

City of Lake Saint Louis
Department of Public Works



307 Parkway Industrial Drive
Lake Saint Louis, Mo. 63367

Date: August 11, 2016

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, and other projects your company has recently completed or are now active. 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, or be on file with the City of Lake Saint Louis. 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.

We request all letters be received by 12 pm, (09/08/2016) at

City Clerk
City of Lake Saint Louis
200 Civic Center Drive
Lake Saint Louis, MO 63367

Sincerely,

Terry Rigdon
Project Manager

City of Lake Saint Louis: Lake Saint Louis Blvd Improvements Ph. 1	
Federal Aid No:	STP-5418(612)
Location:	Lake Saint Louis Blvd (500 Ft West of Chase Court to Pleasant Meadow Drive)
Proposed Improvement:	Full depth asphalt replacement of Civic Center Drive, Curb & Gutter Replacement, Sidewalk replacement, Storm Sewer Mdoifications and addition of turn lanes at Fox Trail Drive, Locksley Crossing and Pleasant Meadow Drive. (See attached STP application)
Length:	.85 Miles
Approximate Construction Cost:	\$1,325,000.00
DBE Goal Determination:	<u>10</u> %
Consultant Services Required:	The engineering responsibilities may include but are not limited to the following: The preparation of Conceptual plans, Preliminary plans, Contract plans and Right of Way Plans. Design services may include, right of way plans, surveying, geotechnical investigations, public involvement, environmental and historic preservation services/permits, contract documents, assisting with the bidding process, construction support, utility coordination/permits and traffic controls including the preparation of PS&E and final documents.
Other Comments:	Submit 4 copies of RFQ
Contact:	Name: Terry Rigdon Address: 307 Parkway Industrial Drive Lake Saint Louis, MO 63367 Phone: 636.695.4221 Email: trigdon@charter.net
Deadline:	September 08, 2016 at 12:00 PM
<ul style="list-style-type: none"> • 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>4</u> copies of the letter interest should be received at the address and by the time specified. 	

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
Past Record of Performance -	<u>25</u>	Max Points
Outline of consultants QA/QC plan -	<u>10</u>	Max Points

FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM
SURFACE TRANSPORTATION PROGRAM - SUBALLOCATED FUNDS (STP-S)
NEW PROJECT APPLICATION

Clear Form and Create New Project

Retrieve Existing Project

Update/Save Project

PROJECT RECORD NUMBER 18273130

Clear All Fields

Before starting new applications, select "Clear Form and Create New Project". Applications with no record number cannot be saved. The project number will be needed if you wish to retrieve/edit/print the application at a later time.

Select one:

- Application withdrawn
 Preliminary complete (ready for comments)- Due January 15, 2015 - Optional
 Final complete - Due February 19, 2015
Signatures, Supplemental Information, and Application Fee - Due February 19, 2015

A. SPONSOR INFORMATION

Sponsoring Agency: City of Lake Saint Louis

Chief Elected Official: Kathy Schweikert

Address: 200 Civic Center Drive

City: Lake Saint Louis State: MO Zip: 63367

E-Mail: kschweikert@lakesaintlouis.com

Project Contact: Terry Rigdon Title: Project Manager

Address: 307 Parkway Industrial Drive

City: Lake Saint Louis State: MO Zip: 63367

Phone: 636.695.4221 Fax: 636.695.4227

E-mail: trigdon@lakesaintlouis.com

Application Contact: Terry Rigdon

E-Mail: trigdon@lakesaintlouis.com Phone: 636.695.4221

B. PROJECT INFORMATION

Project Title: Lake Saint Louis Blvd Reconstruction Project - Phase 1

Project Limits (i.e., Taylor Ave to Moss St or over Moss Creek - include map):

Lake Saint Louis Boulevard (500 Feet West of Chase Court to Pleasant Meadow Drive)

Is this project a continuation of, or is it otherwise related to, another project that previously was programmed in the TIP? If so, explain this relationship.

NO

Has your agency previously competed for funds for this specific project? If so, when?

Lake Saint Louis submitted a project application in 2014.

Does your agency own and maintain this facility? Yes If no, a letter of support is required from the facility owner.

Project Priority Area:

Type of Improvement:

Type of project:

Project Length (Miles):

Estimated date of completion (MO/YEAR):

Usage (Average Daily Traffic, Ridership, etc.):	Currently	Proposed
ADT	<input type="text" value="9540.00"/>	<input type="text" value="9540.00"/>
Year	<input type="text" value="2013.00"/>	<input type="text" value="2034.00"/>

Vehicle Occupancy Rate (Regional Average=1.25): Currently Proposed

Federal Functional Roadway Classification (per East-West Gateway):

BRIDGE PROJECTS ONLY - Complete next four questions

Bridge Identification Number (Per state inventory):

Bridge Sufficiency Rating (Per state inventory):

Is bridge listed on state inventory as deficient?

Will there be any realignment of the connecting roadway (vertical or horizontal) as part of the bridge replacement? If yes, include sketch of proposed bridge replacement and realigned road.

Number of through traffic lanes: Currently Proposed

Number of turn lanes: Currently Proposed

Are two-way left turn lanes proposed as part of this project? If yes, give details below:

Is the terrain flat or rolling?

If the terrain is rolling, describe what measures have been taken to maximize the sight distance where the two-way left turn lanes are proposed:

Sight distance for left turn lanes is adequate per concept plan completed by GBA.

Speed limit: Currently Proposed

Lane width: Currently Proposed

Shoulder width: Currently Proposed

Bridge width (gutterline to gutterline): Currently Proposed

Curb & gutter?: Currently Proposed

Sidewalks?: Currently Proposed

Sidewalk Width: Currently Proposed

Parking allowed: Currently Proposed

Will additional right of way, TSCL or easement be acquired?

If yes,

- Estimated additional right of way (in acres) needed:

- Estimated permanent easements (in acres) needed:

- Estimated temporary easements (in acres) needed:

- Any residential or commercial displacements anticipated? If yes, give details on how many and if they are residential and/or commercial.

NO

Right of way acquisition by:

Right of way condemnation by:

Please attach the following items, if available.

- Traffic Flow diagram for more than 2 lane improvement
- Scope of engineering services

UTILITY COORDINATION

Will coordination with utilities be required? Yes No If yes, check the appropriate box to select the type of utility. Then give the names of the utility companies. Utilities must be notified of proposed improvements early in the design process.

Electric	<input checked="" type="checkbox"/>	Cuivre River Electric
Phone	<input checked="" type="checkbox"/>	Century-Link
Gas	<input checked="" type="checkbox"/>	Laclede Gas
Water	<input checked="" type="checkbox"/>	PWSD #2
Cable TV	<input checked="" type="checkbox"/>	Charter Cable
Storm Sewer	<input type="checkbox"/>	
Sanitary Sewer	<input checked="" type="checkbox"/>	PWSD #2
Other	<input type="checkbox"/>	

Please give detail concerning potential utility conflicts / problems / issues:

This project is generally replacing current facilities in place and only minor conflicts with utilities are expected.

Utility coordination completed by: Consultant

Designed by: Other

Inspection by: Other

BICYCLE AND PEDESTRIAN FACILITIES

All applicants are required to comply with the Americans with Disabilities Act of 1990. 23 USC 217 (g) states:

“Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted....Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians.

The Gateway Bike Plan provides a long-term vision for a connected system of on road bicycle routes between communities, transit, greenways, and trails. Information is available at StLBikePlan.com

If any bicycle and/or pedestrian elements are included in this project, what are they? Is this project proposing new sidewalks where non exist, replacing segments of damaged sidewalk, installing ADA compliant curb ramps? If yes, where are facilities being built and indicate width. What strategies or recommendations from the Gateway Bike Plan are being implemented? (If applicable)

This project is proposing to replace the existing 5 ft wide sidewalks and curb ramps with 5 ft ADA compliant facilities on the south side of Lake Saint Louis Blvd between Chase Court and Locksley Manor Drive. The existing facilities are not ADA compliant, cross slopes exceed 2%.

Bicycle facilities are provided through shoulders or shared lanes consistent with the Gateway Bike Plan.

If bicycle and/or pedestrian elements are not included, WHY NOT (required)?: Failure to include bicycle and/or pedestrian accommodations may result in project not being funded.

C. PROJECT JUSTIFICATION/DESCRIPTION

Please describe 1.) the proposed improvement, 2.) the transportation problem the improvement will address, 3.) the effect the improvement will have on the problem, and 4.) any Transportation System Management or Transportation Demand Management strategies (as described in Appendix A included in the workbook).

If the project is proposing to add capacity for single-occupant vehicles by adding lanes or by constructing a new facility, a Congestion Management Study (CMS) report may be required. The CMS requirements are described in Appendix A included in the workbook. If you are unsure if a CMS is needed, please contact Jason Lange at MO: (314) 421-4220 or IL: (618) 274-1750.

Projects must be based upon the ten principles/strategies of RTP 2040, the St. Louis region’s Long Range Transportation Plan. **See page 7-9 of the STP-S workbook for more information.**

Be as specific as possible. Attach additional sheets as needed.

<p>1. Proposed Improvement - this project consists of the following main components on Lake Saint Louis Boulevard: 1) 6 inch depth pavement replacement; 2) Curb and Gutter Replacement; 3) Replace non-compliant ADA sidewalks; 4) Addition of two left turning lanes at Fox Trail Drive and Locksley Manor Drive/N. Henke Road.</p> <p>2. and 3. - Transportation problem the improvement will address and how it will affect the problem. This project addresses the following transportation problems:</p> <p>Pavement Deterioration - Deteriorated roadways increase the risk of vehicle crashes as drivers maneuver or stop in reaction to unexpected changes in pavement conditions, or as they experience loss of traction because of worn pavements. The proposed pavement replacement will provide a smooth driving surface that reduces pounding that vehicles take on rutted and broken pavement surfaces or in hitting potholes preventing damage to tires, suspensions, and other mechanical systems. In addition, replacing the existing deteriorated curb and gutter will reduce the amount of water that gets under the pavement saturating the subgrade and shortening the pavement life cycle.</p> <p>Roadway Geometric Improvements - Left turns made from the through lanes at the intersection of Lake Saint Louis Blvd/Fox Trail Drive and Lake Saint Louis Blvd/Locksley Manor Drive cause delays and adversely impact safety. The proposed left turn lanes will allow vehicles to make left turns separate from the through lane of Lake Saint Louis Blvd, thereby reducing delays and rear end accidents. These two intersections accounted for 60% of the accidents within the limits of the project.</p> <p>Pedestrian Facilities - the existing pedestrian facilities along Lake Saint Louis Boulevard between Chase Court and Locksley Manor Drive are not ADA compliant, having cross-slopes exceeding 2%. This project will replace the existing 5 ft wide sidewalk with ADA compliant 5 ft wide sidewalks and ramps eliminating accessibility barriers along the project.</p> <p>4. Transportation Management Strategies</p> <p>Strategy Class - Bicycle and Pedestrian Improvements Representative Strategies/Measures - Infrastructure Improvements (Replace existing sidewalk with ADA compliant facilities)</p> <p>Strategy Class - Traffic Operational Improvements Representative Strategies/Measures - Roadway Geometric Improvements (Left turn lanes on Lake Saint Louis Blvd at Fox Trail Drive and Locksley Manor Drive.</p>
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GREAT STREETS (This section is intended to be completed only for projects that are utilizing concepts from the Great Streets Initiative)

Road construction does not just apply to moving cars and trucks faster. It's really about accommodating people, which can include such things as: traffic calming, bicycle/pedestrian accommodations, compliance with the Americans with Disabilities Act, landscaping, access management, architectural design standards, and zoning changes to encourage specified land uses and promote economic development. East-West Gateway's Great Streets Initiative helps local sponsors create a complete street. A toolbox has been created that guides sponsors to use the Great Streets template that applies to their place. Place types include: downtown main street, mixed-use district, small town downtown, residential neighborhood, office employment area, civic/educational corridor, neighborhood shops, and commercial/service corridor.

Detailed information can be found at: <http://www.ewgateway.org/greatstreets/greatstreets.htm>. If you have any questions about Great Streets, contact Paul Hubbman at: MO: (314) 421-4220 or IL: (618) 274-2750.

A Great Streets project is required to address these eight characteristics:

1. Great Streets are great places
2. Great Streets integrate land use and transportation planning
3. Great Streets are economically vibrant
4. Great Streets accommodate all users and all modes
5. Great Streets are environmentally responsible
6. Great Streets rely on current thinking
7. Great Streets are measurable
8. Great Streets develop collaboratively

Please describe below how this project incorporates each of the seven criteria. Attach additional sheets as needed.

D. PROJECT COMPOSITION

Please indicate the approximate percentage of the project that covers each of the elements below:

MODAL ELEMENTS	Total Cost	
Roadway elements	<input type="text" value="94.00"/>	%
Transit elements	<input type="text" value="0.00"/>	%
Bicycle and Pedestrian elements	<input type="text" value="6.00"/>	%
Port and Freight Facility elements	<input type="text" value="0.00"/>	%
TOTAL (100%)	<input type="text" value="100.00"/>	%

ACTIVITY TYPE	Total Cost	
Replace/Rehabilitation of existing facilities	<input type="text" value="98.00"/>	%
Expansion/Enhancement - new or expanded facilities and assets (not replacement)	<input type="text" value="2.00"/>	%
Planning Studies - such as general program evaluation, corridor studies, MTIA or environmental analysis (not preliminary or construction engineering)	<input type="text" value="0.00"/>	%
TOTAL (100%)	<input type="text" value="100.00"/>	%

PROJECT FUNCTIONS	Total Cost	
Preservation elements	<input type="text" value="88.00"/>	%
Safety elements	<input type="text" value="6.00"/>	%
Congestion elements	<input type="text" value="0.00"/>	%
Access to Opportunity elements	<input type="text" value="6.00"/>	%
Sustainable Development elements	<input type="text" value="0.00"/>	%
Goods Movement elements	<input type="text" value="0.00"/>	%
TOTAL (100%)	<input type="text" value="100.00"/>	%

E. IMPROVEMENT EVALUATION CRITERIA

Select a priority condition that is based on the primary focus area of the project. The priority condition should be the same for each focus area on pages 9-14 of this application. Pages 7-10 of the STP-S workbook details what is required supporting information for each condition.

PRESERVATION

Preservation of the existing infrastructure will be achieved by managing and maintaining current roadway, bridge, transit and intermodal assets. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information. Points will be assigned only if project will improve deficient condition and documentation of condition is provided with project application.

Priority Condition

System Condition *(describe condition and measure used)*

Lake Saint Louis Boulevard has an average PCI rating of 55. The existing pavement has patching, transverse cracking, longitudinal cracking, wheel track cracking, slippage and rutting. The proposed full depth pavement replacement project will improve the deficient condition by correcting areas of base failure, and providing a new pavement section. See attached PASER pavement evaluation and inspection photos.

PRESERVATION MEASURES	High Priority Condition	Medium Priority Condition	Lower Priority Condition
Road	Pavement Condition 20-56 on Scale of 100 or equivalent AND project will improve deficient condition.	Pavement Condition less than 20 or 57-75 on scale of 100 or equivalent AND project will improve deficient condition.	Pavement Condition greater than 75 on Scale of 100 or equivalent AND project will improve deficient condition.
Bridge	Bridge Sufficiency Rating less than 40 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating of 40-79.9 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating greater than 80 on Scale of 100 AND project will improve deficient condition.
Signal	Project will replace equipment older than 20 years, and equipment is outdated, not repairable	Project will replace equipment 10 to 20 years old and not compatible with coordinated systems	Project will replace equipment in good condition, as per industry standard
Transit	Project will replace equipment at normal replacement cycle age in FTA Circular 9030	Project will replace equipment that is non-operational /unreliable/beyond normal replacement cycle age in FTA Circular 9030	Project will replace equipment earlier than normal replacement cycle age in FTA Circular 9030
Port/Freight	Poor condition as per standard AND project will improve deficient condition.	Very poor or fair condition as per standard AND project will improve deficient condition.	Good condition as per standard AND project will improve deficient condition.
Bike/Ped	Average PSR rating of sidewalk 0-1 (see App F or workbook for how to rate) AND project located within ½ mile of PUI grid 3-5	Average PSR rating of sidewalk 1-2 (see App F or workbook for how to rate) AND project located within ½ mile of PUI grid 3-5	Average PSR rating of sidewalk 0-3 (see App F or workbook for how to rate) AND project located in any area

***NOTE:** Only projects that propose to replace, rehabilitate, or repair a facility or equipment can receive points in this category. Projects that propose to construct an entirely new facility receive 0 points (N/A). Systematic preventive maintenance activities (i.e., activities that are part of a planned strategy or program) intended to extend the life of the facility are eligible for funding, provided the DOT has approved the systematic strategy or program.

SAFETY

Safety and Security in Travel will be achieved by decreasing the risk of personal injury and property damage on, in, and around transportation facilities. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information. Include a summary of police reports for crashes that occurred within the project limits including how proposed improvement to the facility would reduce crashes.

Total number of crashes over last 3 years:

Number of crashes by type: Fatal Serious Injury Property Damage Only

Crash Rate for the proposed project location (use formula below):

To compute crashes per million vehicle miles use the formula:

$$\frac{\text{Average Number of Crashes per year over last 3 years} \times 1,000,000}{\text{Average Daily Traffic} \times 365 \times \text{length of project in miles}} = \text{Crash Rate}$$

Priority Condition

System Condition / Problem Addressed

The following planned improvements will improve safety conditions along Lake Saint Louis Boulevard: Addition of left turn lanes will provide safer turning movements for vehicles. All the traffic accidents occurred at intersections, with 5 of the 8 collisions occurring at Locksley Manor Drive and Fox Trail Drive. The proposed project will provide a left turn lane at these intersections.

<i>SAFETY MEASURES</i>	<i>High Priority Condition</i>	<i>Medium Priority Condition</i>	<i>Lower Priority Condition</i>
Road/ Intersection	Crash rate per million vehicle miles is 6.0 or higher AND project addresses specific safety issues(s)related to crashes * OR improves problems identified in road safety audit OR addresses fatal/serious injury crash(es)	Crash rate per million vehicle miles is 3.0 to 5.9 AND project addresses specific safety issues(s)related to crashes *	Accident rate per million vehicle miles is less than 3.0 AND project addresses specific safety issue(s)*
Bridge	Bridge sufficiency rating less than 20 on scale of 100 AND project will improve deficient condition.	Bridge sufficiency rating 20-49.9 on scale of 100 AND project will improve deficient condition.	Bridge sufficiency rating greater than 50 on scale of 100 AND project will improve deficient condition.
Transit/Other	Poor condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)	Fair condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)	Good condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)
Bike/Ped	New bike/ped facility: Sidewalks on both side of road (at least 5' wide) or dedicated multi-use path (at least 10' wide)	New bike/ped facility: Sidewalk on one side of road (at least 5' wide) or on-road bike lane OR new bike/ped facility: Sidewalks on both side of road (4' to 5' wide) or dedicated multi-use path (8'-10' wide)	Improvements to existing facility or shared lane traffic markers

* e.g., paved shoulder, new pedestrian or bicycle facility, revisions to horizontal or vertical alignment, intersection improvements, guardrail or median barrier.

CONGESTION

Congestion Management will be achieved by ensuring that congestion of the region's roadways does not reach levels which compromise economic competitiveness. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Does this project increase capacity for Single-Occupant Vehicles (SOV)?

If yes, an evaluation of the impact to SOV capacity* of reasonable demand strategies that fit in the corridor must be completed. This evaluation must follow the framework of the St. Louis Region Congestion Management Process Mitigation Handbook and included with the application. See Section VI (page 12 of workbook) for more information.

Priority Condition

System Condition *(describe condition and measure used)*

The current level of service for the intersection of Lake Saint Louis Boulevard and Fox Trail is LOS B, the current level of service of the intersection of Locksley Crossing and Lake Saint Louis Boulevard is LOS A. The addition of left turn lanes at these intersection reduces delay times.

CONGESTION MEASURES	High Priority Condition	Medium Priority Condition	Lower Priority Condition
Road/Bridge Intersection	Peak hour Level of Service E or F AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)	Peak hour Level of Service D AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)	Peak hour Level of Service A, B or C AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)
Transit	Introduction of peak-hour transit service in a new market	Expansion of peak-hour transit service or new transit facility in an existing market	Improved transit facility
Education, Rideshare and/or Bike-Ped	Program intended to encourage use of other modes or alternatives (e.g., transit, ridesharing, carpooling)	New pedestrian or bicycle facility (non-recreational)	Improved pedestrian or bicycle facility (non-recreational)

Note:

--Calculate Level of Service (LOS) per method outlined in the *Highway Capacity Manual*, Transportation Research Board, National Research Council, Washington, D.C. 2000.
 --If the project is a bicycle/pedestrian or transit improvement designed primarily to relieve parallel corridor (roadway) congestion - indicate peak average corresponding roadway LOS.
 -- Projects must comply with the Regional ITS Standards set forth in the document titled *Bi-State St. Louis Regional ITS Architecture*, April 2005

*A study is required if the project proposes to add one or more lanes for a length of at least 1 mile (or the entire distance between major intersections) on a roadway functionally classified as an arterial or above.

ACCESS TO OPPORTUNITY

Access to Opportunity will be achieved by addressing the complex mobility needs of persons living in low-income communities and persons with disabilities. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information such as transit lines or stops on or within 1/4 mile of proposed improvements.

Priority Condition

Access to Opportunity Measures / Problem Addressed

The Lake Saint Louis Boulevard project will replace the existing non-compliant pedestrian facilities between Chase Court and Locksley Manor Drive with ADA compliant sidewalks and ramps, thereby eliminating accessibility barriers.

<i>ACCESS TO OPPORTUNITY MEASURES</i>	<i>Priority Condition</i>
(1) Project is located within an environmental justice census tract or block, AND (2) project provides direct access to opportunity for disadvantaged individuals (e.g., paratransit service, ride service for elderly, job access program, new transit stop at major employment or activity center, pedestrian or bicycle facility to enable direct access to transit) (5pts)	
Project either provides direct access to opportunity for disadvantaged individuals (e.g., paratransit service, ride service for elderly, job access program, new transit stop at major employment or activity center, pedestrian or bicycle facility to enable direct access to transit) AND includes measures to eliminate accessibility barriers and bring a non-ADA-compliant facility into ADA compliance. (3pts)	
Includes measures to eliminate accessibility barriers and bring a non-ADA compliant facility into ADA compliance. (1pt)	

*A map of environmental justice areas is included in Appendix F of the project workbook.

SUSTAINABLE DEVELOPMENT

Sustainable Development will be achieved by coordinating transportation, land use, economic development, environmental quality, and community aesthetics. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Does the project conform with community, subarea, or corridor level needs as identified in an adopted local and/or regional land use plan, development plan, or economic development plan?

Cite adopted plan(s) that the project is identified in:

The main components of the project (preservation, safety, and walking/cycling choices) are consistent with EWGCC's RTP 2040, and meet these goals. Additionally, the Lake Saint Louis Boulevard project is consistent with the Saint Charles County Thoroughfare plan and Gateway Bike Plan.

Priority Condition

Sustainable Development Measures (e.g., measures to integrate Great Streets Initiative design techniques, enhance connectivity across or between modes, promote transportation and development actions that reduce the need for travel, avoid impacts to sensitive environmental or cultural resources, etc.)

The Lake Saint Louis Boulevard project conforms to the plans listed above and improves access to local established residential neighborhoods. Replacing the existing sidewalk with an ADA compliant facility will provide safer travel to Boulevard Park recreational area and Green Tree Meadows Elementary School.

Lake Saint Louis Boulevard is the only access for most Lake Saint Louis residents between Hwy 70 and Hwy 40.

SUSTAINABLE DEVELOPMENT MEASURES
<i>Priority Condition</i>
Project (1) conforms to the plan(s) identified above, AND (2) is located within ½ mile of a PUI grid 3 or higher or major activity center, AND (3) improves access to, and supports the redevelopment of an underutilized commercial, industrial, or brownfield area. (5pts)
Project (1) conforms to the plan(s) identified above, AND (2) is located within 1/2 mile of a PUI grid 3 or higher or major activity center, AND (3) improves access to, and supports the continued development of an established commercial or industrial area (3pts)
Project (1) conforms to the plan(s) identified above, AND (2) improves access to, and supports the development of a commercial or industrial area or established residential area (1pt)

*PUI = Project Utilization Index is a measure of landuse (i.e. population, employment, and retail) and transit (i.e. MetroLink stations, bus stops, transit centers). See Appendix F for more information.

GOODS MOVEMENT

Efficient movement of goods will be achieved by improving the movement of freight within and through the region by rail, water, air, and surface transportation modes. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Commercial truck volume as percentage of ADT:

Priority Condition

System Condition

Turn lanes will reduce the need for trucks to stop and start on grade at intersections while waiting for other motorists to make a left turn.

GOODS MOVEMENT MEASURES	Priority Condition
(1) Commercial truck volumes are greater than 15% of ADT on the route/site AND (2) project either provides or improved intermodal connections OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). (5 pts)	
(1) Commercial truck volumes are 7% - 14.9% of ADT on the route/site AND (2) project either provides or improves a direct connection to a freight or intermodal facility OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). (3 pts)	
(1) Commercial truck volumes are less than 7% of ADT on the route/site AND (2) project either provides or improves a direct connection to a freight or intermodal facility OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). (1 pts)	

F. FINANCIAL PLAN

Please complete the following expenditure tables and attach a detailed cost estimate (an example is included in Appendix B).

Fiscal years are federal fiscal years (October 1 through September 30). See page 3 of STP-S Workbook for information regarding what phases of work may use federal funds and the years that federal funds are available. Federal participation for a phase may not exceed 80% in Missouri and 75% in Illinois. Each phase using federal funds must be at the same percentage. To delete a number in the table below, enter '0'. Pressing the delete button or backspace will not save onto EWG servers.

PROJECT BUDGET	FY 2017	FY 2018	FY 2019	TOTAL
PE/Planning/ Environ. Studies	120000.00	30000.00	1313455.00	1463455.00
Right-Of-Way				0.00
Implementation				0.00
Construction Engineering				0.00
Total	0.00	0.00	0.00	0.00
TOTAL	120000.00	30000.00	1313455.00	1463455.00

SOURCE OF FUNDS	FY 2017	FY 2018	FY 2019	TOTAL
STP-S/BRM Funds	90198.00	22549.00	987253.00	1100000.00
Other Fed. Funds* <i>Source:</i>				0.00
Other State Funds* <i>Source:</i>				0.00
Local Match Funds* <i>Source:</i> City of Lake Saint Louis	29802.00	7451.00	326202.00	363455.00
Other Funds* <i>Source:</i>				0.00
TOTAL	120000.00	30000.00	1313455.00	1463455.00

*Will any other individual, business, local public agency or other third party provide matching funds or be requested to provide matching funds in the future for this project? If yes, include a letter of support for this project from the third party that confirms their commitment to provide match or acknowledges that the sponsor may seek matching funds from the third party in the future. The letter must also document the third party's support of the proposed scope of work of the project as it is listed in the project application.

Standard TIP Project Development Schedule Form (many stages can occur concurrently)

Activity Description	Start Date (MM/YYYY)	Finish Date* (MM/YYYY)	Time Frame (Months)
Receive Notification Letter	08/2015	10/2015	2.0
Execute Agreement (Project sponsor & DOT)	10/2015	12/2015	2.0
Engineering Services Contract Submitted & Approved ¹	08/2016	12/2016	4.0
Obtain Environmental Clearances (106, CE-2, etc.)	01/2017	05/2017	4.0
Public Meeting/Hearing	03/2017	04/2017	1.0
Develop and Submit Preliminary Plans	01/2017	05/2017	4.0
Preliminary Plans Approved	05/2017	07/2017	2.0
Develop and Submit Right-of-Way Plans	01/2017	05/2017	4.0
Review and Approval of Right-of-Way Plans	05/2017	07/2017	2.0
Submit & Receive Approval for Notice to Proceed for Right-of-Way Acquisition (A-Date) ²	07/2017	10/2017	2.0
Right-of-Way Acquisition	10/2017	06/2018	8.0
Utility Coordination	02/2017	10/2018	20.0
Develop and Submit PS&E	01/2018	10/2018	9.0
District Approval of PS&E/Advertise for Bids ³	10/2018	01/2019	3.0
Submit and Receive Bids for Review and Approval	01/2019	02/2019	1.0
Project Implementation/Construction	02/2019	10/2019	8.0

*Finish date must match fiscal year for each for each milestone listed below:

1. Preliminary engineering obligated - PE/Planning/Environ. Studies
2. Right of way obligated - Right-Of-Way
3. Construction/implementation funds obligated - Implementation/Construction Engineering

FY 2016 = 10/2015 - 09/2016

FY 2017 = 10/2016 - 09/2017

FY 2018 = 10/2017 - 09/2018

FY 2019 = 10/2018 - 09/2019