LOUIS MO 63102-2451

Michele O'Leigh
AUTHORIZED SIGNATURE

⑈070660⑈ ⑆081025198⑆0514969903⑈

Project Application Form



Surface Transportation Block Grant Program

2023 Call for Projects

For the St. Louis Region

Road Project Type

Sponsoring Agency: City of Troy, IL

Project Title: Bouse Road Reconstruction - Phase 1

Federal Amount Requested: \$673,600

Applications Due: February 9, 2023 by 4:00 pm



EAST-WEST GATEWAY

Council of Governments

Creating Solutions Across Jurisdictional Boundaries

November 2022

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: <http://www.ewgateway.org/transportation-planning/transportation-improvement-program/competitive-transportation-programs/call-for-projects-stp-s/>

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 4, 2022** and ends on **February 9, 2023** 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: 2023STPS_[Sponsor]_[Project Name].pdf. The electronic submission must include scanned signatures and attachments. Please submit one application per email. You will receive an email confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application, contact EWG staff. The information provided in this application is public record.

APPLICATION FEE

An application fee is required for each project that is submitted for consideration. The application fee is ½ of one percent of the federal funds being requested. For example, a project sponsor requesting \$800,000 in federal funding would be required to pay a \$4,000 application fee. Counties make annual contributions to EWG and, as such, a credit equal to their annual contribution is applied against their application fee. Counties will be invoiced for any amount above the annual contribution credit.

The TIP Application Fee Payment Information Form must be included with the TIP application fee. This form is available on the STP-S Call for Projects web page. Application fees may be submitted by check via mail or through electronic funds transfer (EFT). Mailed application fees must be postmarked by February 9, 2023. For check payments, send the TIP Application Fee Payment Information Form and check to:

TIP Application
East-West Gateway Council of Governments
1 S. Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

For EFT payments, send the TIP Application Fee Payment Information Form via email to tipappfees@ewgateway.org. EFT payments are due by February 16, 2023.

CONTACT INFORMATION

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

PROJECT CHECKLIST AND SUBMITTAL REQUIREMENTS

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

The materials should be submitted in the following order.

Project Application:

- Completed 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
- n/a **Detailed cost estimate** – use Estimate of Project Costs excel file provided by EWG.
- n/a **Letter of permission from facility owner** – provide if sponsor does not own roadway.
- n/a **Letter of support from match source** – provide if individual, business, other local public agency, or other third-party is providing matching funds.
- mct **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:

no countermeasures,
so no crash reports
are required.

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 2016-2020. Redact any personal information (e.g., names, addresses, etc.). Crash reports are not required if the project has no safety countermeasures.

Attachment D: (optional)

resolution of support

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.

n/a

Letters of support – endorsements or petitions from associations, boards, school districts, residents, businesses, etc. Only attach letters of support that pertain to specific project.

Planning
Commission minutes

Documentation of public involvement process – public meeting minutes, newspaper clippings, press announcements, etc.

Attachment E:

n/a

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

SPONSOR INFORMATION					
Sponsoring agency:		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, PE		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) ¹ :	Minor Collector		
Average roadway pavement condition (PASER):	4.0		
	CURRENT:		PROPOSED:
Traffic volumes (AADT):	1000	Year: 2021	1600 Year: 2045
Identify source of AADT ² :	www.gettingaroundillinois.com		2% 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?	<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 checked="" type="checkbox"/> None
Sidewalk width (feet):	N/A		N/A - shared use path
Existing sidewalk surface condition ³ :	<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		n/a
Sidewalk/roadway separation width (feet):	n/a		8'
On-road bicycle facility ⁴ ?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
On-road bicycle facility width:			
Shared-use path/sidepath?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input checked="" type="checkbox"/> Yes <input checked="" 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

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 **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.

⁴ 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 checked="" type="checkbox"/> All acquired or none needed <input type="checkbox"/> In process <input 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): 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? <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 Electric Co-operative
<input checked="" type="checkbox"/> Phone	AT&T and MCI
<input checked="" type="checkbox"/> Gas	Ameren
<input checked="" type="checkbox"/> Water	City of Troy, IL
<input checked="" type="checkbox"/> Cable TV	Charter
<input checked="" type="checkbox"/> Storm sewer	City of Troy, IL
<input checked="" type="checkbox"/> Sanitary sewer	City of Troy, IL
<input type="checkbox"/>	
<input type="checkbox"/>	
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? <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:	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? <input type="checkbox"/> Timber <input type="checkbox"/> Rubberized <input type="checkbox"/> Asphalt <input type="checkbox"/> Concrete <input type="checkbox"/> Other	
Describe other: n/a	
PROJECT MAINTENANCE	
List any regular maintenance tasks anticipated over the next 25 years: Sealing, pothole patching, mowing of right-of-way, snow removal, pavement marking re-stripping, ditch maintenance, shoulder maintenance and sidewalk maintenance.	
Estimated annual cost to maintain facility and funding source(s): Anticipate \$4,000 per year in City Funds to be expanded 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 ⁵ .	
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 and re-adopted in 2022
If ADA transition plan is not adopted, when is it expected to be adopted?	

⁵ FHWA Questions and Answers about ADA/Section 504: https://www.fhwa.dot.gov/civilrights/programs/ada/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' east of Chamberlain Drive to 500' east of Whitworth Drive for a distance of 1200'. There is also proposed sidewalk from 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' 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 to for pedestrian or bicycle traffic. The existing oil and chip pavement is deteriorating and narrow. It is also obsolete for a growing industrial and residential area. Just in the past month, the City has received applications for a 10-acre villa (duplex) development, a 24 lot single family lot expansion, and a 516 space mini storage business with a 240 space RV parking area that all access Bouse Road. All total, these new developments along will almost double the traffic on Bouse Road.

EFFECT OF THE IMPROVEMENT:

The proposed improvement will maintain access to commercial and residential developments, increasing lane widths and shoulder width. These improvements will promote inter-modal 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 D, the City passed a "resolution of support" on February 6, 2023 - signifying the Council's support for the project including its financial commitment.

Also, the Public - mostly residents in the nearby "Season's Village" subdivision have been at Planning Commission meetings on December 8, 2022 and January 12, 2023 and City Council meetings on December 12, 2022 and January 17, 2023 to express concern about the road condition and drainage. Both of these issues will be addressed by this project.

PROJECT DEVELOPMENT SCHEDULE					
<i>Note: many stages can occur concurrently.</i>					
Activity Description	Start Date (MM/YYYY)	Finish Date (MM/YYYY)	Time Frame (Months)		
Receive notification letter	10/2023	10/2023	1		
Execute agreement (project sponsor and DOT)	04/2025	04/2025	1		
Engineering services contract submitted and approved*	05/2025	06/2025	2		
Obtain environmental clearances (106, CE2, T&E, etc.)	07/2025	12/2025	6		
Public meeting/hearing	09/2025	09/2025	1		
Develop and submit preliminary plans	07/2025	10/2025	4		
Preliminary plans approved	10/2025	11/2025	2		
Develop and submit right-of-way plans					
Review and approval of right-of-way plans					
Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*					
Right-of-way acquisition					
Utility coordination	02/2026	09/2026	8		
Develop and submit PS&E	06/2026	09/2026	4		
District approval of PS&E/advertise for bids*	10/2026	11/2026	2		
Submit and receive bids for review and approval	12/2026	01/2027	2		
Project implementation/construction	04/2027	06/2027	3		
* Finish date must match fiscal year for each milestone shown in bold text.					
FINANCIAL PLAN					
<i>Note: federal participation for a phase of work must not exceed 80% 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.</i>					
Activity ⁶	Starting Federal Fiscal Year ⁷	Total Phase Cost	STP-S Funds Requested	Sponsor Share	Sponsor Share Percentage
PE / Planning / Environmental Studies	FY 2025	\$ 113,000	\$ 0	\$ 113,000	100.00%
Right-of-Way (ROW)	FY	\$ 44,000	\$ 0	\$ 44,000	100.00%
Construction Engineering	FY 2027	\$ 90,000	\$ 72,000	\$ 18,000	20.00%
Construction / Implementation	FY 2027	\$ 752,000	\$ 601,600	\$ 150,400	20.00%
TOTAL PROJECT COST		\$ 999,000	\$ 673,600	\$ 325,400	32.57%
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 - \$325,400		

⁶ **Illinois:** construction/construction engineering funds are available in FY 2027.

Missouri: preliminary engineering (PE) funds are available in FY 2024, right-of-way (ROW) in FY 2024 (only if PE is locally funded) OR FY 2025, and construction/construction engineering in FY 2026 (if ROW is scheduled for FY 2024) OR FY 2027.

⁷ Fiscal years are federal fiscal years (October 1 through September 30).

SAFETY		
<p>Were there any crashes along project limits from 2016-2020? <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>		
Total number of crashes by severity type along project limits:		
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 2016-2020 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>		
Countermeasure	CMF	CMF ID
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-5 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: 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: Bouse Road is very narrow (16' to 20') for a collector street with open ditches lining both sides of the road. Run off the 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	
<p>Does the proposed project incorporate any of the following bicycle-related improvements?</p> <ul style="list-style-type: none"> <input type="checkbox"/> Separated bike lane/cycle track/protected bike lane <input checked="" type="checkbox"/> Shared-use path/trail/arterial sidepath 8' wide shared use path <input type="checkbox"/> Buffered bike lane <input type="checkbox"/> Standard bike lane (not buffered) <input type="checkbox"/> Marked shared roadway (shared-lane markings, "sharrow") <input checked="" type="checkbox"/> Paved shoulder <input checked="" type="checkbox"/> Wayfinding or end of trip facilities <input type="checkbox"/> Other <input type="checkbox"/> None 	
<p>Describe the bicycle-related improvements (including 'other') in detail:</p> <p>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 parallel</p>	
<p>Does the proposed project incorporate any of the following pedestrian-related improvements?</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> New sidewalks (where none currently exist) 8' wide shared use path for combined bike and walking use. <input type="checkbox"/> Sidewalk spot slab improvements <input type="checkbox"/> Sidewalk reconstruction <input checked="" type="checkbox"/> Construction of new curb ramps (where none currently exist) <input type="checkbox"/> Curb ramp reconstruction <input checked="" type="checkbox"/> Sidewalk/roadway separation <input checked="" type="checkbox"/> Wayfinding, furniture, or other end of trip facilities <input type="checkbox"/> Pedestrian-scale lighting (e.g., glare shielded, lower height (12' to 16'), in-pavement) <input type="checkbox"/> Other <input type="checkbox"/> None 	
<p>Describe the pedestrian-related improvements (including 'other') in detail:</p> <p>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.</p>	
<p>Approximately what percentage of the project limits includes new or reconstructed sidewalk or shared-use path?</p>	<p>100%</p>

<p>Does the proposed project incorporate any of the following intersection or crossing treatments?</p> <ul style="list-style-type: none"> <input type="checkbox"/> Pedestrian signals/push buttons <input type="checkbox"/> Countdown timers <input type="checkbox"/> Leading pedestrian interval (LPI) <input type="checkbox"/> Bicycle signals or bicycle detection <input type="checkbox"/> Rectangular Rapid-Flashing Beacon (RRFB) <input type="checkbox"/> Pedestrian Hybrid Beacon (PHB or HAWK) <input type="checkbox"/> Marked crosswalks (standard parallel crosswalk markings or brick crosswalk) <input checked="" type="checkbox"/> High-visibility crosswalks (e.g., ladder, zebra, or continental crosswalk markings) <input type="checkbox"/> Raised crosswalks <input checked="" type="checkbox"/> Midblock crossings <input type="checkbox"/> Pedestrian refuge islands <input type="checkbox"/> Curb radius reduction <input type="checkbox"/> Curb extension or bulb-outs <input type="checkbox"/> Bicycle boxes <input type="checkbox"/> Colored pavement crossings for bicycles lanes marked through intersection <input type="checkbox"/> Other <input type="checkbox"/> None
<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

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:
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.

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
<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>n/a</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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>If yes, identify the facility or major freight generator:</p> <p>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 Country Ready Mix, Nu Way Concrete Forms, Fabrick Cat, Freightliner Truck Centers, RED-E-MIX, Miller Construction, and Freightliner Western Star Dealer.</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 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.</p>
ENVIRONMENT
<p>Does the project incorporate any of the following green infrastructure improvements?</p> <p><input checked="" type="checkbox"/> Bioswales <input type="checkbox"/> Rain gardens <input type="checkbox"/> Pervious pavements <input type="checkbox"/> Green bulb-outs <input type="checkbox"/> Solar powered lighting fixtures <input type="checkbox"/> Other <input type="checkbox"/> None</p>
<p>Describe the green infrastructure improvements (including 'other') in detail:</p> <p>A portion of the open-channel swales will be constructed as bioswales to control storm water runoff.</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 implementation 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

2/14/2023 _____
Date

FINANCIAL CERTIFICATION OF MATCHING FUNDS

This is to ensure sufficient funds are available to pay the non-federal share of project expenditures for the following project to be funded under the provisions of the Infrastructure Investment and Jobs Act (IIJA).

Project Title: Bouse Road Reconstruction - Phase 1

Local Match Amount: \$325,400

Sponsoring Agency: City of Troy, IL

Chief Elected Official (or Chief Executive Officer):

Name (print): David Nonn

Signature: *David Nonn*

Date: 2-6-23

Chief Financial Officer:

Name (print): Kelly Huelsmann

Signature: *Kelly Huelsman*

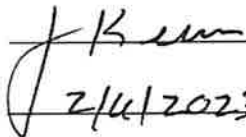
Date: 2-6-23

PERSON OF RESPONSIBLE CHARGE CERTIFICATION

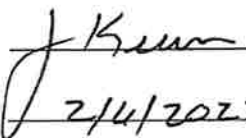
The key regulatory provision, 23 CFR 635.105 – Supervising Agency, provides that the State Transportation Agency (STA) is responsible for construction of federal-aid projects, whether it or a local public agency (LPA) performs the work. The regulation provides that the STA and LPA must provide its full-time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

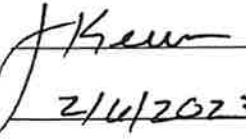
Person of Responsible Charge – Design Phase

Name (print): Jay Keeven
Title: City Administrator Email: jkeeven@troyil.us
Signature: 
Date: 2/14/2023

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

Name (print): Jay Keeven
Title: City Administrator Email: jkeeven@troyil.us
Signature: 
Date: 2/14/2023

Person of Responsible Charge – Construction/Implementation Phase

Name (print): Jay Keeven
Title: City Administrator Email: jkeeven@troyil.us
Signature: 
Date: 2/14/2023



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

2/6/2023

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

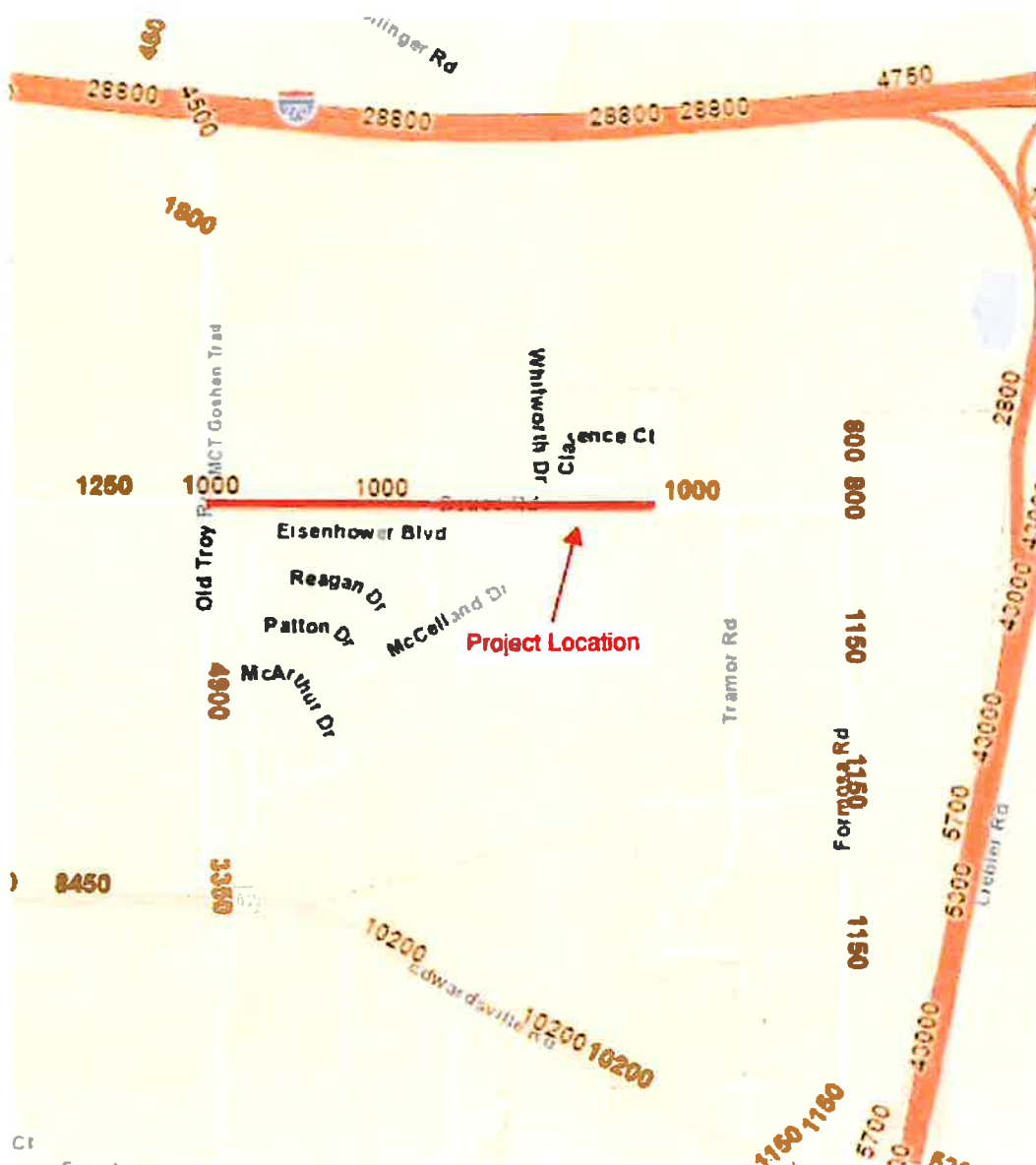
Location Map



Bouse Road – Location Map

Exhibit A2

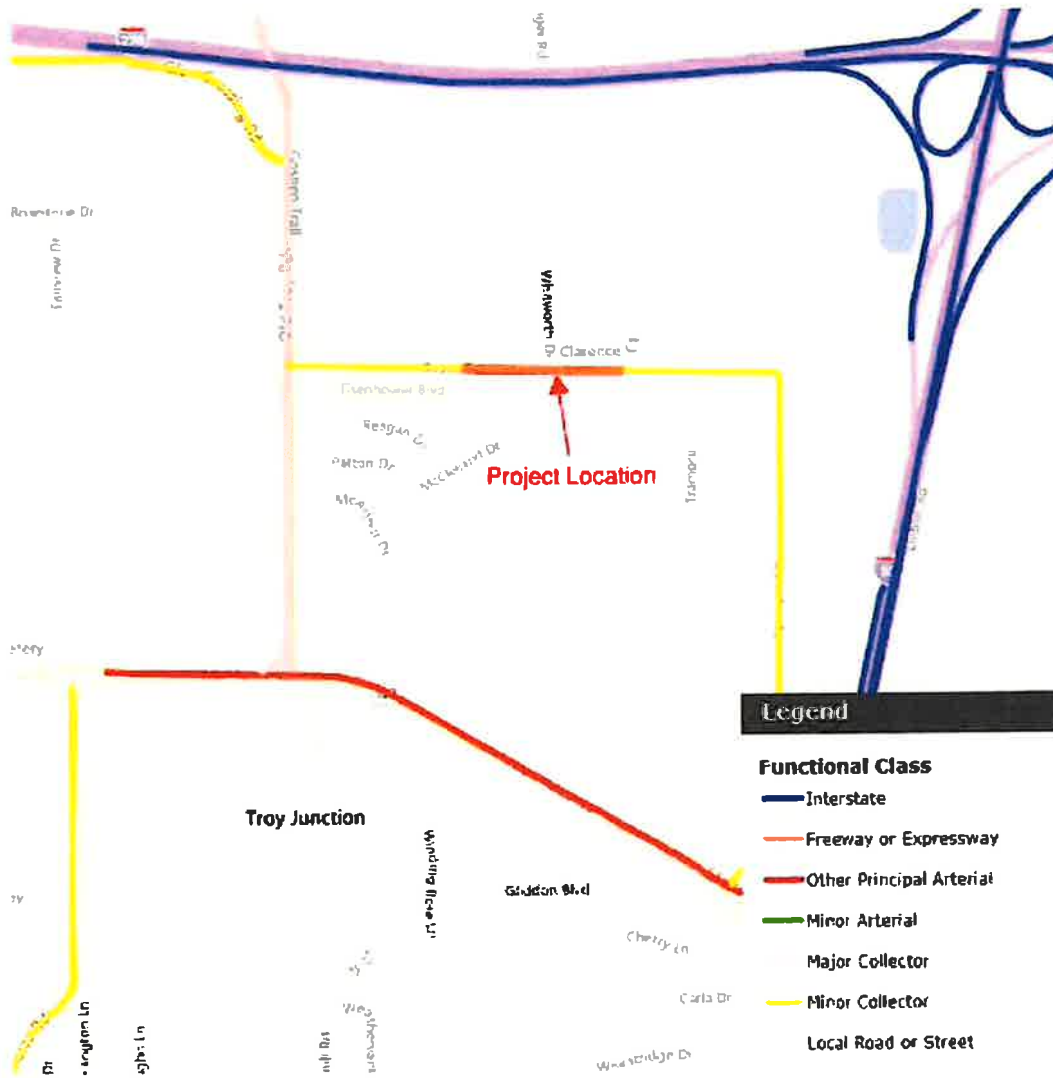
Average Daily Traffic Map



Bouse Road – Average Daily Traffic Map

Exhibit A3

Functional Classification Map



Bouse Road – 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:	1/13/2023

Specific Roadway Improvements Items				
Item	Quantity	Unit	Unit Price	Amount
EARTH EXCAVATION	1,400	CU YD	\$30.00	\$42,000.00
PCC CONCRETE PAVEMENT, 8"	3,200	SQ YD	\$72.00	\$230,400.00
HOT-MIX ASPHALT SHOULDRS	1,600	SQ YD	\$40.00	\$64,000.00
GRANULAR SUBBASE MATERIAL, TY A 4"	5,100	SQ YD	\$12.00	\$61,200.00
MODIFIED SOIL SUBGRADE	5,100	SQ YD	\$9.00	\$45,900.00
PAVEMENT MARKINGS, 4"	2,800	FT	\$3.00	\$8,400.00
SIGN REMOVAL AND REPLACEMENT	8	EA	\$600.00	\$4,800.00
TRAFFIC CONTROL AND PROTECTION	1	L SUM	\$15,000.00	\$15,000.00
EROSION CONTROL	1	L SUM	\$6,000.00	\$6,000.00
SEEDING	1.0	ACRE	\$7,000.00	\$7,000.00
MOBILIZATION (5%)	1	L SUM	\$484,700.00	\$25,000.00
ROADWAY IMPROVEMENTS SUBTOTAL				\$510,000.00

Specific Sidewalk Improvements Items				
Item	Quantity	Unit	Unit Price	Amount
EARTH EXCAVATION	700	CU YD	\$30.00	\$21,000.00
HOT-MIX ASPHALT PAVEMENT, 3"	330	TON	\$120.00	\$39,600.00
GRANULAR SUBBASE MATERIAL, TY A 6"	2,200	SQ YD	\$14.50	\$31,900.00
MODIFIED SOIL SUBGRADE	2,200	SQ YD	\$9.00	\$19,800.00
SEEDING	0.5	ACRE	\$7,000.00	\$3,500.00
MOBILIZATION (5%)	1	L SUM	\$115,800.00	\$6,000.00
SIDEWALK IMPROVEMENTS SUBTOTAL				\$122,000.00

Construction Cost Total	\$632,000.00
Contingency (10%)	\$63,000.00
Inflation (3% for 3 years)	\$57,000.00
Preliminary Engineering (15%)	\$113,000.00
Right-of-Way (5' wide @ \$4/sf)	\$44,000.00
Construction Engineering/Inspection (12%)	\$90,000.00
Project Total *	\$999,000.00

Exhibit A5

Coordination Letter



January 24, 2023

Mayor David Nonn
City of Troy
116 E Market Street
Troy, IL 62294

Re: Bouse Road Improvements
Letter of Support

Dear Mayor Nonn:

Madison County Mass Transit District (MCT) fully supports the City of Troy's grant application for Surface Transportation Program (STP) funding for improving Bouse Road. Improvements include pavement reconstruction and constructing a shared-use path. The proposed shared use path will begin at the MCT Goshen Trail and travel along Bouse Road to Whitworth Drive. It will provide a safe trail connection for the many residents that live in the area and is a vital part of the City's overall trail system plan. Also, as part of the road work, Troy plans to connect a shared use path from the Goshen Trail to Homes of Liberty Place and Season's Village Subdivision.

Among the many benefits, this particular shared use path project will help connect residents to Father McGivney High School for students and families to use for walking or bicycling to the school.

If we can be of further assistance in your efforts, please contact this office at (618) 797-4600.

Sincerely,

A handwritten signature in black ink that reads 'SJ Morrison'. The signature is written in a cursive style with a large, looped 'S' and 'M'.

SJ Morrison
Managing Director

Attachment B

Exhibit B1

Ground-Level Photographs



**Excessive Flushing and
Bleeding on roadway
surface**

Bouse Road – looking east from just east of the intersection of Chamberlain drive



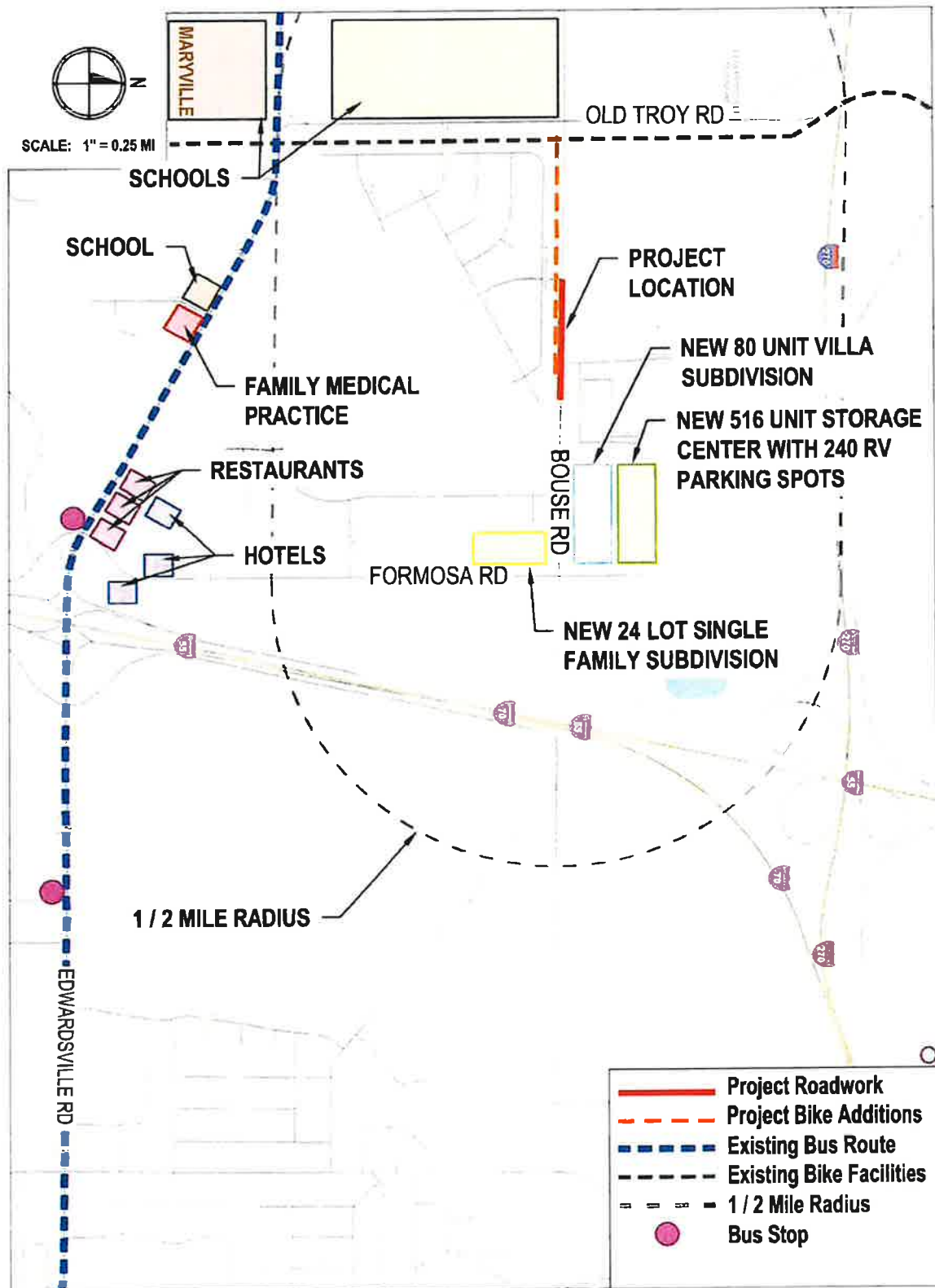
Bouse Road – looking east from just south of Whitworth drive

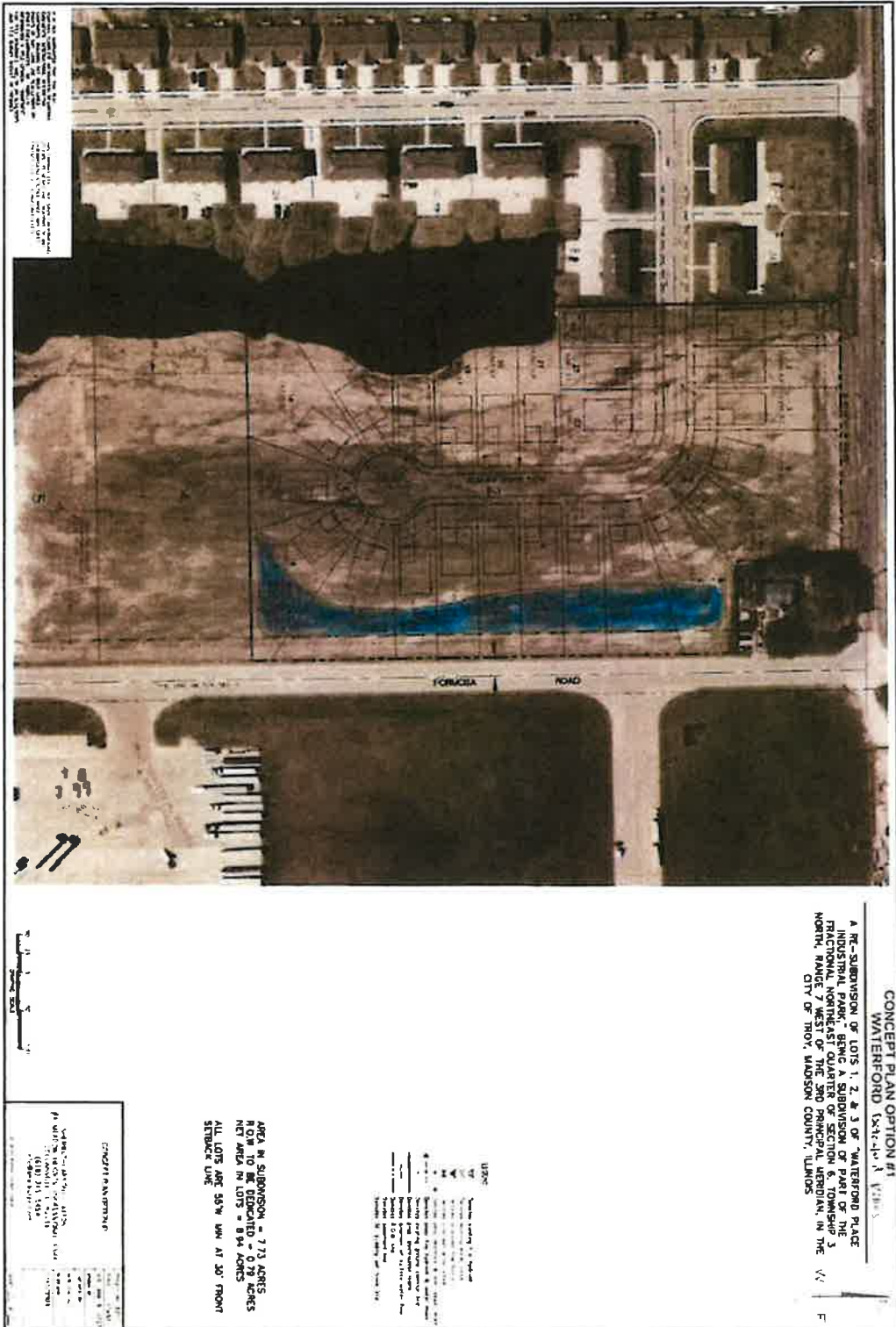


Bouse Road – looking east from just east of Whitworth drive

Exhibit B2

Detailed Map





CONCEPT PLAN OPTION #1
WATERFORD (Scale: 1" = 100')

A RE-SUBDIVISION OF LOTS 1, 2, & 3 OF WATERFORD PLACE
 A INDUSTRIAL PARK, BEING A PORTION OF SECTION 6, TOWNSHIP 3
 NORTH, RANGE 7 WEST OF THE 3RD PRINCIPAL MERIDIAN, IN THE
 CITY OF TROY, MADISON COUNTY, ILLINOIS

AREA IN SUBDIVISION = 7.73 ACRES
 ROW TO BE DEDICATED = 0.78 ACRES
 NET AREA IN LOTS = 6.94 ACRES
 ALL LOTS ARE 55' W. W/ AN AT 30' FRONT
 SETBACK LINE

- LEGEND**
- Existing Building Footprint
 - ▭ Proposed Building Footprint
 - ▭ Proposed Parking
 - ▭ Proposed Driveway
 - ▭ Proposed Accessway
 - ▭ Proposed Utility
 - ▭ Proposed Stormwater Management
 - ▭ Proposed Retention Pond
 - ▭ Proposed Stormwater Pond
 - ▭ Proposed Stormwater Basin
 - ▭ Proposed Stormwater Channel
 - ▭ Proposed Stormwater Pipe
 - ▭ Proposed Stormwater Structure
 - ▭ Proposed Stormwater Inlet
 - ▭ Proposed Stormwater Outlet
 - ▭ Proposed Stormwater Manhole
 - ▭ Proposed Stormwater Vault
 - ▭ Proposed Stormwater Tunnel
 - ▭ Proposed Stormwater Bridge
 - ▭ Proposed Stormwater Culvert
 - ▭ Proposed Stormwater Box
 - ▭ Proposed Stormwater Chamber
 - ▭ Proposed Stormwater Well
 - ▭ Proposed Stormwater Shaft
 - ▭ Proposed Stormwater Pit
 - ▭ Proposed Stormwater Pond
 - ▭ Proposed Stormwater Basin
 - ▭ Proposed Stormwater Channel
 - ▭ Proposed Stormwater Pipe
 - ▭ Proposed Stormwater Structure
 - ▭ Proposed Stormwater Inlet
 - ▭ Proposed Stormwater Outlet
 - ▭ Proposed Stormwater Manhole
 - ▭ Proposed Stormwater Vault
 - ▭ Proposed Stormwater Tunnel
 - ▭ Proposed Stormwater Bridge
 - ▭ Proposed Stormwater Culvert
 - ▭ Proposed Stormwater Box
 - ▭ Proposed Stormwater Chamber
 - ▭ Proposed Stormwater Well
 - ▭ Proposed Stormwater Shaft
 - ▭ Proposed Stormwater Pit

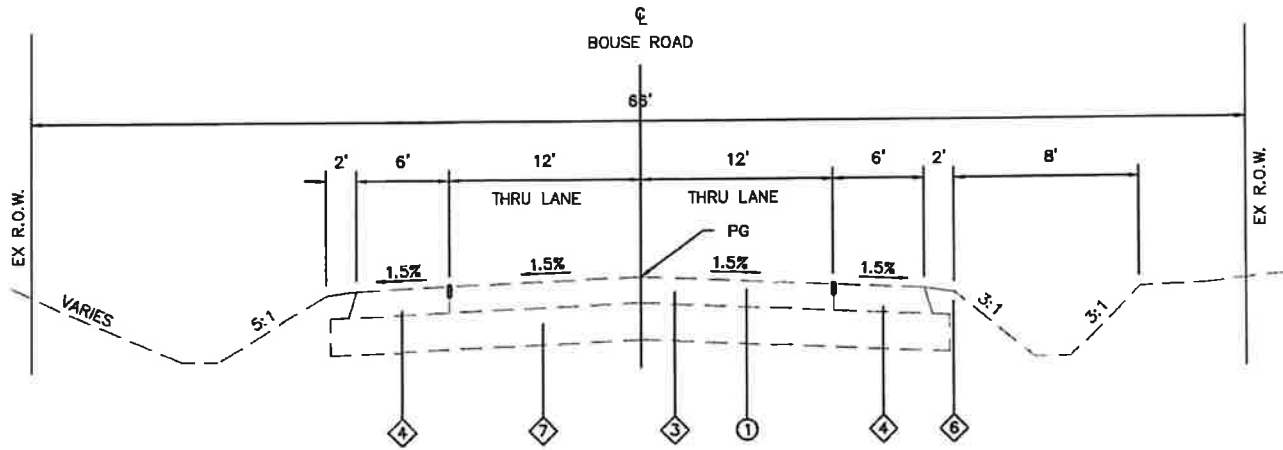
CONCEPT PLAN SHEET #1

NO.	DESCRIPTION	DATE
1	DESIGNED BY	11/15/11
2	CHECKED BY	11/15/11
3	APPROVED BY	11/15/11
4	DATE OF REVISION	11/15/11
5	REVISION	11/15/11



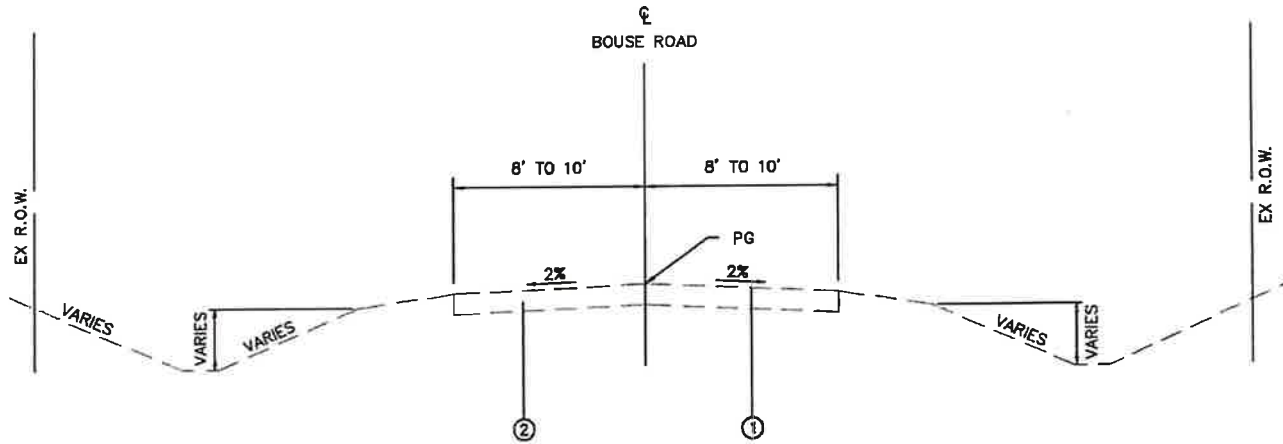
Exhibit B3

Typical Sections and Plan Sheets



EXISTING TYPICAL SECTION - BOUSE ROAD

OLD TROY ROAD TO CHAMBERLAIN DRIVE

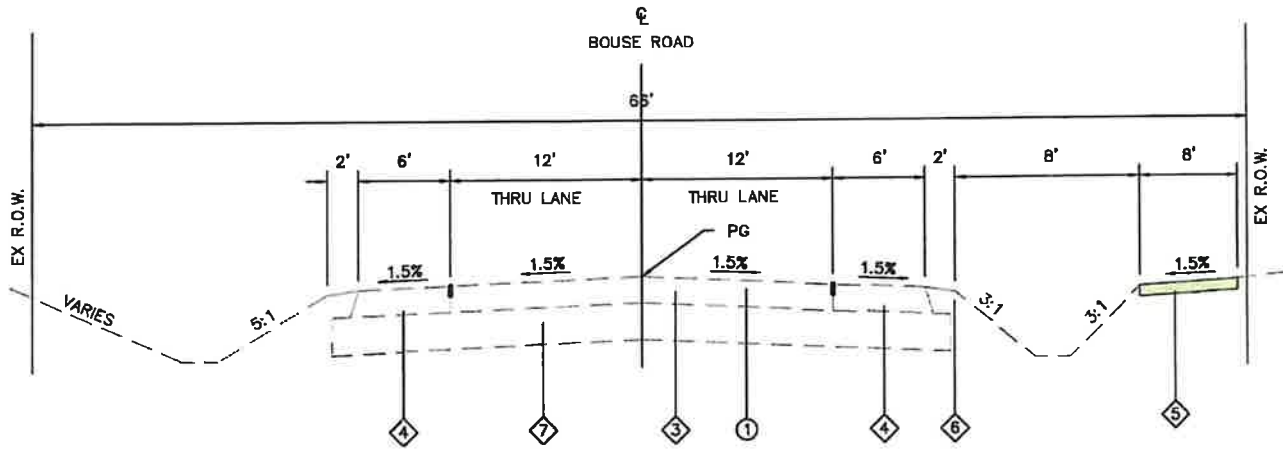


EXISTING TYPICAL SECTION - BOUSE ROAD

CHAMBERLAIN DRIVE TO 500' EAST OF WHITWORTH DRIVE

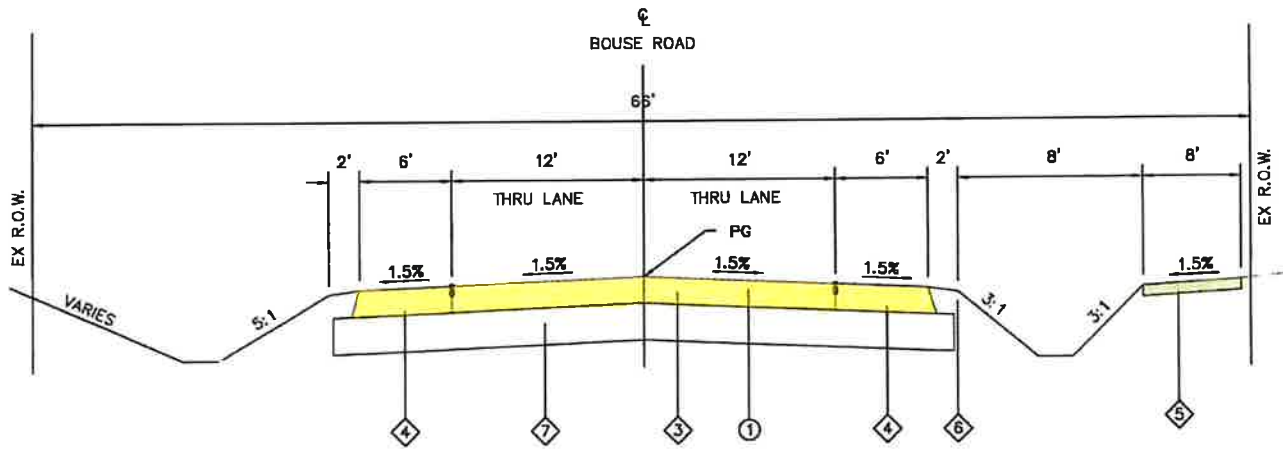
TYPICAL SECTION LEGEND

- 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

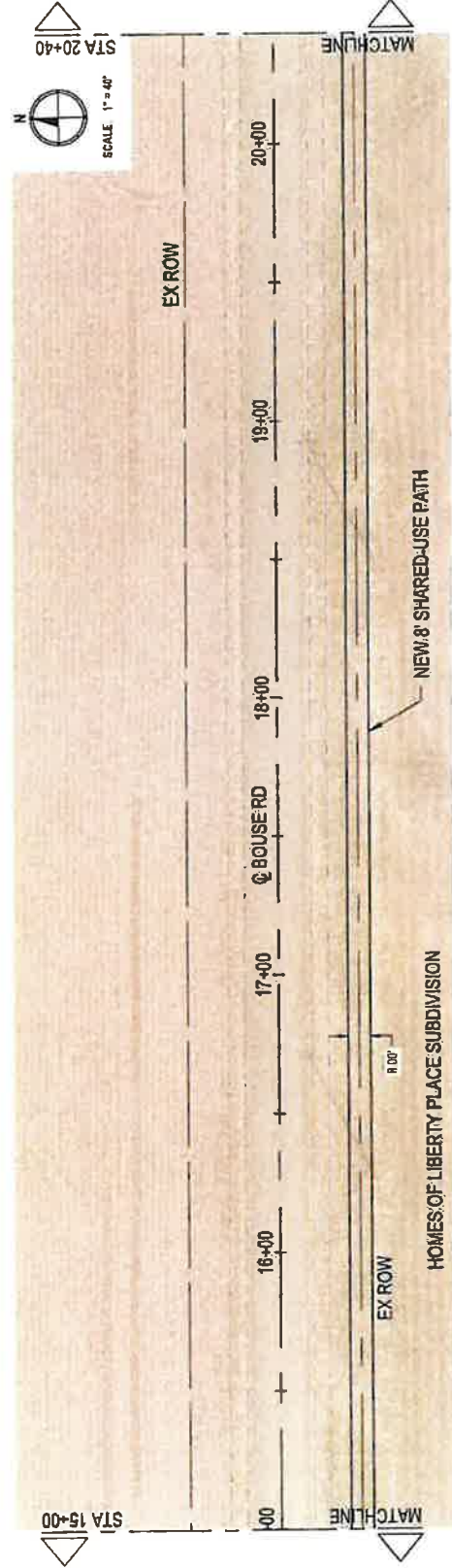
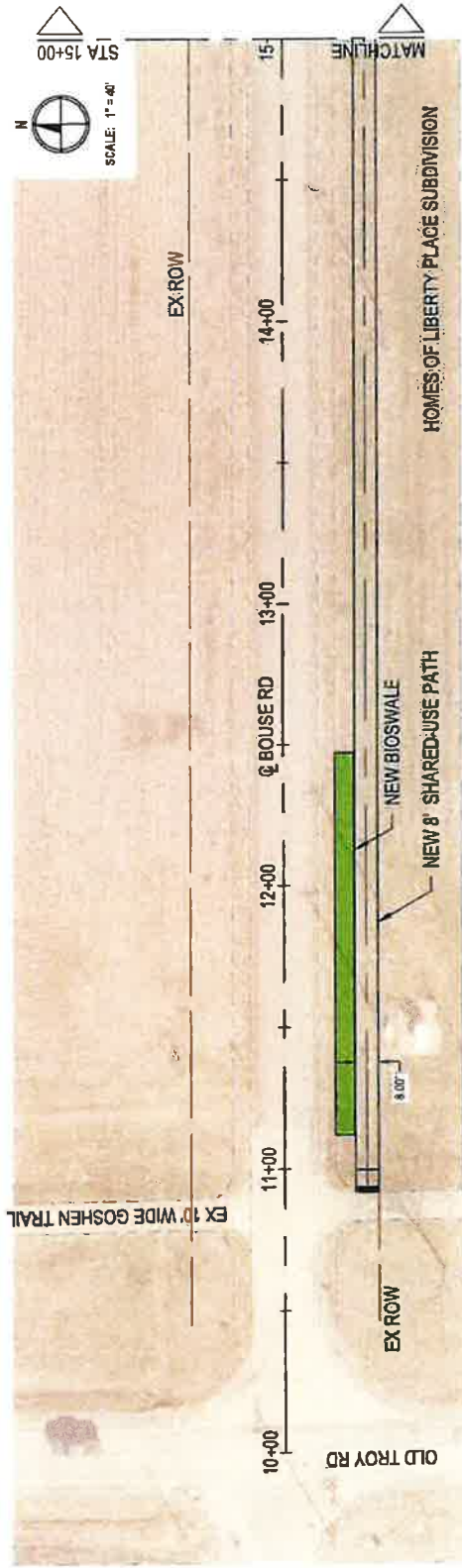


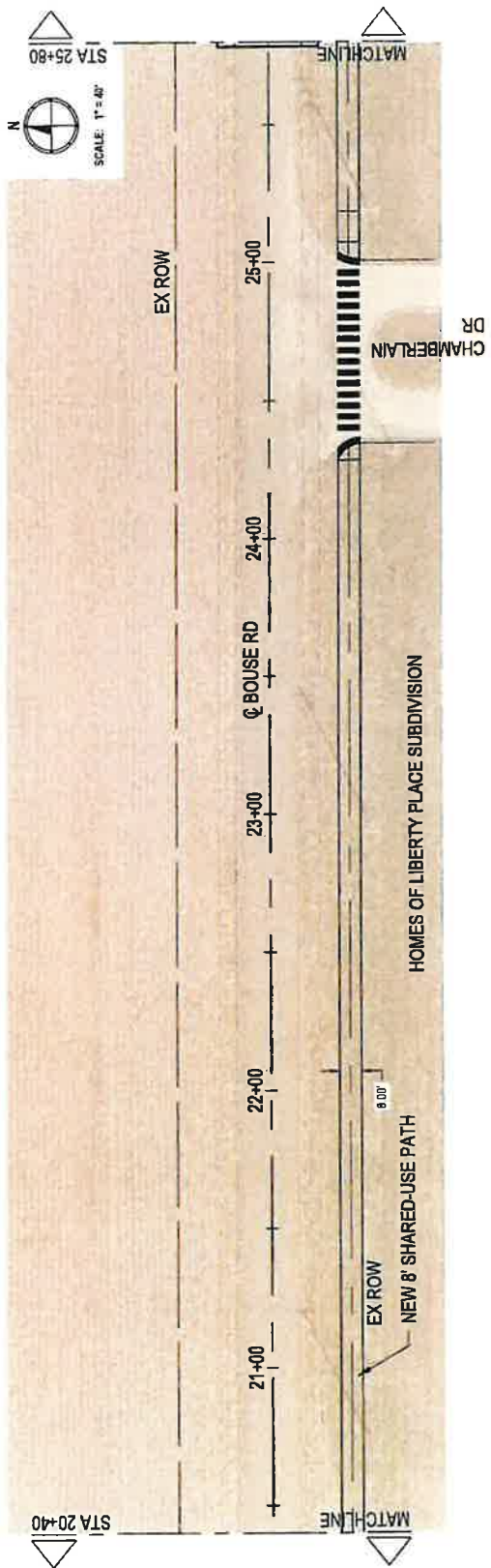
PROPOSED TYPICAL SECTION – BOUSE ROAD

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





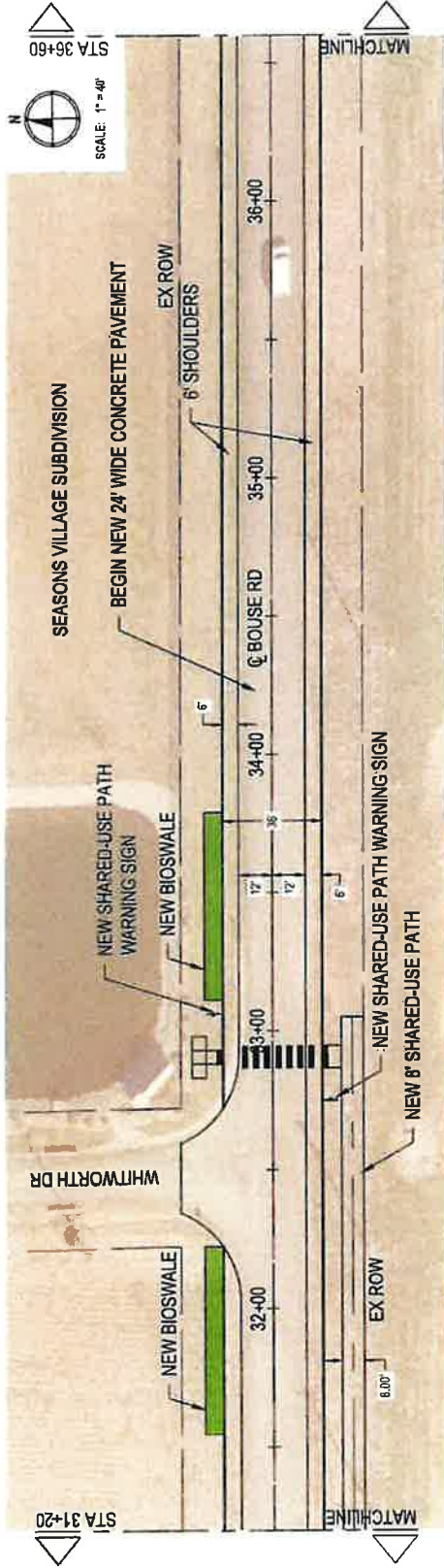


Exhibit B4

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
 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
Bouse Road	1	START	2
Bouse Road	2	470	5
Bouse Road	3	900	5
	4		
	5		
	6		
	7		
	8		
	9		
	10		
	11		
	12		
	13		
	14		
	15		
	16		
AVERAGE PASER:			4.0

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

Roadway Name: Bouse Road Date: 12/22/2022

Evaluation Location #: 1 Distance from Start Point: 90 Location PASER Rating 2
(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 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 checked="" type="checkbox"/> Potholes | | | |

Comments:

Severe rutting in the wheel path (2" or greater). Moderate to severe polishing and raveling. Moderate Bleeding on most of the driving surface. Longitudinal cracks are open 1/2" or greater and developing secondary cracks and alligator cracking. Considerable break up of pavement along the edge. Edge of pavement has a shear drop off into the adjacent ditches of 2" - 4".

Drainage:

Fair

Comments:

Road crown is 3% - 5% and road has adequate grass ditches are either side.

2014 STANDARD SPECIFICATIONS
SECTION 201 - SURFING

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

Roadway Name: Bouse Road

Date: 12/22/2022

Evaluation Location #: 2 Distance from Start Point: 470

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 polishing and raveling. Moderate Bleeding on most of the driving surface. Minimal cracking, with only hairline cracking along the edge. Edge of pavement has a shear drop off into the adjacent ditches of greater than 4".

Drainage:

Fair

Comments:

Road crown is 5% - 7% and road has adequate grass ditches are either side.

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

Roadway Name: Bouse Road

Date: 12/22/2022

Evaluation Location #: 3 Distance from Start Point: 900

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 polishing and raveling. Moderate Bleeding on most of the driving surface. Minimal cracking, with only hairline cracking along the edge.

Drainage:

Fair

Comments:

Road crown is 5% - 7% and road has grass ditches are either side. Edge of pavement has a shear drop off into the adjacent ditches of greater than 4".

PASER INSPECTION LOCATION MAP



12/22/2022



Attachment C

Attachment D

City of Troy -Planning Commission Public Hearing
December 8th , 2022

A. Agenda Items

1.Call to Order with the Pledge of Allegiance

The meeting was held in the Council Chambers in the City Municipal Building, 116 East Market Street, Troy, Illinois, 62294 and was called to order by Chairman Aaron Adams at 7:00 p.m. followed by the Pledge of Allegiance.

2.Roll Call in Alphabetical Order:

Present: Aaron Adams, Liz Compton, John Nehrt, Matt Reiter, Jami Stone (entered at 7:06pm), and Larry Talbert.

Absent: Jack Burnett, Chuck Lawrenz, and Mike Niermann. **Other officials present:** Building & Zoning Administrative Coordinator Linda Taake, City Engineer Tom Cissell, City Administrator Jay Keeven, and Building & Zoning Admin. Asst. Andrea Lambert.

3.Chairman's Presentation and Discussion of Petition of Pending Buyer, Jim Malecek, Regarding a Zoning Map Amendment in Accordance with Section 154.143 of the Troy Code of Ordinances. The Amendment is Contingent on the Sale of the Property. The Change Requested is from R-1 Single-family Residential to C-3 Highway Commercial on the Northern Most 11+/- Acres of a 20+/- Acre Tract at 2466 Formosa Road with a PPID# 10-1-16-31-00-000-013.

Chairman Adams announced the reason for this Public Hearing and explained that this property was annexed into the city on October 20th, 2022. Annexations enter at the most restrictive zoning class, which is R-1 Residential. This hearing is to change that zoning to C-3 Highway Commercial due to the buyer's intended use, a storage facility.

4.Chairman's Request for Anyone Wishing to Speak During the Hearing to Sign In

Chairman Adams asked anyone wishing to speak to sign in.

5.Swearing in of Persons Who Wish to Speak

Those wishing to speak were asked to stand while they were sworn in.

6.Comments of Petitioner and/or Representative (or Attorney, if Present)

Potential buyer, Jim Malecek, spoke of his vision to put a storage facility on 2466 Formosa. It is planned to be fenced and secured with cameras. RV and boat storage is planned for the front, while storage facility and then the retention pond with green space would sit next to the residential development.

7.Comments from Members of the Audience

John Barkley – shared his opinion that this was the best use of this land providing a great buffer as a silent facility between the residential area and loud commercial businesses. He added that this is part of the planning for this area and considers the facility to be a great use for the space.

Maryanne Whitworth Barkley – agreed that this is the best use of the land adding that she and her husband own 70 acres West and North of the property. If they thought it would harm future development of their own land, they would speak against it.

Kathy Poletti – asked that Mark Mancewicz speak on behalf of the residents.

Mark Mancewicz – Seasons Village HOA President and resident, spoke on behalf of the residents. The 46 residents oppose the rezoning from R-1 Residential to C-3 Highway Commercial. Residents are concerned about nuisance lighting, increased automotive and foot traffic, and Bouse Road's inadequate ability to accommodate increased traffic. They had concerns for the potential noise and unsightly facility for the years before the greenery grows up. Government is supposed to represent all citizens. The 55yr+ community was started in 2008 offering quiet security and property nearby remaining as zoned. They do not believe this change is in the best interest of the Village or property values.

Tom Galvin –and his wife, Donna, 5-year residents of Seasons Village spoke of shorting our school district with this choice due to potential C-3 property tax generation being less than potential R-1 real estate taxes. He mentioned potential for the farm ground South of Bouse being isolated by this change and rezoned in the future.

Dale Helton – spoke of drainage concerns and said that the last three blocks of Liberty Village has no storm drains. He said that the planned retention pond will not solve the problem of Bouse flooding.

Philip Holaway– said his concerns had already been mentioned.

Mary Heath- stated that her concerns had already been mentioned.

Beverly Hill – is concerned with additional traffic, the high water table, and loud vehicles to the east.

Dennis Westfall –relative of the owners, said they sold land to the subdivision’s developers as well as some commercial businesses. The road was required to meet commercial standards (wider and heavier rebar). He said that current farmers do not have any issues with drainage. Planned apartments were denied for the land. It is going to have to be industrial. He said that a few years ago an asphalt plant was approved for the area, but plans fell through. The residents could have that as their option.

Chris Berg – and her sister own the property. She reiterated that her father was required to put in a commercial grade road due to the commercial businesses in existence before Seasons Village. She believes that this is the best use for the property and it will provide a good buffer to the subdivision. R-1 Residential zoning was never part of the plan and only a vehicle for rezoning.

Cindy Westfall – and her sister own the property. She said the farm has been in the family for over a century. They are selling because none of the current family farms. She is disappointed that Seasons Village residents feel the way they do. She added that water/drainage was not an issue.

Jim Malecek - rebutted their concerns with facts from the Troy Police Department. He pointed out that there were only 3 thefts in the last 5 years at a local unfenced storage facility, and 1 theft at another facility. The bulk of traffic will most likely be using Formosa to get to the highway rather than Bouse. Lighting will not be an issue because he will follow the new standards. He said that the local businesses are in support of his proposal and that his engineers and the City’s engineers will plan and address all drainage and retention pond needs.

8. Discussion by the Planning Commission

The commission discussed the fact that the original proposal was different than the current proposal.

City Engineer Cissell presented some relevant facts:

- The Lighting code has been changed for security lighting where it dims at certain times of night.
- Bouse Road in on the 5-year improvement plan – we are currently planning to apply for a grant
- There is currently a plan to improve Formosa in motion.
- Formosa was an Osborn development and they asked for multifamily housing to be located there, but we asked them to keep it industrial because it was more in the spirit of what Troy had planned.
- Residential space would create upwards of 500 cars a day. A storage facility does not create that much traffic.
- We are approving the zoning, not the site plan. Items of the site plan will have to re reviewed by the City.
- The Growth Management Plan depicts a buffer strip that the City specifically put on the map requiring greenspace
- Storage facilities fit in both industrial and commercial categories for Troy. Industrial is more restrictive.

C-3 Commercial	I-1 Industrial
Minimum lot size: ½ acre	Minimum lot size: 1 acre
Setbacks: Front 50 ft	Setbacks: Front 50 ft
Side yard 30 ft	Side yard 50 ft
Rear yard 10 ft	Rear yard 25 ft
Examples of Permitted Uses:	Examples of Permitted Uses:
Retail Stores (clothes, toys, sporting goods, etc.)	Auto Repair
ATM	Equipment Rental
Auto Sales	Laboratory
Auto Repair	Meat Market
Church	Meeting Hall
Coffee Shop	Nurseries/ Greenhouses
Architect/Engineering	Offices
Office	Restaurants
Equipment Rental	Assisted Living
Minature Golf	Shopping Centers
Government Uses	Stadiums (Ball Fields)
Hardware	Swimming Pool
	Stadiums (Ball Fields) only as a special use
	Winery
	Utility Substation

Commissioner Nehrt explained that the Land use map is a depiction of a plan the City uses to feather in all uses from residential to commercial to industrial. Many years ago this strip of Formosa road was designated Industrial. They proposed the multifamily 4-plexes in this commercial area along Formosa along with the truck sales, NuWay, mulch plant and concrete plants. This specific plat was designated in 2018 heavy industrial. It could have been there before 2008. It is possible that Seasons Village should not have been sold to the developer considering the zoning. Jay Keeven, City Administrator, added that there would be no sales tax from the facility, but the rate on property tax will be the same and dependent on valuation of the property

9. Motion to Approve or Deny Applicant's Request

Motion: To Approve the request to rezone the Plat from R-1 Residential to C-3 Commercial.

Moved by: Stone; **Seconded by:** Nehrt.

Motion: To Withdraw the Previous Motion. (due to adding a stipulation).

Moved by: Stone

Motion: To Approve the request (and Recommendation 2022-07PC) to rezone from R-1 Residential to C-3 Commercial with the Stipulation that the Rear Setback is 100 feet.

Moved by: Stone; **Seconded by:** Compton. **Vote:** Motion passed (summary: Aye =4, Nay = 1, Abstain = 1).

(**Aye:** Compton, Nehrt, Reiter, and Stone. **Nay:** Talbert. **Abstain:** Adams.)

10. Complete Recommendation

Chairman Adams completed the Recommendation on behalf of the Commission. Linda Taake explained that the recommendation will be presented to the City Council on Monday, December 19th.

11. Adjournment (Motion: Nehrt, Seconded by: Reiter, unanimous) – 8:39pm

nu way™

Everything for the Contractor!

December 7, 2022

Re: Zoning Matter; 2466 Formosa Road, PPID #10-1-16-31-00-000-013

City of Troy Planning Commissioners
c/o Linda Taake, Building & Zoning Administrative Coordinator
buildingzoning@troyil.us

Dear Commissioners,

It has been brought to my attention there is written opposition regarding the rezoning and development of 2466 Formosa Road. The negative concerns I have heard are unfounded considering the Nu Way Companies have operated on Formosa Road for over 17 years. Public safety, cleanliness and neighborly cooperation have been the norm since we first leased then purchased land and built our facility in Troy. We have experienced little to no vandalism, burglaries or nuisance situations. The roadways handle our commercial and retail traffic with ease.

Upon investigating Mr. Malecek's existing rental properties I have found them to be clean, orderly and well maintained. It is well known that non-residential properties are necessary to support a growing and thriving community. The Nu Way Companies, Troy Holdings LLC and Nu Way Troy LLC are FOR the proposed zoning change and the development of 2466 and welcome Mr. Malecek to the Troy Community.

Sincerely,

Greg R. Rhomberg
President and Managing Member

4190 Hoffmeister Avenue · Saint Louis, Missouri 63125-2298
www.nuwayinc.com · 314.544.1214 · FAX 314.544.7665

SAINT LOUIS · JEFFERSON CITY · JACKSON · WENTZVILLE, MO · TROY, IL

Linda Taake

From: Neil J. Hustedde <quadmix@midwest.net>
Sent: Wednesday, December 7, 2022 2:58 AM
To: Building & Zoning
Cc: Kent Hustedde; Shannon Fehrmann
Subject: FW: Zoning Matter: 2466 Formosa Road, Troy, IL
Attachments: 2613_001.pdf

To whom it may concern,

Unfortunately, we will not have anybody in attendance at the meeting tomorrow night. However, please note we would strongly be in favor of the rezoning of the property across the street from our property at 2458 Formosa Rd. to C-3 Highway Commercial. We feel that zoning classification would be a nice buffer zone between our business and any residential neighborhoods. The business we are in can be a loud and dusty environment at times and many times we are open during early morning and late night hours. We feel to have anything other than industrial or light commercial across the street from us would be a mistake.

Thank you for your time.



Dependable Service Since 1952

Neil J. Hustedde
Vice President of Operations
P: 618 244 2973 F: 618 244 8980 T: 618 244 2680
2240 E. Super St. Troy, Illinois 62664
www.qcrm4.com

Linda Taake

From: Carrie Christ <CChrist@CBASPHALT.com>
Sent: Thursday, December 8, 2022 1:37 PM
To: Building & Zoning
Subject: Public Hearing for Rezoning 2466 Formosa Road Troy

Please accept this email from Christ Bros. Properties, LLC as an approval for support for the Rezoning request for the property at 2466 Formosa Road for a Storage Facility.

We feel it is an ideal buffer between residential and the ever increasing business along the Formosa Road industrial area.

Please feel free to contact us with any questions.

Thank you

Carrie J. Christ
Christ Bros. Properties III, LLC
820 S. Fritz St.
Lebanon, IL 62254
(618) 537-6174
(618) 537-6199 FAX
An Equal Opportunity Employer

PREPARED BY:

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

CITY OF TROY

RESOLUTION 2023 – 14

**RESOLUTION OF SUPPORT AND COMMITMENT OF LOCAL FUNDS
(SURFACE ALLOCATION PROGRAM – SUBALLOCATED (STP-S) GRANT)**

**ADOPTED BY THE CITY COUNCIL OF THE CITY OF TROY, ILLINOIS
THIS 6TH DAY OF FEBRUARY 2023**

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 \$325,400 for use in conjunction with a STP-S Grant, for an estimated total project cost of \$999,000.

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 6th day of February 2023.

Aldermen Vote:

Dan Dawson	<u>AYE</u>	Sam Italiano	<u>AYE</u>	Ayes:	<u>7</u>
Tim Flint	<u>ABSENT</u>	Debbie Knoll	<u>AYE</u>	Nays:	<u>0</u>
Elizabeth Hellrung	<u>AYE</u>	Tony Manley	<u>AYE</u>	Absent:	<u>1</u>
Nathan Henderson	<u>AYE</u>	Troy Turner	<u>AYE</u>	Abstain:	<u>0</u>

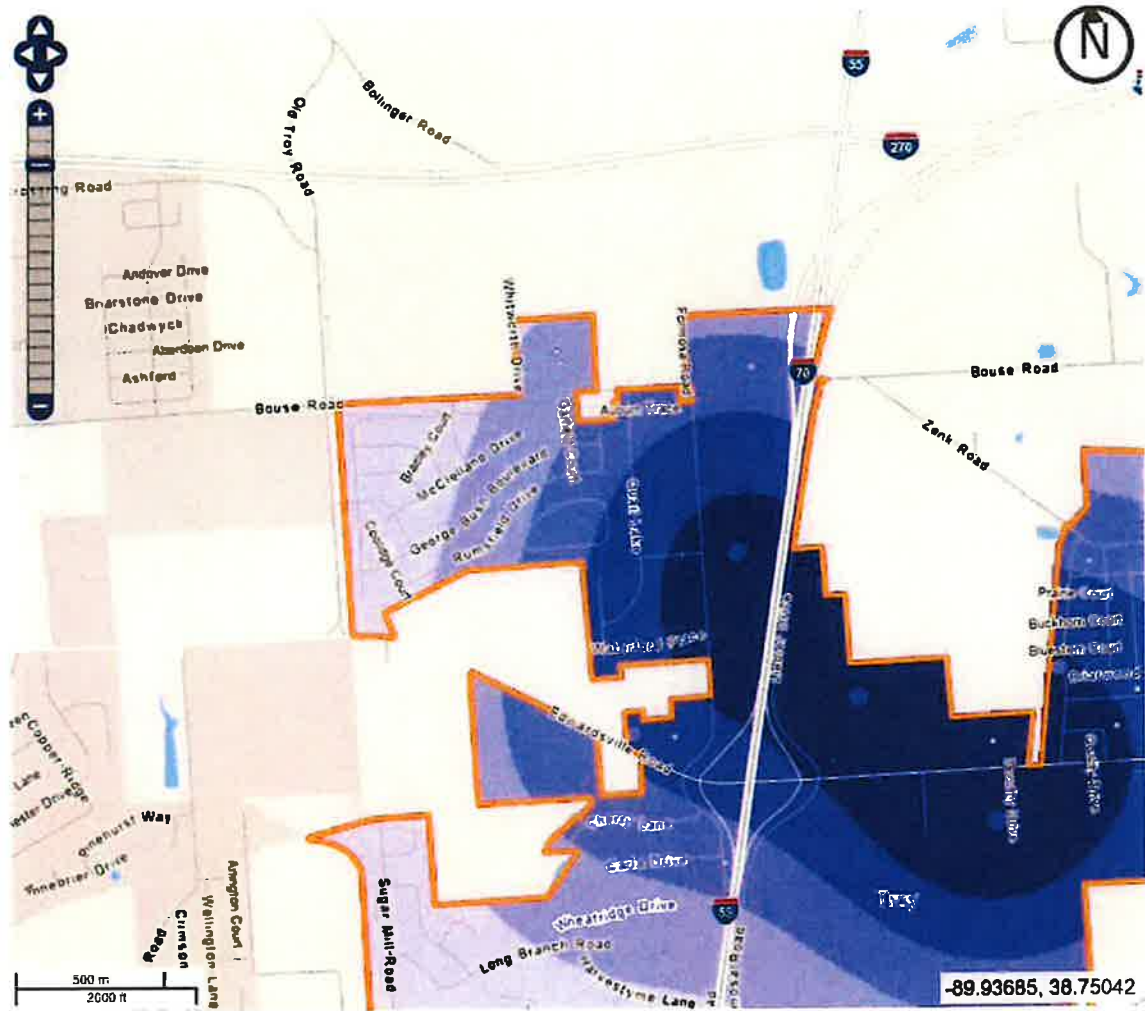
APPROVED:

By: *David Nonn*
DAVID NONN, Mayor
City of Troy, Illinois

ATTEST:

By: *Kimberly Thomas*
KIMBERLY THOMAS, Clerk
City of Troy, Illinois





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

