City of Lake Saint Louis
Department of Public Works

307 Parkway Industrial Drive
Lake Saint Louis, Mo. 63367

Date: August 30, 2022

Dear Consultant:

The City of Lake Saint Louis is requesting the services of a consulting engineering firm to perform the described professional services for the project included on the attached list. If your firm would like to be considered for these consulting services, you may express your interest by responding to the appropriate office, which is indicated on the attachments. Limit your letter of interest to no more than _5__ pages. This letter should include any information which might help us in the selection process, such as the persons or team you would assign to each project, the backgrounds of those individuals, other projects your company has recently completed or that are now active, and unique approaches or insights applicable to this particular project. It is required that your firm's Statement of Qualification (RSMo 8.285 through 8.291) be submitted with your firm's Letter of Interest. The statement of qualification is not included in the total page count limit.

DBE firms must be listed in the MRCC DBE Directory located on MoDOT's website at www.modot.gov, in order to be counted as participation towards an established DBE Goal. We encourage DBE firms to submit letters of interest as prime consultants for any project they feel can be managed by their firm.

It is required that your firm be prequalified with MoDOT and listed in MoDOT's Approved Consultant Prequalification List, or your firm will be considered non-responsive.

All letters must be received in a **sealed and clearly labeled envelope** by 12 pm, 09/29/2022 delivered to:

Lake Saint Louis City Clerk's Office
200 Civic Center Drive
Lake Saint Louis, MO 63367

Please note: The outside of the envelope should be clearly labeled "RFQ No. 13-22 Technology Drive Improvement Project" It is recommended that this sealed envelope be placed inside the shipping envelope as the shipping envelope will likely be opened.

Deliveries may be made in person, via parcel service (FedEx, UPS, etc.), or via US mail. It is recommended that several days additional time be allowed if using an option without guaranteed delivery and tracking. Late deliveries will not be accepted.

Sincerely,

Terry Rigdon
Senior Project Manager

| **City of Lake Saint Louis: Technology Drive Sidewalk Project** | |
|---|---|
| Federal Aid No: | TAP 5418(624) |
| Location: | Technology Drive (Lake Saint Louis Boulevard to Technology Drive Loop). |
| Proposed Improvement: | The Technology Drive Project proposes resurfacing Technology Drive, bringing pedestrian facilities into compliance with current ADA standards and extending pedestrian facilities to Technolog Drive Loop Drive. |
| Length: | 1.0 Miles |
| Approximate Construction Cost: | $1,511,650 |
| DBE Goal Determination: | 12% |
| Consultant Services Required: | Major Project scope items include:<br>• Asphalt Resurfacing<br>• Replace Curb and Gutter, if needed<br>• ADA Improvements<br>• Sidewalk/Pedestrian Improvements<br>• Utility relocations, if required<br>• Replace existing stamped concrete intersection with pavers on concrete at Meadows Cir Drive<br><br>The engineering responsibilities may include but are not limited to the following: The preparation of Conceptual plans, Preliminary plans, Contract plans. Design services may include, right of way plans, surveying, geotechnical investigations, traffic engineering, retaining wall design, storm water drainage design, public involvement, contract documents, assisting with the bidding process, construction support as needed, utility coordination and traffic controls including the preparation of PS&E and final documents.<br><br>• Preparation and submittal of all necessary environmental/historic preservation documents for clearance as necessary<br>• Preparation of all permitting required |

| | |
|---|---|
| | • Conduct topographic and ROW surveys at the project intersections and prepare electronic deliverables<br>• Review application and recommend changes to the project as necessary to conform to applicable standards.<br>• Prepare concept engineering plans (30%) that include horizontal alignment, vertical alignment, basic intersection geometrics, traffic engineering related to RRFB's and pedestrian crossings, conceptual improved drainage design, conceptual traffic control plan, and cost estimate<br>• Prepare ROW plans (70%) and associated legal documents for the City to obtain required easements and ROW needed for the project<br>• Prepare all ROW and easement exhibits, legal descriptions, and all other work associated to acquisition, including obtaining title commitments.<br>• Prepare draft final plans (95%) and contract documents for bidding. Submit draft final plans and contract documents.<br>• Provide final construction plans (incl. comprehensive traffic control plans) and contract documents for bidding<br>• Prepare and submit all required documentation for Plans Specs and Estimates (PS&E) approval from MoDOT.<br>• Provide exhibits, material, and staff at open house style public meetings (1 public and 1 property owner)<br>• Facilitate utility coordination by sending plans to utility companies<br>• Provide shop drawing review and clarification of plans during the |

| | |
|---|---|
| | construction phase services<br>• Attend coordination meetings as required.<br>• Attend two (2) on -site visits during construction during critical portions of work, to ensure compliance. |
| Other Comments: | Submit 4 copies of RFQ<br>Approved project application is attached. |
| Contact: | Name: Terry Rigdon<br>Address: 307 Parkway Industrial Drive<br>Lake Saint Louis, MO 63367<br>Phone: 636.695.4221<br>Email: trigdon@lakesaintlouis.com |
| Deadline: | September 29, 2022 at 12:00 PM |
| • Submit: Letter of interest should not exceed _5__ pages total. A page is defined as 8-1/2 by 11 inches and printed on one side. ___4____ copies of the letter interest should be received at the address and by the time specified. One copy of all submittals should be unbound. | |

Pursuant to the Brooks Act for Consultant Selection – the following criteria will be the basis for selection. Additional criteria can be added with the approval of Central Office Design- MoDOT.

Experience and Technical Competence - _30_ Max Points

Capacity and Capability - _25_ Max Points

Availability of staff assigned to project to attend project meetings and meet for on-site consultation – _10_ Max Points

Project specific factors (approach, understanding, innovative ideas) - _10_ Max Points

Past Record of Performance - _25_ Max Points

**Experience & Technical Competence**
Individuals: Rate the qualifications of employees designated to this specific job. Consider both Technical Competence of the employees for the given discipline or skill set, but also experience with similar projects. Recent experience with jobs of similar scope and complexity and appropriateness of qualifications should be specifically considered.

**Capacity & Capability**
Firm and Team: Evaluate the consulting firm for experience on similar and related types of work it has performed. Appropriateness of team size, ability to provide backup staffing if necessary without adding complexity to the project with unnecessary division of labor. Consider Firm's workload. The Firm should include a statement of QA/QC strategies and methods. The submitted schedule will also be evaluated as part of this portion of the rankings.

**Availability of Staff**
Key personnel should be reasonably available for meetings. Geographically distant or disbursed personnel would normally reduce this score without appropriate mitigating strategies, and justification.

**Project Specific Factors**
The proposal should include some degree of narrative describing the firms approach, project understanding, and highlight innovation the team can bring to the project. This score is an opportunity to reward outstanding insight or approaches.

**Past Record of Performance**
Quality of work performed for the City on previous contracts, and responses from reference checks.

Project Application Form

# Surface Transportation Block Grant Program

2021 Call for Projects

For the St. Louis Region

## Road Project Type

Sponsoring Agency: CITY OF LAKE SAINT LOUIS

Project Title: TECHNOLOGY DRIVE IMPROVEMENT PROJECT

Federal Amount Requested: $1,449,320.00

## Applications Due: February 11, 2021 by 4:00 pm

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

November 6, 2020

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

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

**PLEASE NOTE:**

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

The call for projects begins on **November 6, 2020** and ends on **February 11, 2021** 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: 2021STPS_[Sponsor]_[Project Name].pdf. The electronic submission must include scanned signatures and attachments. Please submit one application per email. You will receive an email confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application, contact EWG staff. Note that hard copies cannot be accepted as East-West Gateway's offices are currently closed. The information provided in this application is public record.

Project sponsors wanting feedback on applications may submit a preliminary copy by **January 7, 2021** to EWG at stps@ewgateway.org. EWG staff will review the applications submitted and will return comments by email by **January 21, 2021**. If a preliminary application is submitted for feedback, a final application must still be submitted by **February 11, 2021**.

### CONTACT INFORMATION

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

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

## PROJECT CHECKLIST AND SUBMITTAL REQUIREMENTS

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

**The materials should be submitted in the following order**.

Project Application:

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

Attachment A:

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

Attachment B:

- ☑ **Photographs** – attach photo(s) of the current roadway.
- ☑ **Detailed map** – if applicable, provide a map showing:
  - locations of all proposed safety countermeasures along project limits (i.e., if chevrons are being added to a curve, mark the curve where the chevrons will be added)
  - transit routes along project limits
  - activity centers along project limits (e.g., a business district, retail center, medical facility, community center, park)
  - 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:

- [x] **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 2014-2018. Redact any personal information (e.g. names, addresses, etc.). Crash reports are not required if the project has no safety countermeasures.

Attachment D: *(optional)*

- [x] **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.
- [x] **Letters of support** – endorsements or petitions from associations, boards, school districts, residents, businesses, etc. Only attach letters of support that pertain to specific project.
- [ ] **Documentation of public involvement process** – public meeting minutes, newspaper clippings, press announcements, etc.

Attachment E:

- [x] **Operations and maintenance** – use Operations and Maintenance Form provided by EWG. Only submit one per sponsor.
- [ ] **ITS architecture consistency** – submit ITS Architecture Project Consistency Statement Form provided by EWG if project includes ITS elements or modifies existing ITS.

## SUBMITTAL TYPE (CHECK ONE):

- [ ] Preliminary application (for comments) – Due **January 7, 2021**
- [x] Final application – Due **February 11, 2021**

## SPONSOR INFORMATION

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Sponsoring agency: | CITY OF LAKE SAINT LOUIS MISSOURI | | | | | | |
| Secondary sponsor agency (if applicable): | | | | | | | |
| **Chief Elected Official/Chief Executive Director:** | | | | | | | |
| Name: | Kathy Schwiekert | Title: | Mayor | | | | |
| Street address: | 200 Civic Center Drive | | | | | | |
| City: | Lake Saint Louis | State: | MO | County: | St. Charles | ZIP code: | 63367 |
| **Project contact:** | | | | | | | |
| Name: | TERRY RIGDON | Title: | PROJECT MANAGER | | | | |
| Agency: | CITY OF LAKE SAINT LOUIS | | | | | | |
| Street address: | 200 CIVIC CENTER DRIVE | | | | | | |
| City: | Lake Saint Louis | State: | MO | County: | St. Charles | ZIP code: | 63367 |
| Phone Number: | 636.695.4221 | E-mail address: | trigdon@lakesaintlouis.com | | | | |
| **Application contact:** | | | | | | | |
| Name: | TERRY RIGDON | Phone Number: | 636.695.4221 | | | | |
| E-mail address: | trigdon@lakesaintlouis.com | | | | | | |

## PROJECT INFORMATION

Project title:

Project status:
- ☑ New project
- ☐ Continuation of STP-S/CMAQ/TAP project
- ☐ Add to existing non-federally funded project

Is this application request for a piece of a larger project (phase) or the entire length of project?
- ☐ Phase
- ☑ Full project

If project is a continuation of another project that was previously programmed in the TIP, provide TIP ID # of existing project and also explain this relationship:

If this project is a phase of a full project, how many phases are left to complete the project? Briefly explain each phase (i.e., project limits and general improvements):

Has your agency received federal funds for this specific road segment within the last 10 years?
☐ Yes ☑ No

If yes, when?

| | |
|---|---|
| Year of original roadway construction or most recent reconstruction: | 2008 |
| Year of last roadway resurfacing: | 2008 |

Does this project touch MoDOT or IDOT right-of-way?
☐ Yes ☑ No
*If yes, a letter of support for this project is required from the state DOT.*

Does the sponsoring agency own and maintain this facility?
☑ Yes ☐ No
*If no, a letter of support for this project is required from the facility owner.*

If no, who owns the facility?

| ROADWAY INFORMATION | | | | |
|---|---|---|---|---|
| Name of street or facility to be improved: | Technology Drive | | | |
| Project length (miles): | 1.0 | | | |
| Project limits – north/west reference point, cross street, or intersection: | Lake St. Louis Blvd | | | |
| Project limits – south/east reference point, cross street, or intersection: | Technology Drive Loop | | | |
| Federal functional classification of road (per EWG)[1]: | Major Collector | | | |
| Average roadway pavement condition (PASER): | 4.125 | | | |
| | **CURRENT:** | | **PROPOSED:** | |
| Traffic volumes (AADT): | 9,657 | Year: 2020 | 11,195 | Year: 2025 |
| Identify source of AADT[2]: | Lake St. Louis 2020 hose counts | | 3% increase for 5 years | |
| Speed limit of street (mph): | 35 | | 35 | |
| Number of through lanes (both directions): | 4 | | 4 | |
| Number of turn lanes: | 1 | | 1 | |
| Two-way left turn lanes[3]? | ☐ Yes ☑ No | | ☐ Yes ☑ No | |
| Typical lane width (feet): | 12 | | 12 | |
| Outside lane width (feet): | 12 | | 12 | |
| Shoulder width (feet): | 0 | | 0 | |
| On-street parking allowed? | ☐ Yes ☑ No | | ☐ Yes ☑ No | |
| Curb and gutter? | ☑ Yes ☐ No | | ☑ Yes ☐ No | |
| Sidewalks? | ☑ One side ☐ Both sides ☐ None | | ☑ One side ☐ Both sides ☐ None | |
| Sidewalk width (feet): | 5 | | 6 | |
| Existing sidewalk surface condition[4]: | ☐ Poor ☑ Fair ☐ Good ☐ Excellent ☐ None | | n/a | |
| Estimated sidewalk to be built (square yards): | n/a | | 1150 | |
| Sidewalk/roadway separation width (feet): | 3 | | 3 | |
| On-road bicycle facility[5]? | ☐ Yes ☑ No | | ☐ Yes ☑ No | |
| On-road bicycle facility width: | | | | |
| Shared-use path/sidepath? | ☑ Yes ☐ No | | ☑ Yes ☐ No | |
| Shared-use path/sidepath width (feet): | 8 | | 8 | |
| Estimated shared-use path to be built (square yards): | n/a | | 2625 | |
| Number of new and/or reconstructed curb ramps: | n/a | | 30 | |

[1] EWG Functional Classification maps: http://www.ewgateway.org/transportation-planning/roadway-functional-classification/.
[2] If source is state DOT, use data from most recent available year. If source is a count conducted by the local agency, must be within five years.
[3] If two-way turn lane is proposed as part of road preservation, it must be paid for with local funds.
[4] **Poor**: the sidewalk has deep cracking and buckling, poor drainage, or tree root damage). Impassable to mobility impaired pedestrians. **Fair**: the sidewalk contains cracks or an uneven and distressed surface. Hinders mobility of the average pedestrian. **Good**: the sidewalk is free from significant cracking, buckling, or gravel surfaces. Unlikely to hinder mobility of the average pedestrian. **Excellent**: the sidewalk is in like new condition and contains no cracking or buckling. Does not hinder mobility of the average pedestrian. **None**: no sidewalk is present.
[5] On-road bicycle facility includes: bike lanes (separated, buffered, and standard). **Shared-lane markings (sharrows) and share the road/bikes may use full lane signage are not bicycle facilities.** View the EWG Bicycle Planning Guide for a description on bicycle facilities: https://www.ewgateway.org/wp-content/uploads/2018/07/BicyclePlanningGuide_June2018.pdf.

## LAND ACQUISITION INFORMATION

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

- ☐ All acquired or none needed
- ☐ In process
- ☑ Not started

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

There potentially could be up to 17 parcels to acquire easements from for the sidewalk and shared-use path. Staff expects fewer but design survey will determine if existing pedestrian facilities are currently within right-of-way.

If any residential or commercial displacements are anticipated, give details on how many and if they are residential and/or commercial:

No displacements anticipated.

| | |
|---|---|
| Right-of-way acquisition by: | City of Lake Saint Louis |
| Right-of-way condemnation by: | City of Lake Saint Louis |

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

☐ Yes ☑ No ☐ Unknown

## UTILITY COORDINATION

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

Will the project involve any coordination with utilities?

☑ Yes ☐ No

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

| | |
|---|---|
| ☑ Electric | Cuivre River Electric |
| ☑ Phone | Century-Link |
| ☑ Gas | Laclede Gas |
| ☑ Water | PWSD #2 |
| ☑ Cable TV | Charter Cable |
| ☐ Storm sewer | City of Lake Saint Louis |
| ☑ Sanitary sewer | PWSD #2 |
| ☐ | |
| ☐ | |

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

The majority of the project is pavement resurfacing and sidewalk replacement and very few utility conflicts are expected in this area. Staff expects to have utility conflicts in area where new sidewalk will be extended to Technology Drive Loop. The City has budgeted $75,000 to address those scenarios.

| | |
|---|---|
| Utility coordination completed by: | Design Consultent |
| Designed by: | Unknown |
| Inspected by: | Utility Owner |

## RAILROAD COORDINATION

Does the project traverse any property owned by a railroad?
☐ Yes ☑ No

Is there a railroad within 500' of project limits?
☐ Yes ☑ No

| | |
|---|---|
| Name of railroad: | |
| Number of crossings impacted: | |
| Are the crossings active? | ☐ Yes ☐ No |
| Width of crossing: | |

What is the crossing type?
☐ Timber
☐ Rubberized
☐ Asphalt
☐ Concrete
☐ Other

Describe other:

## PROJECT MAINTENANCE

List any regular maintenance tasks anticipated over the next 25 years:

Anticipated maintenance tasks anticipated over the next 25 years are as follows:
-Crack Sealing
-Rejuvenating Seal
-Asphalt Overlay

Estimated annual cost to maintain facility and funding source(s):

The estimated annual cost to maintain the facility is estimated at $10,000 per year. Funding will come from City sales and property tax.

## AMERICANS WITH DISABILITIES ACT

Under the 1990 Americans with Disabilities Act (ADA), Title II requires public entities with more than 50 employees to complete a self-evaluation and create an effective ADA transition plan[6].

Does your local public agency have more than 50 employees?
☑ Yes ☐ No

If yes, does your agency have an adopted ADA transition plan?
☑ Yes ☐ No

| | |
|---|---|
| If your agency has an ADA transition plan, when was it adopted? | 11/28/2018 |
| If ADA transition plan is not adopted, when is it expected to be adopted? | |

[6] FHWA Questions and Answers about ADA/Section 504: https://www.fhwa.dot.gov/civilrights/programs/ada/ada_sect504qa.cfm.

## PROJECT DESCRIPTION

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

The Technology Drive Improvement Project proposes resurfacing Technology Drive, bringing the pedestrian facilities into compliance with current ADA standards and extending pedestrian facilities to Technology Drive Loop Drive. Technology Drive provides ingress/egress to The Meadows at Lake Saint Louis, National Information Solutions Cooperative Campus, Synergy Apartment Complex, and various other businesses.

The existing asphalt roadway is showing signs of significant aging including surface raveling, multiple longitudinal cracks, transverse cracks, extensive patching and block/alligator cracking. This project will provide a 2" overlay that will provide a new driving surface and prevent water infiltration into the sub-grade, extending the life of the existing pavement structure.

This segment of Technology Drive currently has a 5' sidewalk on one side of road and an 8' shared use path on the other side. The 5' sidewalk is in fair condition but 80% of the sidewalk is not ADA compliant because of trip hazards and cross-slopes exceeding 2%. The shared use path also has a significant amount of non-compliant cross-slopes. The ramps and entrance approaches are in poor condition with trip hazards and do not meet current ADA requirements. This project proposes replacing the existing 5' sidewalk with 6' sidewalk that meet current City Code and will better accommodate the increasing pedestrian demand from the recently built 220 unit apartment complex and a planned 168 unit apartment complex to be constructed in 2021. The ramps and sections of the shared-use path will be replaced and brought into ADA compliance. Additionally, the existing segments of non-compliant shared use path will be replaced and it will be extended to Technology Drive Loop, creating a pedestrian loop to Green Tree Elementary School.

Preserving the existing infrastructure is a priority of Connected2045. The project meets this criteria by maintaining the existing roadway and not allowing the roadway to pass the point of major reconstruction. Resurfacing the roadway at this time is less costly. Letting the roadway deteriorate further will require major reconstruction that will pose a significant interruption to residents and the shopping center.

This project includes improvements to access to opportunity, another priority of Connected2045. Many of the existing pedestrian facilities along Technology Drive are not ADA compliant due to excessive cross-slopes, cracking, and heaving. This project will replace the non-compliant sidewalk, curb ramps, entrance approaches, and install pedestrian count down timers at the intersection of Technology Drive/Meadows Circle Drive and Technology Drive/Lake Saint Louis Blvd. The improvements aforementioned will bring the ADA facilities within the project limits into ADA compliance.

Preservation of the transportation network serving this area is vital importance to the residents of St. Charles County and the freight system supplying businesses. The Meadows at Lake Saint Louis is an Open Shopping Mall covering 350,000 square feet at the corner of Highway 40/61 and Lake Saint Louis Blvd. The area hosts 31 stores, including Von Maur and Bed Bath & Beyond, and multiple restaurants and generates 700,000 visitors annually. The National Information Solutions Cooperative Campus covers 183,000 square feet and employs 600 people. Additionally, Technology Drive and its pedestrian facilities serves access for an existing 220 unit apartment complex and a planned 168 unit complex to begin construction in 2021.

## COMMUNITY SUPPORT

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

See attached support letters from The Meadows Shopping Center and National Information Solutions Cooperative Campus.

**PROJECT DEVELOPMENT SCHEDULE**

**Note**: *many stages can occur concurrently.*

| Activity Description | Start Date (MM/YYYY) | Finish Date (MM/YYYY) | Time Frame (Months) |
|---|---|---|---|
| Receive notification letter | 10/2021 | 10/2021 | 1 |
| Execute agreement (project sponsor and DOT) | 10/2021 | 06/2022 | 8 |
| **Engineering services contract submitted and approved*** | 10/2022 | 12/2022 | 2 |
| Obtain environmental clearances (106, CE2, T&E, etc.) | 12/2022 | 06/2023 | 6 |
| Public meeting/hearing | 04/2023 | 05/2023 | 1 |
| Develop and submit preliminary plans | 12/2022 | 06/2023 | 6 |
| Preliminary plans approved | 06/2023 | 07/2023 | 1 |
| Develop and submit right-of-way plans | 05/2023 | 08/2023 | 3 |
| Review and approval of right-of-way plans | 08/2023 | 10/2023 | 2 |
| **Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*** | 10/2023 | 12/2023 | 2 |
| Right-of-way acquisition | 01/2024 | 09/2024 | 8 |
| Utility coordination | 03/2023 | 08/2024 | 17 |
| Develop and submit PS&E | 07/2024 | 10/2024 | 3 |
| **District approval of PS&E/advertise for bids*** | 10/2024 | 12/2024 | 2 |
| Submit and receive bids for review and approval | 02/2025 | 03/2025 | 1 |
| Project implementation/construction | 06/2025 | 06/2026 | 12 |

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

**FINANCIAL PLAN**

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

| Activity[7] | Starting Federal Fiscal Year[8] | Total Phase Cost | STP-S Funds Requested | Sponsor Share | Sponsor Share Percentage |
|---|---|---|---|---|---|
| PE / Planning / Environmental Studies | FY 2023 | $ 150,000 | $ 120,000 | $ 30,000 | 20.00% |
| Right-of-Way | FY 2024 | $ 150,000 | $ 120,000 | $ 30,000 | 20.00% |
| Construction Engineering | FY 2025 | $ 0 | | | 0.00% |
| Construction / Implementation | FY 2025 | $ 1,511,650 | $ 1,209,320 | $ 302,330 | 20.00% |
| **TOTAL PROJECT COST** | | $ 1,811,650 | $ 1,449,320 | $ 362,330 | 20.00% |

| | |
|---|---|
| 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: | Matching funding will come from City of Lake Saint Louis Capital Sales Tax. |

[7] **Illinois**: construction/construction engineering funds are available in FY 2025.
**Missouri**: preliminary engineering funds are available in FY 2023, right-of-way in FY 2023 or FY 2024, and construction/construction engineering in FY 2024 or FY 2025. **Note**: FY 2024 construction/construction engineering must be less than $1 million federal.
[8] Fiscal years are federal fiscal years (October 1 through September 30).

## SAFETY

Were there any crashes along project limits from 2014-2018? ***Note**: a project can still potentially receive partial points if it does not have crashes, but includes a preventive safety countermeasure.*

☑ Yes ☐ No

| **Total number of crashes by severity type along project limits:** | |
|---|---|
| Fatal (K on the KABCO scale): | 0 |
| Serious injury (A on the KABCO scale): | 1 |
| Minor injury (B and C on the KABCO scale): | 3 |
| Property damage only (O on the KABCO scale): | 17 |
| Total number of crashes from 2014-2018 along project limits: | 21 |

Does the project include safety countermeasure(s)?

☑ Yes ☐ No

If yes, identify the safety countermeasure(s) proposed, its Crash Modification Factor (CMF), and the CMF ID below (e.g., installation of safety edge treatment – CMF: 0.92 – CMF ID: 4303):

| **Countermeasure** | **CMF** | **CMF ID** |
|---|---|---|
| Install retro reflective signal back plates and new striping | 0.955 | 8922 |
| | | |
| | | |
| | | |

***Note**: a list of safety countermeasures and their CMFs is provided in Appendix B of the STP-S Scoring Criteria Guide. In addition, the FHWA Crash Modification Factors Clearinghouse provides a searchable database of safety countermeasures: http://www.cmfclearinghouse.org/.*

Describe how the proposed safety countermeasure(s) will address the crashes occurring along the project limits:

Installing retro reflective signal back plates, advanced warning signs and high visibility striping at the intersections of Technology Drive/Meadows Circle Drive and Technology Drive/Lake Saint Louis Blvd. These counter measures are documented to reduce all crash types at 3-legged and 4-legged signalized intersections. Technology Drive continues to see adjacent development and traffic is increasing. These improvements will increase motorist awareness as they travel the corridor.

Are there any undocumented safety issues?

☐ Yes ☑ No

If yes, describe the undocumented safety issue(s) and explain how the preventive safety countermeasure(s) will address the issue:

## MULTIMODAL

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

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

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

This project will replace segments of existing 8' shared-use path that do not meet ADA compliance. Additionally, the shared-use path will be extended 925' to the south to connect to Technology Drive Loop sidewalk. Connecting the shared-use path to Technology Drive Loop sidewalk will help complete the City's sidewalk network and provide a safe environment for residents to access The Meadows and Green Tree elementary. The entrance approaches and ramps that the shared-use path crosses will also be brought into ADA compliance. See attachment for details of segment replacement.

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

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

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

This project will replace the existing deficient 5' wide sidewalk with a new 6' ADA compliant sidewalk on west side of Technology Drive. The sidewalk was surveyed for ADA compliance and over 80% of the sidewalk was not compliant because of cracks, settlement and excessive cross-slopes. The sidewalk and ramps will be replaced with ADA conforming 6' sidewalk that meets current City code and will accommodate the increased pedestrian demand from the new apartment complexes and business development along Technology Drive.

| | |
|---|---|
| Approximately what percentage of the project limits includes new or reconstructed sidewalk or shared-use path? | 72% |

Does the proposed project incorporate any of the following intersection or crossing treatments?

- [x] Pedestrian signals/push buttons
- [x] Countdown timers
- [ ] Leading pedestrian interval (LPI)
- [ ] Bicycle signals or bicycle detection
- [ ] Rectangular Rapid-Flashing Beacon (RRFB)
- [ ] Pedestrian Hybrid Beacon (PHB or HAWK)
- [x] Marked crosswalks (standard parallel crosswalk markings or brick crosswalk)
- [ ] High-visibility crosswalks (e.g., ladder, zebra, or continental crosswalk markings)
- [ ] Raised crosswalks
- [ ] Midblock crossings
- [ ] Pedestrian refuge islands
- [ ] Curb radius reduction
- [ ] Curb extension or bulb-outs
- [ ] Bicycle boxes
- [ ] Colored pavement crossings for bicycles lanes marked through intersection
- [ ] Other
- [ ] None

Describe the intersection or crossing treatments (including 'other') in detail and identify crosswalk locations:

New pedestrian signals/push buttons with countdown timers will be installed at intersection of Technology Drive/Meadows Circle Drive and Technology Drive/Lake Saint Louis Blvd. Marked crosswalks will be installed at intersections of Technology Drive/Meadows Circle Drive and Technology Drive/Lake Saint Louis Blvd.

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):

Does the project improve access to transit stops, stations, park-and-ride lots, or other major transit facilities?

- [ ] Yes
- [x] No

If yes, identify the bus route and/or transit facility:

Does the project incorporate improvements to existing transit stops or stations (e.g., 5' x 8' ADA landing pads, benches, shelters)?

☐ Yes ☑ No

If yes, identify the improvements:

Does the project provide direct access (i.e., adjacent) to a school (grades K-12 and college/university)?

☐ Yes ☑ No

Is the project within ½ mile of a school?

☑ Yes ☐ No

*If yes, identify the school(s):*

| School Name | Proximity to Project |
|---|---|
| Green Tree Elementary School | ☐ Direct ☑ Within ½ mile |
| | ☐ Direct ☐ Within ½ mile |
| | ☐ Direct ☐ Within ½ mile |
| | ☐ Direct ☐ Within ½ mile |

Does the project provide direct access (i.e., adjacent) to an activity center, employment center, or community resource (e.g., a business district, retail center, medical facility, community center, park)?

☑ Yes ☐ No

If yes, identify all activity centers, employment centers, and/or community resources (planned or existing) that the project directly serves:

This project provides direct access to The Meadows Life Center, National Information Solutions Cooperative, Synergy Apartment Complex, planned Meadows Luxury Apartments and many other small businesses adjacent to Technology Drive. Additionally, the City is negotiating with the Meadows Life Center to construct a 2.5 acre destination park.

## SYSTEM RELIABILITY

Does the project include management and operations strategies that optimize the performance of the road (e.g., ITS technologies, traffic operational improvements)?

☐ Yes ☑ No

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

## INTERMODAL CONNECTIONS

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

☐ Yes ☑ No

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

Is the project adjacent to or does it directly impact an intermodal freight facility, major freight generator, logistic center, manufacturing and warehouse industrial facility, or port facility?

☐ Yes ☑ No

If yes, identify the facility or major freight generator:

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:

## ENVIRONMENT

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

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

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