



CITY OF ST PETERS
636.477.6600
bids@stpetersmo.net

April 8, 2013
Page 1 of 41

RE: Addendum 02: RFP 13-145 – Willott Road Bridge Replacement Engineering Services

To all Contract Bidders of Record,

This Addendum, consisting of forty-one (41) pages is issued to modify, explain or correct the original Contract documents as noted below, and is hereby made a part of the Contract documents.

Question

Are copies of the TIP Application and cost estimate available for distribution?

Answer: Attached please find the TIP application (32 pages) and a cost estimate (8 pages)

When submitting your proposal, please sign and include this Addendum 02.

Date _____

Addendum Received By: _____
(Signature of Authorized Representative)

Name: _____
(Printed Name of Authorized Representative)

Title: _____

Thank you,

City of St. Peters
bids@stpetersmo.net

**EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
TITLE VI QUESTIONNAIRE
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) APPLICATION**

2/17/2012

As a recipient/sub-recipient of Federal grant funding East-West Gateway (EWG) is required to ensure that all applicants are in compliance with Title VI and the rules, regulations, and executive orders that govern Title VI on federally funded projects. In order to ensure that the applicants are in compliance, your organization must complete the following questionnaire in its entirety. If you have any questions regarding this questionnaire please contact EWG's Title VI Coordinator at the address or phone number provided below. Please submit your completed questionnaire and all additional materials with your application.

Royce Bauer
Title VI Coordinator
East-West Gateway Council of Governments
1 S. Memorial Drive, Suite 1600
St. Louis, MO 63102
314-421-4220 (phone)
314-231-6120 (fax)

Date of Report	Name of Organization	Project Name
03/22/12	City of St. Peters, Missouri	Willott Road Bridge Replacement

Please answer the following questions completely. If the question asks you to provide additional information please include it in the space provided or attach additional sheets. If additional sheets are used, then please indicate the question number you are answering by typing or writing the appropriate question number and/or part in the upper left-hand corner. Attach all requested additional materials to this questionnaire unless noted otherwise.

TITLE VI PLAN & COMPLAINT PROCEDURE

1. Does your organization have a Title VI policy? Yes No

A. Does your organization's Title VI policy include:

(i) A Public Involvement/Engagement process? Yes No

(ii) A Limited English Proficiency Plan? Yes No

(iii) A Title VI complaint procedure? Yes No

B. Please attach a copy of your Title VI policy and complaint form. *(If you have previously provided a copy of these documents to EWG then please make a note below).* Yes No

2. If you answered no to 1. or 1.A.above, please explain how your organization plans to meet the Title VI requirements.

All activities and programs of the City of St. Peters comply with Title VI of the Civil Rights Act of 1964 (Title VI). All specific actions and language requirements of Title VI will be incorporated in the administration and implementation of the proposed project.

NON-DISCRIMINATION POLICY & STATEMENT

3. Does your organization have a nondiscrimination policy that is incorporated into a Statement of Nondiscrimination? Yes No

A. If Yes, provide a copy of this policy/statement to EWG. Yes No

B. If No, explain.

The City of St. Peters programs and activities incorporate non discrimination practices compliant with all State and Federal requirements. All specific actions and language requirements affirming the City's non discrimination practices will be incorporated in the administration and application of the proposed project.

**EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
TITLE VI QUESTIONNAIRE
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) APPLICATION**

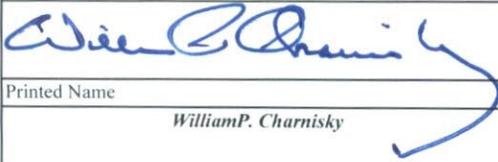
CIVIL RIGHTS AND/OR TITLE VI COORDINATOR

4. Does your organization have a person employed for it that is responsible for handling civil rights issues and/or a Title VI coordinator? If yes, provide information below. Yes No

Name	Title	Address
Phone Number	Fax Number	Email Address

SIGNATURE OF AUTHORIZED REPRESENTATIVE

By signing below, I certify that I am authorized to sign this report and that the information contained in this report is accurate and complete.

Signature	Date
	03/22/12
Printed Name	Title
William P. Charnisky	City Administrator

**FY 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM
SURFACE TRANSPORTATION PROGRAM - SUBALLOCATED FUNDS (STP-S)
NEW PROJECT APPLICATION**

Clear Form and Create New Project

Retrieve Existing Project

Update/Save Project

PROJECT RECORD NUMBER

Clear All Fields

WRITE DOWN THE PROJECT NUMBER. YOU WILL NEED IT IF YOU WISH TO RETRIEVE / EDIT / PRINT THE PROJECT APPLICATION AT A LATER TIME.

Select one:

- In progress
- Preliminary complete (ready for comments)- Due February 24, 2012
- Final complete - Due March 23, 2012
Signatures, Supplemental Information, and Application Fee - Due March 23, 2012

A. SPONSOR INFORMATION

Sponsoring Agency:

Chief Elected Official:

Address:

City: State: Zip:

E-Mail:

Project Contact:

Address:

City: State: Zip:

Phone: Fax:

E-mail:

Application Contact:

E-Mail: Phone:

B. PROJECT INFORMATION

Project Title:

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

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

No.

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

This project was submitted for consideration as part of the 2009-2012 Transportation Improvement Program (STP-S) application process.

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

Project Priority Area:

Type of Improvement:

Type of project:

Project Length (Miles):

Estimated date of completion (MO/YEAR):

Usage (Average Daily Traffic, Ridership, etc.):	Currently	Proposed
ADT	<input type="text" value="16600.00"/>	<input type="text" value="18000.00"/>
Year	<input type="text" value="2011.00"/>	<input type="text" value="2015.00"/>

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

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

BRIDGE PROJECTS ONLY

Bridge Identification Number (Per state inventory):

Bridge Sufficiency Rating (Per state inventory):

Is bridge listed on state inventory as deficient? Yes No

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

Number of through traffic lanes: Currently Proposed

Number of turn lanes: Currently Proposed

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

Is the terrain flat or rolling?

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

Speed limit: Currently Proposed

Lane width: Currently Proposed

Shoulder width: Currently Proposed

Bridge width (gutterline to gutterline): Currently Proposed

Curb & gutter?: Currently Proposed

Sidewalks?: Currently Proposed

Sidewalk Width: Currently Proposed

Parking allowed: Currently Proposed

Will additional right of way or easement be acquired?:

If yes,

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

- Estimated permanent easements (in acres) needed:

- Estimated temporary easements (in acres) needed:

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

No.

Right of way acquisition by:

Right of way condemnation by:

- Please attach the following items, if available.
- Traffic Flow diagram for more than 2 lane improvement
 - Scope of engineering services

UTILITY COORDINATION

Will coordination with utilities be required? If yes, check the appropriate box to select the type of utility. Then give the names of the utility companies. Utilities must be notified of proposed improvements early in the design process.

Electric	<input checked="" type="checkbox"/>	Ameren UE - St. Charles
Phone	<input checked="" type="checkbox"/>	AT&T, Century Tel
Gas	<input checked="" type="checkbox"/>	Laclede Gas
Water	<input checked="" type="checkbox"/>	City of St. Peters, Missouri American
Cable TV	<input checked="" type="checkbox"/>	Charter
Storm Sewer	<input type="checkbox"/>	
Sanitary Sewer	<input type="checkbox"/>	
Other	<input type="checkbox"/>	

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

The utility firms listed above have assets that are located along the north limits of the project or are attached to the existing bridge. Specific relocation issues will be known and addressed during the design process.

Utility coordination completed by:

Designed by:

Inspection by:

Bicycle and Pedestrian Facilities

SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) continues a commitment to bicycle and pedestrian facilities:

"Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction and transportation facilities, except where bicycle and pedestrian use are not permitted."

Further, 23 USC Section 217(g)(2) states:

"Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians. Safety considerations shall include the installation, where appropriate, and maintenance of audible traffic signals and audible street signs at street crossings."

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

If any bicycle and/or pedestrian elements are included in this project, what are they?:

The proposed project will remove and replace the existing bridge with a wider bridge of similar design. The new bridge will be designed to accommodate dedicated bike/pedestrian lanes on both sides. These upgraded pedestrian facilities will provide a continuous pedestrian connection along both sides of the roadway between the various commercial developments and residential subdivisions. This sidewalk system serves 6,200 properties within ½ mile of the roadway and provides a pedestrian connection to the City's Brookmount Trail, Spencer Creek Trail, 5.5 acre Covenant Park and 2.1 acre Oak Creek Park.

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

C. PROJECT JUSTIFICATION/DESCRIPTION

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

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

Projects must be based upon the ten principles/strategies of RTP 2040, the St. Louis region's Long Range Transportation Plan. See page 6 of the STP-S workbook for more information.

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

The Willott Road Bridge Replacement project will remove and replace the existing bridge with a wider bridge of similar design. The new bridge will be designed to accommodate dedicated bike/pedestrian lanes on both sides. The new bridge will also feature upgraded guardrail and crash attenuators. The bridge is located at the Willott Road crossing of Spencer Creek, just west of Del Ray Court.

MoDOT completed its bi-annual bridge inventory and inspection for the City of St. Peters February 22, 2012. The inspection report for the Willott Road Bridge, dated January 31, 2012, stated the bridge has a structural rating of 39.8%. This rating is down from 62.9% in 2006 and 57.6% in 2008. The inspection found areas of water saturation, minor fatigue cracking and de-lamination in some structural members and deck. The inspection also found the bridge no longer matches the skew of the creek crossing causing scouring along the bridge footings. The bridge does not have sufficient guardrail or guardrail end treatments.

Willott Road is a three (3) lane principle arterial connecting Mid Rivers Mall Drive to Jungermann Road. The roadway is composed of concrete pavement with concrete curb and gutter and storm sewers. The roadway is lined with various single-family residential developments with commercial businesses at its east and west ends. The roadway and sidewalk system serves 6,200 properties within 1/2 mile of the roadway and provides a pedestrian connection to the City's Brookmount Trail, Spencer Creek Trail, 5.5 acre Covenant Park and 2.1 acre Oak Creek Park.

GREAT STREETS (This section is intended to be completed only for projects that are utilizing concepts from the Great Streets Initiative)

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

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

A Great Streets project is required to address these seven criteria:

1. Are representative of their places (context sensitive - not one size fits all)
2. Allow people to walk comfortably and safely
3. Contribute to economic vitality of the area
4. Are functionally complete (accommodate all modes - complete streets)
5. Provide mobility (balance travel, local circulation, and appropriate site access)
6. Facilitate place making (identity, space, art, activity)
7. Are green (ecological best practices & attractive spaces)

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

D. PROJECT COMPOSITION

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

MODAL ELEMENTS	Total Cost	
Roadway elements	<input type="text" value="83.00"/>	%
Transit elements	<input type="text"/>	%
Bicycle and Pedestrian elements	<input type="text" value="17.00"/>	%
Port and Freight Facility elements	<input type="text"/>	%
TOTAL (100%)	<input type="text" value="100.00"/>	%

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

PROJECT FUNCTIONS	Total Cost	
Preservation elements	<input type="text" value="90.00"/>	%
Safety elements	<input type="text" value="10.00"/>	%
Congestion elements	<input type="text"/>	%
Access to Opportunity elements	<input type="text"/>	%
Sustainable Development elements	<input type="text"/>	%
Goods Movement elements	<input type="text"/>	%
TOTAL (100%)	<input type="text" value="100.00"/>	%

E. IMPROVEMENT EVALUATION CRITERIA

PRESERVATION

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

Priority Condition

System Condition *(describe condition and measure used)*

MoDOT completed its bi-annual bridge inventory and inspection for the City of St. Peters February 22, 2012. The inspection report for the Willott Road Bridge, dated January 31, 2012, stated the bridge has a structural rating of 39.8%. This rating is down from 62.9% in 2006 and 57.6% in 2008. The inspection found areas of water saturation, minor fatigue cracking and de-lamination in some structural members and deck. The inspection also found the bridge no longer matches the skew of the creek crossing causing scouring along the bridge footings. The bridge does not have sufficient guardrail or guardrail end treatments.

PRESERVATION MEASURES	High Priority Condition	Medium Priority Condition	Lower Priority Condition
Road	Pavement Condition 20- 54 on Scale of 100 or equivalent AND project will improve deficient condition.	Pavement Condition less than 20 or 55-75 on scale of 100 or equivalent AND project will improve deficient condition.	Pavement Condition greater than 75 on Scale of 100 or equivalent AND project will improve deficient condition.
Bridge	Bridge Sufficiency Rating less than 40 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating of 40-79.9 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating greater than 80 on Scale of 100 AND project will improve deficient condition.
Signal	Project will replace equipment older than 20 years, and equipment is outdated, not repairable	Project will replace equipment 10 to 20 years old and not compatible with coordinated systems	Project will replace equipment in good condition, as per industry standard
Transit	Project will replace equipment at normal replacement cycle age in FTA Circular 9030	Project will replace equipment that is non-operational/unreliable/ beyond normal replacement cycle age in FTA Circular 9030	Project will replace equipment earlier than normal replacement cycle age in FTA Circular 9030
Port/Freight	Poor condition as per standard AND project will improve deficient condition.	Very poor or fair condition as per standard AND project will improve deficient condition.	Good condition as per standard AND project will improve deficient condition.
Bike/Ped	Poor condition as per standard AND project will improve deficient condition.	Very poor or fair condition as per standard AND project will improve deficient condition.	Good condition as per standard AND project will improve deficient condition.

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

SAFETY

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

Total number of accidents over last 3 years:

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

To compute accidents per million vehicle miles use the formula:

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

Priority Condition

System Condition / Problem Addressed

MoDOT completed its bi-annual bridge inventory and inspection for the City of St. Peters February 22, 2012. The inspection report for the Willott Road Bridge, dated January 31, 2012, stated the bridge has a structural rating of 39.8%. This rating is down from 62.9% in 2006 and 57.6% in 2008. The inspection found areas of water saturation, minor fatigue cracking and de-lamination in some structural members and deck. The inspection also found the bridge no longer matches the skew of the creek crossing causing scouring along the bridge footings. The bridge does not have sufficient guardrail or guardrail end treatments.

SAFETY MEASURES	High Priority Condition	Medium Priority Condition	Lower Priority Condition
Road/ Intersection	Accident rate per million vehicle miles is 6.0 or higher AND project addresses specific safety issue(s)* OR improves problems identified in road safety audit.	Accident rate per million vehicle miles is 3.0 - 5.9 AND project addresses specific safety issue(s)*	Accident rate per million vehicle miles is less than 3.0 AND project addresses specific safety issue(s)*
Bridge	Bridge sufficiency rating less than 20 on scale of 100 AND project will improve deficient condition.	Bridge sufficiency rating 20-49.9 on scale of 100 AND project will improve deficient condition.	Bridge sufficiency rating greater than 50 on scale of 100 AND project will improve deficient condition.
Transit/Other	Poor condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)	Fair condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)	Good condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)
Bike/Ped	New bike/ped facility: Sidewalks on both sides of road or dedicated multi-use path.	New bike/ped facility: Sidewalk on one side of road or on-road bike lane.	Improvements to existing facility: Sidewalk being improved to bring into ADA compliance or shared traffic lanes markings.

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

CONGESTION

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

Does this project increase capacity for Single-Occupant Vehicles?

If yes, a Congestion Management Study (CMS) may be required*. If a CMS report applies, it must accompany this application. See Section V of the workbook for information.

Priority Condition

System Condition *(describe condition and measure used)*

The project will also improve the sidewalk system along the roadway, promoting pedestrian travel to nearby businesses and parks.

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

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

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

ACCESS TO OPPORTUNITY

Access to Opportunity will be achieved by addressing the complex mobility needs of persons living in low-income communities and persons with disabilities. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information

Priority Condition

Access to Opportunity Measures / Problem Addressed

The proposed project will also improve the sidewalk system along the roadway, promoting pedestrian trail to nearby businesses and parks. These upgraded pedestrian facilities will provide a continuous pedestrian connection along both sides of the roadway between the various commercial developments and residential subdivision. This sidewalk system serves 6,200 properties within ½ mile of the roadway and provides a pedestrian connection to the City's Brookmount Trail, Spencer Creek Trail, 5.5 acre Covenant Park and 2.1 acre Oak Creek Park.

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

*Disadvantaged Community: Any community within the region in which (1) the unemployment rate is 50% higher than the region as a whole (2010 metropolitan rate= 10.0%), or (2) in which 10 percent or more of the households headed by an adult have no private vehicle. EWG staff will provide this information.

SUSTAINABLE DEVELOPMENT

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

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

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

The Willott Road Bridge Replacement Project is incorporated within the City of St. Peters current Capital Improvement Plan.

Priority Condition Not Applicable (0 pts)

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

Willott Road is a three (3) lane principle arterial connecting Mid Rivers Mall Drive to Jungermann Road. The roadway is composed of concrete pavement with concrete curb and gutter and storm sewers. The roadway is lined with various single-family residential developments with commercial businesses at its east and west ends. The roadway and sidewalk system serves 6,200 properties within 1/2 mile of the roadway and provides a pedestrian connection to the City's Brookmount Trail, Spencer Creek Trail, 5.5 acre Covenant park and 2.1 acre Oak Creek Park.

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

**Major activity center = major employer, hospital or medical center, college or university, major retail center, airport, or other regional draw of population/employment.*

GOODS MOVEMENT

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

Commercial truck volume as percentage of ADT:

Priority Condition

System Condition

Willott Road is a three (3) lane principle arterial connecting Mid Rivers Mall Drive to Jungermann Road.

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

F. FINANCIAL PLAN

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

Fiscal years are federal fiscal years (October 1 through September 30). Federal funds for Missouri are available beginning FY 2013 (October 1, 2012 through September 30, 2013) and must not exceed 80% in each year. Federal funds for Illinois are available for FY 2016 (October 1, 2015 through September 30, 2016) and must not exceed 75% (construction phase only).

PROJECT BUDGET	FY 2014	FY 2015	FY 2016	TOTAL
PE/Planning/ Environ. Studies	100000.00			100000.00
Right-Of-Way	80000.00			80000.00
Implementation		1306000.00		1306000.00
Construction Engineering		100000.00		100000.00
Total	0.00	1406000.00	0.00	1406000.00
TOTAL	180000.00	1406000.00	0.00	1586000.00

SOURCE OF FUNDS	FY 2014	FY 2015	FY 2016	TOTAL
STP-S/BRM Funds	144000.00	1124800.00		1268800.00
Other Fed. Funds <i>Source:</i>				0.00
Other State Funds <i>Source:</i>				0.00
Local Match Funds* <i>Source:</i> St. Peters	36000.00	281200.00		317200.00
Other Funds <i>Source:</i>				0.00
TOTAL	180000.00	1406000.00	0.00	1586000.00

*List potential sources of local matching funds (required). Examples include dedicated sales tax, TIF, TDD, donated right-of-way, etc.

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

Activity Description	Start Date (MM/YYYY)	Finish Date (MM/YYYY)	Time Frame (Months)
Receive Notification Letter	08/2012	08/2012	1.0
Execute Agreement (Project sponsor & DOT)	11/2012	01/2013	3.0
Engineering Services Contract Submitted & Approved ¹	10/2013	12/2013	3.0
Obtain Environmental Clearances (106, CE-2, etc.)	12/2013		
Public Meeting/Hearing	n/a		
Develop and Submit Preliminary Plans	12/2013	03/2014	3.0
Preliminary Plans Approved	03/12	03/2014	1.0
Develop and Submit Right-of-Way Plans	12/2013	04/2014	4.0
Review and Approval of Right-of-Way Plans	04/2014	05/2014	2.0
Submit & Receive Approval for Notice to Proceed for Right-of-Way Acquisition (A-Date) ²	05/2014	05/2014	1.0
Right-of-Way Acquisition	05/2014	10/2014	5.0
Utility Coordination	12/2013	12/2014	12.0
Develop and Submit PS&E	05/2014	12/2014	7.0
District Approval of PS&E/Advertise for Bids ³	12/2014	01/2015	2.0
Submit and Receive Bids for Review and Approval	01/2015	02/2015	2.0
Project Implementation/Construction	02/2015	12/2015	10.0

1. Preliminary engineering obligated.
2. Right of way obligated.
3. Construction/implementation funds obligated.

Financial Certification of Matching Funds

This is to assure sufficient funds are available to pay the non-federal share of project expenditures for the following projects to be funded under the provisions of SAFETEA-LU. Only one certification per sponsoring agency is necessary.

<u>Project Title</u>	<u>Non-federal Amount</u>
Willott Road Bridge Replacement	317200.00

Sponsoring Agency:

Chief Elected Official (or Chief Executive Officer):

Name (Print):

Signature: 

Date: 03/22/12

Chief Financial Officer:

Name (Print):

Signature: 

Date: 3/22/12

G. 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 employees(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 East-West Gateway. 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.

Person of responsible charge – design phase

Name: William B. Benesek, P.E.

Signature: 

Person of responsible charge – right of way acquisition phase

Name: William B. Benesek, P.E.

Signature: 

Person of responsible charge – construction phase

Name: William B. Benesek, P.E.

Signature: 

H. Title VI Certification

The Project Sponsor shall comply with all state and federal statutes relating to nondiscrimination, including but not limited to Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. §2000d and §2000e, et seq.), as well as any applicable titles of the "Americans with Disabilities Act" (42 U.S.C. §12101, et seq.). In addition, if the Grantee is providing services or operating programs on behalf of the Department or the Commission, it shall comply with all applicable provisions of Title II of the "Americans with Disabilities Act".

The undersigned representative of the Project Sponsor hereby certifies that he/she has policies and procedures in place to comply with Title VI of the Civil Rights Act of 1964.

Name of ~~Title VI Coordinator~~ Cathy L. Pratt

~~Title VI Coordinator~~ Signature Cathy L. Pratt
Director of Human Resources

I. Right-of-Way Acquisition Certification Statement

To be completed by Missouri project sponsors only.

The Missouri Department of Transportation (MoDOT) 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.


Certification Signature 3/02/12

J. Reasonable Progress

To be completed by Missouri project sponsors only.

Attached is a copy of the reasonable progress policy adopted by the East-West Gateway COG Board of Directors.

The undersigned representative of the Project Sponsor hereby certifies that he/she 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.

Certification Signature:  3/22/12



Policy on Reasonable Progress

Reasonable Progress

For projects or programs included in the Transportation Improvement Program, “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 (PE), Right of Way Acquisition (ROW), or Plans Specifications and Estimates (PSE)/Construction). 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 September 30 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 would 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 sponsor has to demonstrate on all counts: a.) The delay is beyond their control and the sponsor has done 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; 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 East-West Gateway 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.



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

Policy on Reasonable Progress

Project Monitoring

An extensive monitoring program has been developed to help track programmed projects and ensure that funding commitments and plans are met. Monthly reports are developed and posted on the East-West Gateway website, utilizing project information provided by the IDOT and MoDOT District offices. Additionally, project sponsors are contacted, at least every three months, by EWGCOG staff for project status interviews.

City of St. Peters
WILLOTT ROAD BRIDGE REPLACEMENT
 Opinion of Probable Cost
 03/20/2012

ITEM	QUANTITY	UNIT	UNIT COST	TOTAL
MOBILIZATION	1.00	LS	\$ 115,000.00	\$ 115,000.00
CLEARING AND GRUBBING	0.51	AC	\$ 10,000.00	\$ 5,096.42
EARTHWORK	1.00	LS	\$ 50,000.00	\$ 50,000.00
TERRASEED	22,200.00	SF	\$ 1.00	\$ 22,200.00
SILTATION CONTROL	1.00	LS	\$ 20,000.00	\$ 20,000.00
PAVEMENT MARKINGS	1.00	LS	\$ 10,000.00	\$ 10,000.00
TRAFFIC CONTROL	1.00	LS	\$ 10,000.00	\$ 10,000.00
BRIDGE	7,744.00	SF	\$ 120.00	\$ 929,280.00
Constructon Engineering	1.00	LS	\$ 100,000.00	\$ 100,000.00

Subtotal (Road & Bridge Improvements) \$ 1,261,576.42

Design	1	LS	\$ 100,000.00	\$ 100,000.00
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ROW	10000	SF	\$ 8.00	\$ 80,000.00
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Subtotal (Design, ROW and Construction) \$ 1,441,576.42

Contingency (10%) \$ 144,423.58

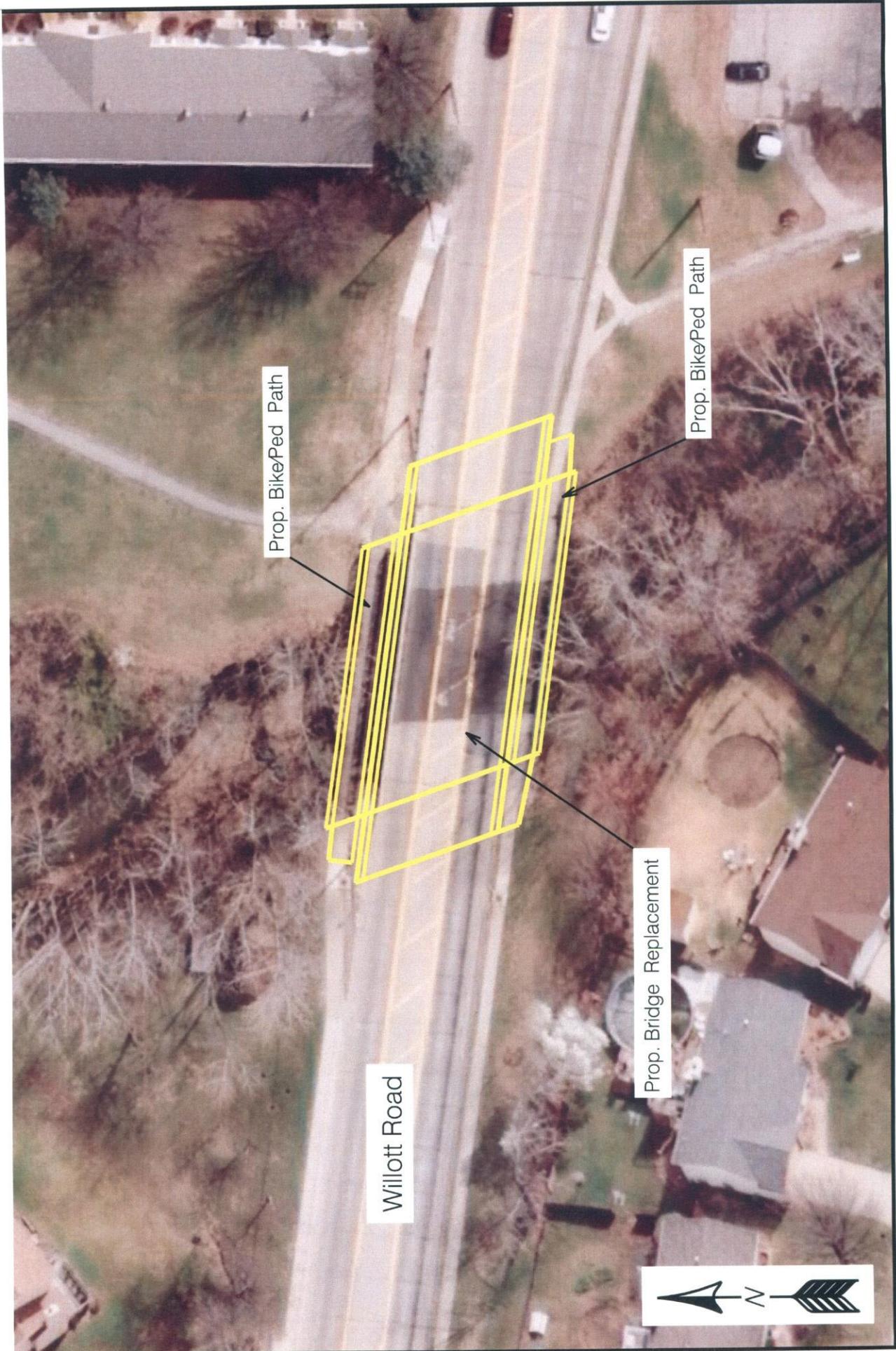
Subtotal \$ 1,586,000.00

Federal Request (80%) \$ 1,268,800.00

City Match (20%) \$ 317,200.00

\$ 1,586,000.00

City of St. Peters Willott Road Bridge Replacement





**Missouri Department of Transportation
Bridge Inventory and Inspection System
Non-State Structure Inspection Report**

January 31, 2012
8:16:02am

County : ST. CHARLES Class : NONSTATBR Design No. : 3885006 Federal ID : 23078

[5D] Route :	00000	[41] Structure Status :	P-POSTLOAD
[4] Place Code :	65126 ST. PETERS	[9] Location :	S O T O R O
[6] Features Intersected :	SPENCER CR	[22] Owner :	CITY
[7] Facility Carried :	WILLOT RD	[26] Functional Classification :	UPRINAROTH
[16] Latitude :	38 46 30.17 (DMS)	[21] Maintenance Responsibility :	CITY
[17] Longitude :	90 35 14.53 (DMS)		

AGE AND SERVICE - GEOMETRIC DATA - MATERIAL

[27] Year Built :	1978	[106] Year Reconstructed :	
[49] Structure Length :	44 FT.	[51] Bridge Width :	46 FT. 2.4 IN.
[32] Approach Roadway Width :	28 FT. 0 IN.	[52] Deck Width :	48 FT. 2.4 IN.

COMPONENTS	# OF SPANS	MATERIAL	CONSTRUCTION
[43] Main series :	1	PRESTCONC	DOUBTEE
[44] Approach Series :			
[107] Deck Type :		REINCONC	CIP
[108A] Wearing Surface :		ASPHALT	BITUMMAT
[108B] Membrane :		NOTAPPLIC	NONE
[108C] Deck Protection :		NOTAPPLIC	NONE

AADT INFORMATION

[29] ADT on Structure :	12,000	[30] Year :	2010	[109] AADT Truck :	5 %
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STRUCTURE POSTING

FIELD POSTING	Problem Code :	Problem Direction Code :
Category : S-3 WEIGHT LIMIT 20 TONS.		
Ton 1 : 20	Ton 2 :	Ton 3 :

APPROVED POSTING	Problem Code :	Problem Direction Code :
Category : S-3 WEIGHT LIMIT 20 TONS.		
Ton 1 : 20	Ton 2 :	Ton 3 :

STRUCTURE GENERAL INSPECTION

Inspector	ID No.	Organizational Affiliation
CHARLES BURKEMPER (NON)	MODOT0620	MODOT
[90] Inspection Type	Inspection Date	[91] Frequency
GENERAL	1/19/2012	24

STRUCTURE OTHER INSPECTION

Type	Category	Date	Freq	PIN	NBI
UNDERWATER	DRY	1/19/2012	24		N



**Missouri Department of Transportation
Bridge Inventory and Inspection System
Non-State Structure Inspection Report**

January 31, 2012
8:16:02am

County : ST. CHARLES

Class : NONSTATBR

Design No. : 3885006

Federal ID : 23078

STRUCTURE RATING

[58] Deck :	4-POOR CONDITION	1/20/2012
[59] Superstructure ** :	5-FAIR CONDITION	3/27/2008
[60] Substructure ** :	4-POOR CONDITION	1/20/2012
[61] Channel Protection :	6-WIDESPREAD MINOR DAMAGE	8/22/2002
[62] Culverts **:	N-NOT APPLICABLE	3/1/2002
[36A] Bridge Railing :	0 DOESN'T MEET CURRNT STND	3/9/2006
[36B] Transitions Railing :	0- NOT PROVIDED	3/1/2002
[36C] Approach Railing :	0- NOT PROVIDED	3/1/2002
[36D] Rail End Treatment :	0- NOT PROVIDED	3/1/2002
[71] Waterway Adequacy :	DECK/APPRCH OVERTOP SLIGT	8/22/2002
[72] Approach Roadway Alignment :	8-VERYGOOD	3/1/2002
[113] Scour Assessment ** :	8-STABLE FOR CALCULATED	8/22/2002
Type of Scour Evaluation	OBSERVED	
[67] Structure Evaluation :	4-MEETS MINIMUM TOLERABLE	3/1/2002
Sufficiency Rating :	39.80 %	3/1/2002
Deficiency :	STRUCTURAL	3/1/2002
[68] Deck Geometry :	9-SUPR TO PRES DESIRABLE	3/1/2002
[69] Underclearance :	N-NOT APPLICABLE	3/1/2002

** If RATING lowered to a 3, forward rating info and photos to Bridge Division

COMMENTS

General Comments :	CITY OF ST. PETERS. 1-SPAN.	
Deck Rating Comments :	ASPHALT WEARING SURFACE, MANY CRACKS AND SPALLS; TRAPS WATER. 40%+ DECK SATURATION.	
Superstructure Comments :	DOUBLE TEE GIRDERS CRACKED, SOME OPEN, WIDESPREAD MINOR DELAMS, LEACHING IN ENCASEMENTS, SATURATION EVIDENT THROUGHOUT WITH LONGITUDIANL CRACKS	
Substructure Comments :	DISINTEGRATION AT ALL EXT BEARING SEATS. SOME AS MUCH AS 50%. RATING WOULD BE LOWER BUT THIS AREA IS SIDEWALK. ABUTMENTS CRACKED, DETERIORATED AND LEACHING AT CORNERS, SPALLING NEAR BEARINGS. H-CRACKS IN ABUTMENT, HONEYCOMB IN WEST ABUTMENT	
Channel Protection Comments :	BRIDGE SKEW NOT ENOUGH TO MATCH CHANNEL SKEW. FLOW HITS DOWNSTREAM CORNER OF WEST ABUTMENT. TOP OF FOOTING EXPOSED. CORNERS ARE RIPRAPPED. BANK EROSION UPSTREAM AND DOWNSTREAM.	
Culvert Comments :		
Bridge Railing Comments :		
Transition Railing Comments :		
Approach Railing Comments :		
Rail End Treatment Comments :		
Water Adequacy Comments :	DOES NOT OVERTOP.	
Approach Roadway Comments :		
Scour Assessment Comments :	RIPRAPPED. MINOR EXPOSURE OF FOOTING AT WEST ABUTMENT.	
Work Comments :	REPAIR ABUTMENT BEARING SEATS AT CORNERS.	REPLACE WEARING SURFACE WITH A NEW WATERPROOF SURFACE. SEAL APPROACH JOINTS

Design_No = 3885006

Missouri
Department
of Transportation



Ed Hassinger, District Engineer

St. Louis Metro District
1590 Woodlake Drive
Chesterfield, MO 63017-5712
(314) 340-4100
Fax (314) 340-4119
www.modot.org
Toll free 1-888 ASK MoDOT

February 22, 2012

Mr. David Cooper
Project Engineer
City of St. Peters
One St. Peters Centre Blvd
St. Peters, MO 63376
dcooper@stpetersmo.net

Dear Mr. Cooper:

Enclosed are inspection reports for 27 structures (3 of which were added due to new construction, 2 of which were discovered during this inspection cycle) that I recently inspected for your agency on January 12, 2012 and January 30, 2012. You accompanied me on these inspections. One other structure has been added to the inventory and shown as "closed, under construction". You indicated that it is expected to be completed in the calendar year 2012. Please contact myself or Mark Croarkin to perform an "initial" inspection prior to the structure being open to traffic 90 days.

25 of the 27 structures inspected were rated "good" (meaning a "5" or better) or better, which is a compliment to the work your city has done in managing these structures. Structure 3885011 and 3885006 both have a rating of a 4 on one or more components and should be monitored, as either structure could worsen rapidly. The sufficiency rating has fallen low enough that I would investigate potential funding through the Local Roads Program. I also note 3 structures (3885005, 3885006 and 3885011) that are load posted, and the signs were in place as needed to alert the traveling public. I also note 2 structures (3885001 and 3885002) with a field load posting that do not require a load posting, please review and confirm that this is wanted by the city. Through your research, it was determined that structure 3885019 was NOT a city owned / maintained structure, so it was removed from inventory. 5 structures were added your inventory this cycle, including the 3 new construction structures (3885024, 3885025 and 3885026) along with 2 existing structures that qualify as NBI structures (3885027 and 3885028). You were able to provide construction plans for a structure which is scheduled to be built this year (3885029). Please contact me once construction is complete so an initial inspection can be completed to comply with NBI rules.

Also, please note, suggested maintenance work is indicated at the bottom of each report. If you should have questions about the work items, or the report in general, I can be reached at 636-358-4375 or via email at charles.burkemper@modot.mo.gov. The District Bridge Engineer, Mark Croarkin may also be contacted at 314-453-1763 or via email at Mark.Croarkin@modot.mo.gov.

Sincerely,

Charles "Henry" Burkemper
Non-State Bridge Inspection Team Leader

Enclosure

LISTING OF BRIDGES WHICH QUALIFY FOR FEDERAL BRIDGE FUNDING

Attached are listings of non-state system (city and county) structures in your county, which qualify for Federal Bridge Funds (HBP) or STP Funds. Separate listings are included for structures located on non-federal aid routes and federal aid routes. Structures submitted for soft match credit must appear on the non-federal aid routes list. Existing low water crossings, which may be eligible under LPA Manual provisions for replacement with an all-weather structure, are not required to be on the enclosed listings. These listings are generally updated on an annual basis.

The following is a key to describe the data items on the listings.

Federal ID=National Bridge Inventory identification number for the structure.
Bridge No.=seven digit alphanumeric code assigned to the structure.
Rehab No.=one or two digit alphanumeric code indicating the rehabilitation level on a structure.
Tway Name=name of roadway that the structure carries.
Feature Intersected=creek, route, or other feature that the structure crosses.
Year Built=year that the structure was constructed.
Year Recon.=year that the structure underwent a reconstruction.
ADT=most recent average daily traffic on the structure.
Curb Width=inside of curb to inside of curb deck width on the structure.
Deck=condition rating value from 0-9 that was assigned to the deck.
Super= condition rating value from 0-9 that was assigned to the superstructure.
Sub= condition rating value from 0-9 that was assigned to the substructure.
Culvert= condition rating value from 0-9 that was assigned to the culvert.
Struc Eval= value from 0-9 indicating the overall structural adequacy of the structure.
Deck Geom= value from 0-9 indicating the adequacy of the deck geometry on the structure.
Water Adeq= value from 0-9 indicating the adequacy of the structure for the waterway
Road Align= value from 0-9 indicating the adequacy of the alignment of the structure.
Sufficiency Rating= value from 0% to 100% representing the overall sufficiency of the structure. This item is determined by the FHWA Edit/Update program and is determined based on the various coding for multiple NBI items.
Deficiency= deficiency on the structure. SD=Structurally Deficient. FO=Functionally Obsolete.
Funding= level of funding the structure is eligible for. FULL=structure is eligible for full funding. PART=structure is eligible for partial funding which would require a comparison between rehabilitation costs versus replacement costs.
Category= approved posting category on the structure.
Ton1, Ton2, Ton3= posting values in tons appropriate for the various posting categories.
Deficiency Req. Removal= defined below.

9/20/2011

The NBI deficiencies that require correction in order to utilize federal funds are generally indicated by letters in this column. In addition to these items, some structures may require seismic evaluations.

A=Deck Condition
B=Superstructure Condition
C=Substructure Condition
D=Structural Evaluation
E=Deck Geometry
F=Waterway Adequacy
G=Approach Roadway Alignment
H=Load Capacity
I=Culvert Condition
J=Underclearances



Connecting People to Places

Project Details

Project Sponsor

Project Name Willott Road Bridge Replacement
Sponsoring Agency City of St. Peters

Contact Information

Contact Person Name William Benesek
Telephone Number (636) 477-6600
E-mail Address bbenesek@stpetersmo.net

Project Information

Project Limits Bridge just west of Del Ray Drive
Functional Classification Minor Arterial
ADT 16600

Description of Project

Design, right-of-way acquisition & construction related to the replacement of an existing 3 lane bridge & construction of lane widening improvement along the north side of Willott Rd. If approved, the Willott Rd Bridge crossing Spencer Creek will be improved to current design standards and to provide bike pedestrian facilities. In conjunction, Willott Rd, between Jungermann Rd and the bridge will be widened from 4 to 5 lanes to provide additional merge distance for west bound Willott Rd traffic.

Is the bridge included in the State's inspection program? Yes No

If yes, what is the bridge sufficiency rating? 39

If no or sufficiency rating is greater than 50, please describe why it is important to replace this bridge.

Attached:	<input checked="" type="checkbox"/> Location Map	LocationMap	<input checked="" type="checkbox"/> Inspection Report	Willott Road Bridge Report.pdf
	<input checked="" type="checkbox"/> Conceptual Plan	Conceptual Plan - Willott Rd Bridge Replacement.pdf	<input checked="" type="checkbox"/> Typical Section	Typical Section - Willott Rd Bridge Replacement.pdf



Getting the Green Light



Connecting People to Places

Funding for Improvements

	Sponsor	County	Federal	Other
Design	4,000	16,000	80,000	0
Right-of-Way	3,200	12,800	64,000	0
Construction	88,370	494,088	1,124,800	0
Total	95,570	522,888	1,268,800	0
Percent	5.06	27.71	3.12	5.33

Financial Plan

Design

Funds Request	2013	2014	2015
Sponsor	0	4,000	0
County	0	16,000	0
Federal	0	80,000	0
Other	0	0	0
Total	0	100,000	0

Right-of-Way

Funds Request	2013	2014	2015
Sponsor	0	3,200	0
County	0	12,800	0
Federal	0	64,000	0
Other	0	0	0
Total	0	80,000	0

Construction

Funds Request	2013	2014	2015
Sponsor	0	0	88,370
County	0	0	494,088
Federal	0	0	1,124,800
Other	0	0	0
Total	0	0	1,707,258

Previously Expended Funds

Have funds already been expended on this project? Yes No

If yes, for what?

Fund Source	Amount
Sponsor	0
County	0
Federal	0
Other	0
Total	0



Getting the Green Light



Connecting People to Places

Additional Funds

Will the Road Sponsor be seeking additional funds from the County in future years for this project? Yes No

If so, please estimate how much.

Fund Request	2016	2017	2018
Sponsor	0	0	0
County	0	0	0
Federal	0	0	0
Other	0	0	0
Total	0	0	0

East-West Gateway Council of Governments (EWGCOG) Funding

Was this project submitted for funding through EWGCOG? Yes No

If yes, was this project selected by EWGCOG for funding? Yes No Pending

If no, will this project be submitted for funding through EWGCOG? Yes No

If no, why?

Signature

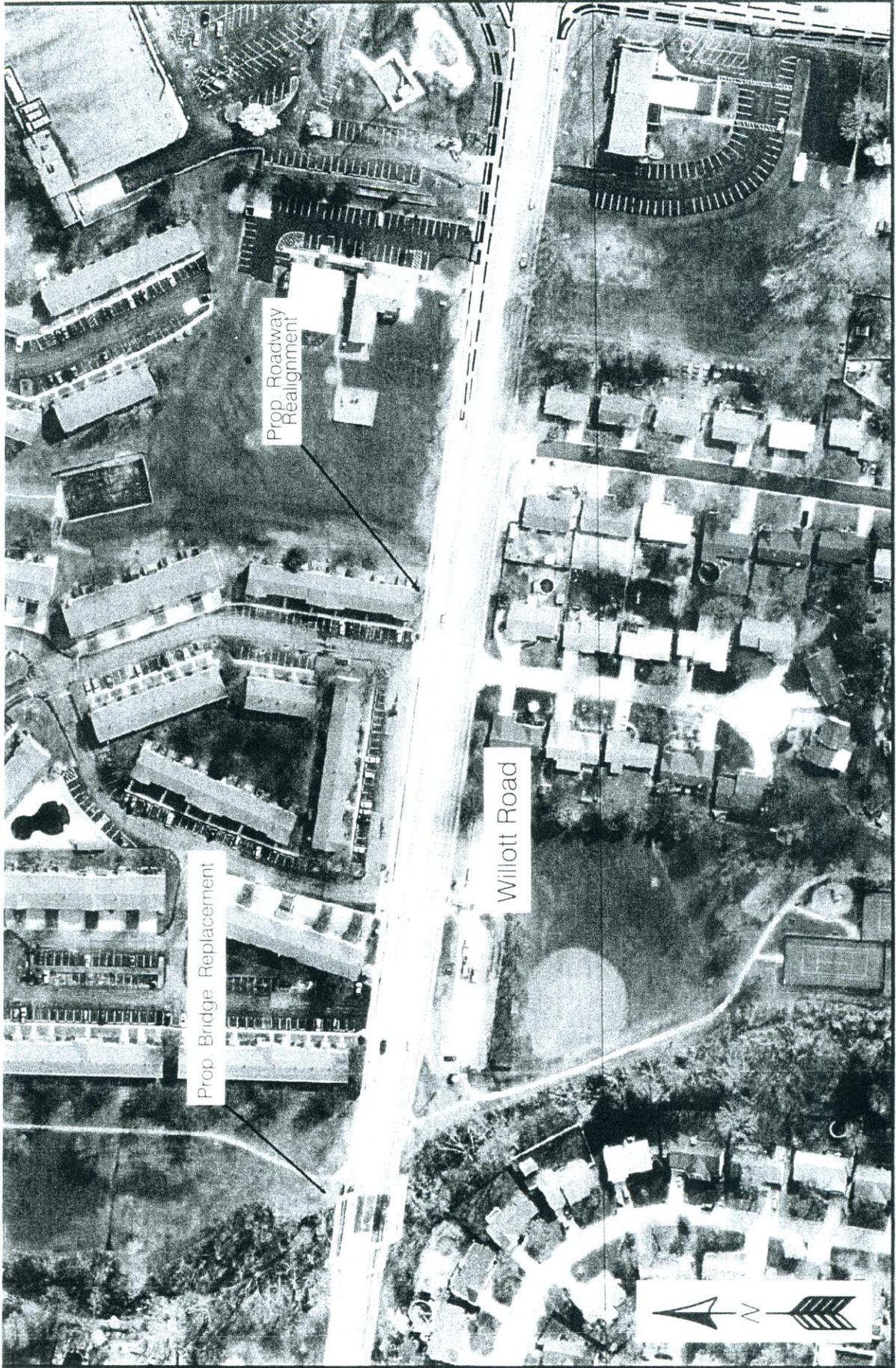
Signature William B. Benesek

Signature Date 5/11/2012



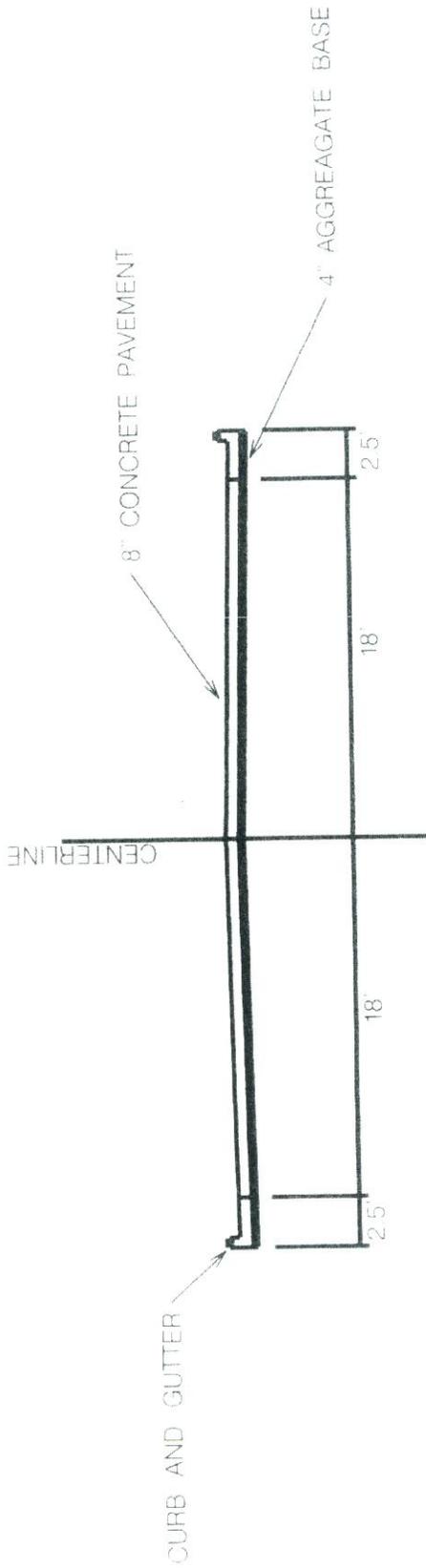
Getting the Green Light

City of St. Peters Willott Road Bridge Replacement



...Willott Road Bridge Replacement 03/21/2012 2:33:14 PM

WILLOTT ROAD BRIDGE REPLACEMENT



TYPICAL SECTION



**Missouri Department of Transportation
Bridge Inventory and Inspection System
Non-State Structure Inspection Report**

January 31, 2012
8:16:02am

County : ST. CHARLES Class : NONST VTBR Design No. : 3885006 Federal ID : 23078

[5D] Route :	00000	[41] Structure Status :	P-POST/OAD
[4] Place Code :	65126 ST. PETERS	[9] Location :	S O T O R O
[6] Features Intersected :	SPENCER CR	[22] Owner :	CITY
[7] Facility Carried :	WILLOT RD	[26] Functional Classification :	U-PRINAROTH
[16] Latitude :	38 46 30.17 (DNIS)	[21] Maintenance Responsibility :	CITY
[17] Longitude :	90 35 14.53 (DNIS)		

AGE AND SERVICE - GEOMETRIC DATA - MATERIAL

[27] Year Built :	1978	[106] Year Reconstructed :	
[49] Structure Length :	44 FT.	[51] Bridge Width :	46 FT. 2.4 IN.
[32] Approach Roadway Width :	28 FT. 0 IN.	[52] Deck Width :	48 FT. 2.4 IN.

COMPONENTS	# OF SPANS	MATERIAL	CONSTRUCTION
[43] Main series :	1	PRESTCONC	DOUBTEE
[44] Approach Series :			
[107] Deck Type :		REINCONC	CIP
[108A] Wearing Surface :		ASPHALT	BITUMINLAT
[108B] Membrane :		NOT APPLIC	NONE
[108C] Deck Protection :		NOT APPLIC	NONE

AADT INFORMATION

[29] ADT on Structure :	12,000	[30] Year :	2010	[109] % ADT Truck :	5 %
-------------------------	--------	-------------	------	---------------------	-----

STRUCTURE POSTING

FIELD POSTING	Problem Code :	Problem Direction Code :
Category : S-3 WEIGHT LIMIT 20 TONS.		
Ton 1 : 20	Ton 2 :	Ton 3 :

APPROVED POSTING	Problem Code :	Problem Direction Code :
Category : S-3 WEIGHT LIMIT 20 TONS.		
Ton 1 : 20	Ton 2 :	Ton 3 :

STRUCTURE GENERAL INSPECTION

Inspector	ID No.	Organizational Affiliation
CHARLES BURKEMPER (NON)	MODOT0620	MODOT
[90] Inspection Type	Inspection Date	[91] Frequency
GENERAL	1/19/2012	24

STRUCTURE OTHER INSPECTION

Type	Category	Date	Freq	PIN	NBI
UNDERWATER	DRY	1/19/2012	24		N



Missouri Department of Transportation
 Bridge Inventory and Inspection System
 Non-State Structure Inspection Report

January 31, 2012
 8:16:02am

County : ST. CHARLES Class : NONSTATBR Design No. : 3885006 Federal ID : 23078

STRUCTURE RATING

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[62] Culverts ** :	N-NOT APPLICABLE	3/1/2002
[36A] Bridge Railing :	0-DOESNT MEET CURRNT STND	3/9/2006
[36B] Transitions Railing :	0- NOT PROVIDED	3/1/2002
[36C] Approach Railing :	0- NOT PROVIDED	3/1/2002
[36D] Rail End Treatment :	0- NOT PROVIDED	3/1/2002
[71] Waterway Adequacy :	DECK/ APPRCH OVERTOP SLIGHT	8/22/2002
[72] Approach Roadway Alignment :	8-VERYGOOD	3/1/2002
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Type of Scour Evaluation	OBSERVED	
[67] Structure Evaluation :	4-MEETS MINIMUM TOLERABLE	3/1/2002
Sufficiency Rating :	39.80 %	3/1/2002
Deficiency :	STRUCTURAL	3/1/2002
[68] Deck Geometry :	9-SUPR TO PRES DESIRABLE	3/1/2002
[69] Underclearance :	N-NOT APPLICABLE	3/1/2002

** If RATING lowered to a 3, forward rating info and photos to Bridge Division

COMMENTS

General Comments :	CITY OF ST. PETERS, 1-SPAN.	
Deck Rating Comments :	ASPHALT WEARING SURFACE, MANY CRACKS AND SPALLS; TRAPS WATER. 40%+ DECK SATURATION.	
Superstructure Comments :	DOUBLE TEE GIRDERS CRACKED, SOME OPEN, WIDESPREAD MINOR DEL AMIS, LEACHING IN ENCASEMENTS, SATURATION EVIDENT THROUGHOUT WITH LONGITUDINAL CRACKS	
Substructure Comments :	DISINTEGRATION AT ALL EXT BEARING SEATS, SOME AS MUCH AS 50%. RATING WOULD BE LOWER BUT THIS AREA IS SIDEWALK. ABUTMENTS CRACKED, DETERIORATED AND LEACHING AT CORNERS, SPALLING NEAR BEARINGS, HI-CRACKS IN ABUTMENT, HONEYCOMB IN WEST ABUTMENT	
Channel Protection Comments :	BRIDGE SKFW NOT ENOUGH TO MATCH CHANNEL SKEW. FLOW HITS DOWNSTREAM CORNER OF WEST ABUTMENT. TOP OF FOOTING EXPOSED. CORNERS ARE RIPRAPPED. BANK EROSION UPSTREAM AND DOWNSTREAM.	
Culvert Comments :		
Bridge Railing Comments :		
Transition Railing Comments :		
Approach Railing Comments :		
Rail End Treatment Comments :		
Water Adequacy Comments :	DOES NOT OVERTOP.	
Approach Roadway Comments :		
Scour Assessment Comments :	RIPRAPPED. MINOR EXPOSURE OF FOOTING AT WEST ABUTMENT.	
Work Comments :	REPAIR ABUTMENT BEARING SEATS AT CORNERS	REPLACE WEARING SURFACE WITH A NEW WATERPROOF SURFACE. SEAL APPROACH JOINTS

Design No 3885006

This report contains information that is protected from disclosure by Federal law, 25 U.S.C. Section 1699 and the Missouri Open Records Law (Sunshine Act), Section 610.021 RSMo. Please review MoDOT's policy and procedure manual on the Sunshine Act before releasing any of the information contained herein.

City of St. Peters
WILLOTT ROAD BRIDGE REPLACEMENT
 Opinion of Probable Cost
 03/20/2012

ITEM	QUANTITY	UNIT	UNIT COST	TOTAL
MOBILIZATION	1.00	LS	\$ 115,000.00	\$ 115,000.00
CLEARING AND GRUBBING	0.51	AC	\$ 10,000.00	\$ 5,096.42
EARTHWORK	1.00	LS	\$ 50,000.00	\$ 50,000.00
TERRASEED	22,200.00	SF	\$ 1.00	\$ 22,200.00
SILTATION CONTROL	1.00	LS	\$ 20,000.00	\$ 20,000.00
PAVEMENT MARKINGS	1.00	LS	\$ 10,000.00	\$ 10,000.00
TRAFFIC CONTROL	1.00	LS	\$ 10,000.00	\$ 10,000.00
BRIDGE	7,744.00	SF	\$ 120.00	\$ 929,280.00
Constructon Engineering	1.00	LS	\$ 100,000.00	\$ 100,000.00

Subtotal (Bridge Improvements) \$ 1,261,576.42

Design	1	LS	\$ 100,000.00	\$ 100,000.00
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ROW	10000	SF	\$ 8.00	\$ 80,000.00
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Subtotal (Design, ROW and Bridge Construction) \$ 1,441,576.42

Contingency (10%) \$ 144,423.58

Subtotal (Design, ROW and Bridge Construction) \$ 1,586,000.00

Road Widening

TYPE 5 AGGREGATE (4")	2,038.83	SY	\$ 5.00	\$ 10,194.17
NPRCC PAVEMENT (8")	1,481.33	SY	\$ 52.00	\$ 77,029.33
2.5' MOUNTABLE CURB AND GUTTER	1,115.00	LF	\$ 35.00	\$ 39,025.00
6' SIDEWALK	6,690.00	SF	\$ 5.00	\$ 33,450.00
STORM SEWERS	1.00	LS	\$ 86,000.00	\$ 86,000.00
UTILITY RELOCATION	1.00	LS	\$ 55,520.00	\$ 55,520.00
			Subtotal (Road Construction)	\$ 301,218.50
			Grand Total (Sum of All Items)	\$ 1,887,218.50