

**TRANSPORTATION ALTERNATIVES PROGRAM
NOMINATION FORM 2016**

Additional information can be found in the Transportation Alternatives Program Guide:

www.modot.gov

1. Project Sponsor Name

2. Project Sponsor Type

3. Project Sponsor Contact Information

Contact Person:

Title:

Mailing Address:

City: State:

Zip Code:

Daytime Telephone:

Email:

4. Project Name

5. Eligible Project Category

6. Project Location

County:

MoDOT District:

Provide Project location map (Label attachment as 'Project Location List - Attachment A')

Project Limits: From: To:

Project Length (feet/miles), if applicable:

7. Project Sponsor has completed MoDOT online LPA training within the past 2 years

Yes No

Name and title of person in Responsible Charge

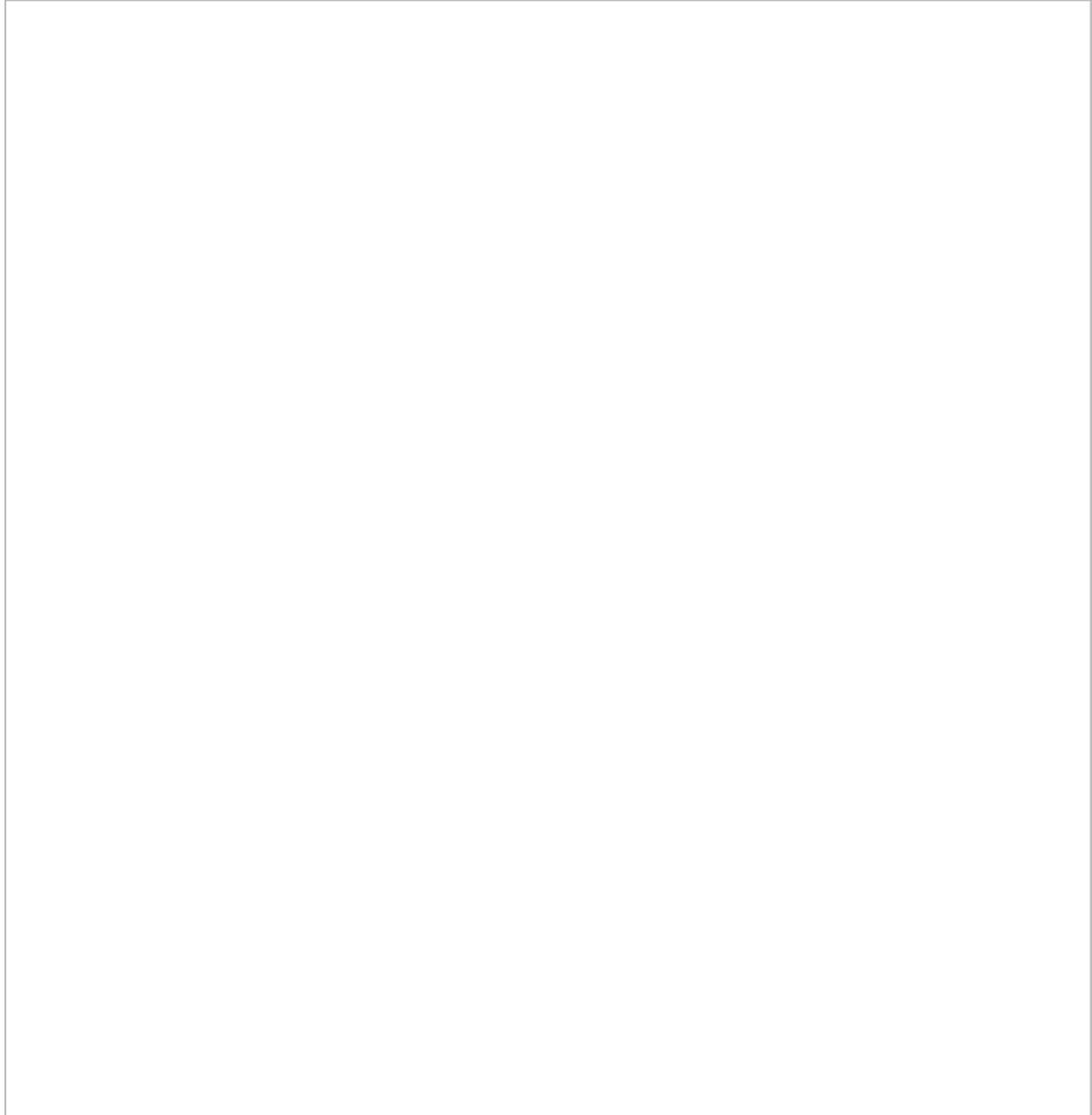
8. Does the Project Sponsor have an active or incomplete SRTS, TE or TAP project?

Yes No

If Yes, provide the Federal Project Number:

9. Project Description

(Limited to 3500 Characters with spaces)



10. Project Information (Location map showing project limits required)

Directional Maps, Site Maps, and Photographs

(Label Attachment as 'Project Information - Attachment B')

(No more than 10 pieces)

11. Official Project Sponsor Funding Resolution

(Label attachment as 'Certification of Funding and Support - Attachment C')

(No more than 10 pieces)

12. MPO / RPO Letter of Support (if applicable)

(Label attachment as 'MPO/RPC Letter of Support - Attachment D')

(No more than 10 pieces)

13. Evidence of Public Involvement and Support

Attach letters of support and other documentary evidence of public interest.
(Label attachments as 'Evidence of Public Involvement and Support - Attachment E')
(No more than 10 pieces)

Provide evidence of public involvement summary, include dates and information about public meetings and events held to discuss the project. *(Limited to 1,640 Characters with spaces)*

14. Project Priority Ranking by Project Sponsor *(Examples: 1 of 1, 2 of 4, 1 of 3)*

of

15. Property Ownership and Acquisition Information

All proposals must provide documentation of the Nominator's property rights by title of ownership, lease, or easement for all property within the project limits.

(Label attachments as 'Property Ownership and Acquisition Information - Attachment F')
(No more than 10 pieces)

Is the property needed for the project already acquired?

If No - How will it be acquired? Describe in the text box below.

If Yes - When was the property acquired and how? Describe.

Was the property acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act? Yes No

16. Is this project located within an economically disadvantaged county as identified in the Program Guide? Yes No

17. Railroad Right of Entry Letter/Agreement (if applicable)

Projects proposing to encroach or cross railroad right of way, must include documentary evidence from the railroad granting a right of entry or an executed encroachment agreement.
(Label attachment as 'Railroad Right of Entry Letter/Agreement - Attachment H')

18. Local Bicycle Plan (if applicable)

Projects proposing to build facilities for bicycles must include documentary evidence from the city or county stating that the project has been included in the entity's bicycle plan, if applicable, or the bicycle element of the transportation component of the entity's comprehensive plan.
(Label attachment as 'Local Bicycle Plan - Attachment I')

19. Project is a recommendation from TEAP or other planning study implementation?

Projects that are implementing TEAP or other relevant studies will receive additional points
Attach a copy of the study and identify where this project is a recommendation
(Label attachment as - Attachment J') Yes No

20. Projected Time Estimate

Estimate the amount of time it will take to complete the project from start to finish. Approximate the time required for each activity. The activities can run concurrently causing the total time to be different from the total of the activities. Consider time for, but not limited to:

Months

- Planning Activities**
(Executing contract, hiring consultant, planning, schematic and design, utility relocation, etc.)
- Environmental Clearance**
(Assessments, possible mitigation for Hazardous Materials, permits, review by other agencies)
- ROW Acquisition**
(Surveying, appraisals, title transfer, clearance, etc.)
- Project Design and Plan Preparation of PS&E Package**
(Including PS&E Review by MoDOT District and other agencies.)
- Project Construction/Implementation**
(Advertising/hiring contractor, demolition, construction, inspection, etc.)
- Other**

Projected Time in Months

21. Maintenance and Operations

Estimate maintenance and operations costs of the project. If applicable, determine the amount of any anticipated income derived from the project. (yearly basis)

Maintenance \$ Operations \$ Income \$

Identify all parties responsible for the maintenance and operations of the project:

23. Project Budget Summary

List all project costs to be incurred by the nominating entity on pages 5-7 for a complete itemized cost estimate. Projects not requesting, **preliminary engineering (including planning design, and plans, specifications, and estimates)** will receive up to 10 additional points during project evaluation and scoring.

PS & E Costs (if requesting reimbursement)	1.	
ROW costs (if requesting reimbursement)	2.	
Itemized Construction Cost Estimate:	3.	\$ -
Other Associated Construction Costs:	4.	
<hr/>		
Subtotal of Costs (Line 1 - Line 4):	5.	\$ -
<hr/>		
Other eligible costs (provide attachment with detailed explanation)	6.	
<hr/>		
Total Project Cost:	7.	\$ -
<hr/>		
Local Match:		
<input type="text" value="20%"/> of Total Project Cost (Line 6)	8.	\$ -
<hr/>		
Federal Funds Requested: <input type="text" value="80%"/> of Line 5	9.	\$ -

The minimum amount of local cash match required is 20%, Sponsors are not limited in their maximum local match. If a larger local match is provided, please adjust the percentages accordingly.

24. Project Commitment

By submitting an application, the nominating entity commits that if this project is selected for funding, it will be brought to a successful bid award within 23 months from selection.

The construction plans for this project are currently:

- Complete
- % Complete
- Not Started

Completed TAP nomination packets must be submitted by email to the respective district representative and be received by 5:00 p.m. on November 1, 2016. MoDOT reserves the right to deem a TAP nomination package ineligible for funding if not received by the prescribed deadline. In the event an LPA is unable to provide an emailed PDF copy of the application; the LPA shall coordinate with the district representative and deliver the completed project application by prescribed deadline

**FINAL SUBMISSION DUE DATE FOR ALL DOCUMENTATION
November 1, 2016 by 5:00pm CDT**

9. Project Description Narrative

The City of St. Martins requests \$400,000 TAP funding for the construction of improvements to Bus. 50 from Verdant Ln to St. Martins School. St. Martins, in partnership with Cole County, will provide up to \$200,000 in local funding, for a total project construction budget of \$600,000. St. Martins will pay for all preliminary design for the project with local funding.

Bus 50 serves an area that includes a school (enrollment 219), church, 12-unit low-income housing complex, 20-unit senior housing complex, convenience store, restaurant, the Missouri Corrections Officers Assn. Regional office, VFW hall, 2-four-plex apartment buildings, & 22 single-family homes.

Bus. 50 improvements will consist of the implementation of solutions identified in the completed 2014 Bus. 50 TEAP study (attachment J); including curb & gutter and a 5' wide, 4" thick sidewalk on one side of Bus. 50 for a total of 2,620 feet. Safety improvements include pedestrian safety crossings, one in front of St. Martin School and one in front of the Senior Housing Complex providing safe access to the new pedestrian system.

Bus. 50 is currently a two-lane roadway with no shoulder serving approximately 2,700 cars daily. This creates a hazardous mix of students, pedestrians, bicyclists, persons walking/running for fitness, & vehicular traffic traveling speeds ranging from 20-35+mph. This unsafe condition is evidenced by a car vs bicycle crash which occurred in April of 2015. Thankfully, there were no life threatening injuries to the bicyclist, this time.

The goals of this project are to improve the safety of the many who already walk, bike or roll on the unimproved area along Bus. 50, & to encourage more people to improve their health and mobility by providing a safe place to walk in the heart of St. Martins.

In 2015, St. Martins completed the first phase of a 2-phase Bike-Ped plan to connect St. Martins with the Cole County/Jefferson City greenway system. Phase 1 added a trailhead trail at Niekamp Park. This included a 1,750 foot by six-foot wide, concrete ADA-compliant trail with multiple rest areas, a drinking fountain and handicap-accessible restrooms. This \$126,503 Federal Recreational Trails Program project was completed on-time, under-budget, and is now receiving heavy use by the citizens of St. Martins & Cole County.

Phase 2 of the St. Martins Bike-Ped plan is to connect St. Martin school with Binder Park, Pioneer Trail school, and Apache Flats via a sidewalk or greenway system. Phase 2 will be partially implemented with the completion of this proposed project. Another section of phase 2, which includes a sidewalk/greenway system from the St. Martins city limits to the recently completed Apache Flats project is being completed by Cole County and is scheduled for completion in 2019. When Phase 2 is fully implemented, St. Martins will be connected with the larger Cole County/Jefferson City greenway system. Please see appendix A for a map of this proposed section, as well as the County-wide Greenway System.

St. Martins has been actively involved in the creation of CAMPO's Capital Area Pedestrian & Bicycle Plan 2016. The goal of this plan is to "improve safety, connectivity and mobility for pedestrian and bicycle users in the Capital Area Metropolitan Planning Organization planning area". The improvements funded with this \$400,000 of TAP Funds will help fulfill the goal of CAMPO's 2016 bike-ped plan. Please see appendix I for a copy of this plan.

13. Evidence of Public Involvement and Support Narrative

When determining public support for this project, St. Martins surveyed the 138 households of the 219 students who attend St. Martin School. Only 4 indicated their children walk or ride to school. However, an encouraging 37 indicated they would consider letting their children walk or bike to school if proper facilities were in place. 26 also indicated they would personally benefit from this project. That's 9x the students potentially walking or biking to school. 45% of people surveyed said they will personally benefit from these sidewalks. Please see attach. E for comments received in this survey.

We reached out to our citizens through our City's Facebook page in Aug. of 2016 informing them we were applying for these funds & asked for comment about the safety improvements needed. This post reached a whopping 1,205 people (St. Martins pop. is 1,140) with 29 likes & no negative feedback. Some suggestions received have been incorporated into our overall plans for this route.

Another Facebook post was released at the beginning of Oct. 2016, again asking for feedback & suggestions for this project. As of Oct. 20 it's reached 378 people with 32 likes.

Regular meetings are being held with St. Martins School, St. Martins Church, Senior & Low-Income Housing Complex's, Reg. West Fire Dist., St. Martins Board of Alderman, & other stakeholders to keep everyone informed of progress & seek continuous feedback/suggestions.

A project description and request for comments at www.stmartinsmo.us has received over 15,000 hits from 06/15 to-date.

All public involvement for this project has resulted in overwhelmingly unanimous support!

15. Property Ownership and Acquisition Information Narrative

No - The City of St. Martins acquired most of the necessary right-of-way along Business 50 in 1993. However, we do anticipate the need for some permanent easements, & some temporary construction easements. We anticipate no problem acquiring these easements in accordance with the Uniform Relocation Act. This project has strong public support from stakeholders who may be affected.

APPENDICES

Project Location List – Attachment A

Project Information – Attachment B

Certification of Funding & Support – Attachment C

MPO/RPC Letter of Support – Attachment D

Evidence of Public Involvement & Support – Attachment E

Property Ownership & Acquisition Information – Attachment F

Railroad Right of Entry Letter/Agreement – Attachment H – N/A

Local Bicycle Plan – Attachment I

TEAP Study implementation – Attachment J

Economically Disadvantaged Community Bonus Pt Documentation – Attachment
K

Project Information - Attachment B

Vehicle vs. Pedestrian Conflict:

Westbound Business 50 in proposed project limits.



Vehicle vs. Pedestrian Conflict:

Eastbound Business 50 in proposed project limits.

By H



Vehicle vs. Pedestrian Conflict:

Westbound Business 50 in proposed project limits.



ADA Improvements Needed:

Project will provide ADA accessible & compliant infrastructure.



Vehicle vs. Pedestrian Conflict:

Eastbound Business 50 in proposed project limits.

1/9



Vehicle vs. Pedestrian Conflict:

Westbound Business 50 in proposed project limits.



ADA Improvements Needed:

Motorized wheel chair headed west in the eastbound lane of Business 50 in proposed project limits



No Bike Lane:

Eastbound Business 50 in proposed project limits.



Vehicle vs. Pedestrian Conflict:

St. Martins School 1st grade through 8th grade students walking Eastbound on Business 50 in project limits to Niekamp Park.

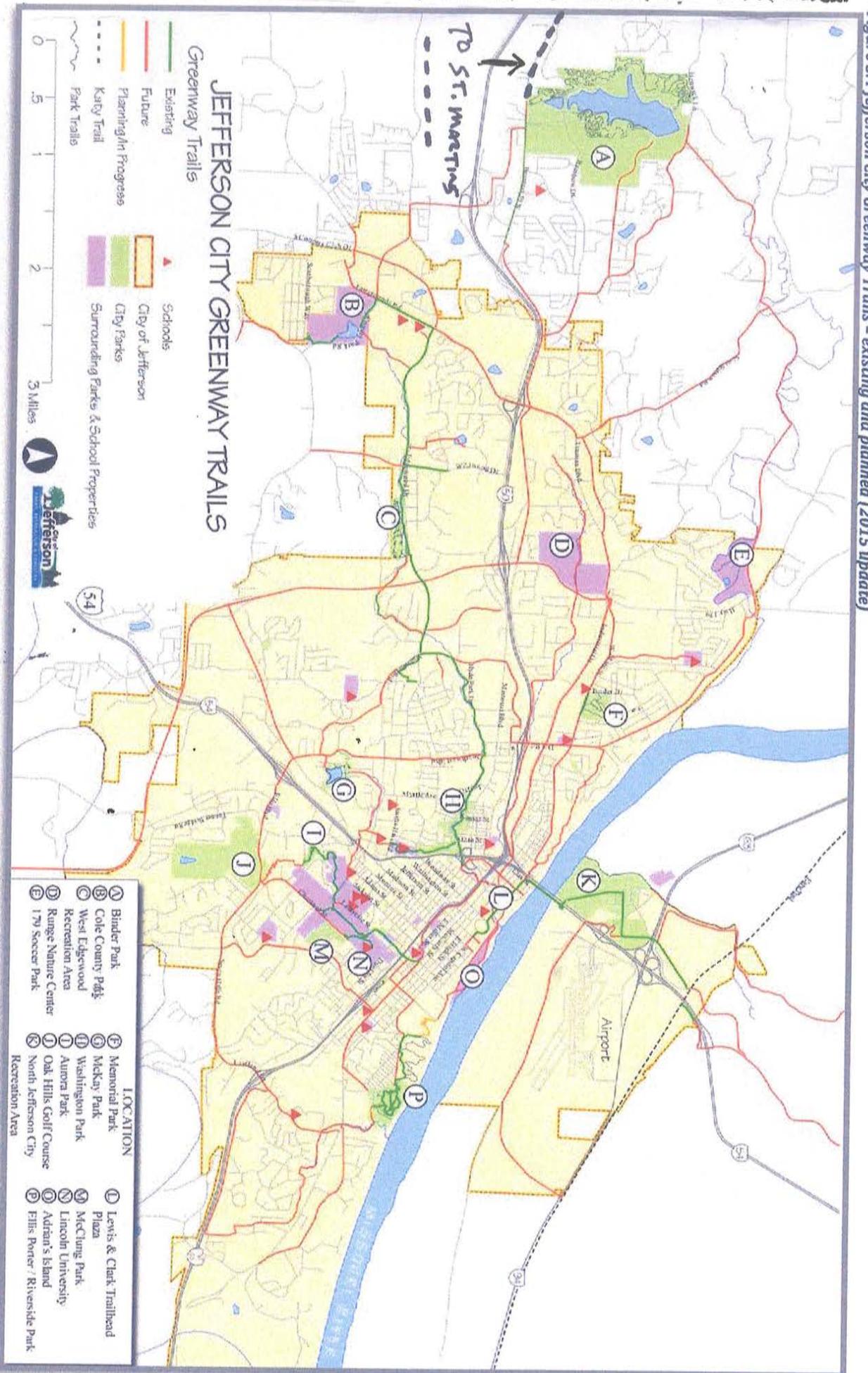


Project Information - Attachment B



Figure 3.4 Jefferson City Greenway Trails - existing and planned (2015 update)

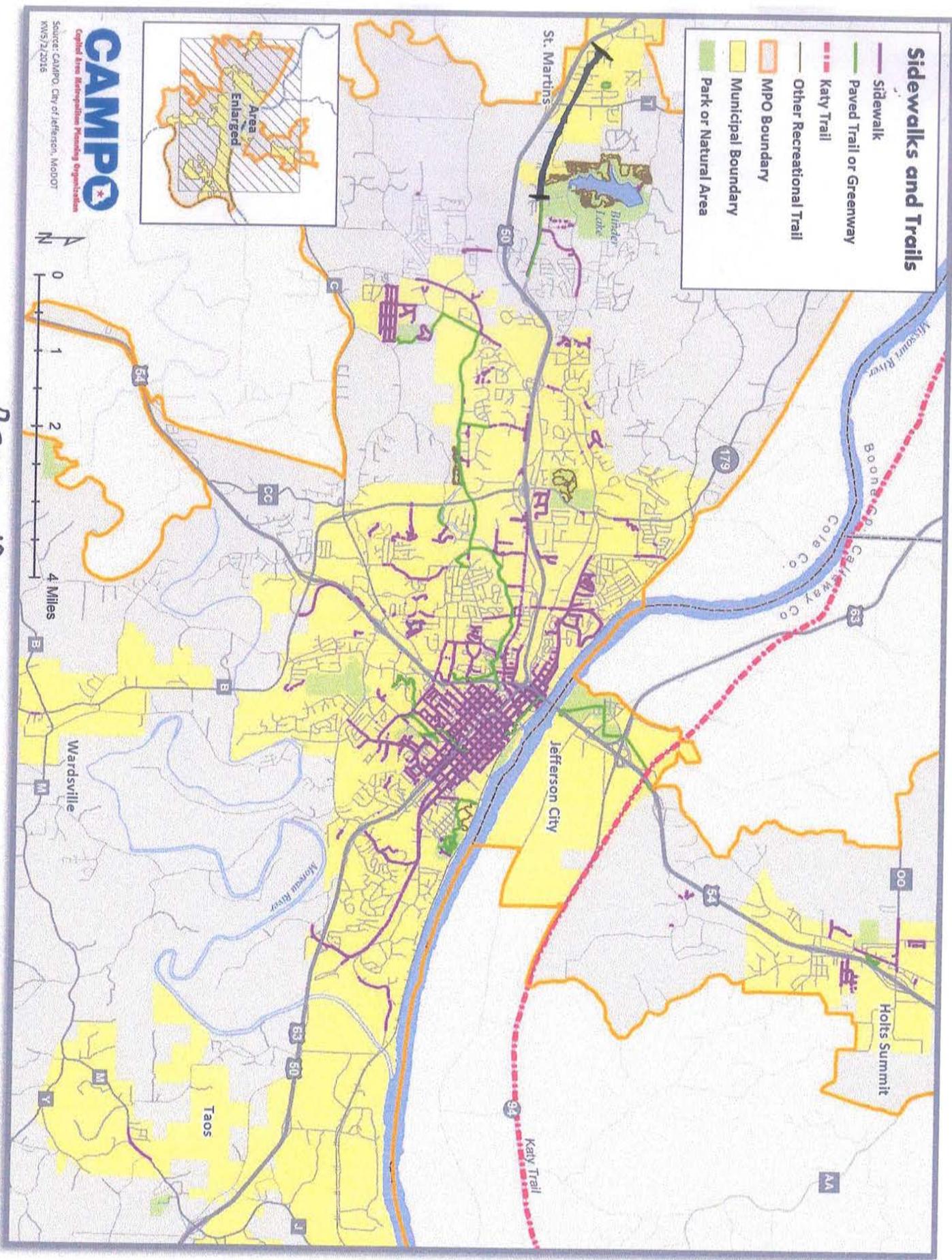
DRAFT



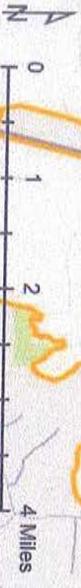
WHEN PROJECTS CURRENTLY IN PLANNING STAGE BY COLE COUNTY & ST. MARTIN'S ARE COMPLETE, ANOTHER 1.9 MILES OF SIDEWALK AND/OR GREENWAY WILL BE ADDED FROM BINDER PARK WEST TO ST. MARTIN'S SCHOOL.

Figure 3.2 CAMPO Sidewalks and Trails

DRAFT



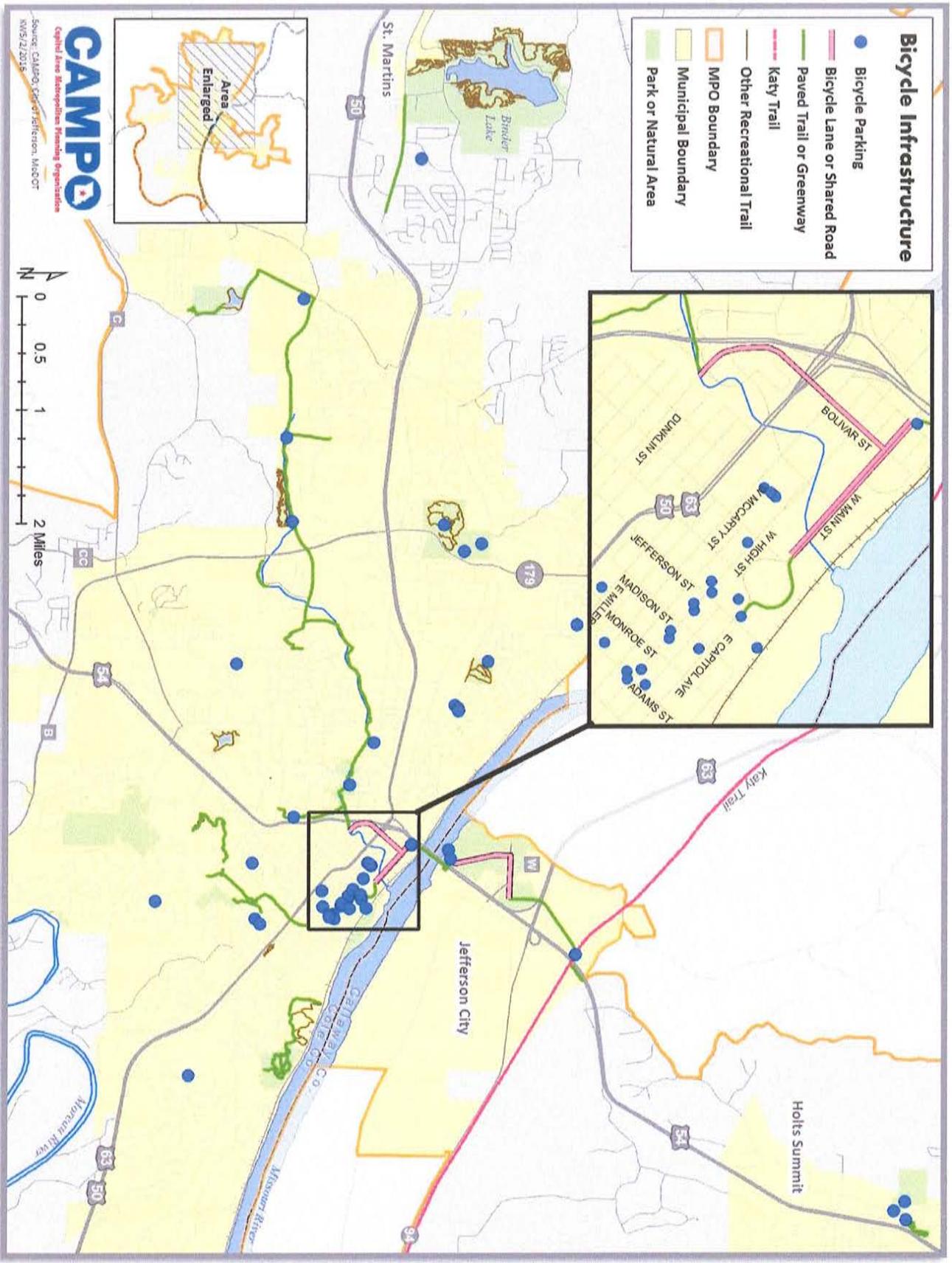
CAMPO
Capital Area Metropolitan Planning Organization
Source: CAMPO, City of Jefferson, MODOT
MMS/2/2016



Area with sidewalks, curb + gutter in planning
Stage shown by St. Marys, Cole County or
Taos

Figure 3.6 CAMPO Bicycle Infrastructure

DRAFT



**CITY OF ST. MARTINS
CERTIFICATION OF FUNDING AND SUPPORT
For the
TRANSPORTATION ALTERNATIVES PROGRAM**

RESOLUTION NO. 2016-03

On October 11, 2016, the Board of Aldermen of the City of St. Martins discussed the City's application for a Transportation Alternatives Program grant in the amount of \$400,000 in the City's regularly scheduled Board of Aldermen Meeting.

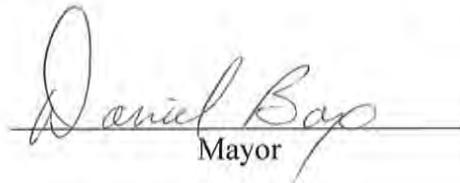
It is agreed by the Board of Aldermen that the City of St. Martins will apply for a Transportation Alternatives Program grant. It is also agreed that the City has the financial capacity and agrees to pay from the City's reserves all amounts in excess of \$400,000 to construct a sidewalk, curb and gutter from St. Martin School to Verdant Lane. The Board of Aldermen realize that this program is on a "reimbursement basis" and that all expenses associated with this project must be paid up-front and submitted for reimbursement.


Board Member


Board Member


Board Member


Board Member


Mayor

RESOLUTION

RS2016-15

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
A RESOLUTION SUPPORTING THE CITY OF ST. MARTINS
TRANSPORTATION ALTERNATIVES PROGRAM GRANT APPLICATION**

WHEREAS, the City of St. Martins is applying for a Transportation Alternatives Program grant to construct new sidewalk along the north side of West Business 50 between St. Martins School and Verdant Lane; and

WHEREAS, this proposed sidewalk is located on a heavily traveled roadway that serves St. Martins School, a senior housing complex, a low-income housing complex, two apartment buildings, multiple businesses, 22 single-family homes and St. Martins City Hall; and

WHEREAS, a 2015 Transportation Engineering Assistance Program grant was conducted on this roadway and suggested the sidewalk improvements for which funding is being requested; and

WHEREAS, approximately 2,700 vehicles a day use this two-lane stretch of West Business 50 which has two 12-foot lanes and no shoulders for pedestrians; and

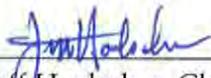
WHEREAS, this proposed sidewalk will allow school-aged children and citizens to access community facilities on a paved surface in lieu of sharing the street or using the unsafe shoulder of the road; and

WHEREAS, this proposed sidewalk will enhance safety, connectivity, mobility, and improve compliance with the Americans with Disabilities Act; and

WHEREAS, the proposed sidewalk is identified as a need in the Capital Area Pedestrian and Bicycle Plan and aligns with the strategies of the Metropolitan Transportation Plan; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Capital Area Metropolitan Planning Organization fully supports the City of St. Martins Transportation Alternatives Program Grant Application.

Adopted this 19th day of October, 2016



Jeff Hoelscher, Chairman

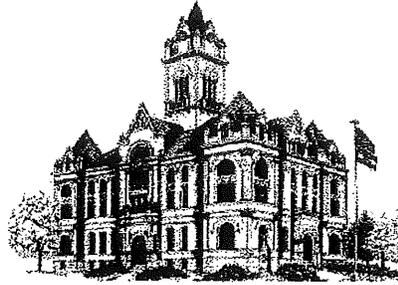
Attest: 

Anne Stratman, Administrative Assistant

SAM BUSHMAN
Presiding Commissioner
(573) 634-9113

JEFF HOELSCHER
Eastern District Commissioner
(573) 634-9112

KRIS SCHEPERLE
Western District Commissioner
(573) 634-9111



DEBBIE MALZNER
Finance Officer
(573) 634-9162

JILL C. LAHUE
County Counselor
(573) 634-9107

MELODY WELSCHMEYER
Administrative Assistant
(573) 634-9110

Cole County Commission

311 East High Street, Jefferson City, MO 65101
(573) 634-9110 FAX (573) 634-8031

October 25, 2016

Missouri Department of Transportation

Re: St. Martins Business 50 West Complete Streets
and Safety Enhancements TAP Grant Request

To Whom It May Concern:

The purpose of this letter is to express the support of the Cole County Commission for the safety enhancements proposed by the City of St. Martins for Business 50 West in their Transportation Alternatives Program grant request.

St. Martins' plan to add safety enhancements along Business 50 West from St. Martin school east to Verdant Lane fits nicely with Cole County's plan to extend safety enhancements along Business 50 West from Binder Lake west to Rainbow Drive at the St. Martin' city limits. Preliminary discussions have also taken place on an agreement whereby Cole County and St. Martins would share the expense to extend these improvements with a goal of connecting St. Martins to the Cole County sidewalk/greenway system. Cole County is willing to contribute \$100,000 to assist St. Martins with their current Business 50 West Complete Streets and Safety Enhancements Transportation Alternatives grant proposal.

Thank you for your consideration of this letter and support of these proposed safety enhancements on Business 50 West in St. Martins.

Regards,

Sam Bushman
Presiding Commissioner

Jeff Hoelscher
Eastern District Commissioner

Kris Scheperle
Western District Commissioner

St. Martin Catholic School

7206 St. Martin Avenue  Jefferson City, MO 65109



**To: Missouri Department of Transportation
Transportation Alternatives Program**

Re: St. Martin's Business 50 West Complete Streets & Safety Enhancements

To whom it may concern:

The purpose of this letter is to voice our unqualified support for the City of St. Martin's efforts to improve the safety of West Business 50 highway.

Our 218 students travel West Business 50 every school day either by car, bicycle or on foot and we support any effort to better protect them.

Several times a year our student's body walks to Niekamp Park for activities. A sidewalk would make this trip vastly safer than walking along the edge of the highway as we do now.

Thank you for your consideration of this letter and your support of these proposed safety enhancements on West Business 50 in St. Martin's.

God Bless you



**Mr. Eddie Mulholland
St. Martin's Principal**



**Father Ed Schmidt
St. Martin's Pastor**

**Mr. Brian Francka
St. Martin's Parish Council President**

MOREAU VIEW VILLAGE, INC.

**6915 BUSINESS 50 WEST
JEFFERSON CITY, MO 65109**

October 20, 2016

To: Missouri Dept of Transportation

RE: Transportation Alternatives Program

To whom it may concern:

We would like to add our enthusiastic support for St. Martins plan to add a sidewalk and crosswalk in front of Moreau View Village.

Moreau View Village, Inc. is a 20-unit apartment complex for low-income, senior and handicap persons. There is currently no safe place for our residents to walk that does not involve first driving someplace else. St. Martins plan to put in a sidewalk that runs in front of Moreau View Village would be a most welcome addition. It would provide our residents with a safe place to exercise and would be a very positive factor in helping maintain their health, flexibility, strength and mental well-being.

Thank you very much for your help in making this proposal a reality.

Sincerely,

A handwritten signature in cursive script that reads "Marilyn Kemna". The signature is written in black ink and is positioned below the word "Sincerely,".

Marilyn Kemna

Moreau View Village, Inc. Board

October 19, 2016

TO: Missouri Department of Transportation
RE: Transportation Alternatives Program

District Coordinator:

The purpose of this letter is to express our support for the safety enhancements proposed by the City of St. Martins for Business 50 West in their 2016 Transportation Alternatives Program grant request. Regional West Fire Protection District has completed a new fire station at 6625 Business 50 West in St. Martins in 2016. We are always highly supportive of any efforts to increase pedestrian and bicyclist safety in our area.

Thank you for your consideration of this letter and your help in making these improvements a reality.

Respectfully submitted,

Jack Brade
Fire Chief

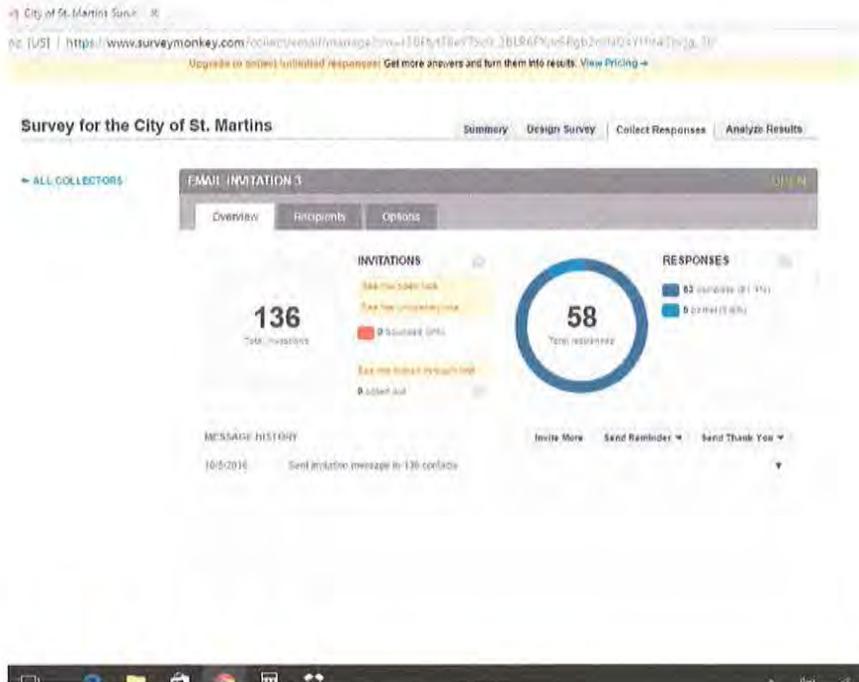
Attachment E Evidence of Public Involvement + Support

136 Emails to the families of
the 219 Students at St. Martin
School

City of St. Martins

Re: Survey for Sidewalks

The Survey has closed as of 10/21/2016. There were 136 emails sent to families of St. Martins Catholic School families & educators. There were a total of 58 responses received, as shown in the snapshot on this first page.



Questions and participant responses/results are listed on the page 2. Comments given by participants can be found on page 3.

Attachment E - Evidence of Public Involvement + Support

Question 1

Do you have a student that currently walks or rides a bike to St. Martins School?

Answer Choices	Responses	
Yes	4	6.90%
No	54	93.10%
Total	58	

Question 2

Would you allow your student to walk or ride a bike to St. Martins School if there was a sidewalk?

Answer Choices	Responses	
Yes	13	24.53%
No	16	30.19%
Not Sure	24	45.28%
Total	53	

Question 3

Would you personally benefit from a sidewalk along Business 50?

Answer Choices	Responses	
Yes	26	49.06%
No	23	43.40%
Not Sure	4	7.55%
Total	53	

Attachment E - Evidence of Public Involvement and Support

Question 4

Do you have any other comments, questions, or concerns?

Showing 10 responses

1. I don't live in St. Martins, but if we had a sidewalk then the kids could also benefit by being able to walk to Niekamp Park.
10/9/2016 9:03 PM
2. Bus system would be nice
10/9/2016 10:43 AM
3. My child may benefit along while attending school with other St. Martin School students when they take walking field trips from school to the nearby Niekamp Park.
10/9/2016 7:45 AM
4. Would love to see sidewalks added. It would improve fitness and more critically safety. My son did not get to bike to St. Martin's until he was in high school due to safety. Especially an issue when the short days of winter hit. It scares me when kids are waiting for busses on the road.
10/8/2016 6:51 PM
5. Love to have a sidewalk over to Niekamp Park!
10/8/2016 5:09 PM
6. We do not live in St. Martins. We just have kids that go to school there. When they walked to a family members house years ago, they didn't walk next to Business 50 so it would not have been an issue.
10/8/2016 4:04 PM
7. no
10/8/2016 11:37 AM
8. I walk every morning for health reasons alongside of business 50 towards park in early morning. I wear reflectors but would feel safer off of the road.
10/8/2016 9:46 AM
9. As a teacher at St. Martins school I feel a sidewalk would benefit our students and families in a great way!
10/8/2016 9:34 AM
10. The sidewalks in St. Martin's would be a outstanding addition to the community. Thank you for seeing the BIG picture. My Husband & myself will use the sidewalks & my kids will use it even more. Thank you for you love & thinking Safty & vision. Thank you.
10/8/2016 9:20 AM

Attachment E - Evidence of Public Involvement + Support

City of St. Martins, Mo added 4 new photos.

August 23 2016

St. Martins is currently in the process of applying for a Transportation Alternatives Program (TAP) grant that would help put curb, gutter & sidewalk on the north side of Business 50 from Hillside to Route T. The cost, along with an overlay of Business 50, is estimated to approach \$1.3 million. The maximum grant is \$400,000. What are your thoughts on the need for safety improvements for pedestrians and bicyclists in St. Martins?



**

1,205 people reached

Pop. of ST MARTINS
IS 1140

[Like](#)

8-23-16 Facebook post on
ST MARTINS FACEBOOK PAGE

[Comment](#)

[Share](#)

[Chronological](#)

29 Laura Rockers, Marilyn Carrender and 27 others

Comments



Cindy Wolken I think it is a great idea. I see walkers and bicyclists all the time through town.

[Like](#) [Reply](#) [Message](#) · August 24 at 9:21am



Write a comment...

A Hochmief E - Evidence of Public Involvement & Support

[City of St. Martins, Mo](#) added [3 new photos](#).

October 1 at 4:07pm

The City of St. Martins is seeking public comment on a plan to add a sidewalk on the north side of Business 50 West from Route T to Hillside Dr., just west of St. Martin school. Any comments, questions, or suggestions are welcomed on this post. If you don't have anything specific to say but think it would help enhance the safety of pedestrians who currently walk on the road shoulder or the road itself, please like this post.



378 people reached

[Like](#) [Show more reactions](#)

[Comment](#) [Share](#)

[Chronological](#)

32 [Matt Kearns](#), [Karen Ehmke](#) and 30 others

[Comments](#)



[Ashley Carel](#) Sidewalk would be a positive enhancement for the whole area.

[Like](#) [Reply](#) [Message](#) 1 · October 1 at 9:26pm



[Jenny Rollins Patterson](#) Agree, you can't go wrong with a sidewalk

[Like](#) [Reply](#) [Message](#) 2 · October 2 at 11:15am



Write a comment...

Press Enter to post.

www.stmartinsmo.us

2015 BUSINESS 50 SAFETY ENHANCEMENTS - Request for Public Input

Work is currently underway to apply for a Transportation Alternatives grant from Modot to improve safety on Business 50 from St. Martin School to Verdant Lane. PHASE 1 will add a sidewalk, curb & gutter on the north side of Business 50 from St. Martin school to Verdant Lane. The cost of PHASE 1 is projected to be approximately \$500,000 with the grant providing \$400,000 and St. Martins providing \$100,000.

Future phases will include an overlay of Business 50 and additional curb, gutter and sidewalk as funding becomes available. St. Martins is hoping to partner with Cole County to maximize available dollars.

Please send feedback, suggestions or questions to City Administrator Doug Reece at rdoug48@gmail.com or call him at 573-230-9105.

THIS HAS BEEN ON OUR WEBSITE SINCE THE TEAP STUDY WAS COMPLETED IN JUNE, 2015. IT HAS AVERAGED 1199 HITS MONTHLY WITH A RECORD 2179 HITS IN SEPTEMBER + 1562 HITS THROUGH 10-25-16 FOR OCTOBER, 2016.

Attachment E - Evidence of Public Involvement + Support

Inter-Office Correspondence

MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT

DIST. ENGINEER	<input checked="" type="checkbox"/>
MAINT. & TRAFFIC	<input type="checkbox"/>
CONSTRUCTION	<input type="checkbox"/>
MATERIAL & RES.	<input type="checkbox"/>
DESIGN	<input checked="" type="checkbox"/>
RIGHT OF WAY	<input type="checkbox"/>
EQUIPMENT	<input type="checkbox"/>
FISCAL	<input type="checkbox"/>
OFFICE MANAGER	<input type="checkbox"/>

DATE: June 7, 1989

TO: Owen Redel
District Engineer



FROM: John W. Link, Jr.
Research Analyst

SUBJECT: Planning - Research & Development
Change in Route Status
Old Route 50, Old Route D, and Old Route T
Cole County

DSL
LSS
HLW

The Commission, at its meeting on June 2, 1989, approved changes in the route status of old Route 50, D, and T, Cole County, at St. Martins. The changes will become effective at the time the new route is open to traffic. Will you please notify the local officials sufficiently in advance of the effective date of this action, so that all persons affected will be properly informed.

Attached is a copy of the minutes and the exhibit showing the location of the changes in route status. You may proceed to work directly with the Right-of-Way Division in the preparation and processing of the conveyance documents with the Cole County Commission, St. Martins City Council, and adjacent property owners at the appropriate time. Please notify the Planning Division on the completion of the conveyance actions.

skb

Attachments

Distribution:

- Commission Secretary
- Maintenance & Traffic
- Design
- Right-of-Way
- Keith Hassler
- Jim Toft

Property ownership & ACQUISITION INFORMATION - Attached F
ROUTE 50
COUNTY Cole
PROJECT F-50-3(28)R/W
PARCEL Excess Right of Way

QUITCLAIM DEED

THIS INDENTURE, made this 19th day of September, 1989,
between the STATE OF MISSOURI, acting by and through the MISSOURI HIGHWAY AND
TRANSPORTATION COMMISSION, party of the first part and _____

City of St. Martins

(mailing address of first-named grantee St. Martin's City Hall,
(6909 Highway 50 West, Jefferson City, Missouri)

of the County of Cole, State of Missouri, party
of the second part.

WITNESSETH, in consideration of the payment of the sum of (\$1.00)

One Dollar and other considerationxx DOLLARS,
the receipt of which is hereby acknowledged, the said party of the first part does
hereby REMISE, RELEASE, AND FOREVER QUITCLAIM to the said party of the second part,
a tract of land, lying situated and being in the County of Cole,
State of Missouri, to-wit:

A part of Sections 2 and 3 in T 44 N, R 13 W, in Cole County, Missouri,
more particularly described as follows:

A strip of land 80 feet wide being 40 feet wide on each side of parallel to
and adjoining the centerline of U.S. Highway Route 50 from Centerline Station
279+00 to Centerline Station 340+00, a centerline distance of 6,100 feet;
thence a strip of land 130 feet wide, being 60 feet wide on the left or
north side of and 70 feet wide on the right or south side of parallel to
and adjoining said centerline from Centerline Station 340+00 to Centerline
Station 341+50, a centerline distance of 150 feet. Also a strip of land 80
feet wide being 40 feet wide on each side of parallel to and adjoining the
centerline of U.S. Highway Route 50 from Centerline Station 345+80 to
Centerline Station 350+00, a centerline distance of 420 feet; thence a
strip of land 95 feet wide, being 40 feet wide on the left or north side of
and 55 feet wide on the right or south side of parallel to and adjoining
said centerline from Centerline Station 350+00 to Centerline Station
351+00, a centerline distance of 100 feet; thence a strip of land 110 feet
wide being 55 feet wide on each side of parallel to and adjoining said
centerline from Centerline Station 351+00 to Centerline Station 354+00, a
centerline distance of 300 feet; thence a strip of land 80 feet wide being
40 feet wide on each side of parallel to and adjoining said centerline from
Centerline Station 354+00 to Centerline Station 358+11, a centerline
distance of 411 feet.

The centerline of U.S. Highway Route 50 is described as follows: From the
center of Section 2, T 44 N, R 13 W; thence S 35° 07' W, 1,156 feet to a
point on the centerline of said Route 50 at Station 350+00; thence S 70°
53' E, 811 feet to Centerline Station 358+11 the point of beginning; thence
N 70° 53' W, 4,387.1 feet; thence on a 1° curve to the right, 1,431.7 feet;
thence N 56° 34' W, 2,092 feet to Station 279+00.

TO HAVE AND TO HOLD THE SAME, with all and singular the rights, immunities, privileges, and appurtenances thereunto belonging, unto the said part y of the second part, their heirs and assigns forever.

IN WITNESS WHEREOF, the said party of the first part has hereunto set its hand and seal the day and year first above written.

ATTEST: Marcia L. Mims
Secretary

STATE OF MISSOURI, acting by and through the MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION
By: John C. Cozad

APPROVED AS TO FORM: [Signature]
Attorney

ACKNOWLEDGMENT

State of Missouri)
County of Cole) ss.

On this 19th day of September, 19 89, before me personally appeared John C. Cozad, to me personally known, who being by me duly sworn did say that he is Chairman of Missouri Highway and Transportation Commission; that the seal affixed to the foregoing instrument is the official seal of said Commission; that said instrument was signed and sealed in behalf of the said Commission by authority of said Commission, and that said John C. Cozad acknowledged said instrument to be the free act and deed of said Commission.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal, at my office in Cole County, the day and year first above written.

My Commission expires October 28, 19 91.



Marcia L. Mims
Notary Public

MARCIA L. MIMS
NOTARY PUBLIC, STATE OF MISSOURI
COUNTY OF COLE
My Commission Expires 10/28/91

7321

STATE OF MISSOURI
COUNTY OF COLE
RECORDED ON
'89 OCT 5 AM 11 30
BOOK 317 PAGE 645
DR NEWSAM, RECORDER
Debra Nash
DEBRA NASH, DEPUTY

Form 4-7.5

7d. 512 00
City of St. Martins
6909 D Hwy 50 W. Wash.
JC mo 66109

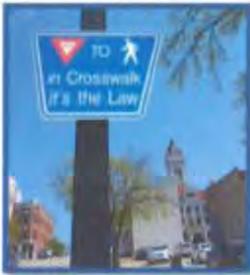
Rev. 4-1-87

Attachment I – Local Bicycle Plan

Capital Area Metropolitan Planning Organization

Capital Area Pedestrian & Bicycle Plan 2016

Holts Summit - Jefferson City - Lake Mykee - St. Martins - Taos - Wardsville - portions of Cole & Callaway Counties



For complete 81 page Bike-Ped Plan, go to:

http://www.jeffersoncitymo.gov/CAMPO/DRAFT_2016_bikepedplan.pdf

St. Martins - Implementation Strategy DRAFT

Capital Area Pedestrian & Bicycle Plan 2016

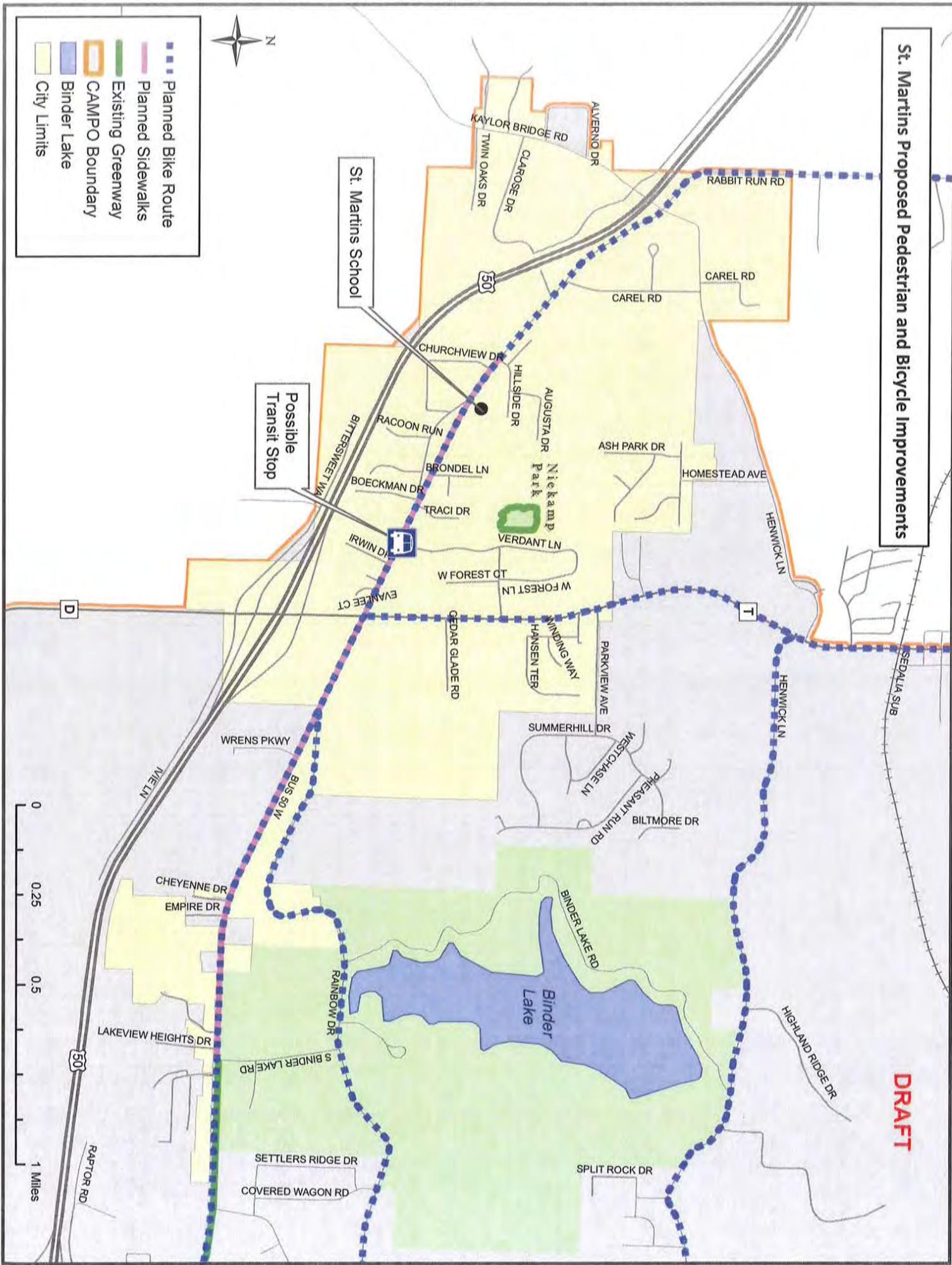
This document lays out an implementation strategy for the City of St. Martins to achieve the goals and objectives of Capital Area Pedestrian and Bicycle Plan. Using the goals and recommendations from the Capital Area Pedestrian and Bicycle Plan as a guide, the City of St. Martins has developed the following list of activities and projects and that can be addressed or started within the next one to five years.

Activity/Project	Description
Sidewalk Connectivity Project	Sidewalk installation on north side of US Business 50 West between Hillside Dr. and Binder Lake Rd. This will provide connectivity between St. Martins and Jefferson City. Providing access to schools, residential areas, and local businesses.
Adopt a Livable Streets Policy	Adoption of a Livable Streets Policy. The policy will include language about making streets, roadways and sidewalks accessible, safe, efficient and useable for all people.
Support Development of a Signed Bike Route	The City of St. Martins will support efforts within CAMPO to designate US Business 50 West and/or MO Route T as a bike route.
Transit Connectivity	Investigate feasibility of installing a JEFFTRAN bus stop within the city limits of St. Martins. This would support connectivity to employment, shopping, and services in St. Martins and Jefferson City.
Niekamp Park Trail Connectivity	Construction of a trail linking Niekamp Park and US Business 50 West
Identify Infrastructure Needs	The City of St. Martins will work with CAMPO staff to develop a list needed pedestrian or bicycle infrastructure improvements in the community.

The accompanying map depicts project locations.

St. Martins Proposed Pedestrian and Bicycle Improvements

-  Planned Bike Route
-  Planned Sidewalks
-  Existing Greenway
-  CAMPO Boundary
-  Binder Lake
-  City Limits



DRAFT

TEAP STUDY Implementation - Attachment J



June 2, 2015

Mr. Doug Reece
City Administrator
City of St. Martins
6909 Business 50 West
Jefferson City, MO, 65109

OUR Proposal is for TEAP SOLUTION
OPTION 2 ON PAGE 6. Due to the Expense,
This is phase 1 of the solution.

Re: Business 50 West Traffic Study
Traffic Engineering Assistance Program (TEAP) Report – TEAP-3103(501)

Dear Mr. Reece,

To assist in planning future roadway improvements, Bartlett & West is pleased to serve the City of St. Martins by studying the Business 50 West corridor from Rainbow Drive to Henwick Lane, excluding the Route T/D intersection, which is maintained by the Missouri Department of Transportation (MoDOT). The City is utilizing the Traffic Engineering Assistance Program (TEAP) through MoDOT and the Federal Highway Administration (FHWA) to determine potential future typical roadway sections and estimated project costs to aid in the planning process of future improvement projects. The scope of the study is to compile and analyze available traffic data to evaluate the future needs for a two or three lane typical section to accommodate projected traffic volumes, while also considering connectivity for bicyclists and pedestrians.



Figure 1: Project Location Map

EXISTING CONDITIONS – BUSINESS 50 WEST

Business 50 West is a two-lane, ditched roadway with gravel and earth shoulders running through St. Martins, following the old US Highway 50 alignment. It connects with existing US Highway 50 on the west end at Henwick Lane, and on the east end of St. Martins, it leads to the Apache Flats area in unincorporated Cole County, eventually connecting again with US Highway 50 further east.

A visual field inspection to evaluate the facilities was conducted in April of 2015. Pavement deterioration is evident along the roadway, which will require attention in the near future to ensure a smooth travel surface for motor vehicles.



Figure 2: East End

The roadway primarily serves local traffic, providing access to many homes and businesses, as well as St. Martin School. The study area includes approximately 1.72 miles, from Henwick Lane on the west end, to near Rainbow Drive on the east end. The segment has a 35-mph speed limit, and can be divided into 5 smaller sections, each having its own unique characteristics.

Rainbow Drive to Route T

- (1) East of Route T – 0.3 miles – Few driveways, wide gravel shoulder.

Route T to St. Martin School (0.7 miles)

- (2) East End – 0.2 miles – Multiple driveways, wide gravel shoulder
- (3) Middle Section – 0.4 miles – Several residential driveways, varying width earth shoulder
- (4) School Area – 0.1 miles – Primary traffic destination/origination point, varying width earth shoulder, school zone signing

St. Martin School to Henwick Lane

- (5) West end – 0.7 miles – Fewer driveways, varying width earth shoulder, Lower traffic volumes

TEAP Study - Attachment J



Figure 3: School Area

Cole County has recently completed an improvement project along Business 50 West to the east of the study area. The completed project provided a three-lane cross section with curb and gutter on both sides of the roadway, as well sidewalk on both sides of the roadway, from Country Club Drive to Binder Lake Road. The sidewalk on the north side of the road ends at Binder Lake Road, with the sidewalk on the south side continuing for a short distance to the west end of the project.



Figure 4: Improvements in the Apache Flats area

There is an approximately 1-mile section between the improved section in Apache Flats and the St. Martins project study area. Cole County has tentative plans to extend the two-lane curb and gutter cross section to the west towards St. Martins with the sidewalk on the south side. This tentative project could become part of the next sales tax cycle, which runs from 2017 through 2021. The termination point is currently unknown, but logical points include the end of County maintenance near the Knapheide commercial driveway and Rainbow Drive or the Route T/D intersection.

There are several locations within the study area in St. Martins that include existing underground infrastructure that may be effected by some of the proposed options, which are discussed below. One example is a concrete box culvert that crosses perpendicular to the road in the Middle Section of the study area. Options that do not require widening of the roadway would most likely not require adjustments to this and other box culverts, but the widening options could require work to extend the

box culverts. While costs for these types of adjustments were not specifically included in the cost estimate, an attempt was made to accommodate for them in a contingency line item for each option.



Figure 5: Box Culvert in Middle Section

TRAFFIC STUDY

Existing traffic counts were obtained from Cole County using a 24-hour tube count in April of 2015. Daily traffic volumes are shown in the table below, along with projected traffic volumes for 2035, which are discussed in more detail in the following paragraph.

Traffic Volumes (Vehicles per Day)	West End	West of Verdant Lane	West of Route T	East of Route T
2015 Counts	550	1,800	2,700	2,500
2035 Projection	1,000	3,300	4,900	4,600

Table 1: Traffic Volume Information

As a comparison to the 2015 counts, historical traffic count data was obtained from MoDOT’s Traffic Volume Maps for the years 2000, 2002, and 2004 – 2013. Yearly traffic volumes were analyzed to determine traffic growth rates for locations along Route T north of Business 50 West, Route D south of Business 50 West, US Highway 50 east of Route T, and US Highway 50 west of Route T. Average annual growth rates along US Highway 50 and Route D south of the study area were less than 1%, while traffic along Route T through St. Martins grew at a rate of 2.6%. Based on the growth rate of traffic in the St. Martins area, an annual growth rate of 3% was used to project future traffic volumes. The highest traffic volume in the study area is west of the Route T intersection, at 2,700 vehicles per day in 2015. Assuming an annual growth rate of 3% for a 20-year design period, the 2035 projected traffic volume in this area will be approximately 4,900 vehicles per day.

The capacity of a two-lane roadway depends on many factors, including roadway type, driveway density and vehicular speed, but generally is in the range of 8,000 to 12,000 vehicles per day. According to MoDOT's Engineering Policy Guide, a three-lane roadway can handle traffic volumes up to 17,000 vehicles per day. Based on the projected traffic volume, a two-lane roadway will provide an acceptable level of service for many years. One of the potential benefits to consider when evaluating two-lane and three-lane cross sections is the reduced delay a three-lane roadway with a center turn lane can provide if there is a high driveway density, particularly comprised of commercial development, where a high number of left turns are occurring from the roadway. The traffic patterns in St. Martins indicate that this is not the case, as a high amount of traffic originates from the Verdant Lane residential area and the St. Martin School. As both of these are located on the north side of Business 50 West, and the vast majority of traffic returns to the east, the primary movement for vehicles along the roadway is a right turn, which would not be affected by a center turn lane.

An additional recreational activity has been provided in the area with the recent completion of the Niekamp Park Trail, which is accessible via Verdant Lane. Connectivity between the trail and St. Martin School can be achieved in the future through a combination of low volume roadways such as Verdant Lane, and sidewalks and bicycle lanes along higher volume roadways, such as Business 50 West. Therefore, the same roadway width considered for the three lane scenario above, could provide a dedicated bicycle lane in each direction if desired. Additional connectivity can be achieved with a sidewalk to the east of Route T to the sidewalks along Business 50 West in the Apache Flats area, and nearby Binder Lake and Park.

PROPOSED OPTIONS

The City of St. Martins recognizes the roadway surface is deteriorating along Business 50 West, and that some improvements are needed in the near future. In an effort to provide the City detailed information on a range of improvements, five options are discussed below ranging from overlaying the road, to complete reconstruction, similar to the County's recent improvements in the Apache Flats area. Typical sections that graphically explain the improvements of each option and detailed cost estimates are included in the attachments to this report. The costs shown below represent total anticipated costs for construction, as well as design and engineering for the entire 1.7 mile segment from Rainbow Drive to Henwick Lane.

Option 1: Resurface Existing 2-Lane Roadway (Approximate Costs – \$585,000)

The first potential option would be to resurface the roadway. This is a low cost alternative that addresses the deterioration of the existing surface and the reflective cracking caused by the concrete pavement base without making any improvements to the cross section outside of the pavement area. This would involve a variable depth ($\frac{1}{2}$ " typical) asphalt leveling course to smooth any high and low points created by the joints in the concrete base pavement. The entire roadway width would then be overlaid with a 3" asphalt overlay. This 3" overlay is thicker than often used for an asphalt overlay, but is recommended in this case due to the concrete pavement below. A thicker section of pavement will better resist the reflective cracking caused by the concrete joints. A geotextile grid could also be considered to further enhance the pavement cross section but was not included in the cost estimate for this option.

The existing roadway width varies along the section, but is approximately 24' through the majority of the higher traffic volume areas. The resurfacing option would continue to provide a lane width of approximately 12'.

Option 2: Resurface Existing 2-Lane Roadway and Install Curb & Gutter and Sidewalk on North Side of Roadway (Approximate Costs - \$2,914,000)

1.7 miles 8942 Feet
 1 mile = 1,714,076 325.87 per Foot

The next potential option builds upon the resurfacing option, and adds curb and gutter to the north side of the roadway so that drainage can be maintained, and a sidewalk can be constructed. A sidewalk is desired on the north side to connect the largest residential area and Niekamp Park with the school and church. Without curb and gutter, the sidewalk would need to be constructed on the backside of the existing ditch and have a larger impact to the properties along Business 50. Including a curb and gutter as part of the installation would allow for removing the ditch and keeping the sidewalk near the roadway.

To construct the curb and gutter, this option includes removing a 3' section of the existing asphalt and concrete roadway to allow for slip form construction of the new curb. To avoid a small width of asphalt base pavement, this area could then be filled in with a concrete base pavement to the elevation of the existing roadway surface. The remaining portion of the roadway will be resurfaced in the same manner discussed in the previous option. The 3" asphalt overlay would be placed on top of this new concrete base to provide a consistent look across the pavement.

The installation of the curb and gutter may require some slight adjustments to the roadway profile. To maintain positive drainage in a curb and guttered section, a minimum slope along the curb of 1% is desired. The existing roadway may have flatter areas that could be adjusted during construction. Methods for adjusting small lengths of roadway include milling some of the existing roadway, varying the overlay thickness and modifying the cross slope of the roadway. The East End Section contains a portion of roadway from approximately Evanlee Court to St. Martins Boulevard (east junction near Verdant Lane) that has a profile slope of less than 0.5% over a distance of approximately 0.3 miles, which may not allow for this option to be constructed in this area.

Option 3: Resurface Existing 2-Lane Roadway and Install Curb & Gutter on Both Sides of Roadway and Install Sidewalk on North Side of Roadway (Approximate Costs - \$4,078,000)

The third potential solution again builds upon the previous option, with a curb and gutter also added to south side of the roadway. The construction methods would match those discussed previously for the north side. This would provide a consistent curb and guttered roadway to extend the work done by the County and the aesthetic benefits that it provides.

TEAP Study - Attachment J

Option 4: Reconstruct 2-Lane Roadway with Sidewalk on North Side of Roadway (Approximate Costs – \$4,547,000)

The fourth potential option involves removing the existing pavement and base to install a new roadway with a reconstructed base and asphalt surface, as well as curb and gutter on both sides of the roadway, with a sidewalk on the north side. This construction type provides a new roadway in its entirety and does not attempt to maintain the existing base pavement. It also allows for modifications to the roadway profile to best tie-into existing yards and driveways.

This would be an extension of the County's next planned phase of improvements to Business 50 West to the east of St. Martins. The County's portion of the roadway will have the sidewalk installed on the south side, which could be continued into St. Martins from near Rainbow Drive to the west at the Route T/D intersection, where a pedestrian crossing could be installed to allow pedestrians to cross over to the north side of the road. The sidewalk could then be continued to the west towards St. Martin School.

Option 5: Reconstruct Roadway as a 3-Lane Cross Section with Sidewalk on North Side of Roadway (Approximate Costs – \$5,416,000)

The final option is similar to Option 4, as it is a reconstruction of the roadway. However, the roadway would be widened to a 3-lane cross section to provide room for either a 14' center left turn lane or two 7' bike lanes (one in each direction). This option would provide the greatest long term capacity for the City, but would add costs, and may be more than what will be needed for the foreseeable future based on the projected traffic counts and capacities discussed previously.

SUMMARY

Five different options were investigated for the future cross section of Business 50 West, including simply resurfacing the roadway, adding curb and gutter to one or both sides of the roadway along with a sidewalk to one side of the roadway, and reconstructing the roadway as either a two-lane or three-lane cross section with a sidewalk on one side of the roadway. Each of these options have varying levels of benefits and could be appropriate at different locations within the study area based on traffic volumes and property use adjacent to the roadway. Accordingly, no single option appears to fit the entire study area. After analyzing the costs and considering the benefits of each option, it is recommended that a combination of the options be utilized.

Recommended Solution: Combination of Options 1, 2, and 4 (Approximate Costs - \$2,196,000)

From Rainbow Drive to Route T, the County's cross section could be extended by utilizing Option 4, which is reconstructing the roadway as a 2-lane cross section with curb and gutter on both sides, and a sidewalk on the south side. Ideally, this could be done as a joint project with the County. A resurfacing type option could be considered here instead, but it may make the most sense to continue the County's construction method to the Route T intersection.

From Route T to St. Martin School, curb and gutter and sidewalk should be considered on the north side due to the connectivity that it provides. To save costs, Option 2 could be considered for this portion,

which resurfaces the existing roadway rather than completely reconstructing the pavement section. As stated above, the profile slope along the roadway for the eastern portion of this section is less than 0.5%, which may require Option 4 to be selected for part or all of this section.

From St. Martin School to Henwick Lane, there appears to be less benefit to the installation of a sidewalk due to a lower density of residences and businesses. Therefore, we recommend Option 1, resurfacing the roadway, for this portion of the study area. As the projected traffic volume is approximately 1,000 vehicles per day, additional capacity improvements will not be needed unless significant development occurs in the area.

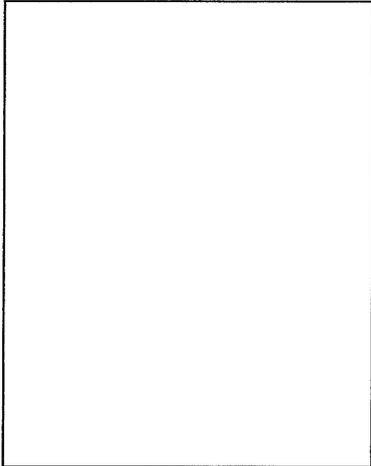
This combination of the proposed options is a cost effective solution that will transition the cross section from the completed project in Apache Flats to a roadway that will suit the needs of St. Martins in each section of the study area.

Bartlett & West appreciates the opportunity to serve the City of St. Martins through the TEAP program. Please feel free to contact us with any comments, questions or concerns.

Sincerely,



Jason Sommerer, P.E.



Attachments

cc: Jennifer Jones – MoDOT Central District

Sealed 06/xx/2015

Bartlett & West, Inc.

Certificate of Authority No. 000167 (Engineering)



Doug Reece <rdoug48@gmail.com>

TAP Application

2 messages

David Bock <davidbock@midmorpc.org>
To: Doug Reece <rdoug48@gmail.com>

Thu, Sep 29, 2016 at 1:28 PM

Hey Doug,

Here is the LPA Taxable Sales per Capita for 2015 (7 pts.) calculation.

I also included the DOR annual taxable sales for St. Martins and the city's ACS 2014 population estimate in order to document that the numbers used in the calculation are accurate.

Hope this helps. Good luck with the application, and let me know if you need anything else.

David Bock

Community & Economic Development Planner

Mid-Missouri Regional Planning Commission

206 East Broadway

PO Box 140

Ashland, MO 65010

Missouri Department of Transportation

Economically Disadvantaged Community (EDC) Information Sheet

2016 Transportation Alternative Program

County: Cole MoDOT District: Central Applicant: City of St. MARTINS

MoDOT District of proposed TAP Project: Central

Contact for EDC: Name: Doug Reece

Phone: 573-230-9105

Email: RDOUG48@GMAIL.COM

Mailing Address: C/O ST. MARTINS CITY HALL
6909 BUS. 50 WEST, ST MARTINS, MO 65109

Does the LPA have an Economic Development or Transportation related sales tax?

(Circle as appropriate) Yes or No

Using Missouri Dept. of Revenue Provide the LPA Taxable Sales per Capita for 2015 (7 pts.): \$ 5,521.78

Use the U.S. Census 2014 American Community Survey as your source for the remaining data fields.

2014 Population of the LPA: 1100

Mean household income (1 pt.): \$ _____

Percent of all people whose income is below the Poverty Level (1 pt.): _____

Percent Unemployed (1 pt.): _____

Other considerations for LPA as an economically disadvantaged community:

Economically Disadvantaged Community Bonus Point Documentation - Attachment K

St. Martins

Taxable Sales (Sales and Use Taxes 2015--Dept. of Rev.): \$6,073,959.07

Population (ACS 2014): 1,100

St. Martins Taxable Sales Per Capita: \$5,521.78

State Per Capita Average Taxable Sales (cities): \$11,983

Economically Disadvantaged Community Bonus Point Documentation - Attachment K

doc:mo.gov/publicreports/taxable_city_report.txt

	6,073,959.07	ST MARTINS	1,565,790.32	1,431,951.74	1,431,011.00	1,645,206.01
65018	65054	ST MARY	594,707.42	789,993.48	632,014.69	579,661.17
2,596,376.76	65090	ST PATRICK	5,944.56	13.19	56.40	599.02
6,613.17	65108	ST PAUL	586,780.52	641,329.76	602,021.17	659,963.01
2,490,094.46	65126	ST PETERS	329,897,702.52	360,927,205.27	359,761,983.60	400,896,758.85
1,451,483,650.24	65144	ST ROBERT	53,196,296.49	58,815,561.83	57,243,736.12	57,528,780.76
226,784,375.20	65162	ST THOMAS	261,226.60	285,581.05	320,076.97	325,317.48
1,192,202.10	65234	SALEM	27,065,878.60	28,926,510.73	28,183,650.16	28,749,852.82
112,925,892.31	65450	SALISBURY	5,018,299.83	5,832,748.42	5,478,171.87	5,780,919.51
22,110,139.63	65846	SANDY HOOK	0.00	0.00	0.00	123.86
123.86	65900	SANTA FE	2,967.52	1,285.70	97,679.69	7,723.99
109,656.90	65954	SAPPINGTON	19,350.91	5,034.57	3,892.86	4,604.92
32,883.26	65990	SARCOXIE	3,285,855.43	3,155,798.57	3,509,051.39	3,194,128.23
13,144,833.62	66044	SAVANNAH	8,990,654.92	9,633,993.74	9,628,918.45	9,859,022.14
38,112,589.25	66062	SAVERTON	3,348.39	12,090.54	3,623.64	6,216.52
25,279.09	66134	SHELL CITY	128,481.44	115,034.58	140,250.50	129,004.91
512,771.43	66296	SCOPUS	716.15	1,165.80	1,112.39	645.30
3,639.64	66337	SCOTSDALE	467,176.63	501,283.16	519,898.84	462,342.03
1,950,700.66	66368	SCOTT CITY	11,369,685.37	12,364,752.99	12,465,409.45	12,229,965.78
48,429,813.59	66440	SEDALIA	121,003,539.92	127,128,967.94	132,650,059.34	148,417,924.39
529,200,491.59						
1REPORT NO. 02						
03/02/16 PAGE	25					
DI60IL02-02						
REQ# 970249						

MISSOURI STATE DEPARTMENT OF REVENUE
TAXABLE SALES (SALES & USE TAXES)
AMOUNTS BY CITY CODE REPORT FOR 2015

=JAN THRU MAR= *=APR THRU JUN=* *=JUL THRU SEP=* *=OCT THRU DEC=*



B01003

TOTAL POPULATION

Universe: Total population

2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

		St. Martins city, Missouri	
		Estimate	Margin of Error
Total		1,100	+/-183

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.