City of Lake Saint Louis
Department of Public Works

307 Parkway Industrial Drive
Lake Saint Louis, Mo. 63367

Date: February 24, 2023

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, 03/29/2023 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. 22-22 Lake Saint Louis Boulevard S Phase 1 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
Director of Public Works

City of Lake Saint Louis Lake Saint Louis Boulevard S Phase 1 Improvement Project	
Federal Aid No:	STP 5418(625)
Location:	Lake Saint Louis Blvd (I64 Ramp to Hawk Ridge Circle).
Proposed Improvement:	This project proposes widening Lake Saint Louis Blvd from 2 to 3 lanes, relocate Freymuth Lane to tie into Lake Saint Louis Blvd, new storm sewers, sidewalks and a bike path facilities.
Length:	0.4 Miles
Approximate Construction Cost:	$2,225,000
DBE Goal Determination:	12%
Consultant Services Required:	Major Project scope items include: • Roadway Widening • Curb and Gutter • Storm Sewers • Sidewalk/Pedestrian Improvements • Utility relocations, if required • Rapid Flash Pedestrian Beacon 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. • Preparation and submittal of all necessary environmental/historic preservation documents for clearance as necessary • Preparation of all permitting required • Conduct topographic and ROW surveys at the project intersections

	and prepare electronic deliverables • Review application and recommend changes to the project as necessary to conform to applicable standards. • 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 • Prepare ROW plans (70%) and associated legal documents for the City to obtain required easements and ROW needed for the project • Prepare all ROW and easement exhibits, legal descriptions, and all other work associated to acquisition, including obtaining title commitments. • Prepare draft final plans (95%) and contract documents for bidding. Submit draft final plans and contract documents. • Provide final construction plans (incl. comprehensive traffic control plans) and contract documents for bidding • Prepare and submit all required documentation for Plans Specs and Estimates (PS&E) approval from MoDOT. • Provide exhibits, material, and staff at open house style public meetings (1 public and 1 property owner) • Facilitate utility coordination by sending plans to utility companies • Provide shop drawing review and clarification of plans during the construction phase services • Attend coordination meetings as

	required. • Attend two (2) on -site visits during construction during critical portions of work, to ensure compliance.
Other Comments:	Submit **4** 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: trigdon@lakesaintlouis.com
Deadline:	March 29, 2023 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. ___3____ 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

2022 Call for Projects

For the St. Louis Region

Road Project Type

Sponsoring Agency: CITY OF LAKE SAINT LOUIS

Project Title: Lake Saint Louis Blvd South Phase 1 Improvement Project

Federal Amount Requested: $1,500,000.00

Applications Due: February 10, 2022 by 4:00 pm

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

November 2021

SPONSOR INFORMATION

Sponsoring agency:	City of Lake Saint Louis						
Secondary sponsor agency (if applicable):							
Chief Elected Official/Chief Executive Director:							
Name:	Jason Law			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):

This application is Phase 1 of a 3 phase project to improve Lake Saint Louis Blvd between Hwy 40 and Route N. Phase 1 limits are (Hawk Ridge Crossing-Hawk Ridge Cir); Phase 2 (Hawk Ridge Cir-Hawk Ridge Trail); Phase 3 (Hawk Ridge Trail-Route N). All three phases include widening Lake Saint Louis Blvd from 2 to 3 lanes and constructing new sidewalks and shared-use paths adjacent to roadway.

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:	1996
Year of last roadway resurfacing:	2010

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?	MoDOT - transfer is anticipated to City after construction

ROADWAY INFORMATION				
Name of street or facility to be improved:	Lake Saint Louis Boulevard			
Project length (miles):	.4			
Project limits – north/west reference point, cross street, or intersection:	North Limit - Hawk Ridge Crossing			
Project limits – south/east reference point, cross street, or intersection:	South Limit - 300' South of S. Hawk Ridge Circle			
Federal functional classification of road (per EWG)[1]:	Minor Arterial			
Average roadway pavement condition (PASER):	5.75			
	CURRENT:		**PROPOSED:**	
Traffic volumes (AADT):	9200	Year: 2021	11,750	Year: 2026
Identify source of AADT[2]:	City - 2021 Hose Count		Traffic Study, 2045=23,000	
Speed limit of street (mph):	35		35	
Number of through lanes (both directions):	2		2	
Number of turn lanes:	0		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):	8		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):	6		6	
Existing sidewalk surface condition[4]:	☐ Poor ☑ Fair ☐ Good ☐ Excellent ☐ None		n/a	
Estimated sidewalk to be built (square yards):	n/a		1,300	
Sidewalk/roadway separation width (feet):	28'		Varies 26' to 36'	
On-road bicycle facility[5]?	☑ Yes ☐ No		☐ Yes ☑ No	
On-road bicycle facility width:	9			
Shared-use path/sidepath?	☐ Yes ☑ No		☑ Yes ☐ No	
Shared-use path/sidepath width (feet):	9		10	
Estimated shared-use path to be built (square yards):	n/a		1,500	
Number of new and/or reconstructed curb ramps:	n/a		8	

[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):

It is anticipated that a combination of easements and right-of-way will be needed from 7 parcels.

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

No residential or commercial displacement are anticipated.

Right-of-way acquisition by:	Consultant
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	Spire Energy
☑ 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:

New storm sewer instillation has the most potential for conflicts. Storm sewer design will be designed to minimize utility conflicts when possible.

Utility coordination completed by:	Consultant
Designed by:	Other
Inspected by:	Unknown

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:
Projected maintenance tasks anticipated over the next 25 years consist of the following:
-Pavement Rejuvenation Seals
-Crack Sealing
-Pot Hole Patching
-Asphalt Overlay or Concrete Slab Repair

Estimated annual cost to maintain facility and funding source(s):
It is estimated maintenance cost for the facility will be $10,000 per year. Funding will be budgeted out of the City General Fund.

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 Lake Saint Louis Boulevard Improvement Project is the first of three phases to reconstruct Lake Saint Louis Blvd between Hwy 40 and Route N. Phase one will begin at Hawk Ridge Crossing and end at the southern leg of Hawk Ridge Circle.

Proposed Improvement - this project consists of the following main components on Lake Saint Louis Boulevard: 1)Widen Lake Saint Louis Boulevard from 2 lanes to 3 lanes utilizing as much of the existing pavement as possible; 2)Repair spalling joints with full depth repairs and asphalt surface entire roadway; 3)Construct new Curb and gutters and closed drainage for length of project; 4)Provide a continuous 6' sidewalk on west side of Blvd and 10' shared-use path on east side; 4)Construct new connection to Freymuth Road; 5) Install Rapid Flash Beacons; 6)Install bio-swale; 7)Design roadway for future expansion to 5-lanes.

Current conditions/problems and proposed improvements.
1. The existing roadway begins as a 3 lane road near Hwy 40 and transition to a 2 lane road with shoulders near Hawk Ridge Crossing. It consists of concrete pavement near Hwy 40 and transition to asphalt pavement near Hawk Ridge Circle. The concrete pavement section is in moderate condition with joints beginning to spall, patched corner cracking and the surface pitting, and is nearing the end of its 30 year life cycle. The asphalt pavement is exhibiting signs of significant aging and is in poor condition with map cracking, longitudinal and transverse cracking. This project will correct pavement deficiencies with a combination of new pavement, joint repairs and an asphalt overlay.
2. There are a two disconnected sidewalk systems on west side of the Boulevard and a small section of shared-use path in poor condition on the east side. This project will provide a continuous 6' sidewalk on west side of Blvd and a continuous 10' shared-use path along the east side of Blvd. Additionally, rapid flash pedestrian beacons will be installed to allow pedestrian/bikers to cross Lake Saint Louis Blvd at the proposed Freymuth Road connection and at Hawk Ridge Circle.
3. Relocate Freymuth Road to connect to Lake Saint Louis Blvd (non-participating). Eisting intersection spacing creates a conflict with intersections spaced too closely for signals at all points projected to meet warrants. Removing the north leg of Hawk Ridge Circle and realigning Freymuth Lane to intersection LSL Blvd will provide better traffic flow by improving intersection spacing, and will move the primary intersection of Lake Saint Louis Boulevard and Freymuth Road out of the super-elevation on LSL Blvd. Hawk Ridge Trail is planned to be realigned from Ridgeway to LSL Blvd with a new connection point at Freymuth Lane. The extension of this road will allow for a future bridge over Perque Creek and an outer road along I-64 providing a bypass for the I-64/I-70 interchange.This concept provides a near term improvement for traffic flow and access to adjacent properties for the Lake Saint Louis Boulevard corridor as well as preserving opportunities for larger regional improvement benefits.
4.Traffic Volume on Lake Saint Louis Blvd has increased 60% since 2014 and ADT is projected to exceed 23,000 by 2045. The City hired a consultant to prepare a traffic study that concluded a 5 lane corridor will be needed by 2045. The work proposed by this project will expand Lake Saint Louis Blvd from 2 lanes to 3 lanes, preserving space for expansion to a 5-lane section when traffic demand supports it. The proposed two way left turns will increase safety and decrease traffic delays.

COMMUNITY SUPPORT

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

The City has discussed the project at BOA meetings.

PROJECT DEVELOPMENT SCHEDULE
Note: *many stages can occur concurrently.*

Activity Description	Start Date (MM/YYYY)	Finish Date (MM/YYYY)	Time Frame (Months)
Receive notification letter	10/2022	10/2022	1
Execute agreement (project sponsor and DOT)	10/2022	02/2023	4
Engineering services contract submitted and approved*	02/2023	04/2023	2
Obtain environmental clearances (106, CE2, T&E, etc.)	04/2023	10/2023	6
Public meeting/hearing	06/2023	06/2023	1
Develop and submit preliminary plans	04/2023	09/2023	5
Preliminary plans approved	09/2023	11/2023	2
Develop and submit right-of-way plans	11/2023	01/2024	2
Review and approval of right-of-way plans	01/2024	04/2024	3
Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*	04/2024	06/2024	2
Right-of-way acquisition	06/2024	09/2025	15
Utility coordination	09/2023	12/2025	15
Develop and submit PS&E	10/2025	12/2025	2
District approval of PS&E/advertise for bids*	12/2025	02/2026	2
Submit and receive bids for review and approval	02/2026	04/2026	2
Project implementation/construction	06/2026	06/2027	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	$ 300,000	$ 175,000	$ 125,000	41.67%
Right-of-Way	FY 2024	$ 60,000	$ 35,000	$ 25,000	41.67%
Construction Engineering	FY 2026	$ 0	$ 0	$ 0	0.00%
Construction / Implementation	FY 2026	$ 2,208,729	$ 1,290,000	$ 918,729	41.60%
TOTAL PROJECT COST		$ 2,568,729	$ 1,500,000	$ 1,068,729	41.61%

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. Additionally, the City anticipates applying for a County Road Board grant and Modot Cost Share funds.

[7] **Illinois**: construction/construction engineering funds are available in FY 2026.
Missouri: preliminary engineering funds are available in FY 2023 or FY 2024, right-of-way in FY 2024 or FY 2025, and construction/construction engineering in FY 2025 or FY 2026. **Note**: FY 2025 construction/construction engineering must be less than $1 million federal.
[8] Fiscal years are federal fiscal years (October 1 through September 30).

SAFETY

Were there any crashes along project limits from 2015-2019? ***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):	0
Minor injury (B and C on the KABCO scale):	2
Property damage only (O on the KABCO scale):	15
Total number of crashes from 2015-2019 along project limits:	17

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**
Two-Way-Left-Turn-Lane	0.69	3017

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

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

The majority of crashes in the project limits were rear-end crashes caused by cars stopping in through lane waiting to turn left. Adding two-way-left-turn-lanes to Lake Saint Louis Boulevard will improve safety and reduce rear-end crashes.

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:

Pedestrians cross Lake Saint Louis Blvd randomly because the Blvd lacks identified street crossings. Rectangular rapid flash beacons and crosswalks will be installed at Freymuth Lane and Hawk Ridge Circle, allowing pedestrians and cyclist to cross the Blvd at safe locations.

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:

A 10' shared-use path will be constructed on east side of Lake Saint Louis Boulevard with a 5' buffer between roadway and path. Currently bikes use the shoulder as a bike lane along Lake Saint Louis Boulevard. The new 10' shared-use path will provide a safer cycling experience by separating vehicle and bike traffic.

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:

A new 6' sidewalk will be installed along east side of Lake Saint Louis Boulevard. Existing curb ramps will be reconstructed and new curb ramps will be added in locations that new sidewalk crosses side-streets and drive approaches.

Approximately what percentage of the project limits includes new or reconstructed sidewalk or shared-use path?	100

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

- ☐ Pedestrian signals/push buttons
- ☐ Countdown timers
- ☐ Leading pedestrian interval (LPI)
- ☐ Bicycle signals or bicycle detection
- ☑ Rectangular Rapid-Flashing Beacon (RRFB)
- ☐ Pedestrian Hybrid Beacon (PHB or HAWK)
- ☐ 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:

High-visibility crosswalks will be added to sidewalk crossings Hawk Ridge Circle and new Freymuth Road connection.

Rectrangular rapid-flashing beacons and high-visibility crosswalks will also be provided at Hawk Ridge Circle and Freymuth Road across Lake Saint Louis Boulevard.

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):

Two-way-left-turns are proposed along Lake Saint Louis Boulevard to improve intersections and increase safety and decrease traffic delays.

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:

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**
	☐ 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 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:

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:

Two Bio-swales will be constructed on the project. One will be installed south of Hawk Ridge Crossing and the second will be installed near Hawk Ridge Circle. Proposed Bio-Swale locations are labeled on attached Concept Plan.

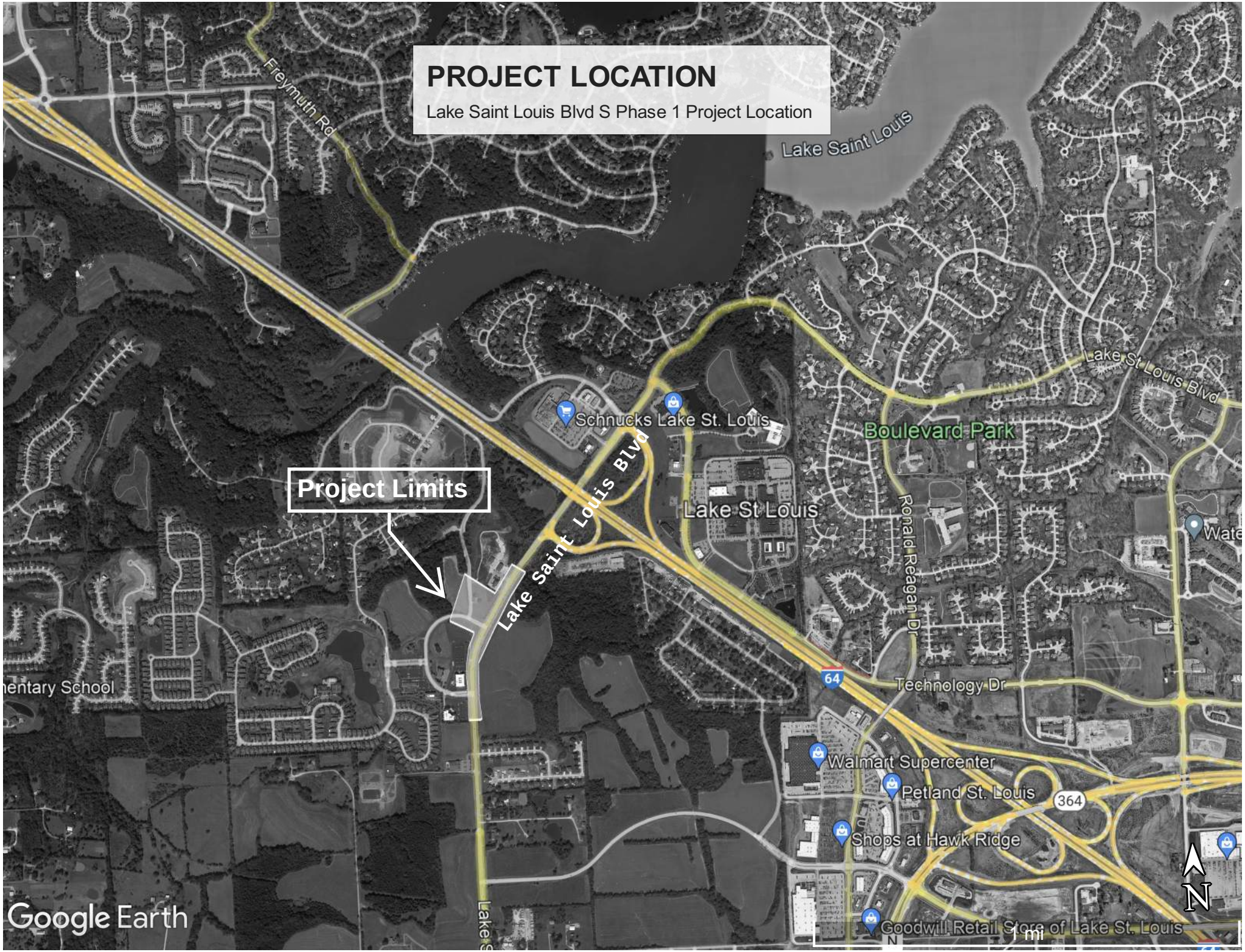
ATTACHMENT A

PROJECT LOCATION MAP

DETAILED COST ESTIMATE

LETTER OF SUPPORT FROM MODOT

LETTER OF SUPPORT FROM ST. CHARLES COUNTY ROAD BOARD


PROJECT LOCATION
Lake Saint Louis Blvd S Phase 1 Project Location
Freymuth Rd
Lake Saint Louis
Lake St Louis Blvd
Schnucks Lake St. Louis
Boulevard Park
Project Limits
Lake Saint Louis Blvd
Lake St Louis
Ronald Reagan Dr
64
Technology Dr
Walmart Supercenter
Petland St. Louis
364
Shops at Hawk Ridge
Goodwill Retail Store of Lake St. Louis
Google Earth
1 mi
N

Estimate of Project Costs

Project Sponsor:	City of Lake Saint Louis
Project Title:	Lake Saint Louis Blvd South Phase 1
Date:	2/4/2022

Specific Roadway Items

Item	Quantity	Unit	Unit Price	Amount
EARTHWORK	1	LS	$50,000.00	$50,000.00
EROSION CONTROL	1	LS	$5,000.00	$5,000.00
TYPE 5 AGGREGATE BASE	9,100	SY	$9.00	$81,900.00
FULL DEPTH PAVEMENT REPAIR	300	ST	$250.00	$75,000.00
TACK COAT	440	GAL	$3.00	$1,320.00
HMA SURFACE COURSE	950	TON	$110.00	$104,500.00
CONCRETE PAVEMENT (8" NON-REINF)	5,100	SY	$70.00	$357,000.00
PAVED DRIVEWAY APPROACH	200	SY	$80.00	$16,000.00
STORM SEWERS	1,800	LF	$80.00	$144,000.00
INLETS	13	EA	$3,000.00	$39,000.00
CURB AND GUTTER, TYPE "B"	4,100	LF	$30.00	$123,000.00
MOBILIZATION	1	LS	6%	$86,000.00
STANDARD TRAFFIC CONTROL DEVICES	1	LS	$60,000.00	$60,000.00
BIO-SWALE	2	EA	$12,000.00	$24,000.00
CLASS C EXCAVATION	1,200	CY	$100.00	$120,000.00
			SUBTOTAL	**$1,286,720.00**

Specific Bicycle Items

Item	Quantity	Unit	Unit Price	Amount
CONCRETE SHARED-USE PATH	1,500	SY	$50.00	$75,000.00
			SUBTOTAL	**$75,000.00**

Specific Pedestrian Items

Item	Quantity	Unit	Unit Price	Amount
CONCRETE SIDEWALK	1,300	SY	$50.00	$65,000.00
TRUNCATED DOMES	160	SF	$30.00	$4,800.00
RAPID FLASH PEDESTRIAN BEACONS	2	EA	$20,000.00	$40,000.00
			SUBTOTAL	**$109,800.00**

Specific Transit Items

Item	Quantity	Unit	Unit Price	Amount
				$0.00
			SUBTOTAL	**$0.00**

Miscellaneous Other Items

Item	Quantity	Unit	Unit Price	Amount
Utility Relocation	1	LS	$50,000.00	$50,000.00
			SUBTOTAL	**$50,000.00**

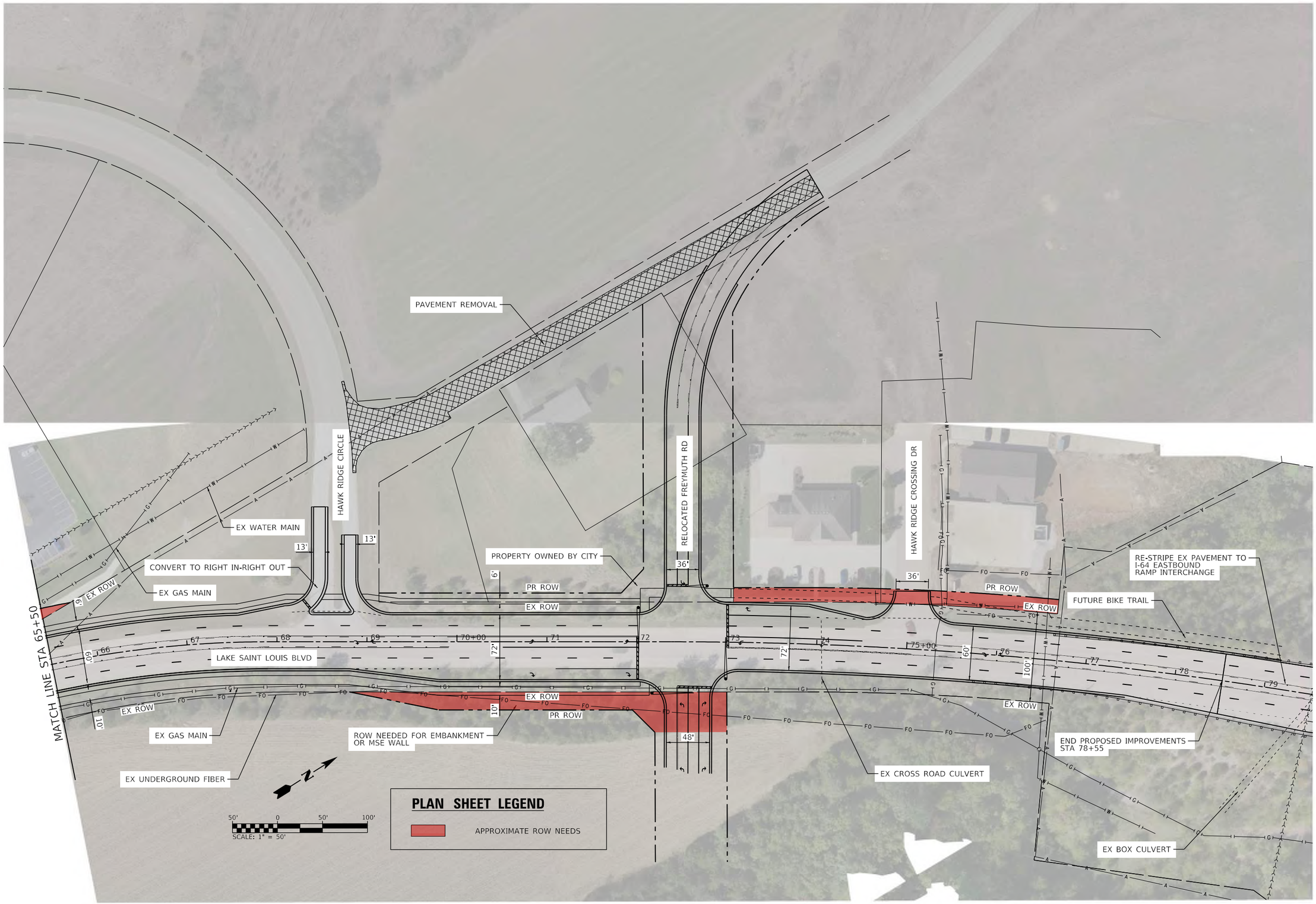
Construction Cost Total	**$1,521,520.00**
Contingency (15%)	**$228,000.00**
Inflation (6%)	**$459,208.69**
Preliminary Engineering	**$300,000.00**
Right-of-Way	**$60,000.00**
Construction Engineering/Inspection	
Project Total *	**$2,568,728.69**

ATTACHMENT B

DETAILED MAP

PROJECT EXISTING AND PROPOSED TYPICAL SECTIONS

PROJECT ROAD CONDITIONS WITH PHOTOS



PRELIMINARY

DATE PREPARED
XX/XX/XXXX

STATE	DISTRICT
MO	SL

STP NO.
XXXXXXXXX

MSD BASE MAP
XXXXXXXXX

COUNTY
ST. CHARLES

PROJECT NAME
XX

SHEET NO.	TOTAL
XX	XX

FROM STA	TO STA
XXX+XX	XXX+XX

DESCRIPTION

DATE

OATES ASSOCIATES
St. Louis
720 Olive, Suite 700
St. Louis, MO 63101
314.588.8581
www.oatesassociates.com

MISSOURI ENG CORP
LICENSE NO. 001166

MISSOURI LAND SURVEY CORP
LICENSE NO. 000275

CONCEPT PLAN SHEETS

SHEET 3 OF 3

FILE NAME = H:\P\221103\CADD\Microstation\CADD Sheets\221103-sht-dbl_pln_concept_50scale.dgn

FILE NAME = H:\P\221103\CADD\Microstation\CADD Sheets\221103-sht-dbpln_concept_50scale.dgn

PRELIMINARY

DATE PREPARED
XX/XX/XXXX

STATE	DISTRICT
MO	SL

STP NO.
XXXXXXXXX

MSD BASE MAP
XXXXXXXXX

COUNTY
ST. CHARLES

PROJECT NAME
XX

SHEET NO.	TOTAL
XX	XX

FROM STA	TO STA
XXX+XX	XXX+XX

DESCRIPTION	DATE

St. Louis
720 Olive, Suite 700
St. Louis, MO 63101
314.588.8881
www.oatesassociates.com

OATES ASSOCIATES

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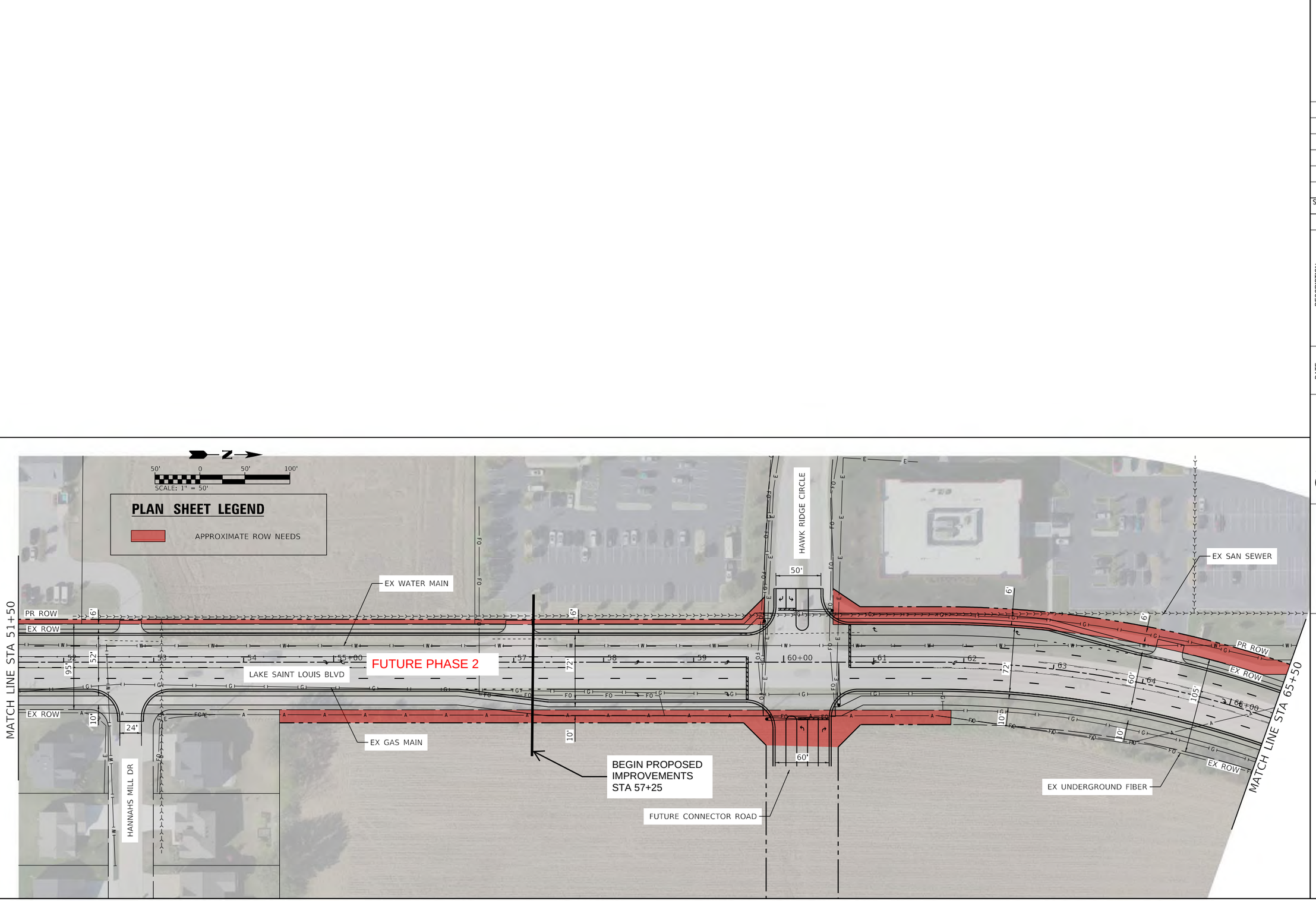
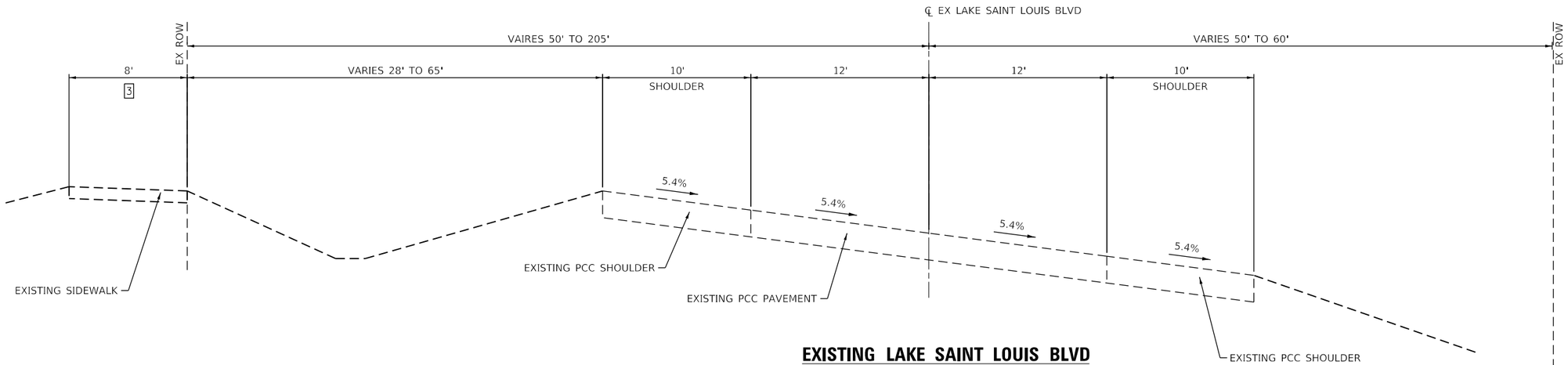


CONCEPT PLAN SHEETS

SHEET 2 OF 3

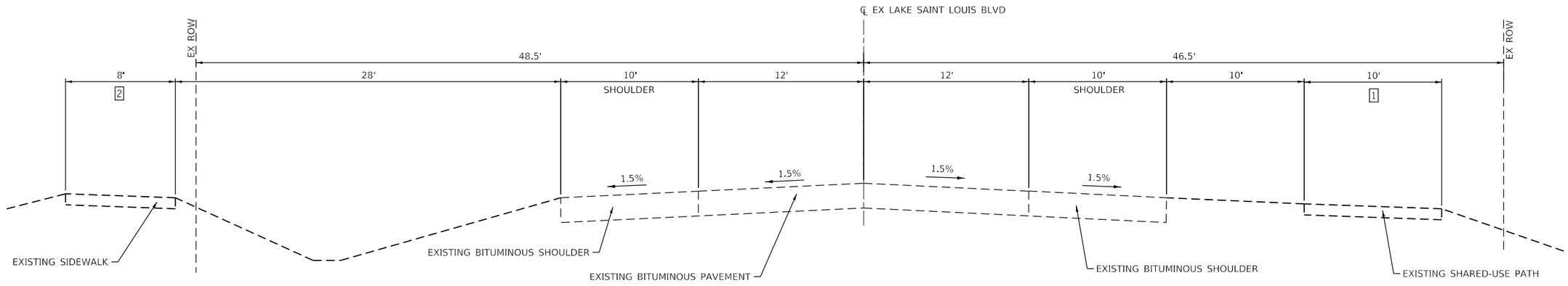
EXISTING TYPICAL SECTION NOTES

1. EXISTING SHARED-USE PATH ENDS AT STA. 61+74
2. EXISTING SIDEWALK BEGINS AT STA. 60+94
3. EXISTING SIDEWALK ENDS AT STA. 66+23
4. EXISTING SIDEWALK BEGINS AT STA. 73+00
5. EXISTING SIDEWALK ENDS AT STA. 73+36



EXISTING LAKE SAINT LOUIS BLVD

STA. 62+00 TO STA. 70+23



EXISTING LAKE SAINT LOUIS BLVD

STA. 57+50 TO STA. 62+00

PRELIMINARY

DATE PREPARED
XX/XX/XXXX

STATE: MO | DISTRICT:

STP NO.
XXXXXXXXX

MSD BASE MAP
XXXXXXXXX

COUNTY
ST. CHARLES

PROJECT NAME

SHEET NO.: XX | TOTAL: XX

FROM STA: XXX+XX | TO STA: XXX+XX

DESCRIPTION

DATE

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LICENSE NO. 001166

MISSOURI LAND SURVEY CORP
LICENSE NO. 000275

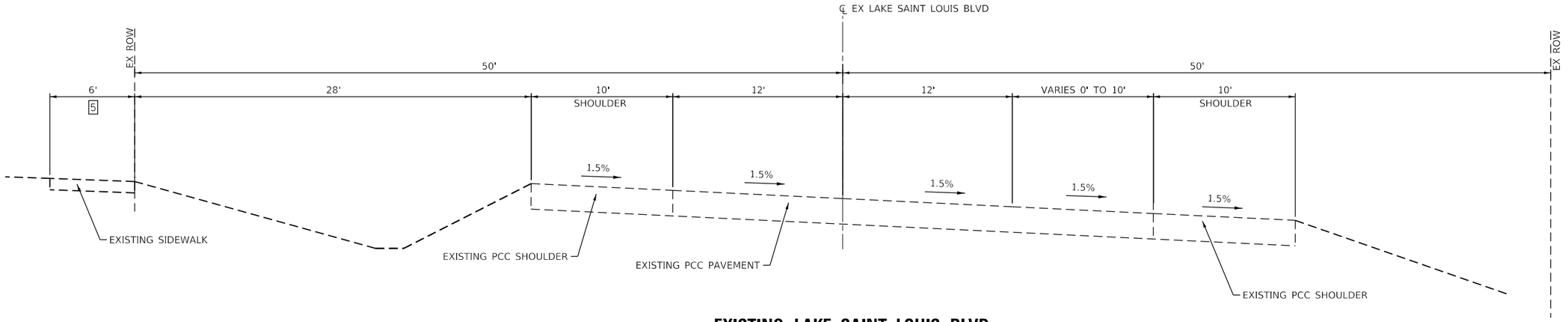
EXISTING TYPICAL SECTION
LAKE SAINT LOUIS BOULEVARD

SHEET 1 OF 2

FILE NAME = H:\P\221103\CADD\Microstation\CADD Sheets\221103-Typical Section.dgn

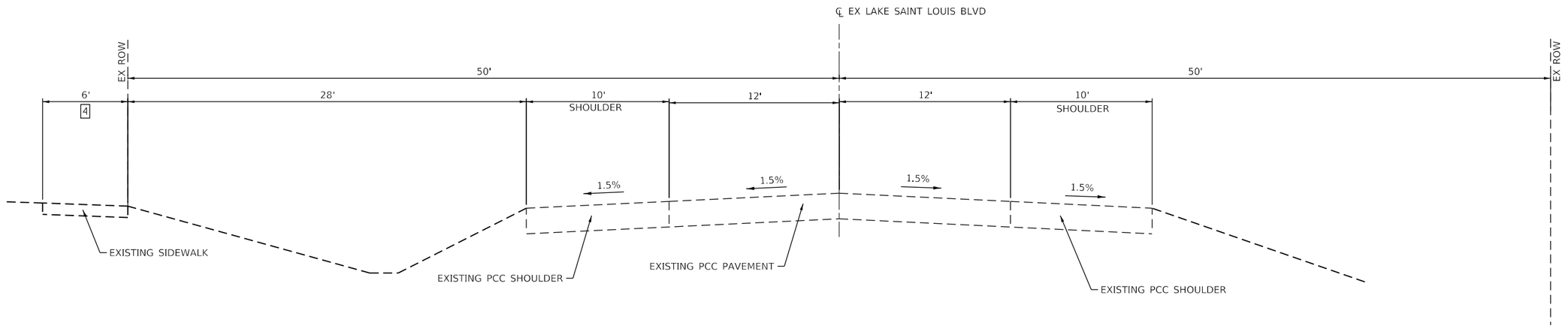
EXISTING TYPICAL SECTION NOTES

1. EXISTING SHARED-USE PATH ENDS AT STA. 61+74
2. EXISTING SIDEWALK BEGINS AT STA. 60+94
3. EXISTING SIDEWALK ENDS AT STA. 66+23
4. EXISTING SIDEWALK BEGINS AT STA. 73+00
5. EXISTING SIDEWALK ENDS AT STA. 73+36



EXISTING LAKE SAINT LOUIS BLVD

STA. 73+85 TO STA. 76+40



EXISTING LAKE SAINT LOUIS BLVD

STA. 70+23 TO STA. 73+85

PRELIMINARY

DATE PREPARED
XX/XX/XXXX

STATE: MO | DISTRICT:

STP NO.
XXXXXXXXX

MSD BASE MAP
XXXXXXXXX

COUNTY
ST. CHARLES

PROJECT NAME

SHEET NO. XX | TOTAL XX

FROM STA XXX+XX | TO STA XXX+XX

DESCRIPTION	DATE

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St. Louis
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www.oatesassociates.com

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LICENSE NO. 001166

MISSOURI LAND SURVEY CORP
LICENSE NO. 000275

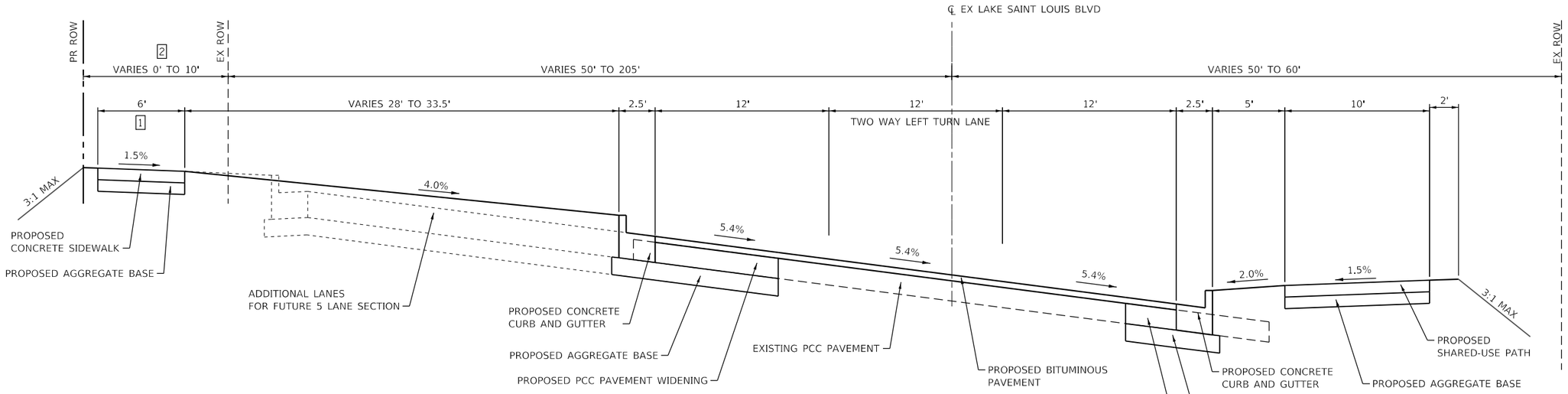
EXISTING TYPICAL SECTION
LAKE SAINT LOUIS BOULEVARD

SHEET 2 OF 2

FILE NAME = H:\P\221103\CADD\Microstation\CADD Sheets\221103-Typical Section.dgn

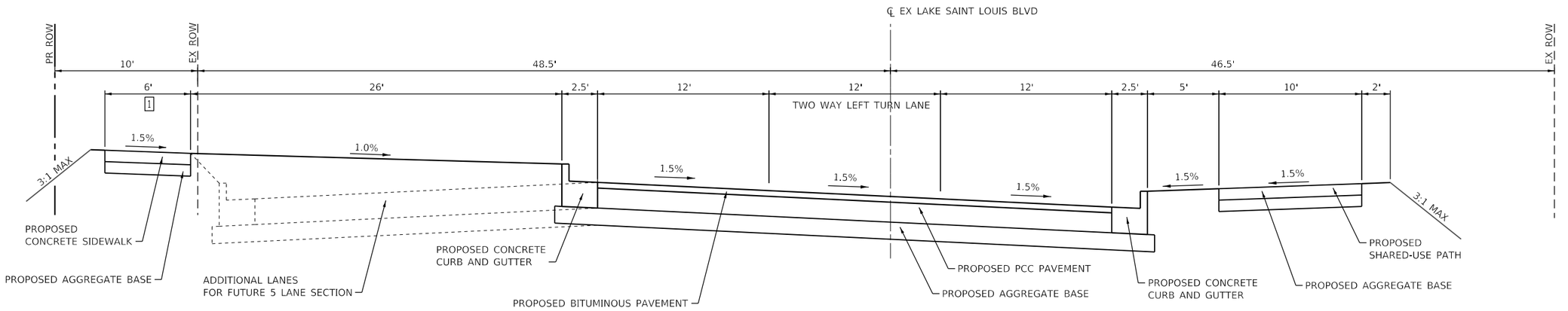
TYPICAL SECTION NOTES

1. 8' SIDEWALK FROM STA. 61+00 TO STA. 65+00
2. PR ROW WIDTH 0' FROM STA. 65+00 TO STA. 69+00
3. PR ROW WIDTH 15' FROM STA. 74+60 TO STA. 76+40



PROPOSED LAKE SAINT LOUIS BLVD

STA. 62+00 TO STA. 70+23



PROPOSED LAKE SAINT LOUIS BLVD

STA. 57+50 TO STA. 62+00

PRELIMINARY

DATE PREPARED
XX/XX/XXXX

STATE	DISTRICT
MO	

STP NO.
XXXXXXXXX

MSD BASE MAP
XXXXXXXXX

COUNTY
ST. CHARLES

PROJECT NAME

SHEET NO.	TOTAL
XX	XX
FROM STA	TO STA
XXX+XX	XXX+XX

DESCRIPTION	DATE

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MISSOURI LAND SURVEY CORP LICENSE NO. 000275

TYPICAL SECTION
LAKE SAINT LOUIS BOULEVARD

SHEET 1 OF 2

FILE NAME = H:\P\221103\CADD\Microstation\CADD Sheets\221103-Typical Section.dgn

TYPICAL SECTION NOTES

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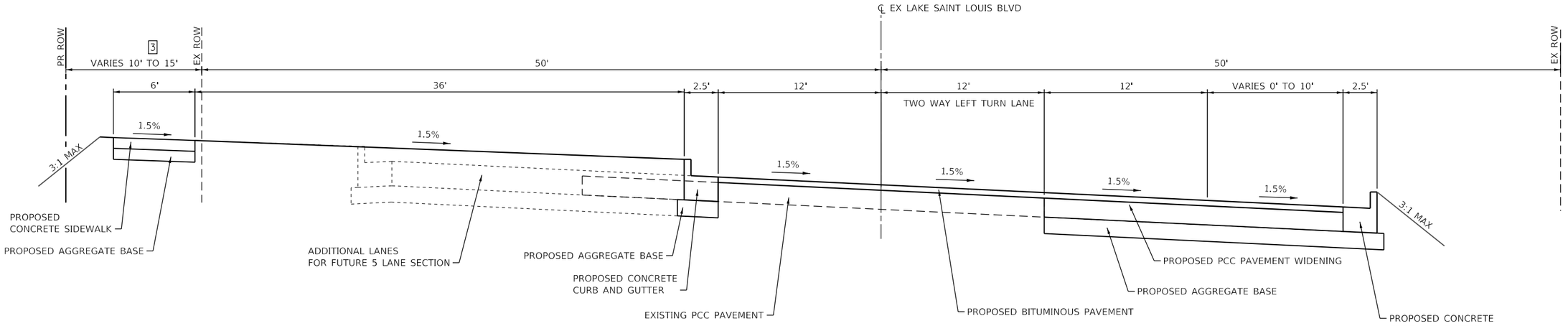
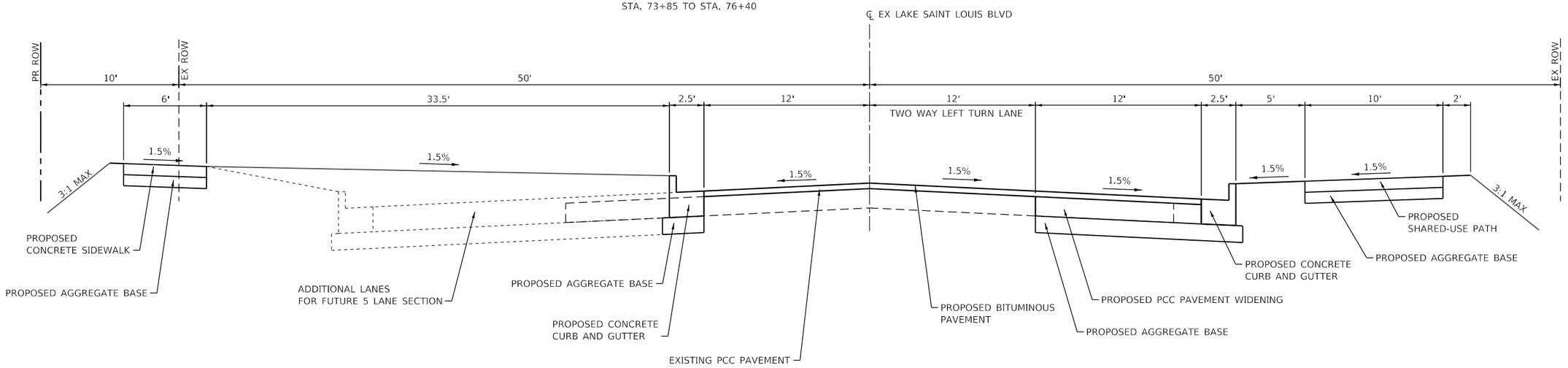
2. PR ROW WIDTH 0' FROM STA. 65+00 TO STA. 69+00
3. PR ROW WIDTH 15' FROM STA. 74+60 TO STA. 76+40



PROPOSED LAKE SAINT LOUIS BLVD

STA. 73+85 TO STA. 76+40



PROPOSED LAKE SAINT LOUIS BLVD

STA. 70+23 TO STA. 73+85

PRELIMINARY

DATE PREPARED
XX/XX/XXXX

STATE	DISTRICT
MO	

STP NO.
XXXXXXXXX

MSD BASE MAP
XXXXXXXXX

COUNTY
ST. CHARLES

PROJECT NAME

SHEET NO.	TOTAL
XX	XX
FROM STA	TO STA
XXX+XX	XXX+XX

DESCRIPTION

DATE

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TYPICAL SECTION
LAKE SAINT LOUIS BOULEVARD

SHEET 2 OF 2

FILE NAME = H:\P\221103\CADD\Microstation\CADD Sheets\221103-Typical Section.dgn