

City of Lake Saint Louis  
Department of Public Works



307 Parkway Industrial Drive  
Lake Saint Louis, Mo. 63367

Date: October 10, 2024

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](http://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, 11/14/2024 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. 09-24 Lake Saint Louis Boulevard S Phase 3 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,

A handwritten signature in blue ink that reads "Terry Rigdon". The signature is written in a cursive style with a long, sweeping tail on the "n".

Terry Rigdon  
Director of Public Works

<b>City of Lake Saint Louis Lake Saint Louis Boulevard S Phase 3 Improvement Project</b>	
Federal Aid No:	STBP 5418 (626)
Location:	Lake Saint Louis Blvd (Hawk Ridge Trail to Orf Road).
Proposed Improvement:	This project proposes widening Lake Saint Louis Blvd from 2 to 3 lanes, new curb and gutters, closed drainage length of project, 6' and 14' shared path sidewalks.
Length:	0.41 Miles
Approximate Construction Cost:	\$3,000,000
DBE Goal Determination:	8%
Consultant Services Required:	<p>Major Project scope items include:</p> <ul style="list-style-type: none"> <li>• Roadway Widening</li> <li>• Curb and Gutter</li> <li>• Storm Sewers</li> <li>• Sidewalk/Pedestrian Improvements</li> <li>• Utility relocations, if required</li> </ul> <p>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&amp;E and final documents.</p> <ul style="list-style-type: none"> <li>• Preparation and submittal of all necessary environmental/historic preservation documents for clearance as necessary</li> <li>• Preparation of all permitting required</li> <li>• Conduct topographic and ROW surveys at the project intersections and prepare electronic deliverables</li> <li>• Review application and recommend</li> </ul>

	<p>changes to the project as necessary to conform to applicable standards.</p> <ul style="list-style-type: none"><li>• 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</li><li>• Prepare ROW plans (70%) and associated legal documents for the City to obtain required easements and ROW needed for the project</li><li>• Prepare all ROW and easement exhibits, legal descriptions, and all other work associated to acquisition, including obtaining title commitments.</li><li>• Prepare draft final plans (95%) and contract documents for bidding. Submit draft final plans and contract documents.</li><li>• Provide final construction plans (incl. comprehensive traffic control plans) and contract documents for bidding</li><li>• Prepare and submit all required documentation for Plans Specs and Estimates (PS&amp;E) approval from MoDOT.</li><li>• Provide exhibits, material, and staff at open house style public meetings (1 public and 1 property owner)</li><li>• Facilitate utility coordination by sending plans to utility companies</li><li>• Provide shop drawing review and clarification of plans during the construction phase services</li><li>• Attend coordination meetings as required.</li><li>• Attend two (2) on -site visits during</li></ul>
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	construction during critical portions of work, to ensure compliance.
Other Comments:	Submit <u>4</u> copies of RFQ Approved project application is attached.
Contact:	Name: Terry Rigdon Address: 307 Parkway Industrial Drive Lake Saint Louis, MO 63367 Phone: 636.695.4221 Email: <a href="mailto:trigdon@lakesaintlouis.com">trigdon@lakesaintlouis.com</a>
Deadline:	November 14, 2024 at 12:00 PM
<ul style="list-style-type: none"> <li>Submit: Letter of interest should not exceed <u>5</u> pages total. A page is defined as 8-1/2 by 11 inches and printed on one side. <u>3</u> copies of the letter interest should be received at the address and by the time specified. <b><i>One copy of all submittals should be unbound.</i></b></li> </ul>	

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 -	<u>30</u>	Max Points
Capacity and Capability -	<u>25</u>	Max Points
Availability of staff assigned to project to attend project meetings and meet for on-site consultation –	<u>10</u>	Max Points
Project specific factors (approach, understanding, innovative ideas) -	<u>10</u>	Max Points
Past Record of Performance -	<u>25</u>	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.



# Surface Transportation Block Grant Program

2024 Call for Projects

For the St. Louis Region

## Road Preservation Project Type

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Sponsoring Agency:

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Project Title:

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Federal Amount Requested:

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**Applications Due: February 8, 2024 by 4:00 pm**



**EAST-WEST GATEWAY**  
Council of Governments

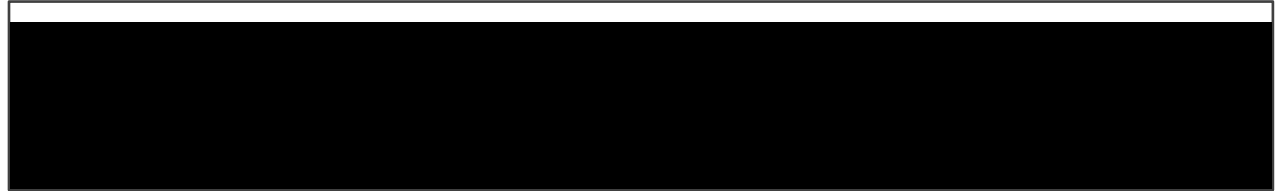
Creating Solutions Across Jurisdictional Boundaries

November 2023

**SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STP-S)**  
**ROAD PRESERVATION – 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](http://www.ewgateway.org/transportation-planning/transportation-improvement-program/competitive-transportation-programs/call-for-projects-stp-s/) web page: <http://www.ewgateway.org/transportation-planning/transportation-improvement-program/competitive-transportation-programs/call-for-projects-stp-s/>

**PLEASE NOTE:**



The call for projects begins on **November 3, 2023** and ends on **February 8, 2024** at 4:00 pm. Applications received after the deadline will not be accepted. Submit the completed application and necessary attachments electronically to EWG at [stps@ewgateway.org](mailto:stps@ewgateway.org). Save the electronic copy as a PDF file using the following format: 2024STPS\_[Sponsor]\_[Project Name].pdf. The electronic submission must include scanned signatures and attachments. Please submit one application per email. You will receive an email confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application, contact EWG staff. The information provided in this application is public record.

**APPLICATION FEE**

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

The TIP Application Fee Payment Information Form must be included with the TIP application fee. This form is available on the STP-S Call for Projects web page. Application fees may be submitted by check via mail or through electronic funds transfer (EFT). Mailed application fees must be postmarked by February 8, 2024. For check payments, send the TIP Application Fee Payment Information Form and check to:

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

For EFT payments, send the TIP Application Fee Payment Information Form via email to [tipappfees@ewgateway.org](mailto:tipappfees@ewgateway.org). EFT payments are due by February 15, 2024.

**CONTACT INFORMATION**

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



## PROJECT CHECKLIST AND SUBMITTAL REQUIREMENTS

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

The materials should be submitted in the following order.

### Project Application:

- Completed STP-S application**
- Scanned required signatures** – Notification of Title VI & Nondiscrimination Requirements, Financial Certification of Matching Funds, Person of Responsible Charge Certification, Right-of-Way Acquisition Certification Statement, Policy on Reasonable Progress Certification (Missouri only).

### Attachment A:

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

### Attachment B:

- Photographs** – attach photo(s) of the current roadway.
- Detailed map** – if applicable, provide a map showing:
  - locations of all proposed safety countermeasures along project limits (i.e., if chevrons are being added to a curve, mark the curve where the chevrons will be added)
  - transit routes along project limits
  - community resources within ¼ mile of project limits (e.g., park/trail, full service grocery store, civic building, library, health center, recreation center)
  - schools (grades K-12 and college/university) located within ½ mile of project limits
  - freight facilities along project limits (e.g., intermodal freight facility, major freight generator, logistic center, manufacturing or warehouse industrial land, port facility)
- Typical section** – show details of before and after roadway improvements.
- Road condition** – use Road Condition Evaluation Form provided by EWG.

Attachment C:

**Crash reports** – attach full crash reports for all fatal and serious injury crashes and up to 10 minor injury and/or property damage only crashes that coincide with the safety countermeasure within the project limits from 2017-2021. Redact any personal information (e.g., names, addresses, etc.). Crash reports are not required if the project has no safety countermeasures.

Attachment D: (optional)

**Documentation of an approved or adopted plan, ordinance, and/or policy that supports the project** – do not attach entire plan documents, only include the necessary pages.

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

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

Attachment E:

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

SPONSOR INFORMATION									
Sponsoring agency:									
Secondary sponsor agency (if applicable):									
Chief Elected Official/Chief Executive Director:									
Name:					Title:				
Street address:									
City:		State:		County:		ZIP code:			
Project contact:									
Name:					Title:				
Agency:									
Street address:									
City:		State:		County:		ZIP code:			
Phone Number:					E-mail address:				
Application contact:									
Name:					Phone Number:				
E-mail address:									
PROJECT INFORMATION									
Project title:									
Project status:				Is this application request for a piece of a larger project (phase) or the entire length of project?					
<input type="checkbox"/> New project				<input type="checkbox"/> Phase					
<input type="checkbox"/> Continuation of STP-S/CMAQ/TAP project				<input type="checkbox"/> Full project					
<input type="checkbox"/> Add to existing non-federally funded project									
If project is a continuation of another project that was previously programmed in the TIP, provide TIP ID # of existing project and also explain this relationship:									
If this project is a phase of a full project, how many phases are left to complete the project? Briefly explain each phase (i.e., project limits and general improvements):									
Has your agency received federal funds for this specific road segment within the last 10 years?									
<input type="checkbox"/> Yes <input type="checkbox"/> No									
If yes, when?									
Year of original roadway construction or most recent reconstruction:									
Year of last roadway resurfacing:									
Does this project touch MoDOT or IDOT right-of-way?									
<input type="checkbox"/> Yes <input type="checkbox"/> No									
<i>If yes, a letter of support for this project is required from the state DOT.</i>									
Does the sponsoring agency own and maintain this facility?									
<input type="checkbox"/> Yes <input type="checkbox"/> No									
<i>If no, a letter of support for this project is required from the facility owner.</i>									
If no, who owns the facility?									

ROADWAY INFORMATION			
Name of street or facility to be improved:			
Project length (miles):			
Project limits – north/west reference point, cross street, or intersection:			
Project limits – south/east reference point, cross street, or intersection:			
Federal functional classification of road (per EWG) <sup>1</sup> :			
Average roadway pavement condition (PASER):			
	CURRENT:	PROPOSED:	
Traffic volumes (AADT):	Year:	Year:	Year:
Identify source of AADT <sup>2</sup> :			
Speed limit of street (mph):			
Number of through lanes (both directions):			
Number of turn lanes:			
Two-way left turn lanes?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Typical lane width (feet):			
Outside lane width (feet):			
Shoulder width (feet):			
On-street parking allowed?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Curb and gutter?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Sidewalks?	<input type="checkbox"/> One side <input type="checkbox"/> Both sides <input type="checkbox"/> None	<input type="checkbox"/> One side <input type="checkbox"/> Both sides <input type="checkbox"/> None	
Sidewalk width (feet):			
Existing sidewalk surface condition <sup>3</sup> :	<input type="checkbox"/> Poor <input type="checkbox"/> Fair <input type="checkbox"/> Good <input type="checkbox"/> Excellent <input type="checkbox"/> None	n/a	
Estimated sidewalk to be built (square yards):	n/a		
Sidewalk/roadway separation width (feet):			
On-road bicycle facility <sup>4</sup> ?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
On-road bicycle facility width:			
Shared-use path/sidepath?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Shared-use path/sidepath width (feet):			
Estimated shared-use path to be built (square yards):	n/a		
Number of new and/or reconstructed curb ramps:		n/a	

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

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

<sup>3</sup> **Poor:** the sidewalk has deep cracking and buckling, poor drainage, or tree root damage). Impassable to mobility impaired pedestrians. **Fair:** the sidewalk contains cracks or an uneven and distressed surface. Hinders mobility of the average pedestrian. **Good:** the sidewalk is free from significant cracking, buckling, or gravel surfaces. Unlikely to hinder mobility of the average pedestrian. **Excellent:** the sidewalk is in like new condition and contains no cracking or buckling. Does not hinder mobility of the average pedestrian. **None:** no sidewalk is present.

<sup>4</sup> On-road bicycle facility includes: bike lanes (separated, buffered, and standard). **Shared-lane markings (sharrows) and share the road/bikes may use full lane signage are not bicycle facilities.** View the EWG Bicycle Planning Guide for a description on bicycle facilities: [https://www.ewgateway.org/wp-content/uploads/2018/07/BicyclePlanningGuide\\_June2018.pdf](https://www.ewgateway.org/wp-content/uploads/2018/07/BicyclePlanningGuide_June2018.pdf).

**LAND ACQUISITION INFORMATION**

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

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

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

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

Right-of-way acquisition by:

Right-of-way condemnation by:

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

Phone

Gas

Water

Cable TV

Storm sewer

Sanitary sewer

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

Utility coordination completed by:

Designed by:

Inspected by:

RAILROAD COORDINATION	
Does the project traverse any property owned by a railroad? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Is there a railroad within 500' of project limits? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Name of railroad:	
Number of crossings impacted:	
Are the crossings active?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Width of crossing:	
What is the crossing type? <input type="checkbox"/> Timber <input type="checkbox"/> Rubberized <input type="checkbox"/> Asphalt <input type="checkbox"/> Concrete <input type="checkbox"/> Other	
Describe other:	
PROJECT MAINTENANCE	
List any regular maintenance tasks anticipated over the next 25 years:	
Estimated annual cost to maintain facility and funding source(s):	
AMERICANS WITH DISABILITIES ACT	
Under the 1990 Americans with Disabilities Act (ADA), Title II requires public entities with more than 50 employees to complete a self-evaluation and create an effective ADA transition plan <sup>5</sup> .	
Does your local public agency have more than 50 employees? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, does your agency have an adopted ADA transition plan? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If your agency has an ADA transition plan, when was it adopted?	
If ADA transition plan is not adopted, when is it expected to be adopted?	

<sup>5</sup> FHWA Questions and Answers about ADA/Section 504: [https://www.fhwa.dot.gov/civilrights/programs/ada/ada\\_sect504qa.cfm](https://www.fhwa.dot.gov/civilrights/programs/ada/ada_sect504qa.cfm).

## EQUITY

Transportation equity populations (TEPs) are population groups that face barriers related to transportation or are disproportionately affected by negative effects of past transportation decisions. They are people of minority races and ethnicities, those with income below the poverty level, seniors (aged 65+), those with limited English proficiency (LEP), persons with disabilities, and no-vehicle households. See EWG's Transportation Equity Assessment for additional details: <https://www.ewgateway.org/transportation-planning/long-range-transportation-planning/connected-2050/trans-equity-assessment/>

Are you familiar with EWG's Transportation Equity Assessment?

Yes  No

Have you considered how this project would affect one or more of these groups that travel in or through your community?

Yes  No

If yes, please describe either positive or negative impacts on TEP populations that would be associated with this project.

How can EWG help you incorporate equity into your transportation projects?

**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.

**COMMUNITY SUPPORT**

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



**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	10/2024	10/2024	1
Execute agreement (project sponsor and DOT)			
<b>Engineering services contract submitted and approved*</b>			
Obtain environmental clearances (106, CE2, T&E, etc.)			
Public meeting/hearing			
Develop and submit preliminary plans			
Preliminary plans approved			
Develop and submit right-of-way plans			
Review and approval of right-of-way plans			
<b>Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*</b>			
Right-of-way acquisition			
Utility coordination			
Develop and submit PS&E			
<b>District approval of PS&amp;E/advertise for bids*</b>			
Submit and receive bids for review and approval			
Project implementation/construction			

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

**FINANCIAL PLAN**

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

Activity <sup>6</sup>	Starting Federal Fiscal Year <sup>7</sup>	Total Phase Cost	STP-S Funds Requested	Sponsor Share	Sponsor Share Percentage
PE / Planning / Environmental Studies	FY				
Right-of-Way (ROW)	FY				
Construction Engineering	FY				
Construction / Implementation	FY				
<b>TOTAL PROJECT COST</b>					

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

<sup>6</sup> **Illinois:** construction/construction engineering funds are available in FY 2028.

**Missouri:** preliminary engineering (PE) funds are available in FY 2025, right-of-way (ROW) in FY 2025 (only if PE is locally funded) OR FY 2026, and construction/construction engineering in FY 2027 OR FY 2028.

<sup>7</sup> Fiscal years are federal fiscal years (October 1 through September 30).

**SAFE & SECURE**

Were there any crashes along project limits from 2017-2021? **Note:** a project can still potentially receive partial points if it does not have crashes, but includes a preventive safety countermeasure.

Yes  No

If yes, provide the crash reports in Attachment C.

**Total number of crashes by severity type along project limits:**

Fatal (K on the KABCO scale):	
Serious injury (A on the KABCO scale):	
Minor injury (B and C on the KABCO scale):	
Property damage only (O on the KABCO scale):	
Total number of crashes from 2017-2021 along project limits:	

Does the proposed project incorporate any of the following new safety countermeasures?

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li><input type="checkbox"/> Adjusting speed limits for all road users</li> <li><input type="checkbox"/> Speed safety cameras</li> <li><input type="checkbox"/> Variable speed limits</li> <li><input type="checkbox"/> Speed humps</li> <li><input type="checkbox"/> Transverse rumble strips as traffic calming device</li> <li><input type="checkbox"/> Area-wide or corridor-specific traffic calming</li> <li><input type="checkbox"/> Enhanced delineation for horizontal curves - -             <ul style="list-style-type: none"> <li><input type="checkbox"/> Pavement marking (standard width or wider)</li> <li><input type="checkbox"/> In-lane curve warning pavement markings</li> <li><input type="checkbox"/> Delineators</li> <li><input type="checkbox"/> Chevron signs</li> <li><input type="checkbox"/> Sequential dynamic chevrons</li> <li><input type="checkbox"/> Enhanced conspicuity (larger, fluorescent, and/or retroreflective signs)</li> <li><input type="checkbox"/> Dynamic curve warning signs (including speed radar feedback signs)</li> </ul> </li> <li><input type="checkbox"/> Longitudinal rumble strips and stripes on two-lane roads</li> <li><input type="checkbox"/> Median barriers (cable barriers, metal-beam guardrails, or concrete barriers)</li> <li><input type="checkbox"/> Roadside design improvements at curves - -             <ul style="list-style-type: none"> <li><input type="checkbox"/> Widen clear zone</li> <li><input type="checkbox"/> Slope flattening</li> <li><input type="checkbox"/> Adding or widening shoulders</li> <li><input type="checkbox"/> Cable barriers, metal-beam guardrail, or concrete barriers)</li> </ul> </li> <li><input type="checkbox"/> SafetyEdge<sup>SM</sup></li> <li><input type="checkbox"/> Wider edge lines</li> </ul> | <ul style="list-style-type: none"> <li><input type="checkbox"/> Shoulders</li> <li><input type="checkbox"/> Backplates with retroreflective borders</li> <li><input type="checkbox"/> Corridor access management</li> <li><input type="checkbox"/> Dedicated left- and right-turn lanes at intersections - -             <ul style="list-style-type: none"> <li><input type="checkbox"/> Left-turn lane</li> <li><input type="checkbox"/> Positive offset left-turn lane</li> <li><input type="checkbox"/> Right-turn lane</li> </ul> </li> <li><input type="checkbox"/> Reduced left-turn conflict at intersections - -             <ul style="list-style-type: none"> <li><input type="checkbox"/> Restricted crossing U-turn</li> <li><input type="checkbox"/> Median U-turn</li> </ul> </li> <li><input type="checkbox"/> Roundabouts</li> <li><input type="checkbox"/> Systemic application of multiple low-cost countermeasures at stop-controlled intersections</li> <li><input type="checkbox"/> Yellow change intervals</li> <li><input type="checkbox"/> Lighting (roadway segments or intersections)</li> <li><input type="checkbox"/> Pavement friction management, applied at - -             <ul style="list-style-type: none"> <li><input type="checkbox"/> Horizontal curves</li> <li><input type="checkbox"/> Interchange ramps</li> <li><input type="checkbox"/> Intersection approaches</li> <li><input type="checkbox"/> Locations with a history of rear-end, failure to yield, wet weather, or red light running crashes</li> </ul> </li> <li><input type="checkbox"/> Road diets (roadway configuration)</li> <li><input type="checkbox"/> Centerline markings</li> <li><input type="checkbox"/> Standard edge line marking (4-6")</li> <li><input type="checkbox"/> Other (must include CMF below)</li> <li><input type="checkbox"/> None</li> </ul> |
|---|--|

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

Describe the safety countermeasure(s) (including 'other') in detail and identify locations (**note**: provide locations on detailed map as well):

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

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:

**CHOICES & ACCESS FOR ALL**

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:

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) along facility
- Other
- None

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

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

Does the proposed project incorporate any of the following new safety countermeasures?

- Leading pedestrian interval (LPI)
- Bicycle signals or bicycle detection
- Rectangular Rapid-Flashing Beacon (RRFB)
- Pedestrian Hybrid Beacon (PHB or HAWK)
- Crosswalk visibility enhancements - -
  - High-visibility crosswalks (e.g., ladder, zebra, or continental crosswalk markings)
  - Improved lighting
  - Enhanced signing and pavement 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
- Road diet
- Improvements to at-grade rail crossing
- Other
- None

Describe the safety countermeasures (including 'other') in detail and identify locations (**note:** provide locations on detailed map as well):

Does the project address a location with a history of crashes involving pedestrians and/or bicyclists along the project limits from 2017-2021?

- Yes  No

*If yes, provide the summary for each crash involving a pedestrian or bicyclist in the table below using crash data from 2017-2021. Provide the crash reports in Attachment C.*

Date	Time of Day	Location (i.e., street name, cross street, intersection)	Collision Type (i.e., bicyclist or pedestrian)	Severity (i.e., fatal, serious injury, minor injury)

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

Yes  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:

Is the project within ½ mile of a school (grades K-12 and college/university)?

Yes  No

If yes, identify the school(s):

Does the project provide access (i.e., within ¼ mile) to a community resource (e.g., park/trail, full service grocery store, civic building, library, health center, recreation center)?

Yes  No

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

**SEAMLESS, EFFICIENT, & RELIABLE**

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:

### ECONOMIC VITALITY

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:

### A HEALTHY & SUSTAINABLE 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:

Surface Transportation Block Grant Program  
Project Application

**Lake Saint Louis Boulevard South Phase 3  
Improvement Project**

**ATTACHMENT B:**

Typical Section

City of Lake Saint Louis, Missouri  
307 Parkway Industrial Drive  
Lake Saint Louis, MO 63367





"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."

DATE PREPARED  
1/24/2024  
DISTRICT SL STATE MO  
SHEET NO.  
COUNTY  
ST. CHARLES  
ROUTE  
LSL BLVD  
FEDERAL AID NO.  
STP-5418 (625)  
PROJECT NO.

MSD PROJECT NO.

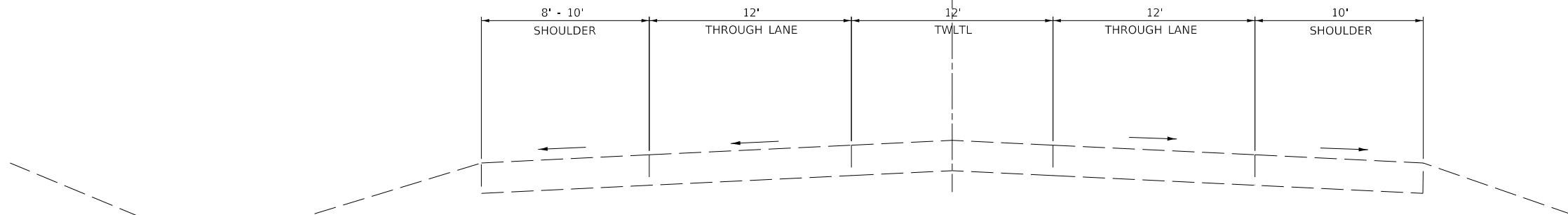
DATE	DESCRIPTION

ST. LOUIS  
720 Olive, Suite 700  
St. Louis, MO 63101  
OFFICE: 314.286.4881  
FAX: 314.286.4887  
**O A T E S**  
A S S O C I A T E S  
MISSOURI DESIGN FIRM  
LICENSE NO. 001166  
JEFFREY R. RENNING  
PROFESSIONAL ENGINEER  
LICENSE NO. 2006072376

  
CITY OF LAKE ST. LOUIS  
PUBLIC WORKS DEPARTMENT  
307 PARKWAY INDUSTRIAL DRIVE  
LAKE ST. LOUIS, MO 63367  
TEL: 636.695.4221

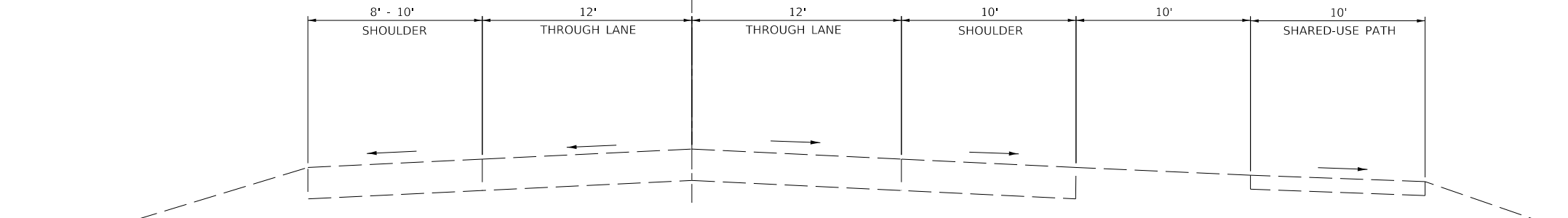
**PHASE 3 CONCEPT  
TYPICAL SECTION**  
SHEET 1 OF 1

EX LAKE SAINT LOUIS BLVD



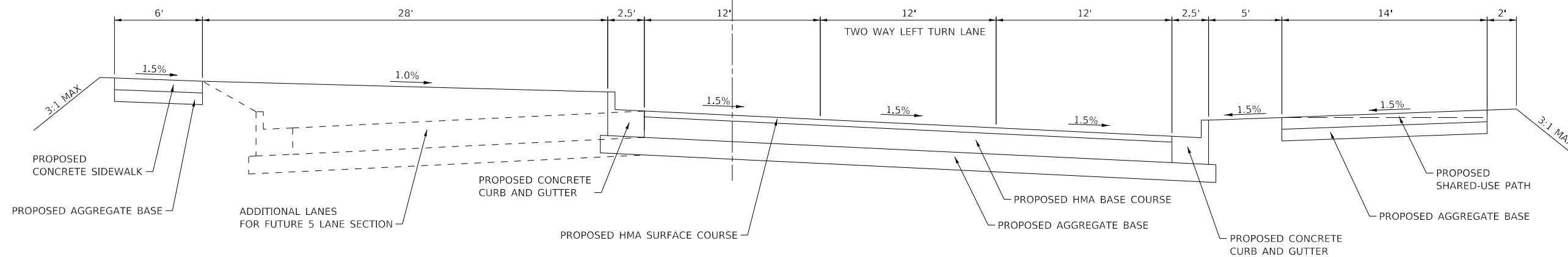
**EXISTING LAKE SAINT LOUIS BLVD**  
ROUTE N TO ORF ROAD

EX LAKE SAINT LOUIS BLVD



**EXISTING LAKE SAINT LOUIS BLVD**  
ORF ROAD TO HAWK RIDGE TRAIL

PR LAKE SAINT LOUIS BLVD



**PROPOSED LAKE SAINT LOUIS BLVD**  
3 LANE SECTION

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

Surface Transportation Block Grant Program  
Project Application

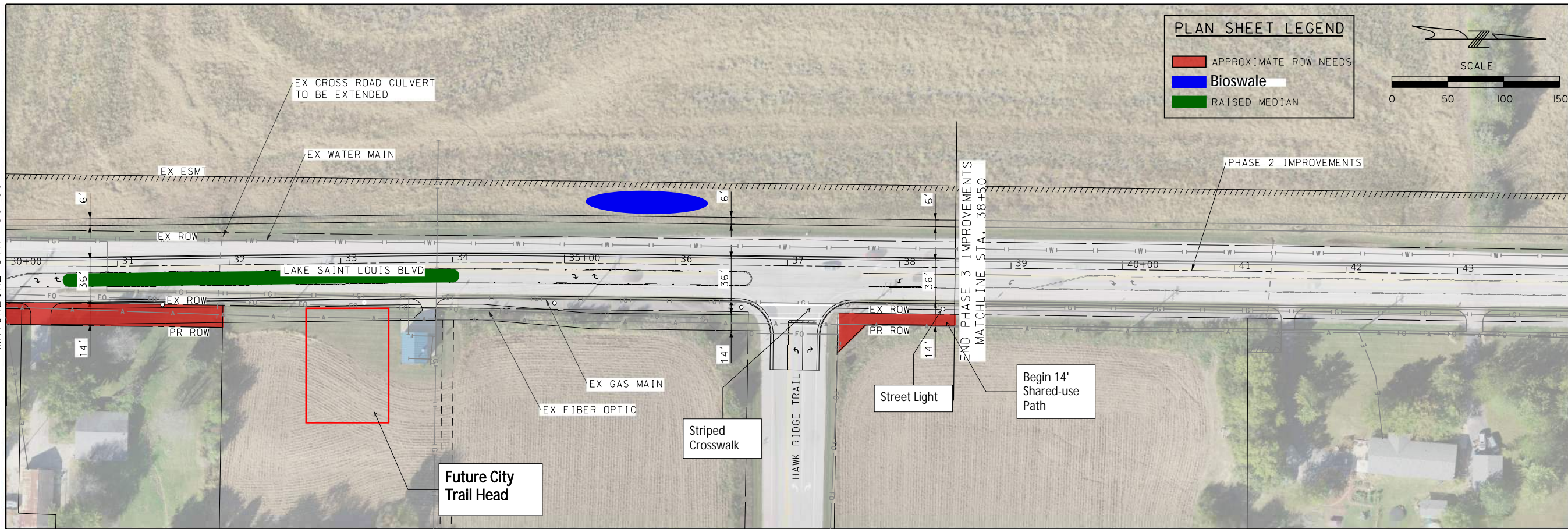
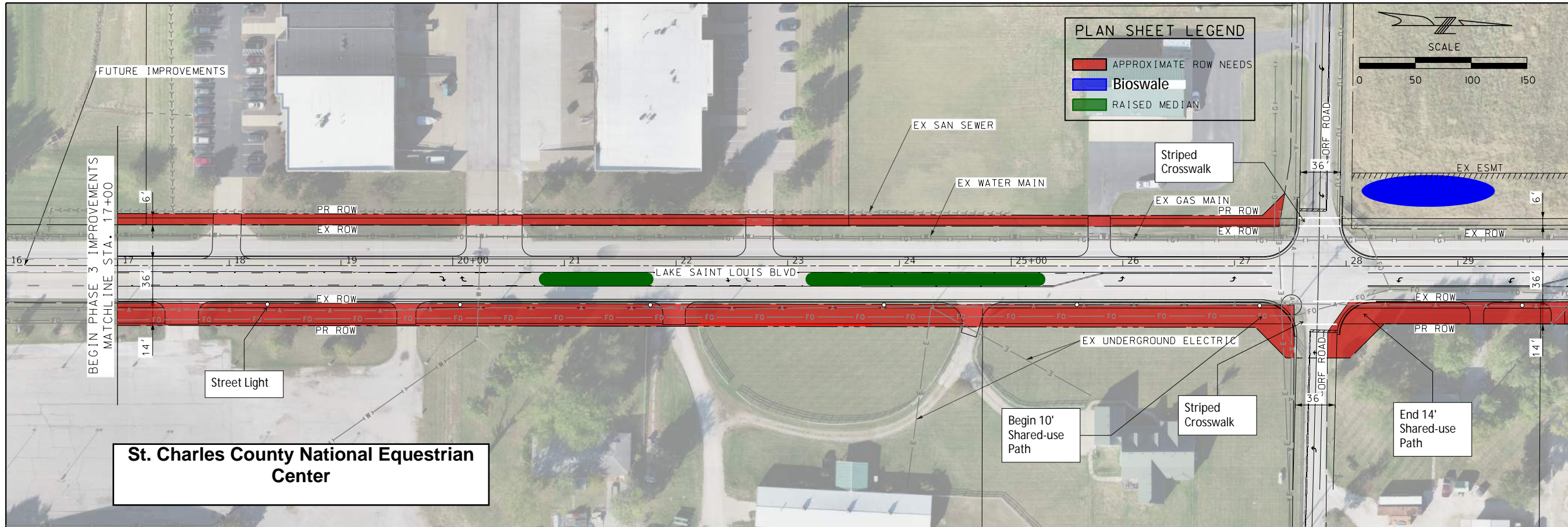
**Lake Saint Louis Boulevard South Phase 3  
Improvement Project**

**ATTACHMENT B:**

Concept Plan

City of Lake Saint Louis, Missouri  
307 Parkway Industrial Drive  
Lake Saint Louis, MO 63367





"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."

DATE PREPARED: 1/24/2024  
 DISTRICT: SL STATE: MO  
 COUNTY: ST. CHARLES  
 ROUTE: LSL BLVD  
 FEDERAL AID NO.: STP-5418(625)  
 PROJECT NO.:  
 MSD PROJECT NO.:

DATE	DESCRIPTION

ST. LOUIS  
 720 Olive, Suite 700  
 St. Louis, MO 63101  
 A.S.D. CLATES  
 Tel: 314.286.4881

**O A T E S**  
 MISSOURI DESIGN FIRM  
 LICENSE NO. 001166

JEFFREY R. RENNING  
 PROFESSIONAL ENGINEER  
 LICENSE NO. 2006072376

CITY OF LAKE ST. LOUIS  
 PUBLIC WORKS DEPARTMENT  
 307 PARKWAY INDUSTRIAL DRIVE  
 LAKE ST. LOUIS, MO 63367  
 TEL: 636.695.4221

**PHASE 3 CONCEPT PLAN SHEET**  
 SHEET 1 OF 1

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