



# Surface Transportation Block Grant Program

2018 Call for Projects

For the St. Louis Region

## Road 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: June 14, 2018 by 4:00 pm**



**EAST-WEST GATEWAY**  
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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

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

**PLEASE NOTE:**

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

The call for projects begins February 26, 2018 and ends on June 14, 2018 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). Please submit one application per email. Electronic copies can also be delivered on a CD or USB drive. 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.

Project sponsors must also submit one (1) hard copy (including attachments) to:

East-West Gateway Council of Governments  
Attention: Transportation Planning Department – STP-S  
Gateway Tower  
One Memorial Drive, Suite 1600  
St. Louis, MO 63102-2451

The hard copy must be delivered to EWG or postmarked by the deadline. The information provided in this application is public record.

Project sponsors wanting feedback on applications may submit a preliminary copy by April 20, 2018 to EWG at [stps@ewgateway.org](mailto:stps@ewgateway.org). EWG staff will review the applications submitted and will return comments by email by May 10, 2018. If a preliminary application is submitted for feedback, a final application must still be submitted by June 14, 2018.

If you have any questions, contact Jason Lange at 314/421-4220 (MO) or 618/274-2750 (IL), or email at [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. Submit one paper copy and one electronic copy; both versions must include all required signatures and attachments. Save the electronic copy as a PDF file using the following format:

2018STPS\_[Sponsor]\_[Project Name].pdf.

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

### Project Application:

- Project application fee** – ½ of one percent of federal funds requested. Make checks payable to “East-West Gateway Council of Governments” or “EWGCOG.”
- Completed STP-S application**
- Required signatures** – Notification of Title VI & Nondiscrimination Requirements, Financial Certification of Matching Funds, Person of Responsible Charge Certification, Right-of-Way Acquisition Certification Statement (Missouri only), 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 (i.e., located in an industrial site area or connected to Primary Highway Freight System)
- 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.

### Attachment B:

- Photographs** – attach photo(s) of the current roadway.
- Detailed map** – if applicable, provide a map showing:
  - transit routes along or intersecting project limits
  - activity centers along project limits (i.e., a business district, retail center, medical facility, community center, park)
  - schools located within ½ mile of project limits
  - freight facilities along project limits (i.e., intermodal freight facility, major freight generator, logistic center, manufacturing or warehouse industrial land, port)
- Typical section** – show details of before and after roadway improvements.
- Road condition** – show PASER calculations and include map documenting where pavement was inspected. Photos should be taken to document each location evaluated. The sponsor must perform visual inspection of a section of pavement at a uniform distance for at least every ⅓ mile of the project limits. If a project is located outside of a municipal boundary and is greater than one mile in length, perform inspection every ⅓ mile of the project limits.

Attachment C:

- Crash rate and fatal and serious injury crash rate** – use the Safety Calculator sheet in the Safety Supplement excel file provided by EWG. This form calculates the project’s total crash rate and the fatal and serious injury crash rate. Input all crashes by severity occurring from 2011-2015 along the project limits.
- Summary of crashes** – use the Crash Summary Form sheet in the Safety Supplement excel file provided by EWG. This form is used to log a summary of the individual crashes occurring from 2011-2015 along the project limits. Provide ALL fatal and serious injury crashes AND 10 minor injury and/or property damage only crashes that coincide with proposed countermeasure.
- Crash reports** – attach a full crash report for each crash listed in the Crash Summary Form. Number the provided crash reports to match the order they are listed in the summary.
- Crash Modification Factor (CMF)** – if project includes safety countermeasures, include CMF sheets from the CMF Clearinghouse website: [www.cmfclearinghouse.org](http://www.cmfclearinghouse.org).

Attachment D:

- Documentation of an approved or adopted plan, ordinance, and/or policy** – do not attach entire plan documents, only include the necessary pages.
- Letters of support** – endorsements or petitions from associations, boards, school districts, citizens, 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:

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

SUBMITTAL TYPE (CHECK ONE):

- Preliminary application (for comments) – Due April 20, 2018
- Final application – Due June 14, 2018

<b>SPONSOR INFORMATION</b>							
Sponsoring agency:							
Secondary sponsor agency (if applicable):							
<b>Chief Elected Official/Chief Executive Director:</b>							
Name:					Title:		
Street address:							
City:		State:		County:		ZIP code:	
<b>Project contact:</b>							
Name:					Title:		
Agency:							
Street address:							
City:		State:		County:		ZIP code:	
Phone Number:				E-mail address:			
<b>Application contact:</b>							
Name:					Phone Number:		
E-mail address:							
<b>PROJECT INFORMATION</b>							
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 previously competed for funds for this specific project?							
<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown							
If yes, when?							
Estimated completion (construction) month/year:							

ROADWAY INFORMATION			
Name of street or facility to be improved:			
Does the sponsoring agency own and maintain this facility? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <i>If no, a letter of support for this project is required from the facility owner.</i>			
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> :			
Roadway pavement condition (PASER) <sup>2</sup> :			
	<b>CURRENT:</b>	<b>PROPOSED:</b>	
Traffic volumes (AADT):	Year:	Year:	
Speed limit of street:			
Number of through lanes:			
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:			
Outside lane width:			
Shoulder width:			
On-street parking allowed?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown	
Curb and gutter?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown	
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:			
Sidewalk condition:	<input type="checkbox"/> Poor <input type="checkbox"/> Fair <input type="checkbox"/> Good <input type="checkbox"/> None	n/a	
On-road bicycle facility <sup>3</sup> ?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown	
Shared-use path or sidepath?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown	
Shared-use path or sidepath width:			
Located on or intersect transit route?	<input type="checkbox"/> On route <input type="checkbox"/> Intersects route <input type="checkbox"/> No	n/a	

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

<sup>2</sup> PASER Manual: [http://epdfiles.engr.wisc.edu/pdf\\_web\\_files/tic/manuals/asphalt-paser\\_02\\_rev13.pdf](http://epdfiles.engr.wisc.edu/pdf_web_files/tic/manuals/asphalt-paser_02_rev13.pdf).

<sup>3</sup> On-road bicycle facility includes: bike lanes (separated, buffered, and standard) and shared-lane markings.

## LAND ACQUISITION INFORMATION

Status of right-of-way acquisition:

- 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 (i.e., 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 require the relocation of any utilities?

- Yes  No  Unknown

*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?

Yes  No  Unknown

Is there a railroad within 500' of project limits?

Yes  No  Unknown

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:

Estimated annual cost to maintain facility and funding source:

## 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>4</sup>.

Does your local public agency have more than 50 employees?

Yes  No  Unknown

If yes, does your agency have an adopted ADA transition plan?

Yes  No  Unknown

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>4</sup> FHWA Questions and Answers about ADA/Section 504: [https://www.fhwa.dot.gov/civilrights/programs/ada\\_sect504qa.cfm](https://www.fhwa.dot.gov/civilrights/programs/ada_sect504qa.cfm).



## PROJECT DESCRIPTION

Provide a brief description of the purpose of the project and the scope of work. Be as specific as possible.

## 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	11/2018	11/2018	1
Execute agreement (project sponsor and DOT)			
<b>Engineering services contract submitted and approved*</b>			
Obtain environmental clearances (106, CE-2, 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: Fiscal years are federal fiscal years (October 1 through September 30). Federal participation for a phase of work must not exceed 80% in Missouri and 75% in Illinois.

Activity	Starting Federal Fiscal Year	Total Phase Cost	STP-S Funds Requested	Sponsor Share	Sponsor Share Percentage
PE / Planning / Environmental Studies	FY				
Right-of-Way	FY				
Implementation	FY				
Construction Engineering	FY				
<b>TOTAL PROJECT COST</b>					
Identify the source(s) of local matching funds, and the amount for each source:					

## SAFETY

Project type:

- Road segment  
 Intersection

Total number of crashes from 2011-2015 along project limits:

Total crash rate:

Fatal and serious injury crash rate:

**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):

Are there any undocumented safety issues?

- Yes  No  Unknown

If yes, describe the undocumented safety issues:

Does the project include any safety countermeasures?

- Yes  No  Unknown

*If yes, identify the safety countermeasure(s) proposed, its Crash Modification Factor (CMF), and the CMF ID below (i.e., installation of safety edge treatment – CMF: 0.923 – CMF ID: 4303):*

Countermeasure	CMF	CMF ID

## MULTIMODAL

Describe the existing conditions of the bicycle/pedestrian environment where the proposed facility will be constructed:

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, bicycle racks or parking, or other end of trip facilities
- Other
- None

Describe other:

Does the project incorporate any innovative bicycle treatments (i.e., pavement colorings, bike boxes, bike detection)?

- Yes  No  Unknown

If yes, describe:

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

- New sidewalks
- Sidewalk reconstruction
- Construction of new curb ramps
- Curb ramp reconstruction
- Sidewalk/roadway separation
- Pedestrian signals/push buttons/beacons
- Marked crosswalks
- Midblock crossings
- Wayfinding, furniture, or other end of trip facilities
- Pedestrian-scale lighting
- Other
- None

Describe other:

If the project incorporates any safety, traffic calming, or design improvements, describe the improvements (i.e., improvements at a rail-grade crossing, road diets, bulb-outs, median barriers, center islands, roadway markings, improved signage and signals):

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

Yes  No  Unknown

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

Does the project incorporate improvements to existing transit stops or stations (i.e., ADA landing pads, benches, shelters)?

Yes  No  Unknown

If yes, identify the improvements:

Does the project provide direct access to a school?

Yes  No  Unknown

Is the project within ½ mile of a school?

Yes  No  Unknown

If yes, identify the school(s):

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

Yes  No  Unknown

If yes, identify all activity centers, employment centers, and/or 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 (i.e., ITS technologies, traffic operational improvements)?

Yes  No  Unknown

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  Unknown

If yes, what is the name of the industrial site area (i.e., 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?

Yes  No  Unknown

If yes, identify the facility, major freight generator, or port:

Identify any commercial vehicle countermeasures proposed, and explain how the project provides improvement to the movement of freight to and from the facility, major freight generator, or port:

## ENVIRONMENT

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

- Bioswales
- Rain gardens
- Pervious pavements
- Pervious strips
- Green bulb-outs
- Solar powered fixtures
- Other
- None

Describe other:

If green infrastructure elements are included, describe its relationship to this project:

## NOTIFICATION OF TITLE VI & NONDISCRIMINATION REQUIREMENTS

### Title VI

A recipient of any federal funds from the U.S. Department of Transportation (“DOT”) must comply with federal statutes, regulations, executive orders, and other pertinent directives that govern nondiscrimination in federally assisted programs. Below is a list of the statutes and regulations that may apply to a recipient’s program; however, other federal requirements regarding nondiscrimination may be imposed by DOT.

- A. Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. §§ 2000d *et seq.*
- B. All requirements imposed by or pursuant to the Code of Federal Regulations, Title 49: Transportation, Subtitle A: Office of the Secretary of Transportation, Part 21: *Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964.*

As part of federal requirements, a recipient of funds from DOT must ensure that it has written policies and procedures in place to ensure nondiscrimination in its programs, up to and including, developing a Title VI Plan.

### Nondiscrimination


A recipient of any federal funds from the U.S. Department of Transportation (“DOT”) must comply with federal statutes, regulations, executive orders, and other pertinent directives that govern nondiscrimination in federally assisted programs. Below is a list of the statutes and regulations that may apply to a recipient’s program; however, other federal requirements regarding nondiscrimination may be imposed by DOT.

- A. Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d, and implementing regulations at 49 CFR Part 21 – *Nondiscrimination in Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act.*
- B. The equal employment opportunity provisions of 49 U.S.C. § 5332 and Title VII of the Civil Rights Act of 1964, 42 U.S.C. §§ 2000e *et seq.*, and implementing regulations, including:
  1. 41 CFR Part 60 – *Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor.*
- C. Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. §§ 1681 *et seq.*, and implementing regulations at 49 CFR Part 25 – *Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance.*
- D. Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, and the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. §§ 12101 *et seq.*, and implementing regulations, including:
  1. 49 CFR Part 37—*Transportation Services for Individuals with Disabilities (ADA).*
  2. 49 CFR Part 27—*Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance.*
  3. 36 CFR Part 1192 and 49 CFR Part 38—*Americans with Disabilities (ADA) Accessibility Specifications for Transportation Vehicles.*
  4. 28 CFR Part 35—*Nondiscrimination on the Basis of Disability in State and Local Government Services.*
  5. 28 CFR Part 36—*Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities.*
  6. 41 CFR Subpart 101 – 119—*Accommodations for the Physically Handicapped.*
  7. 29 CFR Part 1630—*Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act.*
  8. 47 CFR Part 64, Subpart F—*Telecommunications Relay Services and Related Customer Premises Equipment for the Hearing and Speech Disabled.*
  9. 36 CFR Part 1194—*Electronic and Information Technology Accessibility Standards.*
  10. 49 CFR Part 609—*Transportation for Elderly and Handicapped Persons.*

11. Federal civil rights and nondiscrimination directives implementing those federal laws and regulations, unless the federal government determines otherwise in writing.
- E. The Age Discrimination Act of 1975, as amended, 42 U.S.C. §§ 6101 *et seq.*, and implementing regulations at 49 CFR Part 90 – *Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance*.
  - F. The Age Discrimination in Employment Act, 29 U.S.C. §§ 621 through 634, and implement regulations of the U.S. Equal Employment Opportunity Commission 29 CFR Part 1625—*Age Discrimination in Employment Act*.
  - G. The Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. §§ 1101 *et seq.*, the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, as amended, 42 U.S.C. §§ 4541 *et seq.*, and the Public Health Service Act of 1912, as amended, 42 U.S.C. §§ 290dd through 290dd-2.
  - H. Executive Order 12898—Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 42 U.S.C. § 4321 note, and DOT Order 5620.3 at Federal Register Vol. 62 No. 18377—*Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*.
  - I. Executive Order 13166 – Improving Access to Services for Persons with Limited English Proficiency, 42 U.S.C. § 2000d – 1 note, and implementing policy guidance at Federal Register Vo. 70 No. 74087—*DOT Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficiency (LEP) Person*.

By submitting its application as part of the TIP process and signing below, the Project Sponsor certifies that it has reviewed the federal requirements regarding nondiscrimination in federally assisted programs and believes that the Project Sponsor complies with the required policies and procedures.

Also, the Project Sponsor acknowledges its understanding that if the Project Sponsor does not have the required policies and procedures in place prior to federal funds being obligated, then the Project Sponsor’s project may become ineligible for federal funding.

Jaysen Christensen  
 \_\_\_\_\_  
 Name (print)  
 City Administrator  
 \_\_\_\_\_  
 Title  
  
 \_\_\_\_\_  
 Signature  
 4/12/18  
 \_\_\_\_\_  
 Date



**FINANCIAL CERTIFICATION OF MATCHING FUNDS**

This is to ensure sufficient funds are available to pay the non-federal share of project expenditures for the following project to be funded under the provisions of the Fixing America's Surface Transportation (FAST) Act.

Project Title: Geyer Road Improvements - Phase 1

Local Match Amount: \$449,700.00

Sponsoring Agency: City of Frontenac

**Chief Elected Official (or Chief Executive Officer):**

Name (print): Margot Martin

Signature: *Margot Martin*

Date: 6/12/18

**Chief Financial Officer:**

Name (print): Lea Ann Bennett

Signature: *Lea Ann Bennett*


Date: 6/12/18

**PERSON OF RESPONSIBLE CHARGE CERTIFICATION**

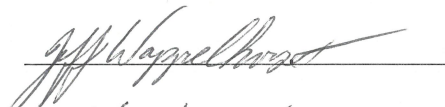
The key regulatory provision, 23 CFR 635.105 – Supervising Agency, provides that the State Transportation Agency (STA) is responsible for construction of federal-aid projects, whether it or a local public agency (LPA) performs the work. The regulation provides that the STA and LPA must provide its full-time employee to be in “responsible charge” of the project.

The undersigned employee(s) of the Project Sponsor will act as person of responsible charge. If at any point the employee leaves the LPA, the LPA is responsible for finding a suitable replacement and notifying EWG. If the person of responsible charge is found to not be a full-time employee of the LPA, it will result in the loss of federal funds for this project. One employee can act as person of responsible charge for all three phases. All three phases must be signed.


**Person of Responsible Charge – Design Phase**

Name (print): Jeff Wapplehorst  
Title: Director of Public Works Email: Jwappelhorst@cityoffrontenac.org  
Signature:   
Date: 6/12/2018

**Person of Responsible Charge – Right-of-Way Acquisition Phase**

Name (print): Jeff Wapplehorst  
Title: Director of Public Works Email: Jwappelhorst@cityoffrontenac.org  
Signature:   
Date: 6/12/2018

**Person of Responsible Charge – Construction Phase**

Name (print): Jeff Wapplehorst  
Title: Director of Public Works Email: Jwappelhorst@cityoffrontenac.org  
Signature:   
Date: 6/12/2018

**RIGHT-OF-WAY ACQUISITION CERTIFICATION STATEMENT – MISSOURI SPONSORS ONLY**

The State Department of Transportation and the Federal Highway Administration (FHWA) have the right and responsibility to review and monitor the acquisition procedures of any federally funded transportation project for adherence to The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Those projects found in non-compliance may jeopardize all or part of their federal funding.

A. The Project Sponsor hereby certifies that any right-of-way, and/or permanent or temporary easements necessary for this project, obtained prior to this application, were acquired in accordance with The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

B. The Project Sponsor also certifies that any additional right-of-way, and/or permanent or temporary easements, subsequently required to complete the project, will be acquired according to The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Jaysen Christensen

\_\_\_\_\_  
Name (print)

City Administrator

\_\_\_\_\_  
Title

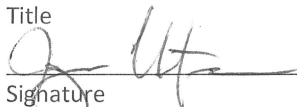
  
\_\_\_\_\_  
Signature

4/12/18  
\_\_\_\_\_  
Date

**POLICY ON REASONABLE PROGRESS CERTIFICATION – MISSOURI SPONSORS ONLY**

Following on the next page is a copy of the policy on reasonable progress adopted by the East-West Gateway Council of Governments Board of Directors.

The undersigned representative of the Project Sponsor hereby certifies that s/he has read this policy and understands its requirements. The representative acknowledges that failure to meet all of the reasonable progress requirements could result in federal funds being revoked and returned to the regional funding pool, as dictated by the policy.

Jaysen Christensen  
\_\_\_\_\_  
Name (print)  
City Administrator  
\_\_\_\_\_  
Title  
  
\_\_\_\_\_  
Signature  
6/12/18  
\_\_\_\_\_  
Date

## **POLICY ON REASONABLE PROGRESS – MISSOURI SPONSORS ONLY**

### Reasonable Progress

For projects or programs included in the Transportation Improvement Program (TIP), “reasonable progress” will have been made if the project has advanced to the point of obligating all federal funds programmed for that project in the current fiscal year, regardless of the phase of work (*i.e., preliminary engineering, right-of-way acquisition, or plans, specifications, and estimates*). If a project fails to obligate the programmed federal funds by September 30 of the current year, the funding will be forfeited and returned to the regional funding pot. Actual progress toward implementation is measured against the schedule submitted by the Project Sponsor in the project application.

### Policy Procedures and Enforcement

Projects that do not obligate all federal funds by the Board-approved suspense date will be removed from the TIP and the federal funds associated with those projects will be returned to the regional funding pool for redistribution. The removal of projects from the TIP will require no further Board action and the sponsor will have to repay any federal funds already spent if the funding is forfeited.

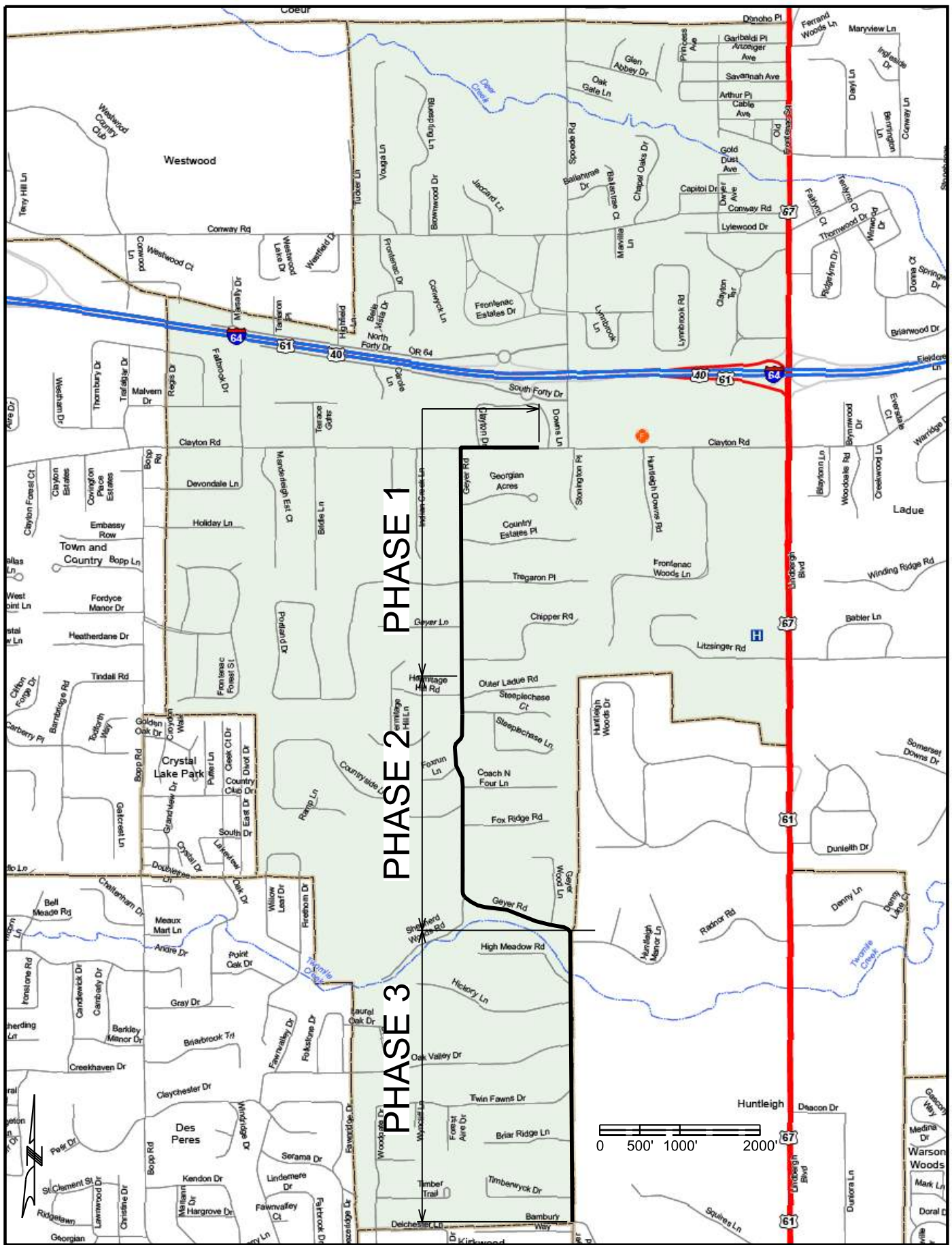
If a project is realizing delays that will put the federal funding at risk of forfeiture (*i.e., not meet a September 30 deadline*), the Project Sponsor will have the opportunity to ask for consideration of a “one-time extension” in their project schedule. The one-time extension can only be requested for the implementation/construction phase of the project. The extension request will only be considered once a year, and has to be made before June 1 of the current fiscal year of the TIP.

To be considered for this extension the Project Sponsor has to demonstrate on all counts: a) the delay is beyond their control and the sponsor has done due diligence in progressing the project; b) federal funds have already been obligated on the project or in cases that no federal funds are used for PE and/or ROW acquisition, there has been significant progress toward final plan preparation; and c) there is a realistic strategy in place to obligate all funds.

One-time extensions of up to three (3) months may be granted by EWG staff and one-time extensions greater than three (3) months, but not more than nine (9) months, will go to the Board of Directors for their consideration and approval. Projects requesting schedule advancements will be handled on a case-by-case basis, subject to available funding, and are subject to the Board-adopted rules for TIP modifications.

### Project Monitoring

An extensive monitoring program has been developed to help track programmed projects and ensure that funding commitments and plans are met. Monthly tracking reports are developed and posted on the EWG website, utilizing project information provided by the Project Sponsor, IDOT, and MoDOT district offices. Additionally, project sponsors are contacted at least every three (3) months by EWG staff for project status updates.



GEYER ROAD IMPROVEMENT PROJECT  
PROJECT LOCATION MAP

**Estimate of Project Costs**

Project Sponsor: City of Frontenac  
 Project Title: Geyer Road Improvements Phase 1  
 Date: 6/11/2018

**Specific Roadway Items**

Item	Quantity	Unit	Unit Price	Amount
CLEARING AND GRUBBING	1	L.S.	\$5,000.00	\$5,000.00
REMOVAL OF IMPROVEMENTS	1	L.S.	\$15,000.00	\$15,000.00
CLASS A EXCAVATION	900	C.Y.	\$15.00	\$13,500.00
TYPE 5 AGGREGATE BASE (4" THICK)	2540	S.Y.	\$7.00	\$17,780.00
TYPE B CURB & GUTTER 2'-6"	6530	L.F.	\$30.00	\$195,900.00
TYPE 'C' BITUMINOUS PAVEMENT	760	TON	\$80.00	\$60,800.00
PAVEMENT REPAIR	140	S.Y.	\$85.00	\$11,900.00
PVMT SURFACING AND TEXTURING	6800	S.Y.	\$2.50	\$17,000.00
4" YELLOW PAVEMENT STRIPING	5600	L.F.	\$1.00	\$5,600.00
24" WHITE PAVEMENT MARKING PAINT	60	L.F.	\$5.00	\$300.00
CURB INLET	19	EA.	\$2,500.00	\$47,500.00
REINFORCED CONCRETE MANHOLE	1	EA.	\$3,000.00	\$3,000.00
ADJUSTING BASIN OR INLET	9	EA.	\$1,000.00	\$9,000.00
STORMWATER BMP	2	EA.	\$20,000.00	\$40,000.00
CONNECTION TO EXISTING STORMSEWER	5	EA.	\$500.00	\$2,500.00
12" STORMSEWER PIPE	555	L.F.	\$60.00	\$33,300.00
18" STORMSEWER PIPE	675	L.F.	\$70.00	\$47,250.00
24" STORMSEWER PIPE	150	L.F.	\$80.00	\$12,000.00
30" STORMSEWER PIPE	705	L.F.	\$90.00	\$63,450.00
12" FLARED END SECTION	1	EA.	\$1,500.00	\$1,500.00
18" FLARED END SECTION	1	EA.	\$2,000.00	\$2,000.00
RIPRAP	133	S.Y.	\$75.00	\$10,000.00
SODDING - SITE RESTORATION	3,600	S.Y.	\$7.50	\$27,000.00
INLET PROTECTION DEVICE	28	EA.	\$100.00	\$2,800.00
SILT FENCE	6,530	L.F.	\$1.50	\$9,795.00
				\$0.00
<b>SUBTOTAL</b>				<b>\$653,875.00</b>

**Specific Bicycle Items**

Item	Quantity	Unit	Unit Price	Amount
PAVEMENT MARKINGS	1	L.S.	\$2,000.00	\$2,000.00
SIGNS	1	L.S.	\$2,000.00	\$2,000.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
<b>SUBTOTAL</b>				<b>\$4,000.00</b>





## Project Photos



**Geyer Road at Hermitage Hill Road – Looking North**



**Geyer Road at Portland Drive – Looking South**

## Project Photos



**Geyer Road at Georgian Acres – Looking North**



**Geyer Road at Clayton Road – Looking South**

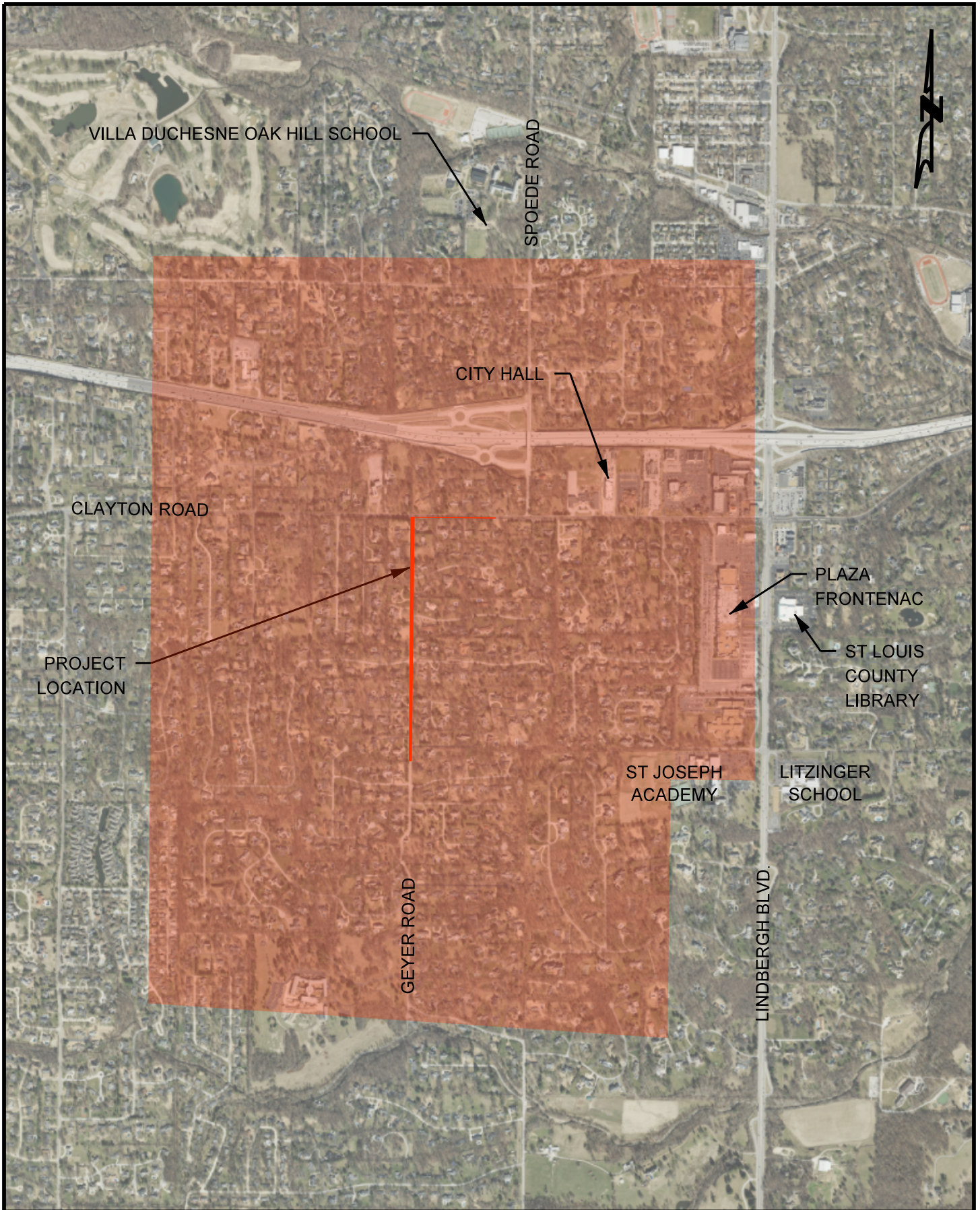
## Project Photos



Clayton Road at Geyer Road – Looking East



Clayton Road West of Spuede Road – Looking West



VILLA DUCHESNE OAK HILL SCHOOL

SPOEDE ROAD

CITY HALL

CLAYTON ROAD

PROJECT LOCATION

PLAZA FRONTENAC

ST LOUIS COUNTY LIBRARY

ST JOSEPH ACADEMY

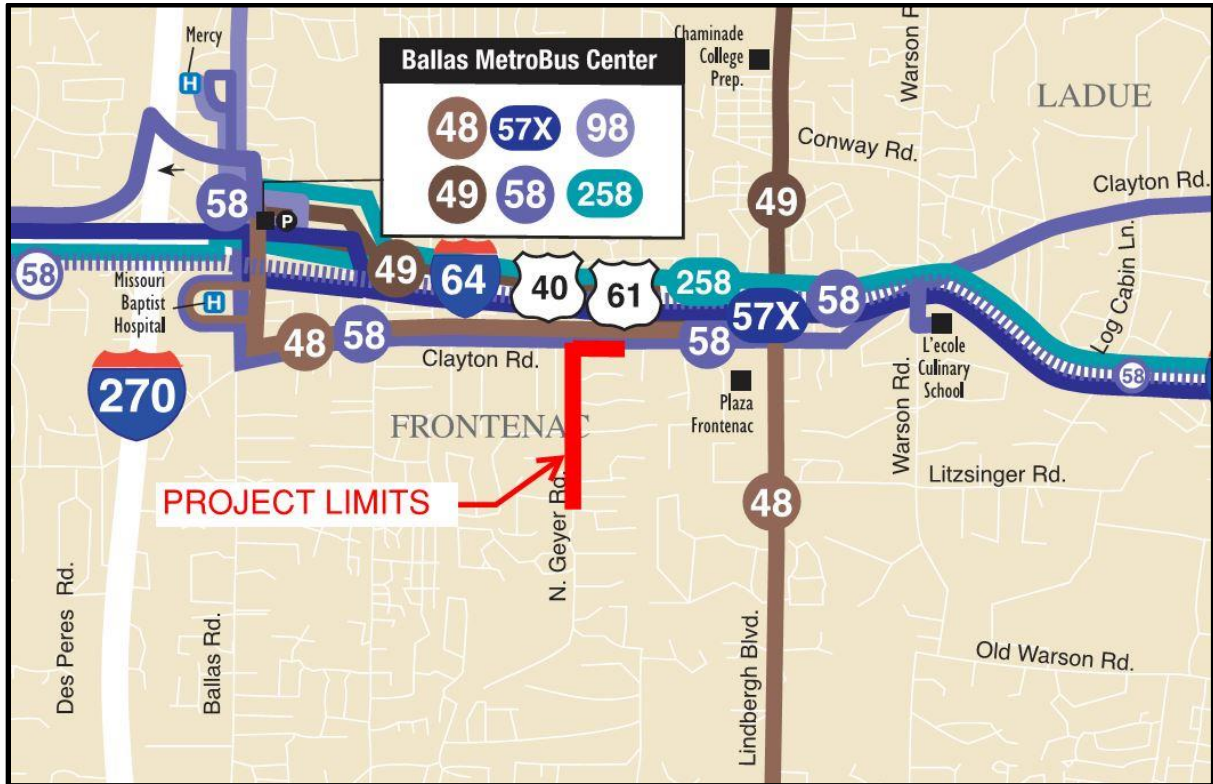
LITZINGER SCHOOL

GEYER ROAD

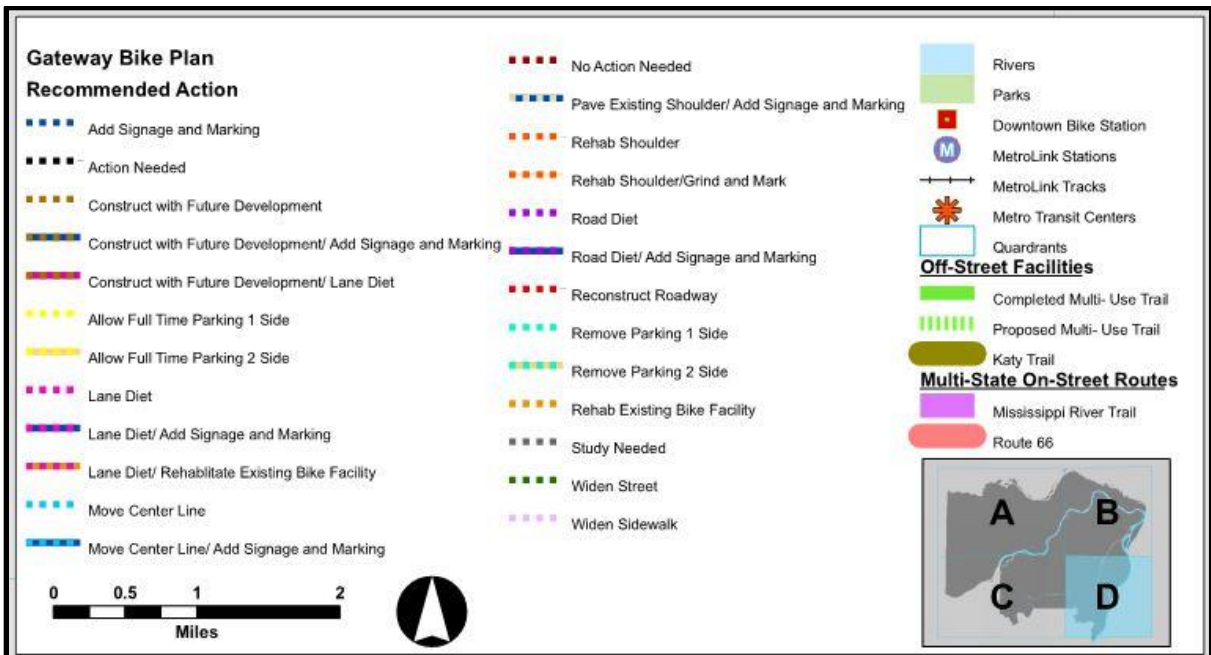
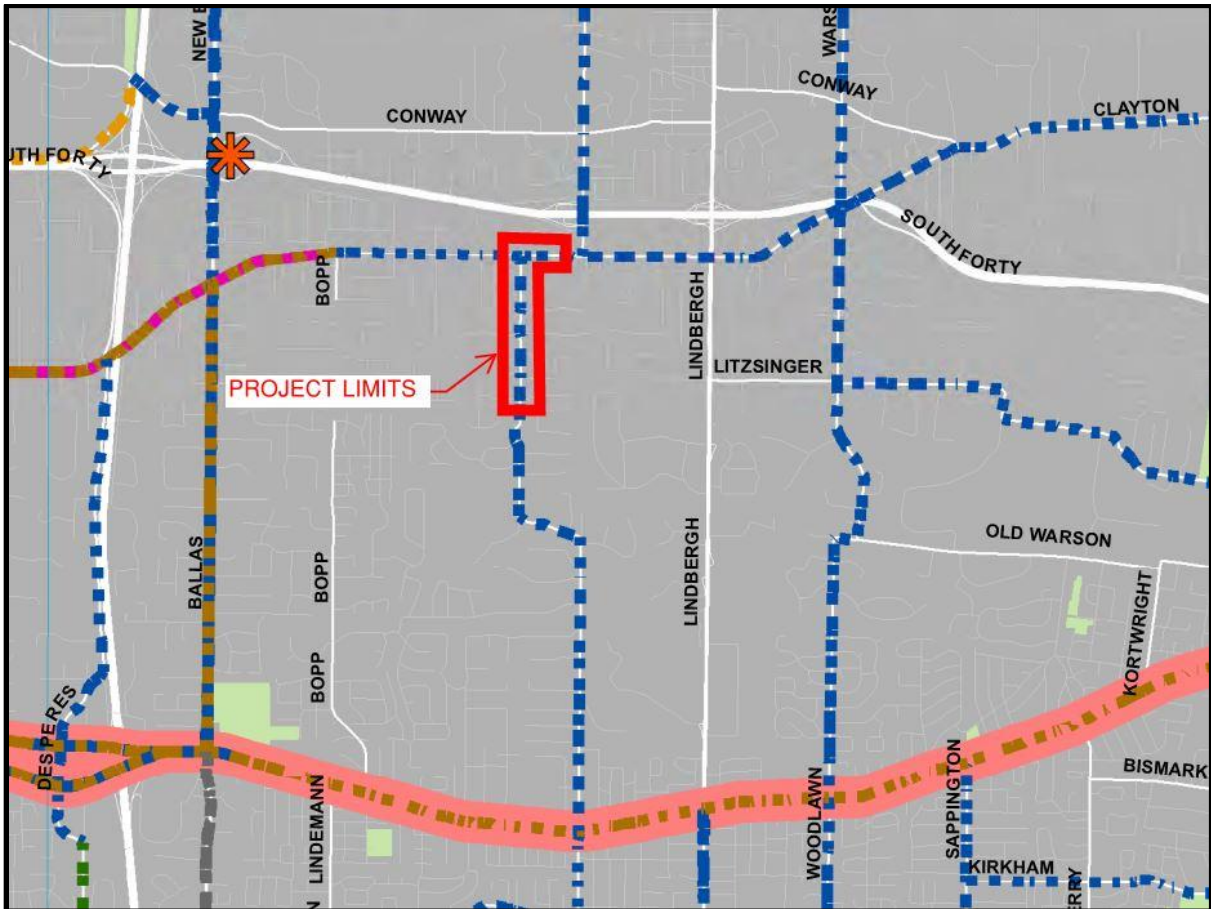
LINDBERGH BLVD.

DETAILED MAP

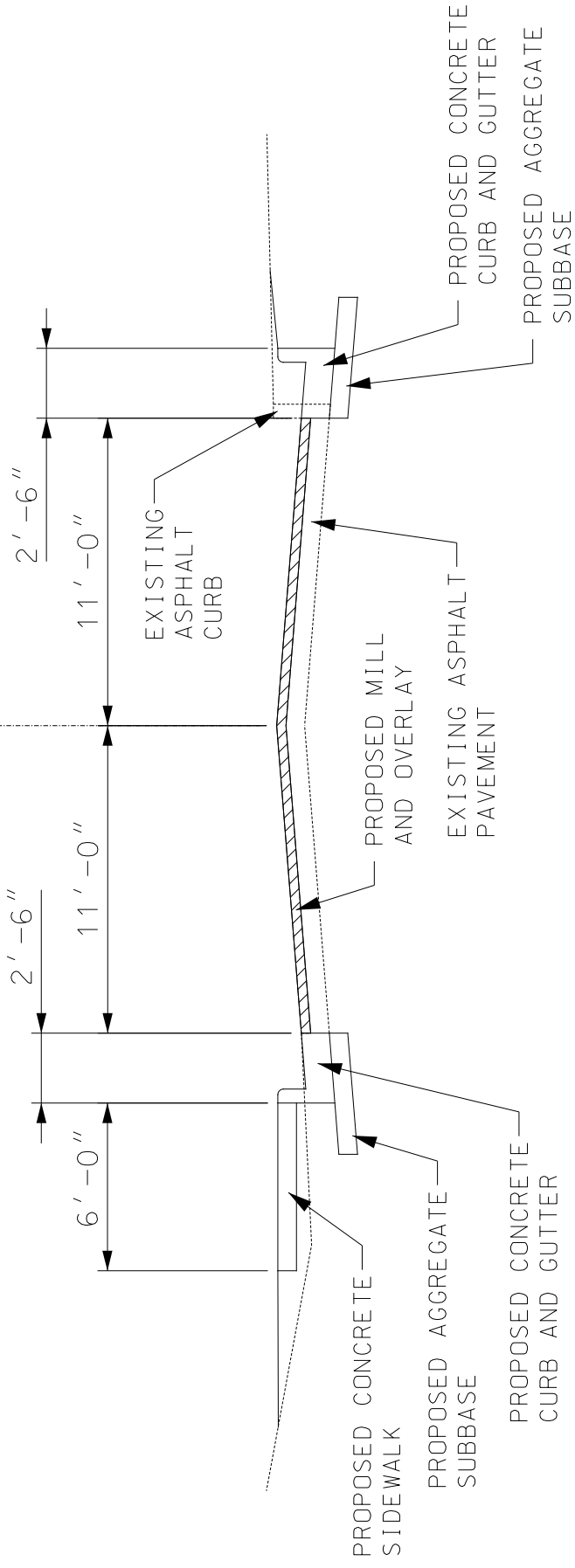
# Metro Bus Map



# Metro Bike Plan Implementation Action Plan



ϕ GEYER ROAD



**GEYER ROAD - TYPICAL SECTION**



**GEYER ROAD IMPROVEMENT PROJECT  
PASER RATINGS**





**Location #1 - PASER Score = 6.0**

Pavement distresses include patching, longitudinal cracking, and rutting



**Location #2 - PASER Score = 5.0**

Pavement distresses include raveling, rutting, and patching



**Location #3 - PASER Score = 5.5**

Pavement distresses include longitudinal cracking, rutting, and raveling

Sponsoring Agency: City of Frontenac

copied from crash summary form

Project Title: Geyer Road Improvements - Phase 1

\* When entering the data below, be sure to use the number of crashes and NOT the number of injuries/people involved. For example: If there was a crash that had one fatality and two minor injuries, sponsors would enter this as one fatal crash. The crash should be documented as the "highest" severity listed in the crash report.  
 \* Sponsors should ONLY use crashes that happen WITHIN the project limits. If EWG has questions or concerns about the locations of crashes, they may ask sponsors to submit an additional map with crash locations.

Following Data Required for Road, Traffic Flow, Safety, or Freight/Economic Development Project Applications

	Value	Comment
Number of Crashes from 2011-2015:		
Fatal (K)		Input
Serious Injury (A)	1	Input
Minor Injury (B,C)		Input
Property Damage Only (O)	1	Input
Total	2	
Project Type		
Segment or Intersection	Segment	Select from drop down list
Project Average Daily Traffic	4,345	Number of vehicles
Project Length	0.72	in miles

Following Data Required Only For Safety Project Applications

\* Safety Project Applicants MUST fill out the 'Safety Application Supplement' sheet to correspond with the data below

Lifespan of Countermeasure		Years
Maintenance Cost of Countermeasure		Annual dollars
CMF		From CMF clearing house
Years To Construction Phase		Years
Duration of Construction Phase		Years, minimum of one year*
Total Project Cost		Dollars, include all phases of the project

Key:

Inputs

Results

\*Show projects with less than one year of construction as one year

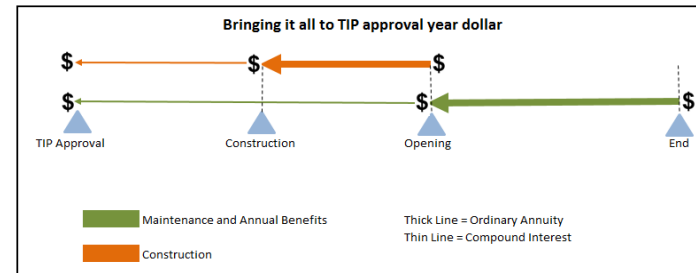
Clear Data

Outputs

5 Year Crash Data (per 100 million miles)	
Crash Rate	35.0
Fatality & Serious Injury Crash Rate	17.52
Benefit/Cost Ratio	-

CHECKS

Annual Benefit	63,687
PVB	-
PVC	-
PVC Construction	-
PVC Maintenance	-
BCR	-



04.04.18

## Crash Summary Form

Sponsoring Agency: City of Frontenac

Project Title: Geyer Road Improvements - Phase 1

\* Provide details for ALL fatal and serious injury crashes AND 10 minor injury and/or property damage only crashes that coincide with countermeasure within the project limits for 2011-2015.

**Note :** if the project limits has 20 minor injury/property damage only crashes, only provide information for 10 in the summary. If the project limits has 3 minor injury/property damage only crashes, provide information for those 3 crashes in the summary.

\* Fill out a separate row for each crash.

\* Provide information on the location (i.e. Main St at Bradley St OR Jackson St - 250' north of Morton Ave), probable contributing circumstances, severity level of crash (the crash should be documented as the "highest" severity listed in the crash report), and the primary countermeasure to eliminate or mitigate the collision (the countermeasure must be consistent with the project scope).

\* Attach a full crash report for each crash listed in the summary. Number the provided crash report to match the order they are listed in the summary.

#	Date	Collision Location (provide location details)	Probable Contributing Circumstances of Crash (speed, failed to yield, alcohol, distracted, etc.)	Severity Level of Crash	Primary Countermeasure (must be consistent with project scope)	How does countermeasure address safety concern?
Example	1/3/2015	Main St at Bradley St	distracted and speed	Serious Injury	add rumblestrips	Rumble strips on the shoulders warn drivers that they are entering a part of the roadway not intended for routine traffic use
1	12/12/2011	Geyer Rd - 150' south of Clayton Rd (@ 0713)	distracted	Property Damage Only	add retroreflective backplates	retroreflective sheeting on signal backplates will make them more visible , thus reducing likelihood of collision.
2	3/23/2013	Geyer Rd - @ Clayton Rd (@ 1505)	distracted	Serious Injury	add retroreflective backplates	retroreflective sheeting on signal backplates will make them more visible , thus reducing likelihood of collision.
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

add rows as needed

SPACE USED FOR BARCODE		1 - AGENCY NAME AND ORI <b>Frontenac (MO) P.D. MO0953100</b>		#1
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LEFT THE SCENE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	CLEARED <input type="checkbox"/> YES <input type="checkbox"/> NO	ACCIDENT CLASSIFICATION <input checked="" type="checkbox"/> PROPERTY DAMAGE ONLY	NUMBER INJURED <b>0</b>	NUMBER KILLED <b>0</b>	REPORT / CASE / INCIDENT NUMBER <b>11-0963</b>
NUMBER OF VEHICLES INVOLVED <b>2</b>	ACCIDENT DATE <b>12/12/2011</b>	ACCIDENT TIME (MIL.) <b>0713</b>	TIME NOTIFIED (MIL.) <b>0715</b>	TIME ARRIVED (MIL.) <b>0718</b>	INVESTIGATION DATE <b>12/12/2011</b>

2 - LOCATION

COUNTY <b>ST. LOUIS</b>	MUNICIPALITY <b>FRONTENAC</b>	BEAT / ZONE <b>B</b>	TRP / DIST / PCT <b>136 T</b>	INVESTIGATED AT SCENE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
ON <b>CST / N GEYER RD</b>	DISTANCE FROM <b>150</b> FEET	LOCATION <input type="checkbox"/> AFTER <input checked="" type="checkbox"/> BEFORE <input type="checkbox"/> AT	INTERSECTING STREET OR ROADWAY <b>CO / CLAYTON RD</b>	
ROADWAY DIRECTION <b>N</b>	SPEED LIMIT <b>30</b>	SPEED LIMIT <b>35</b>	GEO - CODE <b>500 5</b>	GPS LONGITUDE
ROAD MAINTAINED BY <input type="checkbox"/> 1. STATE <input type="checkbox"/> 2. COUNTY <input checked="" type="checkbox"/> 3. MUNICIPAL <input type="checkbox"/> 4. PRIVATE PROPERTY <input type="checkbox"/> 5. OTHER	LATITUDE			

3 - DAMAGE TO PROPERTY OTHER THAN VEHICLES

GIVE OWNER'S NAME AND ADDRESS, DESCRIPTION OF PROPERTY, AND DAMAGE.  
 MoDOT

NONE

4. DRIVER'S FULL NAME (LAST, FIRST, MI) **HARROD, SUSAN E** ADDRESS (STREET, CITY, STATE, ZIP) **642 PAMELA, KIRKWOOD, MO 63122**

DRIVER LICENSE NUMBER / ID NUMBER <b>E2087751</b>	STATE <b>MO</b>	TYPE OF LICENSE <input checked="" type="checkbox"/> 1. OPERATOR CLASS <b>F</b> <input type="checkbox"/> 2. CDL CLASS _____	<input type="checkbox"/> 3. PERMIT <input type="checkbox"/> 4. UNLICENSED	<input type="checkbox"/> 5. MC ONLY <input type="checkbox"/> 6. UNLICENSED	MC ENDORSEMENT <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> NA
PROOF OF INSURANCE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> NOT REQUIRED	INSURANCE COMPANY <b>AMERICAN FAMILY</b>	<input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> VEHICLE	POLICY NUMBER <b>0107-0149-01-FPPA-MO</b>		

VEHICLE 1

YEAR <b>2001</b>	MAKE <b>BUICK</b>	MODEL <b>LASABRE</b>	COLOR <b>SILVER/SILVER</b>
LIC. PLATE NO. <b>DA0 B3L</b>	STATE <b>MO</b>	YEAR <b>2013</b>	VIN <b>1 G 4 H P 5 4 K 2 1 U 2 8 1 7 0 2</b>
VEHICLE OWNER NAME (LAST, FIRST, MI) / COMMERCIAL CARRIER		ADDRESS (STREET, CITY, STATE, ZIP) <input checked="" type="checkbox"/> SAME AS DRIVER	

VEHICLE DAMAGE (Circle all damaged areas)

NONE

INITIAL IMPACT NO.  NA **1**

18 - Undercarriage	TOWED FROM SCENE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	TOW CO. INFORMATION <b>MC NAMARA'S TOWING (314) 993-4025</b> <b>814 S.LINDBERGH, ST. LOUIS, MO. 63131</b>
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6. DRIVER'S FULL NAME (LAST, FIRST, MI) **DAVIDSON, ROBERT M** ADDRESS (STREET, CITY, STATE, ZIP) **1621 N GEYER RD, ST. LOUIS, MO 63131**

DRIVERS LICENSE NUMBER / ID NUMBER <b>P168040001</b>	STATE <b>MO</b>	TYPE OF LICENSE <input checked="" type="checkbox"/> 1. OPERATOR CLASS <b>F</b> <input type="checkbox"/> 2. CDL CLASS _____	<input type="checkbox"/> 3. PERMIT <input type="checkbox"/> 4. UNLICENSED	<input type="checkbox"/> 5. MC ONLY <input type="checkbox"/> 6. UNLICENSED	MC ENDORSEMENT <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> NA
PROOF OF INSURANCE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> NOT REQUIRED	INSURANCE COMPANY <b>ACE AMERICAN</b>	<input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> VEHICLE	POLICY NUMBER <b>ISA H08590801</b>		

VEHICLE 2

YEAR <b>2011</b>	MAKE <b>FORD</b>	MODEL <b>TAURUS</b>	COLOR <b>BLACK/BLACK</b>
LIC. PLATE NO. <b>PH3 A2L</b>	STATE <b>MO</b>	YEAR <b>2011</b>	VIN <b>1 F A H P 2 E W 3 B G 1 1 6 2 8 3</b>
VEHICLE OWNER NAME (LAST, FIRST, MI) / COMMERCIAL CARRIER		ADDRESS (STREET, CITY, STATE, ZIP) <input type="checkbox"/> SAME AS DRIVER	

VEHICLE DAMAGE (Circle all damaged areas)

NONE

INITIAL IMPACT NO.  NA **8**

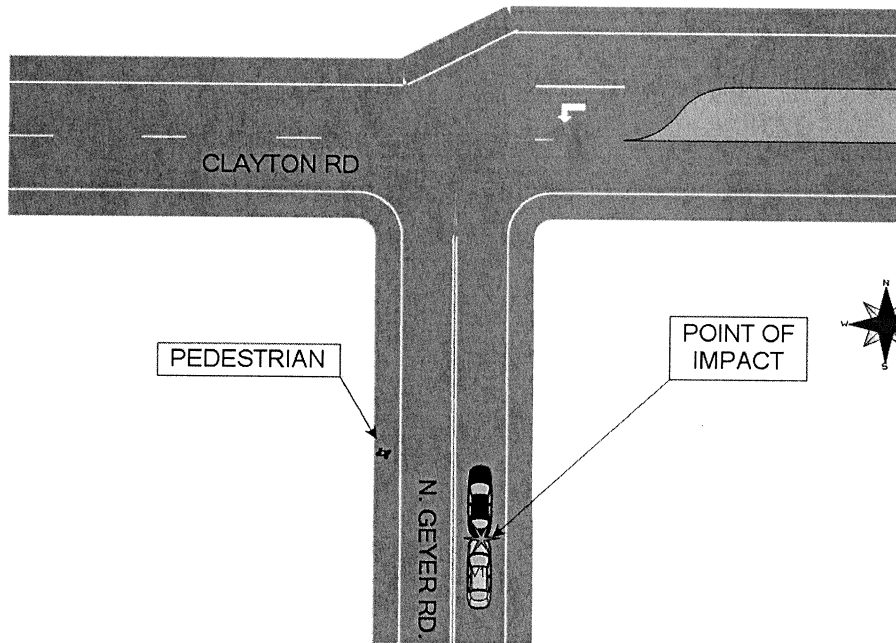
19 - Undercarriage	TOWED FROM SCENE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	TOW CO. INFORMATION <b>MC NAMARA'S TOWING (314) 993-4025</b> <b>814 S.LINDBERGH, ST. LOUIS, MO. 63131</b>
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6 - WITNESS  NONE IDENTIFIED

NAME OF WITNESS	ADDRESS (STREET, CITY, STATE, ZIP)	TELEPHONE NO.

7. COLLISION DIAGRAM	Direction Prior to Impact (circle one)	V1 (N) E S W	V2 (N) E S W	N E S W	N E S W	Est. Speed - Fatafs Only	
						V1	V2

INDICATE NORTH



INDICATE ROAD NAMES

REQUIRED UNLESS DELAYED REPORT

DIAGRAM NOT TO SCALE

8. EVIDENTIARY PHOTOS TAKEN

YES  NO BY WHOM

AVAILABLE FROM

RECONSTRUCTION - Includes Narrative, Diagram, & Photo(s)

YES  NO BY WHOM

9 - CODES																		
SEAT LOCATION	INJURY		TRANSPORTED (Medical Treatment)	EJECTION	AIR BAG FRONT	AIR BAG SIDE	SAFETY DEVICES											
XX - Not Known P - Pedestrian B - Bicycle M - Motorcycle OE - Occupant - Enclosed Load Area OU - Occupant - Unenclosed Load Area CP - Commercial Passenger SV - Other (Explain in Remarks)	<table border="1"> <tr><td>FR</td><td>SR</td><td>TR</td></tr> <tr><td>FC</td><td>SC</td><td>TC</td></tr> <tr><td>FL</td><td>SL</td><td>TL</td></tr> </table>		FR	SR	TR	FC	SC	TC	FL	SL	TL	1. Fatal 2. Disabling 3. Evident - Not Disabling 4. Probable - Not Apparent 5. None Apparent 6. Unknown	1. No 2. EMS 3. Other 4. Unknown	1. NA 2. No 3. Partially 4. Totally 5. Unknown	1. None / NA 2. Deployed 3. Not Deployed	1. None / NA 2. Deployed 3. Not Deployed	1. None 2. Not Used 3. Shoulder Belt Only 4. Lap Belt Only 5. Shoulder and Lap Belt 6. Child Restraint	7. Helmet Used 8. Helmet Not Used 9. Use Unknown
FR	SR	TR																
FC	SC	TC																
FL	SL	TL																

10 - DRIVERS												
NAME		DATE OF BIRTH	SEX	VEH. NO.	SEAT LOC.	INJ.	TRANS-PORT	EJEC-TION	AIR BAG		SAF DEV	TELEPHONE NO.
ADDRESS		MM-DD-YYYY							F	S		
<input type="checkbox"/> NA	DRIVER 1 - SAME ADDRESS AS ABOVE	12/15/1955	F	1	FL	5	1	2	3	1	5	(314) 630-0793
<input type="checkbox"/> NA	DRIVER 2 - SAME ADDRESS AS ABOVE	12/05/1966	M	2	FL	5	1	2	3	3	5	(314) 821-0268

11 - OTHER OCCUPANTS & PEDESTRIANS (SAD = SAME AS DRIVER)												
NAME		DATE OF BIRTH	SEX	VEH. NO.	SEAT LOC.	INJ.	TRANS-PORT	EJEC-TION	AIR BAG		SAF DEV	TELEPHONE NO.
DAVIDSON, ROBERT T		09/19/1995	M	2	FR	5	1	2	3	3	5	(314) 821-0268
<input checked="" type="checkbox"/>	SAD											
<input type="checkbox"/>	SAD											
<input type="checkbox"/>	SAD											
<input type="checkbox"/>	SAD											
<input type="checkbox"/>	SAD											

12. VEHICLE BODY TYPES AUTOMOBILES / SPECIAL VEHICLES	
V1 V2	<input checked="" type="checkbox"/> 1. Passenger Car
	<input type="checkbox"/> 2. Station Wagon
	<input type="checkbox"/> 3. Sport Utility Vehicle
	<input type="checkbox"/> 4. Limousine (8-15 for hire)
	<input type="checkbox"/> 5. Van (8 or less with driver)
	<input type="checkbox"/> 6. Small Bus (9-15 with driver)
	<input type="checkbox"/> 7. Bus (16 or more with driver)
	<input type="checkbox"/> 8. School Bus (less than 16 with driver)
	<input type="checkbox"/> 9. School Bus (16 or more with driver)
	<input type="checkbox"/> 10. Motorcycle
	<input type="checkbox"/> 11. ATV
	<input type="checkbox"/> 12. Motorized Bicycle
	<input type="checkbox"/> 13. Pedalcycle
	<input type="checkbox"/> 14. Motor Home / Camper
	<input type="checkbox"/> 15. Farm Implements
	<input type="checkbox"/> 16. Construction Equipment
	<input type="checkbox"/> 17. Other Transport Device
	<input type="checkbox"/> 18. Unknown
	<input type="checkbox"/> 19. Pick-up
	<input type="checkbox"/> 20. Single-unit Truck: 2 axles, 6 tires
	<input type="checkbox"/> 21. Single-unit Truck: 3 or more axles
	<input type="checkbox"/> A. Vehicle Pulling Another Unit(s) 1-21 only
	<input type="checkbox"/> 22. Truck Tractor With No Units
	<input type="checkbox"/> 23. Truck Tractor With One Unit
	<input type="checkbox"/> 24. Truck Tractor With Two Units
	<input type="checkbox"/> 25. Truck Tractor With Three Units
	<input type="checkbox"/> 26. Other Heavy Truck
	GCWV Rating (not licensed weight) 19-26 only
	<input type="checkbox"/> Less than or equal to 10,000 lbs.
	<input type="checkbox"/> 10,001 - 26,000 lbs.
	<input type="checkbox"/> Greater than 26,000 lbs.

14. HAZARDOUS MATERIALS	
V1 V2	<input type="checkbox"/> Placard Displayed
	<input type="checkbox"/> 1. Gases in Bulk
	<input type="checkbox"/> 2. Solids in Bulk
	<input type="checkbox"/> 3. Liquids in Bulk
	<input type="checkbox"/> 4. Explosives
	<input type="checkbox"/> 5. None
	<input type="checkbox"/> A. Hazardous Materials' Cargo Released / Spilled
15. ACCIDENT TYPE	
<input checked="" type="checkbox"/>	1. On Roadway
<input type="checkbox"/>	2. Off Roadway
COLLISION INVOLVING	
<input type="checkbox"/>	1. Animal
<input type="checkbox"/>	2. Pedalcycle
<input type="checkbox"/>	3. Fixed Object
<input type="checkbox"/>	4. Other Object
<input type="checkbox"/>	5. Pedestrian
<input type="checkbox"/>	6. Train
<input checked="" type="checkbox"/>	7. MV in Transport
<input type="checkbox"/>	8. MV on Other Roadway
<input type="checkbox"/>	9. Parked MV
NON-COLLISION	
<input type="checkbox"/>	10. Overturning
<input type="checkbox"/>	11. Other Non-Collision
TWO VEHICLE COLLISION	
<input type="checkbox"/>	60. Head On
<input checked="" type="checkbox"/>	61. Rear End
<input type="checkbox"/>	62. Sideswipe - Meeting
<input type="checkbox"/>	63. Sideswipe - Passing
<input type="checkbox"/>	64. Angle
<input type="checkbox"/>	65. Backed Into
<input type="checkbox"/>	67. Other

17. VEHICLE ACTION / SEQUENCE OF EVENTS	
1.	Going Straight
2.	Overtaking
3.	Making Right Turn
4.	Right Turn on Red
5.	Making Left Turn
6.	Making U Turn
7.	Skidding / Sliding
8.	Slowing / Stopping
9.	Start in Traffic
10.	Start From Parked
11.	Backing
12.	Stopped in Traffic
13.	Parked
14.	Changing Lanes
15.	Avoiding
16.	Crossover Median
17.	Crossover Centerline
18.	Crossing Road
19.	Airborne
20.	Ran Off Road - Right
21.	Ran Off Road - Left
22.	Overtum / Rolllover
23.	Fire / Explosion
24.	Immersion
25.	Jackknife
26.	Cargo Loss / Shift
27.	Equipment Failure
28.	Separation of Units
29.	Returned to Road
30.	Collision Inv. Pedestrian
31.	Collision Inv. Pedalcycle
32.	Collision Inv. Train
33.	Collision Inv. Animal (enter code - explain)
34.	Collision Inv. MV in Transport
35.	Collision Inv. Parked Motor Vehicle
36.	Collision Inv. Fixed Object (enter code - explain)
37.	Collision Inv. Other Object (explain)
38.	Other - Non Collision
V1	<input type="checkbox"/> Unknown
	01 / 34 / / / / / / / /
33.	Animal Code _____
36.	Fixed Object Code _____ / _____ / _____
V2	<input type="checkbox"/> Unknown
	01 / 08 / 34 / / / / / / / /
33.	Animal Code _____
36.	Fixed Object Code _____ / _____ / _____

13. EMERGENCY VEHICLE INVOLVEMENT	
V1 V2	<input checked="" type="checkbox"/> NA
<input type="checkbox"/>	1. Police
<input type="checkbox"/>	2. Fire
<input type="checkbox"/>	3. Ambulance
<input type="checkbox"/>	4. Other (must check "A")
<input type="checkbox"/>	A. Emergency Vehicle on Emergency Run

16. TRAFFIC CONDITIONS	
V1 V2	<input checked="" type="checkbox"/> 1. Normal
<input type="checkbox"/>	2. Accident Ahead
<input type="checkbox"/>	3. Congestion Ahead

Animal, Fixed Object, and Inattention Codes explained in narrative.

<b>18. PROBABLE CONTRIBUTING CIRCUMSTANCES</b> V1 V2 <input type="checkbox"/> <input type="checkbox"/> 1. Vehicle Defects (explain) <input type="checkbox"/> <input type="checkbox"/> 2. Traffic Control Inoperable or Missing <input type="checkbox"/> <input type="checkbox"/> 3. Improperly Stopped on Roadway <input type="checkbox"/> <input type="checkbox"/> 4. Speed - Exceeded Limit <input type="checkbox"/> <input type="checkbox"/> 5. Too Fast for Conditions <input type="checkbox"/> <input type="checkbox"/> 6. Improper Passing <input type="checkbox"/> <input type="checkbox"/> 7. Violation Signal / Sign <input type="checkbox"/> <input type="checkbox"/> 8. Wrong Side (not passing) <input type="checkbox"/> <input type="checkbox"/> 9. Following Too Close <input type="checkbox"/> <input type="checkbox"/> 10. Improper Signal <input type="checkbox"/> <input type="checkbox"/> 11. Improper Backing <input type="checkbox"/> <input type="checkbox"/> 12. Improper Turn <input type="checkbox"/> <input type="checkbox"/> 13. Improper Lane Usage / Change <input type="checkbox"/> <input type="checkbox"/> 14. Wrong Way (One-Way) <input type="checkbox"/> <input type="checkbox"/> 15. Improper Start From Park <input type="checkbox"/> <input type="checkbox"/> 16. Improperly Parked <input type="checkbox"/> <input type="checkbox"/> 17. Failed to Yield <input type="checkbox"/> <input type="checkbox"/> 18. Alcohol <input type="checkbox"/> <input type="checkbox"/> 19. Drugs <input type="checkbox"/> <input type="checkbox"/> 20. Physical Impairment (explain) <input type="checkbox"/> <input type="checkbox"/> 21. Inattention (explain) <input type="checkbox"/> <input type="checkbox"/> 22. None	<b>19. PEDESTRIAN INVOLVEMENT</b> <input checked="" type="checkbox"/> NA <input type="checkbox"/> <input type="checkbox"/> 1. At Intersection <input type="checkbox"/> <input type="checkbox"/> 2. Not At Intersection <b>CROSSING ROAD</b> <input type="checkbox"/> <input type="checkbox"/> 3. With Signal <input type="checkbox"/> <input type="checkbox"/> 4. Against Signal <input type="checkbox"/> <input type="checkbox"/> 5. No Signal <input type="checkbox"/> <input type="checkbox"/> 6. Diagonally <input type="checkbox"/> <input type="checkbox"/> 7. Within Crosswalk <input type="checkbox"/> <input type="checkbox"/> 8. Within Marked Crosswalk <input type="checkbox"/> <input type="checkbox"/> 9. Behind / In Front of Parked Car <input type="checkbox"/> <input type="checkbox"/> 10. With Traffic <input type="checkbox"/> <input type="checkbox"/> 11. Against Traffic <input type="checkbox"/> <input type="checkbox"/> 12. Getting On / Off Vehicle <input type="checkbox"/> <input type="checkbox"/> 13. Standing / Lying / Sitting on Road <input type="checkbox"/> <input type="checkbox"/> 14. Pushing / Working on Vehicle <input type="checkbox"/> <input type="checkbox"/> 15. Other Working <input type="checkbox"/> <input type="checkbox"/> 16. Playing on Road <input type="checkbox"/> <input type="checkbox"/> 17. Off Roadway <b>26. ROAD SURFACE</b> <input type="checkbox"/> 1. Concrete <input type="checkbox"/> 3. Brick <input type="checkbox"/> 5. Dirt / Sand <input checked="" type="checkbox"/> 2. Asphalt <input type="checkbox"/> 4. Gravel <input type="checkbox"/> 6. Multi-Surface	<b>20. VISION OBSCURED</b> V1 V2 <input type="checkbox"/> <input type="checkbox"/> 1. Windshield <input type="checkbox"/> <input type="checkbox"/> 2. Load on Vehicle <input type="checkbox"/> <input type="checkbox"/> 3. Trees / Brush <input type="checkbox"/> <input type="checkbox"/> 4. Building <input type="checkbox"/> <input type="checkbox"/> 5. Embankment <input type="checkbox"/> <input type="checkbox"/> 6. Signboards <input type="checkbox"/> <input type="checkbox"/> 7. Hillcrest <input type="checkbox"/> <input type="checkbox"/> 8. Parked Cars <input type="checkbox"/> <input type="checkbox"/> 9. Moving Cars <input type="checkbox"/> <input type="checkbox"/> 10. Glare <input type="checkbox"/> <input type="checkbox"/> 11. Other (explain) <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> 12. Not Obscured <b>23. LIGHT CONDITION</b> <input checked="" type="checkbox"/> 1. Daylight <input type="checkbox"/> 2. Dark with Street Lights On <input type="checkbox"/> 3. Dark with Street Lights Off <input type="checkbox"/> 4. Dark - No Street Lights <input type="checkbox"/> 5. Indeterminate (explain)	<b>21. TRAFFIC CONTROL</b> V1 V2 <input type="checkbox"/> <input type="checkbox"/> 1. Construction Zone <input type="checkbox"/> <input type="checkbox"/> 2. Other Work Zone <input type="checkbox"/> <input type="checkbox"/> 3. School Zone <input type="checkbox"/> <input type="checkbox"/> 4. Stop Sign <input type="checkbox"/> <input type="checkbox"/> 5. Electric Signal <input type="checkbox"/> <input type="checkbox"/> 6. RR Signal / Gate <input type="checkbox"/> <input type="checkbox"/> 7. Yield Sign <input type="checkbox"/> <input type="checkbox"/> 8. Officer / Flagman <input type="checkbox"/> <input type="checkbox"/> 9. No Passing Zone <input type="checkbox"/> <input type="checkbox"/> 10. Turn Restricted <input type="checkbox"/> <input type="checkbox"/> 11. Signal on School Bus <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> 12. None <b>24. WEATHER CONDITION</b> <input type="checkbox"/> 1. Clear <input checked="" type="checkbox"/> 2. Cloudy <input type="checkbox"/> 3. Rain <input type="checkbox"/> 4. Snow <input type="checkbox"/> 5. Sleet <input type="checkbox"/> 6. Freezing (temp.) <input type="checkbox"/> 7. Fog / Mist <input type="checkbox"/> 8. Indeterminate (explain)	<b>22. ROAD CHARACTER</b> ALIGNMENT <input checked="" type="checkbox"/> 1. Straight <input type="checkbox"/> 2. Curve PROFILE <input checked="" type="checkbox"/> 1. Level <input type="checkbox"/> 2. Grade <input type="checkbox"/> 3. Hillcrest <b>25. ROAD CONDITION</b> <input checked="" type="checkbox"/> 1. Dry <input type="checkbox"/> 2. Wet <input type="checkbox"/> 3. Snow <input type="checkbox"/> 4. Ice <input type="checkbox"/> 5. Slush <input type="checkbox"/> 6. Mud <input type="checkbox"/> 7. Standing Water <input type="checkbox"/> 8. Moving Water <input type="checkbox"/> 9. Other (explain)
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**27 - COMMERCIAL MOTOR VEHICLE (Complete for each commercial vehicle involved.)**

<b>A. CMV CRITERIA</b> Answer the following to determine if this section should be completed. 1. Does this accident involve any of the following: 1. a person fatally injured; or 2. a person transported for medical attention; or 3. a vehicle towed from the scene of the accident <input type="checkbox"/> NO - DO NOT COMPLETE <input checked="" type="checkbox"/> YES - GO TO NUMBER 2 2. Examine each vehicle to determine if it is a commercial vehicle based on the following: 1. a truck with GCWVR of more than 10,000 lbs. and engaged in commerce; or 2. a bus or school bus (\$9 or more including driver); or 3. a vehicle with a hazardous materials placard <input checked="" type="checkbox"/> NO - DO NOT COMPLETE <input type="checkbox"/> YES - COMPLETE SECTIONS B - E	<b>B. CARRIER ID NUMBER</b> V1 ICC NO. MC _____ USDOT NO. _____ V2 ICC NO. MC _____ USDOT NO. _____ <b>C. HAZARDOUS MATERIAL PLACARD NUMBER</b> <input checked="" type="checkbox"/> NA V1 4-Digit Placard Number from Diamond / Box _____ Number From Bottom of Diamond _____ V2 4-Digit Placard Number from Diamond / Box _____ Number From Bottom of Diamond _____ <b>D. TRAFFICWAY</b> <input type="checkbox"/> 1. Two-Way, Not Divided <input type="checkbox"/> 2. Two-Way, Divided, Unprotected Median <input type="checkbox"/> 3. Two-Way, Divided, Positive Median Barrier <input type="checkbox"/> 4. One-Way, Not Divided	<b>E. CARGO BODY TYPE</b> V1 V2 <input type="checkbox"/> <input type="checkbox"/> 1. Enclosed Box <input type="checkbox"/> <input type="checkbox"/> 2. Cargo Tank <input type="checkbox"/> <input type="checkbox"/> 3. Flatbed <input type="checkbox"/> <input type="checkbox"/> 4. Dump <input type="checkbox"/> <input type="checkbox"/> 5. Concrete Mixer <input type="checkbox"/> <input type="checkbox"/> 6. Auto Transporter <input type="checkbox"/> <input type="checkbox"/> 7. Garbage / Refuse <input type="checkbox"/> <input type="checkbox"/> 8. Grain, Chip, Gravel <input type="checkbox"/> <input type="checkbox"/> 9. Pole Trailer <input type="checkbox"/> <input type="checkbox"/> 10. Other
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**28 - NARRATIVE / STATEMENTS (If additional room is necessary, attach a separate sheet.)**

After speaking to all parties involved, my investigation revealed the following:

D1 stated she was traveling NB on N. Geyer Rd, south of Clayton Rd. While traveling on the roadway, she noticed a pedestrian walking on the southbound side of N. Geyer. The pedestrian dropped a package in the roadway and went to pick it up, that's when her vehicle struck the rear of V2.

D2 and the occupant stated they were traveling NB on N. Geyer Rd, south of Clayton Rd. While traveling on the roadway, they noticed a pedestrian walking on the southbound side of N. Geyer. The pedestrian dropped a package in the roadway and went to pick it up, that's when they were struck from the rear by V1.

No one reported any injuries at the scene.

V1 and V2 were towed from the scene by McNamara's Towing.

Nothing Further.

<b>29. REPORTING OFFICER SIGNATURE</b> BARRON, MICHAEL	<b>DSN / BADGE NO.</b> 221	<b>BEAT / ZONE</b> B	<b>TROOP / DIST / PCT</b> 136 T
<b>REVIEWING OFFICER 1 SIGNATURE</b> WOLF, BRIAN	<b>DSN / BADGE NO.</b> 198	<b>REVIEWING OFFICER 2 SIGNATURE</b>	<b>DSN / BADGE NO.</b>



MISSOURI UNIFORM CRASH REPORT

1 - GENERAL CRASH INFORMATION  SPACE USED FOR BARCODE	AGENCY NAME AND ORI <b>MO0953100</b> <b>FRONTENAC POLICE DEPARTMENT</b> <b>10555 CLAYTON RD. FRONTENAC, MO 63131</b>
---	---

#2

LEFT THE SCENE	DRIVER NO.	CLEARED	CRASH CLASSIFICATION	PROPERTY DAMAGE ONLY	NO. INJURED	NO. KILLED	REPORT / CASE / INCIDENT NUMBER
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/>	1	0	13-0320

NO. VEH. INV.	CRASH DATE	CRASH TIME (MIL.)	NOTIFIED DATE	TIME NOTIFIED (MIL.)	INVESTIGATION DATE	TIME ARRIVED (MIL.)	INVEST. AT SCENE
2	03/23/2013	1505	03/23/2013	1507	03/23/2013	1511	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

CRASH TYPE	ROADWAY	NON-COLLISION	COLLISION INVOLVING			DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE		
	<input checked="" type="checkbox"/> On Roadway <input type="checkbox"/> Off Roadway	<input type="checkbox"/> Overturning <input type="checkbox"/> Fire / Explosion <input type="checkbox"/> Immersion <input type="checkbox"/> Jackknife	<input type="checkbox"/> Fell/Jumped From MV <input type="checkbox"/> Cargo / Equip Loss / Shift <input type="checkbox"/> Other Non-Collision	<input type="checkbox"/> Animal <input type="checkbox"/> Pedalcycle <input type="checkbox"/> Fixed Object <input type="checkbox"/> Other Object <input type="checkbox"/> Pedestrian	<input type="checkbox"/> Railway Vehicle <input type="checkbox"/> Animal Drawn Veh / Animal Ridden Trans. <input checked="" type="checkbox"/> Motor Vehicle in Transport <input type="checkbox"/> Parked Motor Vehicle <input type="checkbox"/> Working Motor Vehicle	<input type="checkbox"/> Front to Front <input type="checkbox"/> Front to Rear <input type="checkbox"/> Rear to Rear <input type="checkbox"/> Rear to Side	<input checked="" type="checkbox"/> Angle <input type="checkbox"/> Sideswipe (Same Dir.) <input type="checkbox"/> Sideswipe (Opp. Dir.) <input type="checkbox"/> Falling / Shifting Cargo (Set in motion by MV)	<input type="checkbox"/> Other (Explain) <input type="checkbox"/> Unknown (Explain)

COMMERCIAL MOTOR VEHICLE INVOLVEMENT CRITERIA - Answer the following to determine if the "Commercial Vehicle" fields in Section 7G must be completed.

1. Does this crash involve any of the following? 1a. A person fatally injured; OR 1b. A person transported for medical attention; OR 1c. A vehicle towed due to disabling damage. <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No - No commercial vehicle fields need completion. <input type="checkbox"/> Yes - Go to number 2.	2. Examine each vehicle to determine if it is a commercial vehicle based upon the following: 2a. A truck / cargo van with GVWR / GCVWR of more than 10,000 lbs; OR 2b. A motor vehicle with seating for 9 or more including driver; OR 2c. A vehicle with a hazardous materials placard. <input type="checkbox"/> No - No commercial vehicle fields need completion. <input type="checkbox"/> Yes - Complete Section 7G for appropriate vehicle.
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EVIDENTIARY PHOTOS TAKEN	BY WHOM	AVAILABLE FROM
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Investigating Agency
RECONSTRUCTION	BY WHOM	AVAILABLE FROM
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Investigating Agency

2 - LOCATION

COUNTY	MUNICIPALITY	BEAT / ZONE	TRP/DIST/PCT	GPS COORDINATES (DD MM SS S FORMAT)		
95-SAINT LOUIS COUNT	0970-FRONTENAC	A	136A	LAT: N	LONG: W	
ON		RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING	
CRD CLAYTON RD		EAST	0 <input type="checkbox"/> NA Feet Miles	<input type="checkbox"/> After <input type="checkbox"/> NA <input type="checkbox"/> Before <input checked="" type="checkbox"/> At	CST N GEYER RD	
SPEED LIMIT	ROAD MAINTAINED BY			SPEED LIMIT	INT. DIR.	GEO - CODE
35	<input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Municipal <input type="checkbox"/> Private Property <input type="checkbox"/> Other			30	N	NA
TRAFFICWAY			ROAD ALIGNMENT		ROAD PROFILE	
<input type="checkbox"/> One-Way <input checked="" type="checkbox"/> Two-Way; Not Divided <input type="checkbox"/> Two-Way; Not Divided; Continuous Center Turn Lane <input type="checkbox"/> Two-Way; Divided; Unprotected Median <input type="checkbox"/> Two-Way; Divided; Positive Median Barrier <input type="checkbox"/> Other <input type="checkbox"/> Unknown			<input checked="" type="checkbox"/> Straight <input type="checkbox"/> Curve <input type="checkbox"/> Unknown (Explain)		<input checked="" type="checkbox"/> Level <input type="checkbox"/> Downhill <input type="checkbox"/> Dip <input type="checkbox"/> Uphill <input type="checkbox"/> Hillcrest <input type="checkbox"/> Unknown (Explain)	
INTERSECTION TYPE			ROAD CONDITION			
<input type="checkbox"/> 4-way Intersection <input type="checkbox"/> Y-Intersection <input type="checkbox"/> 5-way / More <input type="checkbox"/> Unknown (Explain)			<input type="checkbox"/> Dry <input type="checkbox"/> Snow <input type="checkbox"/> Slush <input type="checkbox"/> Standing Water <input checked="" type="checkbox"/> T-Intersection <input type="checkbox"/> Roundabout <input type="checkbox"/> Other (Explain)			
ROAD SURFACE			WEATHER CONDITION			
<input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Brick <input type="checkbox"/> Dirt / Sand <input type="checkbox"/> Cobblestone <input type="checkbox"/> Asphalt <input type="checkbox"/> Gravel <input type="checkbox"/> Multi-Surface <input type="checkbox"/> Unknown (Explain)			<input type="checkbox"/> Clear <input checked="" type="checkbox"/> Rain <input type="checkbox"/> Sleet / Hail <input type="checkbox"/> Fog / Mist <input type="checkbox"/> Other (Explain) <input type="checkbox"/> Cloudy <input type="checkbox"/> Snow <input type="checkbox"/> Freezing (Temp) <input type="checkbox"/> Severe Crosswind <input type="checkbox"/> Unknown (Explain)			
LIGHT CONDITION						
<input checked="" type="checkbox"/> Daylight <input type="checkbox"/> Dark-Lighted <input type="checkbox"/> Dark-Unlighted <input type="checkbox"/> Dark-Unknown Lighting <input type="checkbox"/> Other (Explain) <input type="checkbox"/> Unknown (Explain)						

3 - DAMAGE TO PROPERTY OTHER THAN VEHICLES  None

LIST OWNER'S NAME & ADDRESS, DESCRIPTION OF PROPERTY, AND DAMAGE.  MoDOT  County  Municipality

4 - WITNESS  None Identified  Additional Witnesses In Narrative

NAME	ADDRESS (Street, City, State, Zip)	PHONE NUMBER

5 - PEDESTRIAN  NA  Law Enforcement Officer  Other Emergency Services Personnel  MoDOT Worker  Other Trafficway Worker  Other Pedestrian

NO.	NAME (Last, First, MI) & ADDRESS (Street, City, State, Zip)	PHONE NUMBER

DATE OF BIRTH	SEX	STRUCK BY VEH #:	INJ	TRANS-PORT	SAFETY DEVICES	LOCATION	OTHER ACTIONS	SCHOOL INFO.
						<input type="checkbox"/> On Roadway <input type="checkbox"/> On Sidewalk	<input type="checkbox"/> Getting On / Off Vehicle <input type="checkbox"/> Standing / Lying / Sitting In Trafficway <input type="checkbox"/> Pushing / Working On Vehicle <input type="checkbox"/> Behind / In Front of Parked / Stopped Veh.	<input type="checkbox"/> NA <input type="checkbox"/> Going To / From School <input type="checkbox"/> Getting On / Off School Bus <input type="checkbox"/> Both Of The Above <input type="checkbox"/> Unknown (Explain)
CROSSING ROAD		OTHER ACTIONS		SCHOOL INFO.				
<input type="checkbox"/> With Signal <input type="checkbox"/> Against Signal <input type="checkbox"/> No Signal <input type="checkbox"/> Unknown		<input type="checkbox"/> NA <input type="checkbox"/> Working In Trafficway <input type="checkbox"/> Playing In Trafficway <input type="checkbox"/> Walking / Running In Trafficway <input type="checkbox"/> With Traffic <input type="checkbox"/> Against Traffic		<input type="checkbox"/> NA <input type="checkbox"/> Going To / From School <input type="checkbox"/> Getting On / Off School Bus <input type="checkbox"/> Both Of The Above <input type="checkbox"/> Unknown (Explain)				

PROBABLE CONTRIBUTING CIRCUMSTANCES	DISTRACTED / INATTENTIVE CODE(S)	ALCOHOL USE
<input type="checkbox"/> Failed To Yield <input type="checkbox"/> Alcohol <input type="checkbox"/> Vision Obstructed (Explain) <input type="checkbox"/> Distracted / Inattentive <input type="checkbox"/> Drugs <input type="checkbox"/> Physical Impairment (Explain)	<input type="checkbox"/> None <input type="checkbox"/> Other (Explain)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown

6. COLLISION DIAGRAM

Compass Direction Before Crash Event(s) (Circle One)

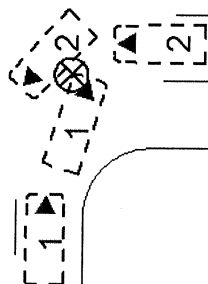
V1 N ⊕ S W U V2 N ⊙ S W U V3 N ⊙ S W U V4 N ⊙ S W U V5 N ⊙ S W U V6 N ⊙ S W U

INDICATE NORTH



Clayton Rd.

N. Geyer Rd.



INDICATE ROAD NAMES

DIAGRAM NOT TO SCALE

7 - DRIVERS, VEHICLES, OWNERS, & OCCUPANTS

NO. **7A. DRIVER - NAME (Last, First, MI) & ADDRESS (Street, City, State, Zip)**  
**01 GRUMICH, ROBERT J - 111 WESLEY AVE, FERGUSON, MO, 63135** PHONE NUMBER **314-749-7022**

DRIVER LICENSE / ID NUMBER **T980878762** STATE **MO** LIC STATUS  Valid  Expired  Susp / Rev / Denied  Disqual CDL  Canceled / Oth Invalid  Unknown LIC TYPE  Operator Class **F**  Permit  Unknown (Explain)  MC Endorsement  Yes  No  Unknown (Explain)

DATE OF BIRTH **09/13/1975** SEX **M** SEAT LOC **FL** INJ **5** TRANS-PORT **1** EJECT-TION **2** AIR BAG **03** SAFETY DEVICES **05** VISION OBSTRUCTED  NA  Not Obstructed  Windshield  Load on Veh  Trees / Brush  Building  Embankment  Sign  Hillcrest  Parked Veh  Moving Veh  Stopped Veh  Glare  Other (Explain)  Unknown (Explain)

PROOF OF INSURANCE  Yes  No  Not Required INSURANCE COMPANY  Expired **AMERICAN FAMILY** PHONE NO. (Optional) POLICY NUMBER  NA **0845-8231-02-69-FPPA-MO**  Driver  Vehicle

**7B. VEHICLE - OWNER NAME (Last, First, MI) & ADDRESS (Street, City, State, Zip)**  SAD PHONE NUMBER  SAD

YEAR **2004** MAKE **KIA MOTORS CORP** MODEL **OPTIMA** COLOR **WHITE** VEH. TYPE **01** TOTAL NO. OF OCC. **1**

LICENSE - PLATE NO. **CE5Y6G** STATE **MO** YEAR **2014** VIN **K N A G D 1 2 6 4 4 5 3 1 2 4 8 3** TOWED FROM SCENE  Yes  No TOWED DUE TO DIS. DAMAGE  Yes  No

VEHICLE DAMAGE (Mark all damaged areas)  None / No Damage TOWED BY  Unknown  NA

INITIAL IMPACT NO:  NA **U**

2	1	3	1	4	1	5	1	6	7	18 - Undercarriage	22 - Cargo
1	15	16	17	8	9	10	11	12	13	19 - Windshield	23 - Unknown (Explain)
14	15	16	17	18	19	20	21	22	23	20 - Burned	24 - Other (Explain)
24	25	26	27	28	29	30	31	32	33	21 - Towed Unit	

VEHICLE BODY TYPES - Automobiles / Specialty Vehicles  Vehicle Used As Public Conveyance

Passenger Car  Van (< 9 W/Driver)  Passenger Van (9+ W/Driver)  Sport Utility Vehicle  Limousine (7-8 W/Driver)  Limousine (9-15 W/Driver)  Motorized Bicycle  Pedalcycle  To / From School

Small Bus (9-15 W/Driver)  Large Bus (16+ W/Driver)  School Bus  Intercity  Transit / Commuter  Charter / Tour  Other

Motorcycle  ATV  2 Wh  3 Wh  4 Wh  5 Wh / More  Unknown

Motor Home  Farm Implements  Construction Equip. Heavy Mach.  Other Vehicle (Code)  Cargo Van  Pickup  Other Heavy Truck  Unknown (Explain)

Single-unit Truck; 2 axles, 6 tires  Single-unit Truck; 3 or more axles  Veh. Pulling Another Unit(s) (Does not apply to Truck Tractors)  Truck Tractor With No Units  Truck Tractor With One Unit  Truck Tractor With Two Units  Truck Tractor With Three Units

GVW / GCW RATING (Not Licensed Weight) (Pickups, Cargo Vans, All Trucks, Truck Tractors, or Haz Mat Placard Veh. Only)  Less than or equal to 10,000 lbs.  10,001 - 26,000 lbs.  Greater than 26,000 lbs.  Unknown

EMERGENCY VEHICLE INVOLVEMENT  NA  Police  Ambulance  Fire  Other (Must check "A" / "B")  A. Emergency Vehicle on Emergency Run  B. Stationary With Emergency Equip. Activated

CONTRIBUTING TRAFFIC CONDITIONS  NA  Congestion Ahead  Other Incident Ahead  Crash Ahead  Unknown (Explain)

**7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES**  Additional Codes Listed in Narrative (See Codes in Section 8)

SEQUENCE OF EVENTS CODES  Unknown **01 08 07 15 34** ANIMAL CODE(S) FIXED OBJECT CODE(S) ALCOHOL USE  Yes  Unk  No  NA

**7D. PROBABLE CONTRIBUTING CIRCUMSTANCES**  None

Vehicle Defects (Explain)  Speed - Exceeded Limit  Too Fast For Conditions  Violation Signal / Sign  Failed To Yield  Alcohol  Drugs

Vision Obstructed  Driver Fatigue / Asleep  Improper Signal  Improper Backing  Improper Turn  Improper Passing  Improperly Parked

Failed To Dim Headlights  Failed To Use Lights  Following Too Close  Wrong Side (Not Passing)  Wrong Side (One-Way)  Physical Impairment (Explain)  Improper Start From Park

Improper Towing / Pushing  Improperly Stopped On Roadway  Improper Lane Usage / Change  Overcorrected  Improper Riding / Clinging To Veh. Exterior  Failed To Secure Load / Improper Loading  Animal(s) In Roadway

Object / Obstruction in Roadway  Distracted / Inattentive (Designate Type)  Unknown (Explain)  Other (Explain)

DISTRACTED / INATTENTIVE CODE(S)  NA (See Codes in Section 8)

**7E. WORK ZONE**  Yes  No  Unknown

TRAFFIC CONTROL  None  Unknown Electric:  Green/Yellow/Red  Flashing Red  Flashing Yellow  Ramp Meter  Other (Explain)

Workers Present  Yes  No  Unknown Other  Stop Sign  No Passing Zone  Turn Restricted  Officer / Flagman  Signal On School Bus

Controls:  Warning Sign / Device  Railway Crossing Sign / Device  School Zone  Yield Sign  Other (Explain)

CONTROL MALFUNCTIONING / INOPERATIVE / MISSING  Yes (Explain)  No  Unknown  NA

**7F. OCCUPANTS - NAME (Last, First, MI)**

NAME (Last, First, MI)	ADDRESS (Street, City, State, Zip)	DATE OF BIRTH MM-DD-YYYY	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-TION	AIR BAG	SAFETY DEVICES	PHONE NUMBER

**7G. COMMERCIAL MOTOR VEHICLE**  NA Required on vehicle if "Yes" was answered to questions in parts 1 and 2 in CMV involvement criteria and vehicle meets one of the three criteria in part 2.

MOTOR CARRIER IDENTIFICATION (Leasee, etc.) - NAME & ADDRESS (Street, City, State, Zip)  SAO PHONE NUMBER  SAO

COMMERCIAL / NON-COMMERCIAL  Interstate Carrier  Intrastate Carrier  Not In Commerce - Government Vehicle  Not In Commerce - Rental Vehicle  Not In Commerce - Other Vehicle MC / MX / ICC NO. USDOT NO.

CARGO BODY TYPE  Enclosed Box  Cargo Tank  Flatbed  Dump  Concrete Mixer  Auto Transporter  Garbage / Refuse  Grain / Chip / Gravel  Pole Trailer  Log  Vehicle Towing Another Veh.  Intermodal Container Chassis  NA (No Cargo Body)  Other  Unknown

HAZARDOUS MATERIALS PLACARD DISPLAYED  Yes  No  Unknown 4-DIGIT NO. CLASS HM CARGO PRESENT  Yes  No  Unknown HM CARGO RELEASED  Yes  No  Unknown HAZARDOUS MATERIAL NAME

7 - DRIVERS, VEHICLES, OWNERS, & OCCUPANTS

NO. 7A. DRIVER - NAME (Last, First, MI) & ADDRESS (Street, City, State, Zip) **02 BATTISTA, DOREEN J - 12167 BELLE MEADE RD, ST LOUIS, MO, 63131** PHONE NUMBER **314-394-0667**

DRIVER LICENSE / ID NUMBER **V162280002** STATE **MO** LIC STATUS  Valid  Expired  Susp / Rev / Denied  Disqual CDL  Canceled / Oth Invalid  Unknown LIC TYPE  Operator Class **F**  Permit  Unknown (Explain)  MC Endorsement  Yes  No  Unknown (Explain)

DATE OF BIRTH **07/05/1959** SEX **F** SEAT LOC **FL** INJ **3** TRANS-PORT **2** EJECT-ION **2** AIR BAG **03** SAFETY DEVICES **05** VISION OBSTRUCTED  NA  Not Obstructed  Windshield  Load on Veh  Trees / Brush  Building  Embankment  Sign  Hillcrest  Parked Veh  Moving Veh  Stopped Veh  Glare  Other (Explain)  Unknown (Explain)

PROOF OF INSURANCE  Yes  No  Not Required INSURANCE COMPANY **GEICO**  Expired PHONE NO. (Optional) POLICY NUMBER **4253-01-33-06**  NA  Driver  Vehicle

7B. VEHICLE - OWNER NAME (Last, First, MI) & ADDRESS (Street, City, State, Zip)  SAD **TOYOTA, MOTOR CREDI - 12167 BELLE MEADE RD, SAINT LOUIS, MO, 63131** PHONE NUMBER  SAD

YEAR **2010** MAKE **LEXUS** MODEL **LEXUS RX350** COLOR **WHITE** VEH. TYPE **01** TOTAL NO. OF OCC. **2**

LICENSE - PLATE NO. **KG4C3L** STATE **MO** YEAR **2014** VIN **2 T 2 B K 1 B A 4 A C 0 6 4 4 6 3** TOWED FROM SCENE  Yes  No TOWED DUE TO DIS. DAMAGE  Yes  No

VEHICLE DAMAGE (Mark all damaged areas)  None / No Damage TOWED BY  Unknown  NA

INITIAL IMPACT NO: **U** 18 - Undercarriage 22 - Cargo 19 - Windshield 23 - Unknown 20 - Burned 24 - Other (Explain) 21 - Towed Unit

VEHICLE BODY TYPES - Automobiles / Specialty Vehicles  Vehicle Used As Public Conveyance

Passenger Car  Van (< 9 W/Driver)  Passenger Van (9+ W/Driver)  Sport Utility Vehicle  Limousine (7-8 W/Driver)  Limousine (9-15 W/Driver)  Motorized Bicycle  Pedalcycle  To / From School

Small Bus (9-15 W/Driver)  Large Bus (16+ W/Driver)  School Bus  Intercity  Transit / Commuter  Charter / Tour  Other

Motorcycle  ATV  2 Wh  3 Wh  4 Wh  5 Wh / More  Unknown

Motor Home  Farm Implements  Construction Equip. Heavy Mach.  Other Vehicle (Code)  Cargo Van  Pickup  Other Heavy Truck  Unknown (Explain)

Single-unit Truck; 2 axles, 6 tires  Single-unit Truck; 3 or more axles  Veh. Pulling Another Unit(s) (Does not apply to Truck Tractors)  Truck Tractor With No Units  Truck Tractor With One Unit  Truck Tractor With Two Units  Truck Tractor With Three Units

GVW / GCWW RATING (Not Licensed Weight) (Pickups, Cargo Vans, All Trucks, Truck Tractors, or Haz Mat Placard Veh. Only)  Less than or equal to 10,000 lbs.  10,001 - 26,000 lbs.  Greater than 26,000 lbs.  Unknown

EMERGENCY VEHICLE INVOLVEMENT  NA  Police  Ambulance  Fire  Other (Must check "A" / "B")  A. Emergency Vehicle on Emergency Run  B. Stationary With Emergency Equip. Activated

CONTRIBUTING TRAFFIC CONDITIONS  NA  Congestion Ahead  Crash Ahead  Other Incident Ahead  Unknown (Explain)

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES  Additional Codes Listed in Narrative (See Codes in Section 8) **12 09 05 34**  Unknown ANIMAL CODE(S) FIXED OBJECT CODE(S) ALCOHOL USE  No  Yes  Unk  NA

7D. PROBABLE CONTRIBUTING CIRCUMSTANCES  None

Vehicle Defects (Explain)  Speed - Exceeded Limit  Too Fast For Conditions  Violation Signal / Sign  Failed To Yield  Alcohol  Drugs  Vision Obstructed  Driver Fatigue / Asleep  Improper Signal  Improper Backing  Improper Turn  Improper Passing  Improperly Parked  Failed To Dim Headlights  Failed To Use Lights  Following Too Close  Wrong Side (Not Passing)  Wrong Side (One-Way)  Physical Impairment (Explain)  Improper Start From Park  Improper Towing / Pushing  Improperly Stopped On Roadway  Improper Lane Usage / Change  Overcorrected  Improper Riding / Clinging To Veh. Exterior  Failed To Secure Load / Improper Loading  Animal(s) In Roadway  Object / Obstruction in Roadway  Distracted / Inattentive (Designate Type)  Unknown (Explain)  Other (Explain)

DISTRACTED / INATTENTIVE CODE(S)  NA (See Codes in Section 8)

7E. WORK ZONE  Yes  No  Unknown TRAFFIC CONTROL  None  Unknown Electric:  Green/Yellow/Red  Flashing Red  Flashing Yellow  Ramp Meter  Other (Explain) Other:  Stop Sign  No Passing Zone  Turn Restricted  Officer / Flagman  Signal On School Bus Controls:  Warning Sign / Device  Railway Crossing Sign / Device  School Zone  Yield Sign  Other (Explain)

CONTROL MALFUNCTIONING / INOPERATIVE / MISSING  Yes (Explain)  No  Unknown  NA

7F. OCCUPANTS - NAME (Last, First, MI)		DATE OF BIRTH	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICES	PHONE NUMBER
BATTISTA, HANNAH		09/05/1999	F	FR	5	1	2	03	05	314-394-0667
12167 BELLE MEADE RD, ST LOUIS, MO 63131										

7G. COMMERCIAL MOTOR VEHICLE  NA Required on vehicle if "Yes" was answered to questions in parts 1 and 2 in CMV involvement criteria and vehicle meets one of the three criteria in part 2.

MOTOR CARRIER IDENTIFICATION (Leasee, etc.) - NAME & ADDRESS (Street, City, State, Zip)  SAO PHONE NUMBER  SAO

COMMERCIAL / NON-COMMERCIAL  Interstate Carrier  Intrastate Carrier  Not In Commerce - Government Vehicle  Not In Commerce - Rental Vehicle  Not In Commerce - Other Vehicle MC / MX / ICC NO. USDOT NO.

CARGO BODY TYPE  Enclosed Box  Cargo Tank  Flatbed  Dump  Concrete Mixer  Auto Transporter  Garbage / Refuse  Grain / Chip / Gravel  Pole Trailer  Log  Vehicle Towing Another Veh.  Intermodal Container Chassis  NA (No Cargo Body)  Other  Unknown

HAZARDOUS MATERIALS PLACARD DISPLAYED  Yes  No  Unknown 4-DIGIT NO. CLASS HM CARGO PRESENT  Yes  No  Unknown HM CARGO RELEASED  Yes  No  Unknown HAZARDOUS MATERIAL NAME

**8 - CODES**

SEAT LOCATION XX - Not Known B - Pedalcycle M - Motorcycle CP - Commercial Passenger OE - Occupant - Enclosed Load Area OU - Occupant - Unenclosed Load Area RC - Rail Crew SV - Other (Explain in Narrative) NA - Not Applicable	FR SR TR FC SC TC FL SL TL	INJURY 1. Fatal 2. Disabling 3. Evident - Not Disabling 4. Probable - Not Apparent 5. None Apparent U. Unknown N. NA	TRANSPORTED (For Medical Treatment) 1. No 2. EMS 3. Other U. Unknown N. NA	EJECTION 1. NA 2. No 3. Partially 4. Totally U. Unknown	AIR BAG 1. None / NA 3. Not Deployed 4. Removed 5. Deployed - Front 6. Deployed - Side 7. Deployed - Curtain 8. Deployed - Other (Knee, Air Belt, etc.) 9. Deployed - Combination 10. Deployment Unknown U. Air Bag Presence Unknown	SAFETY DEVICES 1. None 2. Not Used 3. Shoulder Belt Only 4. Lap Belt Only 5. Shoulder and Lap Belt 7. DOT Compliant MC Helmet 8. No Helmet 10. Booster Seat 11. Child Restraint - Forward Facing 12. Child Restraint - Rear Facing 13. Other Helmet 14. Reflective Clothing 15. Other U. Use Unknown N. Not Applicable

**VEHICLE ACTION / SEQUENCE OF EVENTS** (Items with double-asterisk (\*\*) require additional coding)

1. Going Straight	10. Start From Parked	19. Airborne	28. Separation Of Units	37. Collision Inv. Other Object (Explain)	44. Thrown/Falling Object
2. Overtaking	11. Backing	20. Ran Off Roadway - Right	29. Returned To Roadway	38. Other Non-collision	45. Struck By Falling, Shifting Cargo, Object Set In Motion By Own MV
3. Making Right Turn	12. Stopped In Traffic	21. Ran Off Roadway - Left	30. Collision Inv. Pedestrian	39. Collision Inv. Bicycle/Pedalcycle In Bicycle Lane	46. Ran Off Roadway - Other (Explain)
4. Right Turn on Red	13. Parked	22. Overturn / Rollover	31. Collision Inv. Bicycle/Pedalcycle	40. Collision Inv. Animal Drawn Vehicle / Animal Ridden For Transportation	47. Cross Separator
5. Making Left Turn	14. Changing Lanes	23. Fire / Explosion	32. Collision Inv. Railway Veh.	41. Collision Inv. Working MV	
6. Making U-Turn	15. Avoiding	24. Immersion	33. Collision Inv. Animal (**)	42. Downhill Runaway	
7. Skidding / Sliding	16. Cross Median	25. Jackknife	34. Collision Inv. MV in Transport	43. Fell/Jumped From MV	
8. Slowing / Stopping	17. Cross Center Of Road	26. Cargo Loss / Shift	35. Collision Inv. Parked MV		
9. Start In Traffic	18. Cross Road	27. Equipment Failure	36. Collision Inv. Fixed Object (**)		

**ANIMAL CODES FOR VEHICLE ACTION / SEQUENCE OF EVENTS**

60. Deer	61. Farm Animal	62. Dog	63. Other Animal	U. Unknown
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**FIXED OBJECT CODES FOR VEHICLE ACTION / SEQUENCE OF EVENTS**

20. Tree / Stump (Standing)	26. Culvert	32. Building	38. Bridge Rail	44. Wall
21. Embankment / Driveway / Ground / Rock Bluff	27. Highway Traffic Sign Post / Support	33. Traffic Signal Support	39. Guardrail End	45. Cable Barrier
22. Guardrail Face	28. Bridge Pier / Abutment / Support	34. Impact Attenuator / Crash Cushion	40. Other Traffic Barrier	46. Bridge Overhead Structure
23. Utility Pole	29. Curb	35. Fire Hydrant	41. Overhead Sign Support	47. Overhead Line / Cable
24. Fence	30. Mail Box	36. Other (Explain)	42. Ditch	U. Unknown
25. Street Light Support	31. Concrete Traffic Barrier	37. Bridge Parapet End	43. Other Post / Pole / Support	

**DISTRACTED / INATTENTIVE CODES**

1. External Distraction	5. Communication Device - Hand-held	9. Eating / Drinking	13. Computer Equipment / Electronic Games / etc.
2. Passengers	6. Communication Device - Hands Free	10. Reading	14. Adjusting Vehicle Controls
3. Stereo / Audio / Video Equipment	7. Communication Device - Texting / E-mailing	11. Tobacco Use	15. Other (Explain)
4. Navigation Device	8. Communication Device - Web Browsing	12. Grooming	

**VEHICLE TYPE CODES**

1. Motor Vehicle In Transport	3. Working Motor Vehicle	5. Animal Drawn Vehicle / Animal Ridden For Transport Purposes
2. Parked Motor Vehicle	4. Pedalcycle	U. Unknown

**OTHER VEHICLE CODES**

1. Riding Mower / Garden Tractor	3. Snowmobile	5. Animal Drawn Vehicle / Animal Ridden For Transportation	6. Low Speed Vehicle
2. Golf Cart	4. Forklift		7. Other (Explain)

**9. NARRATIVE / STATEMENTS** (If additional room is necessary, use Section 11 - Narrative / Statements Continuation)

I responded to the area of Clayton Rd. and Geyer Rd. for a report of a vehicle accident. Upon arrival, I made contact with Robert Grummich (Driver 1) and Doreen Battista (Driver 2) and Hannah Battista (Passenger 2). Driver 2 stated that she has persistent neck and back problems and that she was starting to feel nauseous. Frontenac 2914 and 2917 responded.

I first spoke to Driver 1. Driver 1 stated that he was traveling east on Clayton Rd approaching N. Geyer Rd. He became distracted, and did not realize that his traffic light was red. He attempted to stop and swerve around vehicle 2, yet slid due to the wet pavement and was unable to avoid hitting vehicle 2. The front drivers side corner of vehicle 1 struck the front and rear driver's side doors of vehicle 2. I observed damage to the front driver's side corner and bumper area and hood.

I then spoke to Driver 2. Driver 2 stated that she was traveling north on N. Geyer Rd., and then proceeded through the green light to turn west onto Clayton Rd. As she entered into the middle of the intersection, her vehicle was struck by vehicle 1. I observed heavy damage to the front driver's side door and to the rear driver's side door. The rear driver's side door was unable to be opened.

Doreen Battista was transported to Mercy Hospital by Frontenac 2917.

I have nothing further to report at this time.

**10. REPORTING AND REVIEWING OFFICER INFORMATION**

REPORTING OFFICER NAME FARRIS, NICOLE	DSN / BADGE NO. 00253	BEAT / ZONE A	TROOP / DISTRICT / PRECINCT 136A
REVIEWING OFFICER NAME PICHA, CRAIG	DSN / BADGE NO. 00204	REVIEWING OFFICER 2 NAME PICHA, CRAIG	DSN / BADGE NO. 00204



## Introduction

The Comprehensive Plan for the City of Frontenac establishes a long-range vision for the changing land uses and design of new buildings within the community. It is a decision-making guide for public officials, residents, neighborhood associations, business owners/operators, public service and infrastructure providers, and the development community. The plan provides a framework for making development and zoning decisions, and implementing public improvements. In addition, the plan captures the residents' vision for Frontenac's future and identifies the strategies necessary to achieve that vision.

**Figure 1—Vicinity Map**



## Planning Process

Community planning is a process whereby the community's collective values and aspirations are translated into a road map of incremental steps that allow the community to reach its desired destination. Figure 2 illustrates the process used to develop the Frontenac Comprehensive Plan.

The first step in this process focused on understanding what made Frontenac the community it is today and the real or perceived obstacles to reaching its desired potential. Community issues, a vision, and goals, were obtained through a professionally-facilitated public engagement program that included a series of public open houses, visioning sessions, planning workshops, and a survey of residents.



Appendix A—Existing Conditions Report provides an overview of social, economic, and physical conditions influencing past and future land use in Frontenac. Appendix B—Public Engagement Overview includes more details on the public engagement program. In addition, a Demographic and Real Estate Market Overview is contained in Appendix C, a Preliminary Assessment of Frontenac's Land Use Regulations is provided in Appendix D, and a summary of applicable Missouri Municipal Funding Programs can be found in Appendix E.

From this information, a set of planning goals was identified. The planning goals guided the development of planning concepts for community character, public facilities and transportation, commercial character, and residential character. Next, recommendations—in the form of a land use plan—were created. Plan implementation strategies were then developed to provide the City with the road map needed to achieve the Frontenac envisioned in this plan.

## Key Community Issues

Key issues were identified through a series of public input meetings. Additional issues impacting the quality of life in Frontenac were identified during the data collection and market analysis phases. The issues captured community concerns and were used to formulate goals and implementation strategies. Issues were grouped into the following categories: Community Character, Public Facilities & Transportation, Commercial Character, and Residential Character.

Key community issues are summarized in the following paragraphs.

### Key Issue: Community Character

- *Family orientation.* The condition of Frontenac's neighborhoods helps foster an emphasis on the family. These conditions include quiet and safe streets, financial stability, quality-constructed/high-value homes, active churches and schools, and a sense of community through tight-knit Neighborhood Associations.
- *Green space.* Landscaping, open spaces, public/private "public spaces", and mature trees are a source of pride and identity for residents. The upsizing of homes is seen as a threat to the amount of green space in Frontenac.
- *Good location.* Frontenac's central location within St. Louis County allows it to be a quiet, bedroom community. Everyday goods and services are available in nearby communities thereby permitting commercial activity in Frontenac to be more specialty/niche market-oriented.
- *City identification.* Identification markers and entrance signs across the City do not reflect the high level of quality, character, and community pride that exists in Frontenac.

### Key Issue: Public Facilities & Transportation

- *Storm water plan.* The City of Frontenac is in the process of developing a storm water master plan. Localized flooding and storm water impacts of construction sites were the catalysts for the plan. Residents' current concerns revolve around communication issues: an understanding of the length of time it takes to complete a plan, and lack of community notification regarding its adoption process.
- *Lack of walkability/bikeability.* Residents would like to see improvements in pedestrian and bicycle safety and accessibility along main roads in Frontenac. Geyer, Clayton, Spoede, Conway and Lindbergh were specifically identified.
- *Traffic congestion.* Major roads experience congestion during peak hours. Residents would like to see improvements to key intersections to allow for better traffic flow.



- *Outdated city facilities.* City Hall, the Police Department, and the Fire Department are located in buildings that are physically and functionally undersized and outdated.
- *Inconsistent road maintenance.* With private subdivisions, the City, and the State (MoDOT) maintaining roads within Frontenac, the conditions of pavement, right-of-way landscaping, and traffic calming devices across the City vary. Residents would prefer a more consistent, higher level of public right-of-way maintenance.
- *Unreliable electric service.* Residents and elected officials are concerned about the lack of reliability of the public-utility electric service provided in the community as reflected by frequent power outages.

### Key Issue: Commercial Character

- *No common character.* The character of existing commercial buildings in Frontenac does not reflect the residents' desires for an up-scale, attractive, people-friendly community. There are few similarities between business areas in Frontenac or even between adjacent buildings. The result is a lack of identification of specific business districts and a feel that areas are fragmented.
- *Upscale.* Businesses in general are viewed as having a niche market with upscale goods and services. Residents would like to continue this trend.
- *Lacks services for residents.* Residents of Frontenac must travel to other communities to purchase everyday goods and services. This can be interpreted as an inconvenience, but there is not a consensus among Frontenac residents that this is so since amenities in adjacent communities are only minutes away.
- *Outdated.* Some of the non-residential buildings in Frontenac have surpassed their peak of usefulness. Because of their size or configuration they are not ideal for modern retail activity or provision of services.
- *Out-lot development.* Land for new business development in Frontenac is limited. As a result, new buildings are being constructed on out-lots of existing establishments. This negatively affects the suburban feel of Frontenac increasing the density of commercial activity.
- *Auto dependent.* Business centers in Frontenac are very difficult to reach by anything but the automobile. It is even difficult to walk between adjacent businesses.

Key Issue: Residential Character

- *Character of housing development.* Most new homes being built in Frontenac are on the site of a home that was recently demolished to provide the site. Residents are concerned that the size and design of new homes does not blend well with existing neighborhoods. A balance must be found between the property rights of people selling their homes, the desires of new homeowners, and the expectations of neighborhood residents, so that neighborhoods are not significantly impacted by the new homes' size or character.
- *Housing Options.* Housing options in Frontenac are limited. Residents are split on the issue of offering a range of "Life-Cycle Housing"; however, a majority believes the addition of high-end villas would have a positive impact on Frontenac.
- *Impact of construction on current residents.* As older homes are torn down and replaced with new ones, several negative impacts have been reported as a result of demolition and construction. Residents' "view sheds" are damaged by removal of vegetation; storm water and debris flow onto neighboring properties; and construction vehicles create nuisances, safety hazards, and damage to private roads. Additionally, the City has no requirements for construction to be completed in a timely manner, with construction sites (or vacant homes awaiting demolition) sometimes standing idle for months.
- *Maximize green space.* An over-riding theme in public participation has been the maximization of open spaces, green areas, and landscaping. Abundant and quality landscaping is viewed as desirable for residential as well as commercial areas in Frontenac.
- *Autonomous neighborhoods.* Every subdivision in Frontenac has a degree of authority and local control through covenants, indentures, and deed restrictions and trustee representation. All local, residential streets are privately owned. However, the degree of control and level of enforcement varies across the City. Certain trustees have more experience and resources at hand to deal with issues affecting their neighborhood. Coordination between neighborhoods, or assistance available if needed, should be expanded.

## Comprehensive Plan Goal Statements

Plan goals describe the desired outcomes achieved by implementing the Comprehensive Plan. Plan Goals are used to guide development of Recommendations and the Implementation Strategy. The Goals for Frontenac were developed during the public participation process.

### Goal Statements: Community Character

- Contribute to community identity by establishing gateways and streetscape improvements along public streets, with special emphasis on gateways at the reconfigured I-64 interchanges at Spoede and Lindbergh and streetscaping on Clayton Road.
- Increase current balance of greenspace on both public and private property through landscaping and tree preservation requirements.
- Help foster a sense of community and family orientation through facilities, programs and events that bring residents together.
- Improve communications between residents, neighborhood trustees, and City elected/appointed officials.
- Establish indoor and outdoor community gathering places through public/private partnerships or private venues.

### Goal Statements: Public Facilities & Transportation

- Improve off-street pedestrian and cyclist connectivity via sidewalks and trails.
- Improve on-street and street right-of-way safety for pedestrians and cyclists.
- Enhance the streetscape of public streets through improved landscaping and use of standardized fixtures.
- Update the municipal complex containing City Hall, Public Works, Police Department, and Fire Department facilities.
- Pursue supplemental funding sources for public improvements.
- Work with AmerenUE to improve the reliability of electric service in the community.

Goal Statements: Commercial Character

- Encourage upscale character and quality architecture of commercial buildings.
- Optimize use of space and tax-generating potential within existing commercial areas.
- Encourage mixed use development of commercial areas (e.g., retail, office, and restaurant uses).
- Require high quality landscape design for existing and future commercial developments.
- Prepare and enforce design criteria for Frontenac's identified business districts (e.g., Clayton Road and West End Park).
- Assist in attracting upscale retailers and restaurants to Frontenac's existing commercial areas.

Goal Statements: Residential Character

- Encourage renovation/expansion as opposed to tear down/rebuild of existing homes.
- Encourage the design of new homes to be compatible in scale and character to surrounding homes.
- Sustain the variety of housing types in Frontenac to allow residents to remain in the community throughout their lifetime and across multiple stages of housing need (i.e., first home, family home, empty nest, retirement).
- Supplement housing types with high-end villas as needed to meet the needs of the community.
- Regulate impacts of construction, such as erosion, heavy vehicle traffic, and long durations of inactive construction sites.
- Improve the family orientation of Frontenac through design (e.g., public sidewalks and bike trails connecting neighborhoods with neighborhoods and neighborhoods with schools).

## Implementation Strategy: Public Facilities &amp; Transportation

## 1. Connectivity

- The roadway network in Frontenac is well established. Manipulation of the network or addition of new roads is not necessary. Reconstruction of the I-64 interchanges will take place according to plans adopted by the Missouri Department of Transportation. Reconfigurations also will occur along Lindbergh Boulevard at the discretion of MoDOT. A limited amount of property must be acquired by MoDOT to complete the I-64 interchange construction, but no land use changes are expected as a result of the acquisition. Additionally, no changes will occur to the functional classification of adjacent roadways.

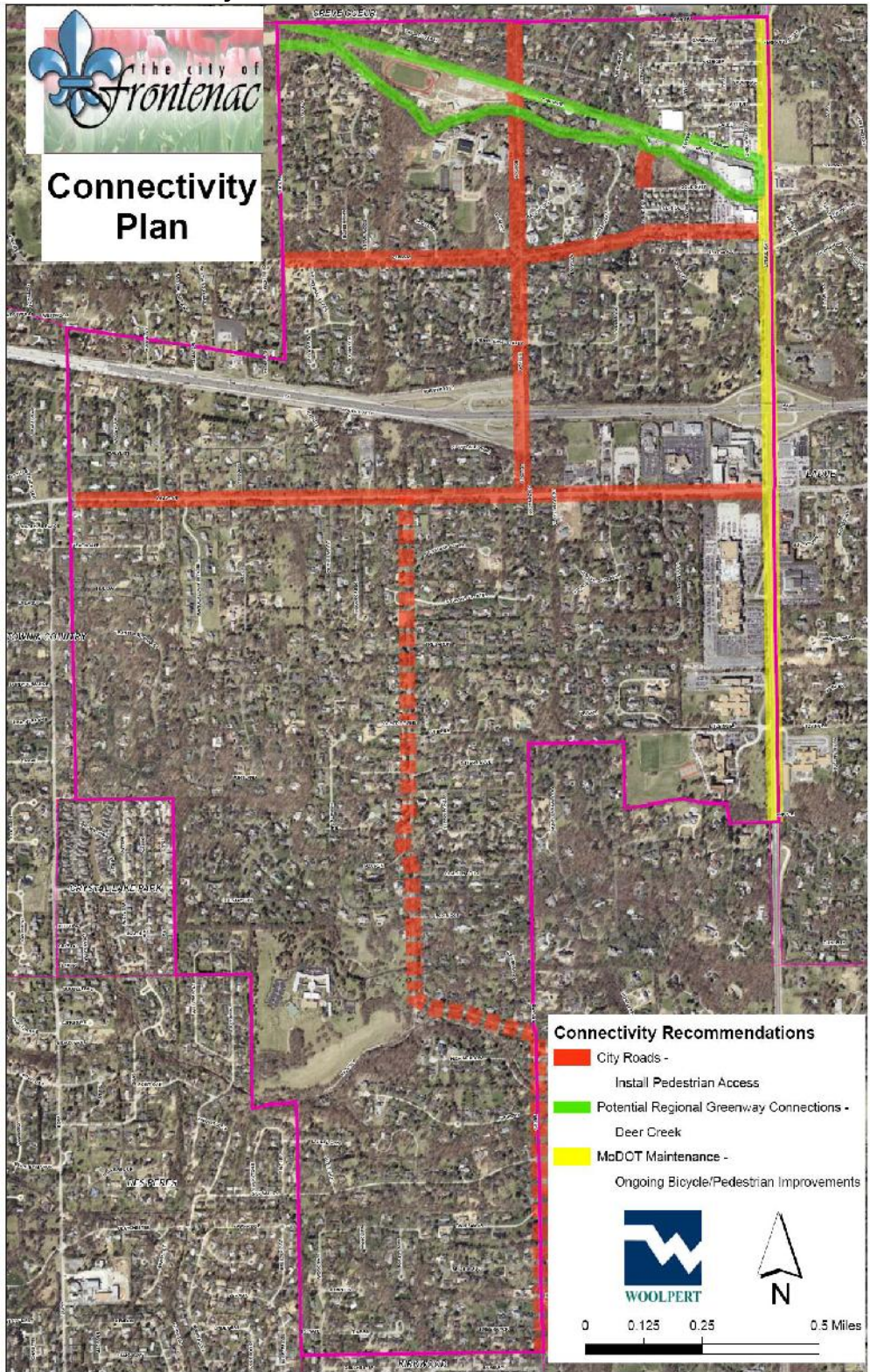
Connectivity refers to the ability of residents to access different areas of Frontenac as a pedestrian or bicyclist. The goal is to connect neighborhoods with commercial areas and commercial areas with each other. This method of access is for transportation as well as fitness and recreation. The location of proposed connectivity routes is illustrated on the map in Figure 9. Frontenac-maintained streets should have sidewalks or a right-of-way designated for non-motorized transport including Clayton Road, Spoede Road, and Conway Road. If residents of Frontenac in the future decide in favor of pedestrian access along Geyer Road, the connectivity concepts described below may be considered.

Additionally, a pedestrian/bicycle-only connection is recommended from the southern portion of West End Park across Deer Creek to the German Boulevard area, potentially along the platted Princess Road right-of-way.

- A community-wide trail plan should be prepared in cooperation with the East-West Gateway Council of Governments and in coordination with the Great Rivers Greenway District. The City has already obtained funding through the East-West Gateway Council of Governments' walk-ability/bike-ability initiative (St. Louis Regional Bicycling and Walking Transportation Plan) for this connectivity plan.

Implementation Strategy: Public Facilities & Transportation (continued)

Figure 9—Connectivity Plan





CITY OF  
FRONTENAC



**City of Frontenac, Missouri**

*10555 Clayton Road, Frontenac, Missouri 63131*

# **Geyer Road Improvements Study**

**May 2016**



Report Prepared By:

515-0086-OHY



**LOCHMUELLER  
GROUP**  
411 North 10<sup>th</sup> Street, Suite 200    5650 Mexico Road, Suite 2  
St. Louis, Missouri 63101    St. Peters, Missouri 63376  
PHONE: 314.621.3395    PHONE: 314.621.3395

# 1. EXECUTIVE SUMMARY

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## 1.1 PURPOSE

The City of Frontenac (City) contracted with Lochmueller Group (Lochgrou) in November of 2015 to develop a design study to evaluate the existing pavement condition, stormwater drainage functionality, as well as safety concerns along Geyer Road between Clayton Road south to the City's limits. This study, in turn, will assist the City to develop a plan for future improvements within the public right-of-way. The report examines specific improvement recommendations and actions for pavement preservation, stormwater drainage, pedestrian accommodations, and coordination of utility infrastructure improvements. Specific objectives of the assessment were to develop a conceptual scope and schedule as well as anticipated costs for improvements to the Geyer Road corridor for future planning and budgeting efforts. In total, items to be evaluated include addressing stormwater drainage concerns, the feasibility, moreover, want of improving pedestrian access, the need of third party utility improvements, better traffic flow improvements as well as improving the condition of the existing roadway pavement.

This study summarizes each recommendation throughout the Geyer Road corridor with estimates of project costs (engineering, right-of-way and construction), and identifies possible supplemental funding sources that are available to the City. Cost estimates are included and forecasted through a proposed schedule.

In general, this report can form the basis of efforts to maintain and improve the Geyer Road corridor.

## 1.2 OBJECTIVES

A toolkit of strategies was identified to promote a smart design for improvements along Geyer Road. The objective of these strategies is to develop a plan consistent with the goals of the community that the City can afford to implement and maintain in the future.

Lochgrou executed the study in close coordination with the City's Public Works staff, including weekly updates on progress and outlined work accomplished. Resident outreach, by means of a survey questionnaire, was developed to provide feedback to the City's administration specifically as it related to proposed pedestrian improvements. In addition to the survey questionnaires, Lochgrou and City representatives met personally with some residents along the study corridor as data was collected. The survey and discussions in the field promoted an open communication effort between property owners and the City.

In order to accomplish the goals set forth by the City, several roadway improvement strategies were evaluated. Among these improvements considered were removal and replacement of only the necessary declined asphalt pavement areas, widening of lanes, bicycle and pedestrian enhancements such as on street widened shared use lanes, or dedicated on street bicycle lanes, separated bicycle and/or pedestrian paths and sidewalks. Those strategies based on improving stormwater drainage are the addition of curb and gutter adjacent to the existing pavement; repair/replacement of existing drainage structures, widening/deepening of ditches, and the additional of new storm sewers where necessary. During the evaluation process, as vetted during the January 13<sup>th</sup> Public Works Commission Meeting, the improvements were screened and prioritized based on cost, impact to adjacent properties, benefit provided, and how they coincided with the results of the residential survey questionnaire.



Strategic improvement plans for Geyer Road were developed based upon transportation needs in conjunction with the discussions held during the Public Works Commission Meeting.

### 1.3 BENEFITS AND RECOMMENDATIONS

The immediate benefits of the study include better information availability for yearly planning and budgeting as well as better coordination of future third party utility improvements. The results of the study can also be utilized in efforts to obtain grant funding through federal reimbursement programs to assist with implementation of the recommended improvements. These improvements will safeguard the City’s existing investment in Geyer Road by preventing further deterioration due to pavement age and drainage deficiencies, including ponding water concerns, while also addressing sight distance issues. This document can serve as a guide for the City during the implementation of the recommended improvements.

Recommendations include:

- » Resurfacing of the existing pavement with a mill and overlay process or full depth repairs as needed
- » Addition of new concrete curb and gutter system on both sides of the roadway or only in priority areas
- » Repair/replace deficient existing drainage infrastructure
- » Addition of new storm sewer and inlet structures to address drainage issues
- » Improve sight distance by removing certain obstructions within the right-of-way
- » Coordinate utility upgrades in conjunction with the roadway improvements
- » Provide enhancements, when feasible, to maintain the “Country Lane” feel of Geyer Road
- » Provide a design that supports future pedestrian improvements (i.e. sidewalks, crosswalks and curb ramps conforming with the current Americans with Disabilities Act standards)



**Figure 1-1. Photo of Current Stormwater Drainage System Near Twin Fawns Subdivision**

**AN ORDINANCE AUTHORIZING THE MAYOR, ON BEHALF OF THE CITY OF FRONTENAC, MISSOURI, TO APPLY FOR GRANT FUNDING FOR GEYER ROAD IMPROVEMENTS.**

**WHEREAS**, sidewalks connecting to residential neighborhoods were a priority expressed by residents in the Comprehensive Plan; and

**WHEREAS**, there is no safe pedestrian access along Geyer Road between Clayton Road and the City limits; and

**WHEREAS**, applications for grant funding for 70% of the project cost are being received by East-West Gateway Council of Governments and 30% of the project cost will be funded by the City; and

**WHEREAS**, it has been determined a portion of the improvements will improve storm water management and roadway surface.

**NOW, THEREFORE BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF FRONTENAC, ST. LOUIS COUNTY, MISSOURI AS FOLLOWS:**

**Section One.**

The Board of Aldermen approves the Mayor authorizing and designating the City Administrator to apply for financial assistance available through East-West Gateway Council of Governments for Geyer Road Improvements.

**Section Two.**

The Board of Aldermen approves matching funds from the City in the amount of 30% of the project costs.

**Section Three.**

This Ordinance shall be in full force and effect as of July 1, 2018, after its passage by the Board of Aldermen and approval by the Mayor.

**PASSED BY THE BOARD OF ALDERMEN OF THE CITY OF FRONTENAC,  
MISSOURI, THIS 29<sup>TH</sup> DAY OF MAY, 2018.**

Margot Martin  
Presiding Officer

Attest:

Leesa Ross  
Leesa Ross, City Clerk

**APPROVED THIS 29<sup>TH</sup> DAY OF MAY, 2018.**

Margot M. Martin  
Margot M. Martin, Mayor

Attest:

Leesa Ross  
Leesa Ross, City Clerk



## Great Rivers Greenway

LIVE LIFE OUTSIDE

June 13, 2018

Jim Wild  
Executive Director  
East West Gateway Council of Governments  
One Memorial Drive Suite 1600  
St. Louis, MO 63102

Dear Mr. Wild,

As the Director of Planning and Projects for Great Rivers Greenway, it is my pleasure to write this letter supporting the City of Frontenac's STP Application to improve Geyer Road south of Clayton Road. The project will enhance travel for motorists, cyclists, pedestrians, and transit passengers in the area.

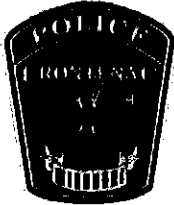
As part of the planning process for the proposed improvements, we ask that the City of Frontenac consider evaluating separated bicycle facilities for this section of Geyer Road. If separated facilities are not feasible, at a minimum, we ask that the City implement "Share the Road" signage and pavement markings throughout the corridor.

Any federal funds received by the City to assist in funding this project will be a long-term investment in the quality of life, not only for the citizens of the Frontenac, but the entire St. Louis region.

We believe all of these improvements will help advance the mission, vision, goals and objectives of the Gateway Bike Plan.

Sincerely,

Todd Antoine  
Director of Planning and Projects, Great Rivers Greenway



*City of Frontenac, Missouri*  
**POLICE DEPARTMENT**

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10555 Clayton Road, Frontenac, Missouri - 314-994-9300

April 12, 2018

East-West Gateway Council of Governments  
One Memorial Drive  
Suite 1600  
St. Louis, MO 63102

Dear Council Members,

I would like to take this opportunity to express the Frontenac Police Department's support for the proposed sidewalk and paving project on North Geyer Road. City of Frontenac residents enjoy outdoor spaces in the City, but do not have a dedicated park area due to the lack of available real estate. This causes many to walk, jog, and ride bicycles on narrow North Geyer Road.

During peak traffic times pedestrians and cyclists on North Geyer must closely share the road with heavy, faster-moving vehicles that present a danger to them. During times of construction or inclement weather such as snow, we have observed persons walking by themselves or with their dogs, and jogging in dangerously close quarters with passing vehicles.

During the past several years we have had two bicycle/auto accidents along North Geyer Road. The proposed North Geyer Road sidewalk project would allow residents to enjoy their outdoor spaces along this scenic roadway while being separated from passing vehicles. Thank you for your attention to this matter, and please feel free to contact me if you require any additional information from the Frontenac Police Department.

Sincerely yours,

A handwritten signature in black ink that reads "Thomas M. Becker". The signature is written in a cursive, flowing style.

Thomas M. Becker  
Chief of Police

# CITY OF FRONTENAC



Margot Martin  
Mayor

Jaysen Christensen  
City Administrator

May 11, 2018

Mr. Jason Lange  
East-West Gateway Council of Governments  
One South Memorial Dr., Suite 1600  
St. Louis, MO 63102

Re: City of Frontenac Geyer Road STP-S Application

Dear Mr. Lange:

On behalf of my fellow elected officials, the residents, businesses and visitors to the City of Frontenac, I write in support of the Geyer Road Improvements Phase I Transportation Improvement Program.

Over the years, Frontenac has made significant improvements to pedestrian accessibility along Clayton Road, Spoede Road and Conway Road. Geyer Road is now our longest stretch of roadway with very little pedestrian access.

We have surveyed the residents both on Geyer Road and throughout the City and they are in support of our application. We are proud to commit in excess of the 20% required funding match. The roadway improvements will benefit the many vehicles and bicycles which traverse Geyer Road on a daily basis.

Thanks for your consideration of our application and consideration of this important and much needed project.

Sincerely,

Margot Martin, Mayor

Cc: Board of Aldermen

May 15, 2018

Mr. Jason Lange  
East-West Gateway Council of Governments  
One South Memorial Dr., Suite 1600  
St. Louis, MO 63102

Re: City of Frontenac Geyer Road Grant Application

Dear Mr. Lange:

As residents of the Portland Subdivision on Geyer Road, my wife and I are very supportive of the City of Frontenac application for funding assistance to install sidewalks along Geyer Road as well as paving Geyer Road.

We have two young children and there are many families in our subdivision with young children who would benefit greatly from the enhanced safety of sidewalks. Portland is just south of Clayton Road on Geyer Road so we are in Phase I of the proposed improvements. Many pedestrians currently walk in the street. There is significant traffic along Geyer as it is a north-south collector from Clayton Road to Manchester Road.

Thanks for your consideration of this important and much needed project.

Sincerely,

Handwritten signatures of Mike and Alyson Schoedel. The signature on the left is 'Mike Schoedel' and the signature on the right is 'Alyson Schoedel'.

Mike and Alyson Schoedel  
57 Portland Drive  
Frontenac, MO 63131

**HERMITAGE HILL SUBDIVISION  
FRONTENAC, MISSOURI**

May 21, 2018

East-West Gateway Council of  
Governments  
Attn: Jason Lange  
One South Memorial Dr., Suite 1600  
St. Louis, MO 63102

City of Frontenac  
Attn: Jaysen Christensen, City Administrator  
10555 Clayton Road  
Frontenac, MO 63131

Re: Geyer Road Sidewalks -- City of Frontenac, Missouri

Dear Messrs. Lange and Christensen:

This letter is being written on behalf of the trustees of Hermitage Hill subdivision and on behalf of the homeowners of Hermitage Hill subdivision.

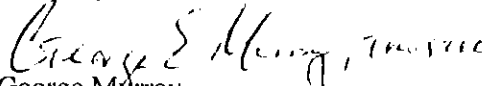
On January 22, 2017, the subdivision convened an annual meeting attended by the majority of the homeowners. The proposal for installation of sidewalks along Geyer Road was discussed. It is our understanding that the sidewalks would run along one side of the street.

All of the homeowners present at the meeting were enthusiastically in favor of the sidewalks. Moreover, the views expressed by the homeowners since last year's meeting have remained uniformly in favor of the sidewalks. Many residents in our neighborhood walk along Geyer Road, including many children. We would appreciate the safety that would be afforded by the sidewalks.

Furthermore, all of the residents in our neighborhood voicing an opinion on the location of the sidewalks have underscored a desire to see the sidewalks (at least between Clayton Road and Steeplechase) placed on the eastern side of Geyer Road, where there are already telephone poles and where the sidewalk installation would not require destruction of the trees along Geyer Road. This placement would be similar to the location of the sidewalks along the eastern side of Spoede Road between Conway Road and the northern boundary of Frontenac.

Thank you.

Sincerely,

  
George Murray  
Trustee of Hermitage Hill

cc: Nate Keller & John Moore, Co-Trustees



## **Geyer Road Survey Results**

City-wide, more than 42% of households responded.

Of those who responded:

90% of residents city-wide who responded are in favor of applying for grant funding for Geyer Road improvements including sidewalks.

57% of residents who have property abutting Geyer Road are in favor of applying for grant funding for Geyer Road improvements including sidewalks.

87% of residents who live on streets off of Geyer Road are in favor of applying for grant funding for Geyer Road improvements including sidewalks.



## Geyer Road Improvement Survey

Dear Frontenac Residents:

The City of Frontenac Board of Alderpersons in conjunction with the Public Works Commission has retained a consultant to study improvement options for Geyer Road. The roadway is in need of a full mill and overlay from Clayton Road to the Kirkwood City limits on the south.

The engineering consultants have recommended installation of concrete curb and gutter in addition to drainage improvements to improve the function and extend the future life of the roadway in conjunction with the mill and overlay.

The addition of sidewalks greatly enhances the City's chances for grant funding of approximately eighty percent federal funding of the project cost.

The consultant's estimate for mill and overlay, improved drainage with concrete curb and gutter and drainage piping is estimated at \$3,475,000.

If sidewalks are included in the above scope, the opportunity for grant funding is greatly enhanced and the City's cost would then reduce to \$785,000.

Right of way exists along most of the Geyer Road corridor to install the sidewalks on one side. (There may be a need for a crossing at some point.) A copy of the consultant's study is available on the home page of the City web site [www.cityoffrontenac.org](http://www.cityoffrontenac.org) or at City Hall during business hours.

**Please respond by September 15, 2016**

Your Name : \_\_\_\_\_

Your Address : \_\_\_\_\_

I am in favor of the City of Frontenac applying for grant funding to provide improvements to Geyer Road including the addition of sidewalk behind the curb.

Yes       No      Comments : \_\_\_\_\_

Please drop off the survey at City Hall between 8:30 am and 5:00 pm, mail to 10555 Clayton Road, scan and e-mail to [scooper@cityoffrontenac.org](mailto:scooper@cityoffrontenac.org), or fax to 314-373-6603 If you have questions call Bob Shelton or Jeff Wappelhorst at City Hall, 994-3200.