



CITY OF ST PETERS
636.477.6600
bids@stpetersmo.net

January 24, 2014
Page 1 of 29

RE: Addendum 1: RFQ NO. 14-114 – Sutters Mill Bridge Federal Project BRM-7305 (613)

To all Contract Bidders of Record,

This Addendum with attachments, consisting of twenty-nine (29) 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.

Questions/Clarifications

Question 1:

Can the City send a copy of the TIP Application for the project?

Answer:

Copy of TIP is attached to this addendum.

Question 2:

Who will be the City's technical point of contact for this project?

Answer:

Until the contract for this project has been awarded all contact shall be made to bids@stpetersmo.net.

Question 3:

Page 3 of the RFQ outlines the Technical Proposal scoring to be used and lists a maximum of 40 points (40% of 100 Maximum Points) for past record of performance with the City. Our firm has not worked directly with the City of St. Peters but we have performed very similar and very successful LPA related bridge replacement projects for cities and counties throughout the St. Louis area, and will provide those projects with references with our submittal. If our proposed sub consultants, whom we have worked with before, have quality past experience with the City of St. Peters will that count towards those maximum 40 points?

Answer:

Consultants are not required to have worked with the City of St. Peters in the past. Consultants will be evaluated based on City staff past experience with the company. This experience can be directly related to a previous City of St. Peters project or another project the evaluating staff is familiar with. The Consultant is encouraged to provide all relevant references of their company and their sub consultants to assist the team with evaluation.

Question 4:

Can Sutters Mill Road be closed to through traffic during the proposed replacement construction? i.e. Will staged bridge construction or a temporary by-pass be needed to maintain one or two lanes of traffic during construction or can traffic be detoured around the site?

Answer:

It is anticipated the Sutters Mill Road bridge crossing will be closed during construction, however if it can be economically avoided, maintaining the crossing during construction would be desirable.

Attachment

TIP Application

Please include this page signed as Acknowledgement; Addendum #1 along with your RFQ

Thank you,

City of St. Peters
bids@stpetersmo.net

Addendum Received By: _____ Date _____
(Signature of Authorized Representative)

Name: _____ Title: _____
(Printed Name of Authorized Representative)

FY 2014-2017 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 17528011

Clear All Fields

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

Select one:

- In progress
 Preliminary complete (ready for comments)- Due February 15, 2013
 Final complete - Due March 8, 2013
Signatures, Supplemental Information, and Application Fee - Due March 8, 2013

A. SPONSOR INFORMATION

Sponsoring Agency: City of St. Peters

Chief Elected Official: Mayor Len Pagano

Address: One St. Peters Centre Boulevard

P.O. Box 9

City: St. Peters State: MO Zip: 63376

E-Mail: lpagano@stpetersmo.net

Project Contact: William B. Benesek, P.E. Title: Director of Transportation

Address: One St. Peters Centre Boulevard

P.O. Box 9

City: St. Peters State: MO Zip: 63376

Phone: 636-477-6600 extension 1390 Fax: 636-441-6748

E-mail: bbenesek@stpetersmo.net

Application Contact: William B. Benesek, P.E.

E-Mail: bbenesek@stpetersmo.net Phone: 636-477-6600 ext. 1390

B. PROJECT INFORMATION

Project Title: Sutters Mill Bridge Replacement

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

The Sutters Mill Road bridge crossing of Spencer Creek between Plum Creek Drive and Spencers Crossing.

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?

No

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="3000.00"/>	<input type="text" value="3000.00"/>
Year	<input type="text" value="2010.00"/>	<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, TSCCL or easement be acquired?

If yes,

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

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

No

Right of way acquisition by:

Right of way condemnation by:

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

UTILITY COORDINATION

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

Electric	<input checked="" type="checkbox"/>	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 companies above have assets that are located along the north and south limits of the project or are attached to the existing bridge. Specific relocation issues will be know and addressed during the design process.

Utility coordination completed by: Local Agency

Designed by: Consultant

Inspection by: Consultant

BICYCLE AND PEDESTRIAN FACILITIES

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

“Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted....Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians. Safety considerations shall include the installation, where appropriate, and maintenance of audible traffic signals and audible 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? What strategies or recommendations from the Gateway Bike Plan are being implemented?

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 residential developments and public parks. This sidewalk system serves over 6,200 properties within 1/2 mile of the roadway and provides a pedestrian connection to the City's Spencer Creek Trail, 32 acre Spencer Creek Park and 78 acre City Centre 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 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 Sutters Mill 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 Sutters Mill Road over Spencer Creek between Plum Creek Drive and Spencers Crossing.

MoDOT completed its bi-annual bridge inventory and inspection for the City of St. Peters, February 22, 2012. The inspection report for the Sutters Mill Bridge, dated January 23, 2012, stated the bridge has a structural rating of 40.6%. The inspection found areas of water saturation, minor fatigue cracking, and de-lamination in some structural members and deck. Inspection also found minor downstream bank erosion along the bridge footings. The bridge does not have sufficient guardrail or guardrail end treatments.

Sutters Mill Road is a three (3) lane urban collector connecting Spencer Road 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 lanes. The roadway and sidewalk system serves over 6,200 properties within 1/2 mile of the roadway and provides a pedestrian connection to the Spencer Creek Trail, 32 acre Spencer Creek Park and 78 acre City Centre 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	87.00	%
Transit elements		%
Bicycle and Pedestrian elements	13.00	%
Port and Freight Facility elements		%
<i>TOTAL (100%)</i>	100.00	%

ACTIVITY TYPE	Total Cost	
Replace/Rehabilitation of existing facilities	87.00	%
Expansion/Enhancement - new or expanded facilities and assets (not replacement)	13.00	%
Planning Studies - such as general program evaluation, corridor studies, MTIA or environmental analysis (not preliminary or construction engineering)		%
<i>TOTAL (100%)</i>	100.00	%

PROJECT FUNCTIONS	Total Cost	
Preservation elements	90.00	%
Safety elements	10.00	%
Congestion elements		%
Access to Opportunity elements		%
Sustainable Development elements		%
Goods Movement elements		%
<i>TOTAL (100%)</i>	100.00	%

E. IMPROVEMENT EVALUATION CRITERIA

Select a priority condition that is based on the primary focus area of the project. The priority condition should be the same for each focus area on pages 9-14.

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 Sutters Mill Bridge, dated January 23, 2012, stated the bridge has a structural rating of 40.6%. The inspection found areas of water saturation, minor fatigue cracking and de-lamination in some structural members and deck.

PRESERVATION MEASURES	High Priority Condition	Medium Priority Condition	Lower Priority Condition
Road	Pavement Condition 20- 56 on Scale of 100 or equivalent AND project will improve deficient condition.	Pavement Condition less than 20 or 57-75 on scale of 100 or equivalent AND project will improve deficient condition.	Pavement Condition greater than 75 on Scale of 100 or equivalent AND project will improve deficient condition.
Bridge	Bridge Sufficiency Rating less than 40 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating of 40-79.9 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating greater than 80 on Scale of 100 AND project will improve deficient condition.
Signal	Project will replace equipment older than 20 years, and equipment is outdated, not repairable	Project will replace equipment 10 to 20 years old and not compatible with coordinated systems	Project will replace equipment in good condition, as per industry standard
Transit	Project will replace equipment at normal replacement cycle age in FTA Circular 9030	Project will replace equipment that is non-operational /unreliable/beyond normal replacement cycle age in FTA Circular 9030	Project will replace equipment earlier than normal replacement cycle age in FTA Circular 9030
Port/Freight	Poor condition as per standard AND project will improve deficient condition.	Very poor or fair condition as per standard AND project will improve deficient condition.	Good condition as per standard AND project will improve deficient condition.
Bike/Ped	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 a summary of police reports for crashes that occurred within the project limits including how proposed improvement to the facility would reduce crashes.

Total number of 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 ofr the City of St. Peters February 22, 2012. The inspection report for the Sullers Mill Bridge, dated January 23, 2012, stated the bridge has a structural rating of 40.6%. 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.

<i>SAFETY MEASURES</i>	<i>High Priority Condition</i>	<i>Medium Priority Condition</i>	<i>Lower Priority Condition</i>
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.

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 parks and trail systems.

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 vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)	Level of Service D AND project includes features to increase vehicle 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 vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)
Transit	Introduction of peak-hour transit service in a new market	Expansion of peak-hour transit service or new transit facility in an existing market	Improved transit facility
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 such as transit lines or stops on or within 1/4 mile of proposed improvements.

Priority Condition

Access to Opportunity Measures / Problem Addressed

The proposed project will also improve the sidewalk system along the roadway, promoting pedestrian traffic to nearby businesses and parks. These upgraded pedestrian facilities will provide a continuous pedestrian connection along both sides of the roadway between residential subdivisions. This sidewalk system serves over 6,200 properties within 1/2 mile of the roadway and provides a pedestrian connection to the City's Spencer Creek Trail, 32 acre Spencer Creek Park and 78 acre City Centre 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) <i>(5pts)</i>	
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. <i>(3pts)</i>	
Includes measures to eliminate accessibility barriers and bring a non-ADA compliant facility into ADA compliance. <i>(1pt)</i>	

*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 Sutters Mill 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.)

Sutters Mill Road is a three (3) lane urban collector connecting Spencer Road and Jungermann Road. The roadway is composed of asphalt pavement with concrete curb and gutter and storm sewers. The roadway is lined with various single-family residential developments. The roadway and sidewalk system serves over 6,200 properties within 1/2 mile of the roadway and provides a pedestrian connection to the City's Spencer Creek Trail, 32 acre Spencer Creek Park and 72 acre City Centre Park.

SUSTAINABLE DEVELOPMENT MEASURES	<i>Priority Condition</i>
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. <i>(5pts)</i>	
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 <i>(3pts)</i>	
Project (1) conforms to the plan(s) identified above, AND (2) improves access to, and supports the development of a commercial or industrial area or established residential area <i>(1pt)</i>	

**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

Sutters Mill Road is a three (3) lane urban collector connecting Spencer Road and Jungermann Road.

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

F. FINANCIAL PLAN

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

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

PROJECT BUDGET	FY 2015	FY 2016	FY 2017	TOTAL
PE/Planning/ Environ. Studies	125000.00			125000.00
Right-Of-Way	80000.00			80000.00
Implementation		1160000.00		1160000.00
Construction		100000.00		100000.00
Engineering	0.00	1260000.00	0.00	1260000.00
Total	205000.00	1260000.00	0.00	1465000.00

SOURCE OF FUNDS	FY 2015	FY 2016	FY 2017	TOTAL
STP-S/BRM Funds	164000.00	1008000.00		1172000.00
Other Fed. Funds* <i>Source:</i>				0.00
Other State Funds* <i>Source:</i>				0.00
Local Match Funds* <i>Source:</i>	41000.00	252000.00		293000.00
Other Funds* <i>Source:</i>				0.00
TOTAL	205000.00	1260000.00	0.00	1465000.00

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

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

Activity Description	Start Date (MM/YYYY)	Finish Date* (MM/YYYY)	Time Frame (Months)
Receive Notification Letter	10/2013	10/2013	1.0
Execute Agreement (Project sponsor & DOT)	10/2013	01/2014	4.0
Engineering Services Contract Submitted & Approved ¹	10/2013	02/2014	5.0
Obtain Environmental Clearances (106, CE-2, etc.)	10/2013		
Public Meeting/Hearing			0.0
Develop and Submit Preliminary Plans	02/2014	04/2014	3.0
Preliminary Plans Approved	04/2014	05/2014	1.0
Develop and Submit Right-of-Way Plans	02/2014	04/2014	3.0
Review and Approval of Right-of-Way Plans	04/2014	05/2014	1.0
Submit & Receive Approval for Notice to Proceed for Right-of-Way Acquisition (A-Date) ²	05/2014	06/2014	1.0
Right-of-Way Acquisition	06/2014	09/2014	3.0
Utility Coordination	02/2014	09/2014	7.0
Develop and Submit PS&E	02/2014	09/2014	7.0
District Approval of PS&E/Advertise for Bids ³	09/2014	11/2014	3.0
Submit and Receive Bids for Review and Approval	11/2014	01/2015	3.0
Project Implementation/Construction	02/2015	12/2015	11.0

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

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

FY 2014 = 10/2013 - 09/2014
 FY 2015 = 10/2014 - 09/2015
 FY 2016 = 10/2015 - 09/2016
 FY 2017 = 10/2016 - 09/2017

Financial Certification of Matching Funds

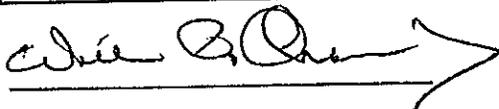
This is to assure sufficient funds are available to pay the non-federal share of project expenditures for the following projects to be funded under the provisions of MAP-21. Only one certification per sponsoring agency is necessary.

<u>Project Title</u>	<u>Non-federal Amount</u>
Sutters Mill Bridge Replacement	293000.00

Sponsoring Agency: City of St. Peters

Chief Elected Official (or Chief Executive Officer):

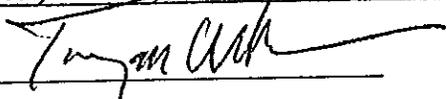
Name (Print): William P. Charnisky, City Administrator

Signature: 

Date: 03/02/13

Chief Financial Officer:

Name (Print): Timothy Wilkinson, Asst. City Administrator

Signature: 

Date: 3/7/13

G. Person of Responsible Charge Certification

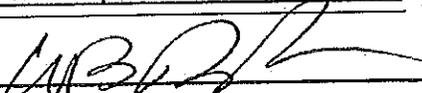
The key regulatory provision, 23 CFR 635.105 – *Supervising Agency*, provides that the State Transportation Agency (STA) is responsible for construction of Federal-aid projects, whether it or a local public agency (LPA) performs the work. The regulation provides that the STA and LPA must provide its 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.
Title: Director of Transportation E-mail: bbenesek@stpetersmo.net
Signature: 

Person of responsible charge – right of way acquisition phase

Name: William B. Benesek, P.E.
Title: Director of Transportation E-mail: bbenesek@stpetersmo.net
Signature: 

Person of responsible charge – construction phase

Name: William B. Benesek, P.E.
Title: Director of Transportation E-mail: bbenesek@stpetersmo.net
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 it has policies and procedures in place to comply with Title VI of the Civil Rights Act of 1964.

Name Cathy L. Pratt, Director of Human Resources

Signature Cathy L. Pratt

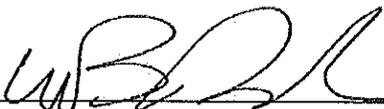
I. Right-of-Way Acquisition Certification Statement

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

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: WBSA



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

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.



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

January 23, 2012
 9:59:29am

County : ST. CHARLES Class : NONSTATBR Design No. : 3885011 Federal ID : 23083

[5D] Route :	00388	[41] Structure Status :	P-POSTLOAD
[4] Place Code :	65126 ST. PETERS	[9] Location :	SO TO RO
[6] Features Intersected :	SPENCER CR	[22] Owner :	CITY
[7] Facility Carried :	SUTTERS MILL RD	[26] Functional Classification :	UCOLLECT
[16] Latitude :	38 46 50.8 (DMS)	[21] Maintenance Responsibility :	CITY
[17] Longitude :	90 35 17.35 (DMS)		

AGE AND SERVICE - GEOMETRIC DATA - MATERIAL

[27] Year Built :	1976	[106] Year Reconstructed :	
[49] Structure Length :	33 FT.	[51] Bridge Width :	36 FT. 0 IN.
[32] Approach Roadway Width :	36 FT. 0 IN.	[52] Deck Width :	42 FT. 0 IN.

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

AADT INFORMATION

[29] ADT on Structure :	3,000	[30] Year :	2010	[109] AADT Truck :	5 %
-------------------------	-------	-------------	------	--------------------	-----

STRUCTURE POSTING

FIELD POSTING	Problem Code :	Problem Direction Code :
Category : S-3 WEIGHT LIMIT 25 TONS.		
Ton 1 : 25	Ton 2 :	Ton 3 :

APPROVED POSTING	Category : S-3 WEIGHT LIMIT 25 TONS.
Ton 1 : 25	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 23, 2012
 9:59:29am

County : ST. CHARLES Class : NONSTATBR Design No. : 3885011 Federal ID : 23083

STRUCTURE RATING		
[58] Deck :	4-POOR CONDITION	3/27/2008
[59] Superstructure ** :	4-POOR CONDITION	3/27/2008
[60] Substructure ** :	5-FAIR CONDITION	1/20/2012
[61] Channel Protection :	6-WIDESPREAD MINOR DAMAGE	3/9/2006
[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	3/1/2002
[72] Approach Roadway Alignment :	6-SATISFACTORY	3/1/2002
[113] Scour Assessment ** :	8-STABLE FOR CALCULATED	3/1/2002
Type of Scour Evaluation :	OBSERVED	
[67] Structure Evaluation :	4-MEETS MINIMUM TOLERABLE	3/1/2002
Sufficiency Rating :	40.60 %	3/1/2002
Deficiency :	STRUCTURAL	3/1/2002
[68] Deck Geometry :	2-BASICALLY INTOLRBLR REQ	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

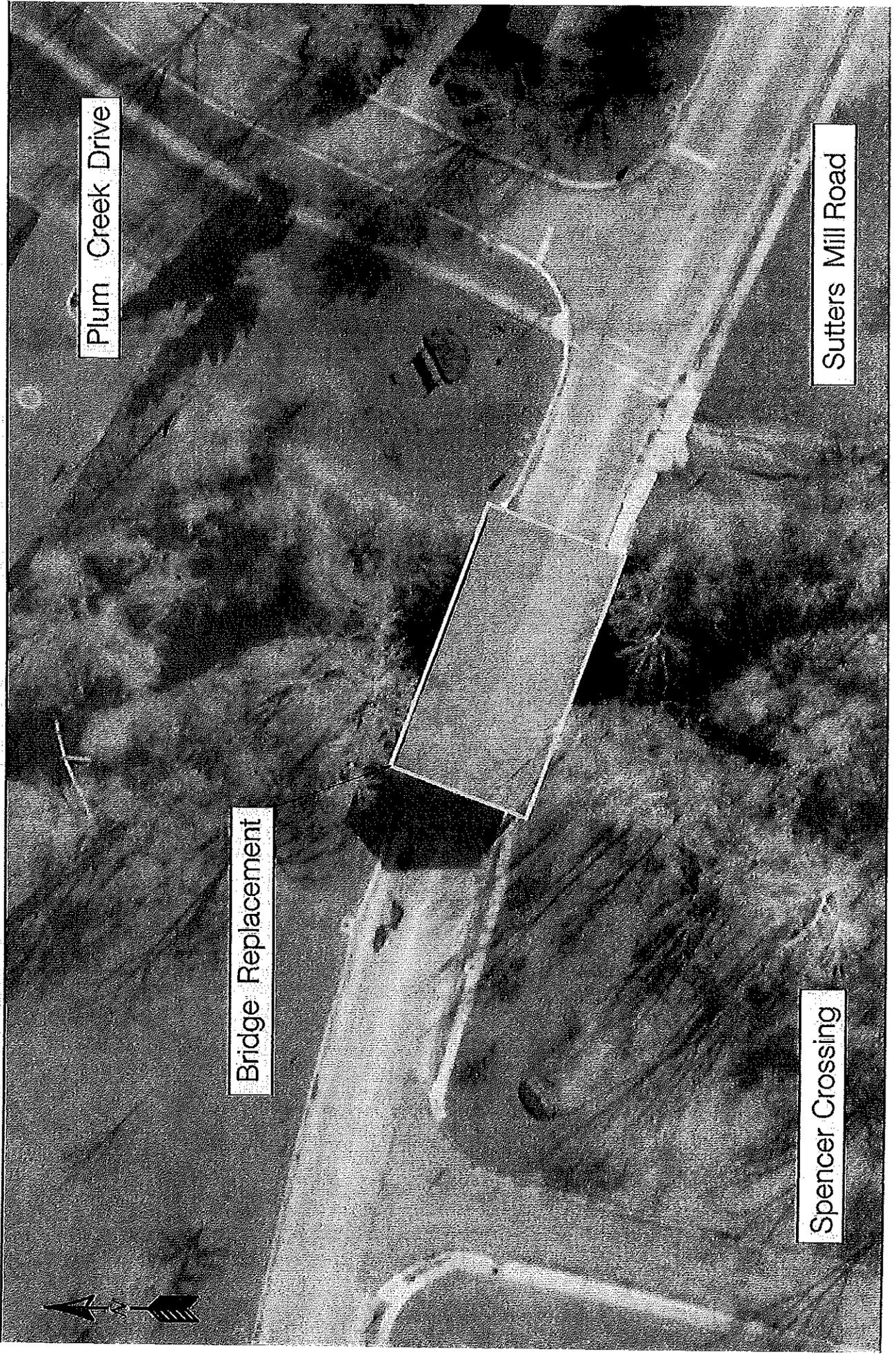
General Comments :	CITY OF ST. PETERS. 1 SPAN WITH DECORATIVE "COVERED BRIDGE" CANOPY.
Deck Rating Comments :	RESURFACED IN 2005. STRIPPED OFF OLD SURFACE AND FOUND NO DETERIORATION TO TOP OF DOUBLE-TEES. SEALED AND OVERLAYED. 40%+ SATURATION VISIBLE THRU TOP OF DOUBLE TEE, ESPECIALLY AT 'L' JOINT. CONCRETE DETERIORATED AT SEAM, LEACHING AND REBAR EXPOSED AND DETER'D.
Superstructure Comments :	SPALLING IN TEES AT ABUTMENT BEARING PLATES.
Substructure Comments :	CRACKING AT ABUTMENT CORNERS, GENERAL DETERIORATION. RUST THRU ABUTMENT. PERHAPS A RUSTING SEWER OR WATER LINE BEHIND THE ABUTMENT? MAJOR DETRIORATION AT NORTH END OF BOTH ABUTMENTS WITH HEAVY LEECHING AND EFFL.
Channel Protection Comments :	DOWNSTREAM BANK EROSION AND MINOR MEANDERING.
Culvert Comments :	
Bridge Railing Comments :	
Transition Railing Comments :	
Approach Railing Comments :	
Rail End Treatment Comments :	
Water Adequacy Comments :	
Approach Roadway Comments :	
Scour Assessment Comments :	
Work Comments :	SEAL JOINTS IN WEARING SURFACE

City of St. Peters
Sutters Mill Bridge Replacement
Opinion of Probable Cost
03/04/2013

ITEM	QUANTITY	UNIT	UNIT COST	TOTAL
MOBILIZATION	1.00	LS	\$ 115,000.00	\$ 100,000.00
CLEARING AND GRUBBING	0.51	AC	\$ 10,000.00	\$ 5,096.42
EARTHWORK	1.00	LS	\$ 50,000.00	\$ 50,000.00
REVEGETATION	1.00	LS	\$ 10,000.00	\$ 10,000.00
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	3,021.00	SF	\$ 150.00	\$ 453,150.00
STRUCTURE	1.00	LS	\$ 240,000.00	\$ 240,000.00
CONSTRUCTION ENGINEERING	1.00	LS	\$ 100,000.00	\$ 100,000.00
			Subtotal (Construction)	\$ 998,246.42
DESIGN				
DESIGN	1.00	LS	\$ 100,000.00	\$ 125,000.00
			Subtotal (Design)	\$ 125,000.00
ROW	10,000.00	SF	\$ 8.00	\$ 80,000.00
UTILITY	1.00	LS	\$ 100,000.00	\$ 100,000.00
			Contingency (10%)	\$ 161,753.58
			Grand Total	\$ 1,465,000.00
			Federal Request (80%)	\$1,172,000.00
			City Match (20%)	\$293,000.00
				\$1,465,000.00
			Application Fee (1/2% of Federal Fund Request)	\$5,860.00

CITY OF ST. PETERS

Sutters Mill Road Bridge Replacement



Plum Creek Drive

Bridge Replacement

Sutters Mill Road

Spencer Crossing

