



March 16, 2015

RE: Notice to Consultants
Request for Qualifications
Consulting Engineering Services
Vance Road Bridge No. 368
0.30 miles west of State Route 141
Federal Project No. BRM-9900(680)
St. Louis County Project No. AR-1648

The St. Louis County Department of Highways & Traffic is requesting the services of a well-qualified consulting engineering firm to perform the described professional services for the subject project. Qualifications-Based Selection (QBS) will be used to determine the successful respondent.

General Description of Services Required:

The project involves the removal and replacement of the Vance Road Bridge No. 368 over Fishpot Creek, located 0.30 miles west of State Route 141.

- Hydraulics & FEMA No-Rise Certification
- Geotechnical Analysis & Design
- Miscellaneous Pick-Up Survey Work (as necessary)
- Right-of-Way Plans
- Preliminary Plans
- Final Plans
- Job Special Provisions
- Construction Estimates
- Coordination with the Missouri Department of Transportation (MoDOT)
- Drainage Design and MSD Permitting (if necessary)
- Utility Coordination (if necessary)

St. Louis County personnel will perform the topographic, boundary, and channel surveys required for this project. St. Louis County staff will also compile the bidding documents and handle the bidding process. Coordination with MoDOT will require coordination with MoDOT's Local Roads group with respect to federal-aid funding requirements.

The anticipated project schedule is as follows:

Qualifications Statements Due:	April 10, 2015
Short List Announced:	April 17, 2015
Interviews:	April 27, 2015

Selection:	April 28, 2015
Negotiation:	May, 2015
Legislation/Execution of Contract	June - July, 2015
Notice to Proceed:	August, 2015
Preliminary Plans:	November, 2015
Right-of-Way Plans:	February, 2016
Construction Plans:	December, 2016

Please limit your letter of interest to no more than five (5) pages. The 5 page limit is all-inclusive, except as specifically noted herein. The submittal should include a statement describing why your firm is interested in the project. This letter should also include any information which may help in the selection process, such as key project personnel, their backgrounds, and other similar projects your firm has completed in the recent past. Lengthy submittals of general company information are not necessary and will not be accepted. Any sub-consultants needed to complete the professional services requested by St. Louis County must be listed.

It is required that your firm's Statement of Qualification (RSMo 8.285 through 8.291) and an Affidavit of Compliance with the federal work authorization program along with a copy of your firm's E-Verify Memorandum of Understanding (15 CSR 60-15.020) be submitted with your firm's Letter of Interest. These items do not count towards the 5-page limit.

Qualifications Statements will be scored based on the following criteria:

- Overall Experience and Technical Competence – 40 points
- Capacity and Capability – 20 points
- Past Record of Performance – 30 points
- Accessibility of Firm & Staff – 10 points

From the qualification statements received, a short list of at least three (3) firms and no more than five (5) firms will be invited for informal thirty (30) minute interviews. The informal interviews will consist of a brief question and answer period followed by general discussion of the project. Scores from the Qualifications Statements will comprise 15% of each firm's interview score in accordance with the Department's QBS policy. PowerPoint, presentation boards, and leave-behind packets will not be permitted.

DBE firms must be listed in the MRCC DBE Directory located on MoDOT's website at www.modot.gov, in order to be counted as participation towards an established DBE Goal. We encourage DBE firms to submit letters of interest as prime consultants for any project they feel can be managed by their firm.

If your firm would like to be considered for consulting services, please e-mail your Qualifications Statement to Pamela Thebeau, P.E., Supervisor, Project Managers at PThebeau@stlouisco.com as a PDF file. All Qualifications Statements must be received by 2:00 p.m., local time, on April 10, 2015 to be considered for this project. Questions regarding this solicitation shall be submitted in writing to the project contact above. Phone inquiries will not be accepted. Failure to comply with the requirements of the RFQ may negatively impact the evaluation of the consultant's Statement of Qualifications.

The TIP application, latest bridge inspection report, and existing bridge plans are attached on the following pages.

St. Louis County, Vance Road Bridge No. 368 Replacement	
Federal Aid No.:	BRM-9900(680), TIP# 6562-15
Location:	Vance Road over Fishpot Creek
Proposed Improvement:	Bridge Replacement
Length:	0.10 miles
Approximate Construction Cost:	\$1,763,750
DBE Goal Determination	10%
Consultant Services Required:	<p><i>The project involves the removal and replacement of the Vance Road Bridge No. 368 over Fishpot Creek, located 0.30 miles west of State Route 141.</i></p> <ul style="list-style-type: none"> • <i>Hydraulics & FEMA No-Rise Certification</i> • <i>Geotechnical Analysis & Design</i> • <i>Miscellaneous Pick-Up Survey Work (as necessary)</i> • <i>Right-of-Way Plans</i> • <i>Preliminary Plans</i> • <i>Final Plans</i> • <i>Job Special Provisions</i> • <i>Construction Estimates</i> • <i>Coordination with the Missouri Department of Transportation (MoDOT)</i> • <i>Drainage Design and MSD Permitting (if necessary)</i> • <i>Utility Coordination (if necessary)</i> <p><i>St. Louis County staff will compile the bidding documents and handle the bidding process. Coordination with MoDOT will require coordination with MoDOT's Local Roads group with respect to federal-aid funding requirements.</i></p>
Other Comments:	St. Louis County personnel will perform the topographic, boundary, and channel surveys required for this project.
Contact:	Pamela Thebeau, P.E. Supervisor, Project Managers St. Louis County Department of Highways & Traffic PThebeau@stlouisco.com All questions and submittals via e-mail. Phone inquiries not accepted.
Deadline:	April 10, 2015 at 2:00 p.m.



OFFICE OF THE COUNTY EXECUTIVE

SAINT LOUIS COUNTY
41 SOUTH CENTRAL AVENUE
SAINT LOUIS, MISSOURI 63105

STEVEN V. STENGER
COUNTY EXECUTIVE

January 14, 2015

(314) 615-7016

Mr. Ed Hillhouse
Executive Director
East-West Gateway Council of Governments
One Memorial Drive, Suite 1600
St. Louis, Missouri 63102-2451

Subject: Request for On-System Bridge Funds for the Vance Road Bridge
Replacement Project

Dear Mr. Hillhouse:

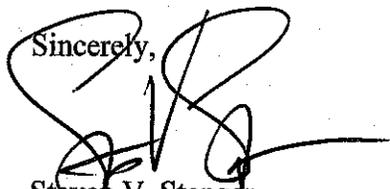
I am writing to express my strong support for St. Louis County's application for On-System Bridge Program (BRM) funds for the proposed Vance Road Bridge Replacement Project between Hanna Road and State Route 141, where Vance Road crosses Fishopt Creek. This project enjoys the support of the Valley Park community.

The sixty (60) year old bridge is narrow, and the motoring public experiences noticeable deflections when crossing the bridge. Additionally, the bridge deck and the concrete substructure have deteriorated with numerous cracks and patches. The new bridge will be essentially the same length as the old bridge, but will be constructed to accommodate wider lanes for improved traffic safety and a multi-use path will be provided on the bridge for cyclists, pedestrians, and other non-motorized users as recommended on the Gateway Bike Path. The existing parallel pedestrian bridge, which was originally constructed by the City of Valley Park, will be salvaged and returned to the City of use on a nearby creek crossing of a municipal trail.

This bridge is located on a County Arterial Road. The St. Louis County Arterial Road System (ARS) provides a way to school and work, a link to commerce, routes for emergency service vehicles, and a means by which residents living on minor streets can access other primary routes and freeways. Streets such as Vance Road play a vital role in the safe, efficient, and economical movement of people, goods and services throughout the St. Louis County region.

I hope you favorably consider our application for BRM funds for the Vance Road Bridge Replacement Project.

Sincerely,



Steven V. Stenger
County Executive

SVS:TDM:mtb

cc: Stephanie Leon Streeter, P.E, Acting Director, Highways & Traffic and Public Works

Project Sponsor Checklist – Submit with application. Project applicant must initial next to each box and sign bottom of page. Attach to front of application.

Initial

BRM Project Applications

- dm One (1) paper copy of TIP application delivered to East-West Gateway (binder clips only, no staples, no ring binding)
- dm One (1) electronic copy of application delivered to East-West Gateway (adobe acrobat file .pdf) – may be emailed, delivered on CD/DVD, etc.)
- dm Online application marked 'final'
- dm Project Location map (8 ½ x 11 preferred)
- dm Detailed cost estimate for project
- N/A Letter of permission from owner of facility (required if sponsor does not own roadway)
- N/A Letter of project support from individual, business, local public agency or other third party provide matching funds or be requested to provide matching funds in the future for project (if necessary)
- dm Signature Pages – required for all sponsors
 - Financial certification of matching funds
 - Person(s) of responsible charge
 - Title VI certification
 - Right-of-way Acquisition Statement (Missouri only)
- dm Reasonable Progress (Missouri only)
- N/A Application fee equal to ½% of federal funds requested for the project. Make checks payable to "East-West Gateway Council of Governments"; or "East-West Gateway COG" – required for all sponsors
- N/A Operations and Maintenance Form - required for sponsors who did not submit application in March 2014
- dm Cross-section of improvements
- dm Bridge inspection report from state DOT (required for bridge projects)
- N/A Sketch of proposed bridge replacement and realigned road (required for bridge projects that have associated road work beyond the touchdown point – for example vertical or horizontal road realignment)
- Summary of Police reports including sufficient detail such as type of accident and location (required to justify safety priority condition for road/intersection projects)
- N/A Level of Service Calculations (required to justify congestion priority condition)
- Congestion Management Study (required only if project would add one or more through lanes on an arterial or expressway for at least 1 mile or for the entire distance between major intersections)
- N/A Pages from adopted plans where project is referenced – Not the entire plan (required for sustainable development priority condition)

Ted Meek 1/14/15
Application Contact or Project Contact Signature and date

Project Record Number 18115718

Vance Road Bridge No. 368

**FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM
ON-SYSTEM BRIDGE PROGRAM (BRM) SUPPLEMENTAL ROUND
NEW PROJECT APPLICATION**

Clear Form and Create New Project

Retrieve Existing Project

Update/Save Project

PROJECT RECORD NUMBER

Clear All Fields

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

Select one:

- Application withdrawn
- Preliminary complete (ready for comments)- Due December 4, 2014 - Optional
- Final complete - Due January 15, 2015
Signatures, Supplemental Information, and Application Fee - Due January 15, 2015

A. SPONSOR INFORMATION

Sponsoring Agency:

Chief Elected Official:

Address:

City:

State:

Zip:

E-Mail:

Project Contact:

Title:

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):

Vance Road Bridge No. 368 is located approximately 0.25 miles west of Meramec Station Road over Fishpot Creek.

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="10679.00"/>	<input type="text" value="11425.00"/>
Year	<input type="text" value="2012.00"/>	<input type="text" value="2035.00"/>

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

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

BRIDGE PROJECTS ONLY - Complete next four questions

Bridge Identification Number (Per state inventory):

Bridge Sufficiency Rating (Per state inventory):

Is bridge listed on state inventory as deficient? 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, TSCL or easement be acquired?

If yes,

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

- Estimated permanent easements (in acres) needed:

- Estimated temporary easements (in acres) needed:

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

No

Right of way acquisition by:

Right of way condemnation by:

Please attach the following items, if available.

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

UTILITY COORDINATION

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

Electric	<input checked="" type="checkbox"/>	Ameren Union Electric Company
Phone	<input checked="" type="checkbox"/>	AT&T
Gas	<input checked="" type="checkbox"/>	Laclede Gas Company
Water	<input checked="" type="checkbox"/>	Missouri American Water Company
Cable TV	<input checked="" type="checkbox"/>	Charter Communications
Storm Sewer	<input checked="" type="checkbox"/>	Metropolitan St Louis Sewer District
Sanitary Sewer	<input checked="" type="checkbox"/>	Metropolitan St Louis Sewer District
Other	<input type="checkbox"/>	

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

St. Louis County Department of Highways & Traffic personnel will coordinate the proposed bridge replacement project with utility service providers. All valve box covers, manhole covers, utility vault covers, storm water inlets and other utility structures within the proposed limits of the project will be located and identified. They will be clearly marked to prevent damage during the construction project. All manhole covers, valve box covers, utility vault covers and other utility covers will be adjusted to the final pavement grade following completion of approach pavement work. St Louis County will also confirm the type and conditions on any utility structures which may be attached to Vance Road Bridge No 368 and make the necessary arrangements to protect, relocate or replace the utility facilities as needed.

The County will coordinate the project schedule with utility providers in order to minimize, where applicable, future pavement cuts and patches for utility work within the limits of the bridge replacement project.

Utility coordination completed by:

Designed by:

Inspection by:

BICYCLE AND PEDESTRIAN FACILITIES

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

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

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

If any bicycle and/or pedestrian elements are included in this project, what are they? What strategies or recommendations from the Gateway Bike Plan are being implemented?

There is an existing pedestrian bridge next to the Vance Road Bridge, constructed by the City of Valley Park. Due to the proximity of the pedestrian bridge to the new Vance Road Bridge, it will be removed. The pedestrian bridge will be salvaged and provided to the City of Valley Park for repurposing at another trail crossing location. The Vance Road Bridge replacement will include a 10' Shared Use Path on the bridge and within the paving limits of the project, which is in compliance with the Gateway Bike Plan recommendation. The Shared Use Path provides appropriate pedestrian and bicycle access on the Vance Road Bridge and will be compliant with the Americans with Disabilities Act requirements.

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.

Bicycle and pedestrian accommodations are provided.

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 BRM workbook for more information.

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

Vance Road Bridge No. 368 is a single span bridge built in 1955, approximately 60 years old, with severe deterioration. It has a bridge rating of 49.8, on a scale of 1 to 100 with 1 being the worst.

The current bridge is narrow, and the non-composite design contributes to notable deflections experienced by the motoring public. The bridge deck has deteriorated, with numerous cracks and patches on both the topside and underside. Additionally, the concrete substructure has a number of larger cracks. St Louis County proposes to replace the existing single span structure with a new structure. The superstructure is anticipated to be precast prestressed concrete adjacent box beams. The bridge span length will be similar to the existing span length of 65 feet. The new bridge will be widened, curb to curb, from 20 feet to 46 feet which accommodates wider lanes and a shared use path.

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

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

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

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

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

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

This is a bridge replacement project. However it supports great streets in that bicycle and pedestrian facilities are provided, accommodating all users and modes. This is also an environmentally responsible project, and complies with current stormwater management regulations and the requirements of the Clean Water Act. This bridge will provide safe, multimodal access that connects residential areas to major employment areas, recreation facilities and other destinations.

D. PROJECT COMPOSITION

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

MODAL ELEMENTS	Total Cost	
Roadway elements	98.00	%
Transit elements	0.00	%
Bicycle and Pedestrian elements	2.00	%
Port and Freight Facility elements	0.00	%
TOTAL (100%)	100.00	%

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

PROJECT FUNCTIONS	Total Cost	
Preservation elements	99.00	%
Safety elements	1.00	%
Congestion elements	0.00	%
Access to Opportunity elements	0.00	%
Sustainable Development elements	0.00	%
Goods Movement elements	0.00	%
TOTAL (100%)	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)*

Vance Road Bridge No. 368 has a bridge sufficiency rating of 49.8.

PRESERVATION MEASURES	High Priority Condition	Medium Priority Condition	Lower Priority Condition
Road	Pavement Condition 20-56 on Scale of 100 or equivalent AND project will improve deficient condition.	Pavement Condition less than 20 or 57-75 on scale of 100 or equivalent AND project will improve deficient condition.	Pavement Condition greater than 75 on Scale of 100 or equivalent AND project will improve deficient condition.
Bridge	Bridge Sufficiency Rating less than 40 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating of 40-79.9 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating greater than 80 on Scale of 100 AND project will improve deficient condition.
Signal	Project will replace equipment older than 20 years, and equipment is outdated, not repairable	Project will replace equipment 10 to 20 years old and not compatible with coordinated systems	Project will replace equipment in good condition, as per industry standard
Transit	Project will replace equipment at normal replacement cycle age in FTA Circular 9030	Project will replace equipment that is non-operational /unreliable/beyond normal replacement cycle age in FTA Circular 9030	Project will replace equipment earlier than normal replacement cycle age in FTA Circular 9030
Port/Freight	Poor condition as per standard AND project will improve deficient condition.	Very poor or fair condition as per standard AND project will improve deficient condition.	Good condition as per standard AND project will improve deficient condition.
Bike/Ped	Average PSR rating of sidewalk 0-1.5 (see App F or workbook for how to rate).	Average PSR rating of sidewalk 1.5-2.5 (see App F or workbook for how to rate).	Average PSR rating of sidewalk 2.5-3.5 (see App F or workbook for how to rate).

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

SAFETY

Safety and Security in Travel will be achieved by decreasing the risk of personal injury and property damage on, in, and around transportation facilities. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Include a summary of police reports for crashes that occurred within the project limits including how proposed improvement to the facility would reduce crashes.

Total number of crashes over last 3 years:

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

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

To compute crashes per million vehicle miles use the formula:

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

Priority Condition

System Condition / Problem Addressed

Vance Rd Bridge No. 368 has a bridge sufficiency rating of 49.8. Bridge replacement improves the deficient condition.

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

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

CONGESTION

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

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

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

Priority Condition

System Condition *(describe condition and measure used)*

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
Education, Rideshare and/or Bike-Ped	Program intended to encourage use of other modes or alternatives (e.g., transit, ridesharing, carpooling)	New pedestrian or bicycle facility (non-recreational)	Improved pedestrian or bicycle facility (non-recreational)

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

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

ACCESS TO OPPORTUNITY

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

Priority Condition Not Applicable (0 pts)

Access to Opportunity Measures / Problem Addressed

The proposed replacement bridge will accommodate bicyclists and pedestrians, and will comply with the requirements of the Americans with Disabilities Act.

<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. A map of qualifying areas is included in Appendix F of the project workbook.

SUSTAINABLE DEVELOPMENT

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

Does the project conform with community, subarea, or corridor level needs as identified in an adopted local and/or regional land use plan, development plan, or economic development plan? No

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

This bridge replacement project complies with the guidance of Imagining Tomorrow, the comprehensive plan for St. Louis County. It also complies with the comprehensive plans for nearby communities.

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.)

The Vance Road Bridge No. 368 replacement project incorporates elements of the Great Streets Initiative, particularly with regard to bicycle and pedestrian access. It connects residential areas to major employment locations and provides access to other destinations.

SUSTAINABLE DEVELOPMENT MEASURES
<i>Priority Condition</i>
Project (1) conforms to the plan(s) identified above, AND (2) is located within ½ mile of a 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 commercial or industrial area 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

Vance Road Bridge No. 368 is a bridge replacement project.

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

F. FINANCIAL PLAN

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

Fiscal years are federal fiscal years (October 1 through September 30). See page 3 of BRM 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	202650.00			202650.00
Right-Of-Way		156000.00		156000.00
Implementation			1561100.00	1561100.00
Construction Engineering			202650.00	202650.00
Total	0.00	0.00	1763750.00	1763750.00
TOTAL	202650.00	156000.00	1763750.00	2122400.00

SOURCE OF FUNDS	FY 2015	FY 2016	FY 2017	TOTAL
STP-S/BRM Funds	162120.00	124800.00	1411000.00	1697920.00
Other Fed. Funds* <i>Source:</i>				0.00
Other State Funds* <i>Source:</i>				0.00
Local Match Funds* <i>Source:</i> St Louis County	40530.00	31200.00	352750.00	424480.00
Other Funds* <i>Source:</i>				0.00
TOTAL	202650.00	156000.00	1763750.00	2122400.00

*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	04/2015	05/2015	1.0
Execute Agreement (Project sponsor & DOT)	06/2015	08/2015	2.0
Engineering Services Contract Submitted & Approved ¹	10/2015	12/2015	3.0
Obtain Environmental Clearances (106, CE-2, etc.)	05/2015	05/2016	12.0
Public Meeting/Hearing	N/A	N/A	0.0
Develop and Submit Preliminary Plans	12/2015	04/2016	4.0
Preliminary Plans Approved	04/2016	05/2016	2.0
Develop and Submit Right-of-Way Plans	12/2015	04/2016	4.0
Review and Approval of Right-of-Way Plans	04/2016	05/2016	2.0
Submit & Receive Approval for Notice to Proceed for Right-of-Way Acquisition (A-Date) ²	05/2016	06/2016	2.0
Right-of-Way Acquisition	06/2016	06/2017	12.0
Utility Coordination	03/2016	07/2017	17.0
Develop and Submit PS&E	09/2016	06/2017	10.0
District Approval of PS&E/Advertise for Bids ³	07/2017	09/2017	3.0
Submit and Receive Bids for Review and Approval	10/2017	12/2017	3.0
Project Implementation/Construction	01/2017	09/2017	9.0

*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 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.

Project Title

Non-federal Amount

Vance Road Bridge No. 368

424480.00

Sponsoring Agency: St. Louis County Government

Chief Elected Official (or Chief Executive Officer):

Name (Print): Steven V. Stenger, County Executive

Signature:

Date:

1-14-15

Chief Financial Officer:

Name (Print): Don Rode, Chief Accounting Officer

Signature:

Date:

1/12/15

G. Person of Responsible Charge Certification

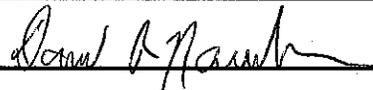
The key regulatory provision, 23 CFR 635.105 – *Supervising Agency*, provides that the State Transportation Agency (STA) is responsible for construction of Federal-aid projects, whether it or a local public agency (LPA) performs the work. The regulation provides that the STA and LPA must provide its 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: Daniel R. Naunheim, P.E.

Title: Division Manager - Design E-mail: DNaunheim@stlouisco.com

Signature: 

Person of responsible charge – right of way acquisition phase

Name: Ted Medler, P.E., S.E.

Title: Division Manager - Planning E-mail: TMedler@stlouisco.com

Signature: 

Person of responsible charge – construction phase

Name: Matthew J. Gruendler, P.E.

Title: Division Manager - Construction E-mail: MGruendler@stlouisco.com

Signature: 

H. NOTIFICATION OF TITLE VI REQUIREMENTS

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

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

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

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

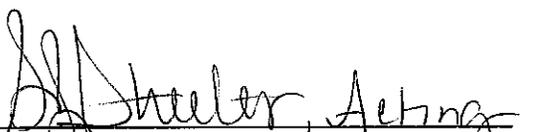
Nondiscrimination Notification

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

- Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d, and implementing regulations at 49 CFR Part 21 – *Nondiscrimination in Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act*;
- The equal employment opportunity provisions of 49 U.S.C. § 5332 and Title VII of the Civil Rights Act of 1964, 42 U.S.C. §§ 2000e *et seq.*, and implementing regulations;
- Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. §§ 1681 *et seq.*, and implementing regulations at 49 CFR Part 25 – *Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance*;
- Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, and the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. §§ 12101 *et seq.*, and implementing regulations, including:
 - 49 CFR Part 37—*Transportation Services for Individuals with Disabilities (ADA)*;
 - 49 CFR Part 27—*Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance*;
 - 36 CFR Part 1192 and 49 CFR Part 38—*Americans with Disabilities (ADA) Accessibility Specifications for Transportation Vehicles*;

- 28 CFR Part 35—*Nondiscrimination on the Basis of Disability in State and Local Government Services*;
 - 28 CFR Part 36—*Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities*;
 - 41 CFR Subpart 101 – 119—*Accommodations for the Physically Handicapped*;
 - 29 CFR Part 1630—*Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act*;
 - 47 CFR Part 64, Subpart F—*Telecommunications Relay Services and Related Customer Premises Equipment for the Hearing and Speech Disabled*;
 - 36 CFR Part 1194—*Electronic and Information Technology Accessibility Standards*;
 - 49 CFR Part 609—*Transportation for Elderly and Handicapped Persons*; and
 - Federal civil rights and nondiscrimination directives implementing those federal laws and regulations, unless the federal government determines otherwise in writing.
- The Age Discrimination Act of 1975, as amended, 42 U.S.C. §§ 6101 *et seq.*, and implementing regulations at 49 CFR Part 90 – *Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance*;
 - The Age Discrimination in Employment Act, 29 U.S.C. §§ 621 through 634, and implement regulations of the U.S. Equal Employment Opportunity Commission 29 CFR Part 1625—*Age Discrimination in Employment Act*;
 - The Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. §§ 1101 *et seq.*, the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, as amended, 42 U.S.C. §§ 4541 *et seq.*, and the Public Health Service Act of 1912, as amended, 42 U.S.C. §§ 290dd through 290dd-2;
 - Executive Order 12898—*Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, 42 U.S.C. § 4321 note, and DOT Order 5620.3 at Federal Register Vol. 62 No. 18377—*Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*;
 - Executive Order 13166 – *Improving Access to Services for Persons with Limited English Proficiency*, 42 U.S.C. § 2000d – 1 note, and implementing policy guidance at Federal Register Vo. 70 No. 74087—*DOT Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficiency (LEP) Person*; and

By submitting its application as part of the TIP process, the Project Sponsor certifies that it has reviewed the federal requirements regarding nondiscrimination in federally assisted programs and understands that if the Project Sponsor does not have the required policies and procedures in place prior to federal funds being obligated, then the Project Sponsor’s project may become ineligible for federal funding.


 Certification Signature, Acting Director

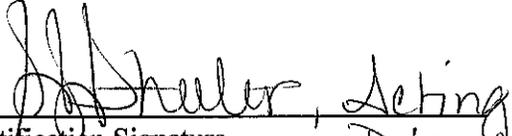
I. Right-of-Way Acquisition Certification Statement

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 Acting Director

J. Reasonable Progress

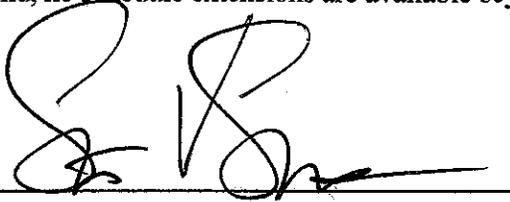
To be completed by Missouri project sponsors only.

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.

For this supplemental BRM round, no schedule extensions are available beyond September 30, 2017.

Certification Signature: _____

A handwritten signature in black ink, appearing to read 'S. Stenger', written over a horizontal line.

Steven V. Stenger, County Executive



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.



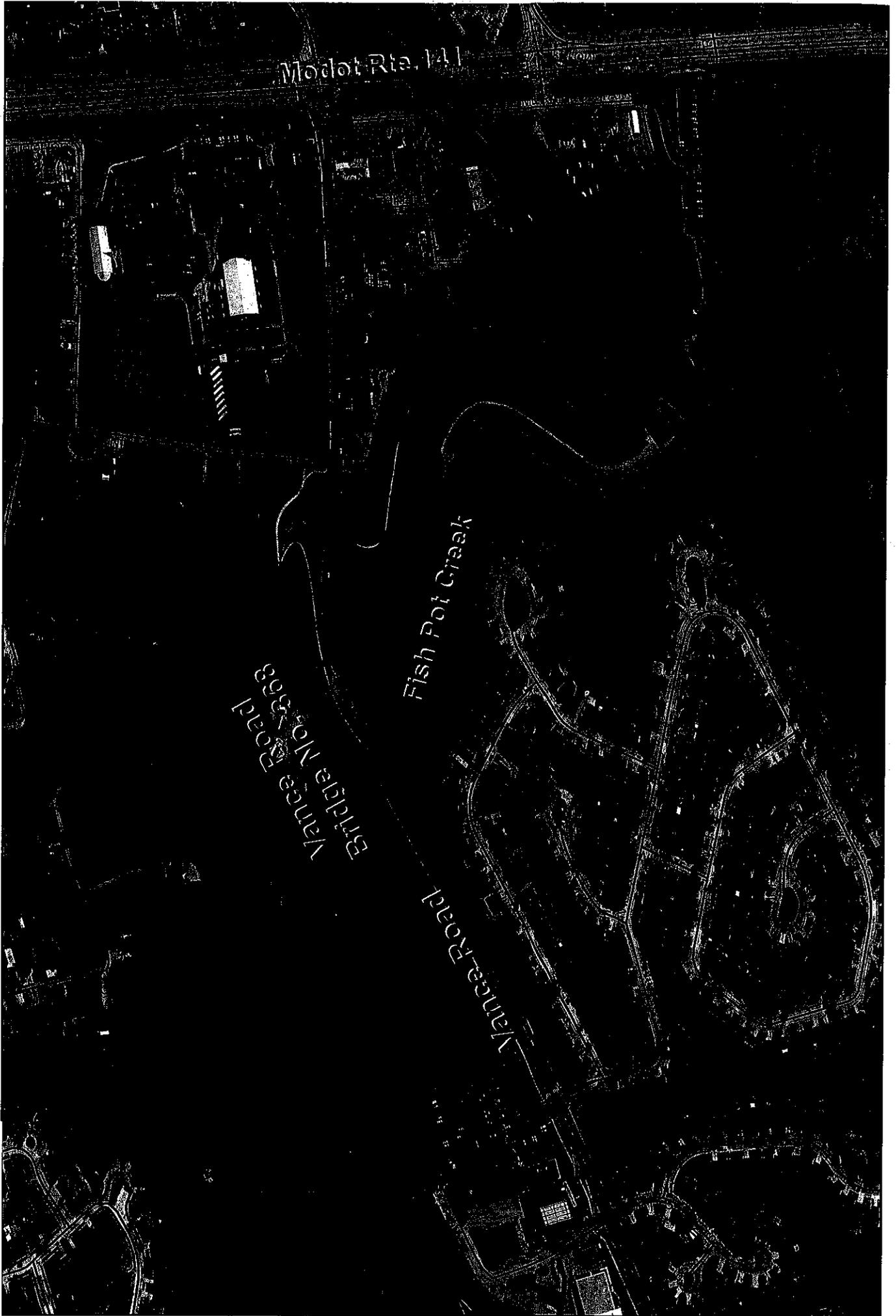
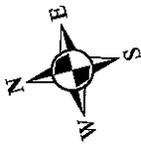
EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

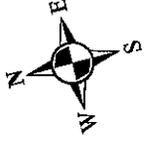
Policy on Reasonable Progress

Project Monitoring

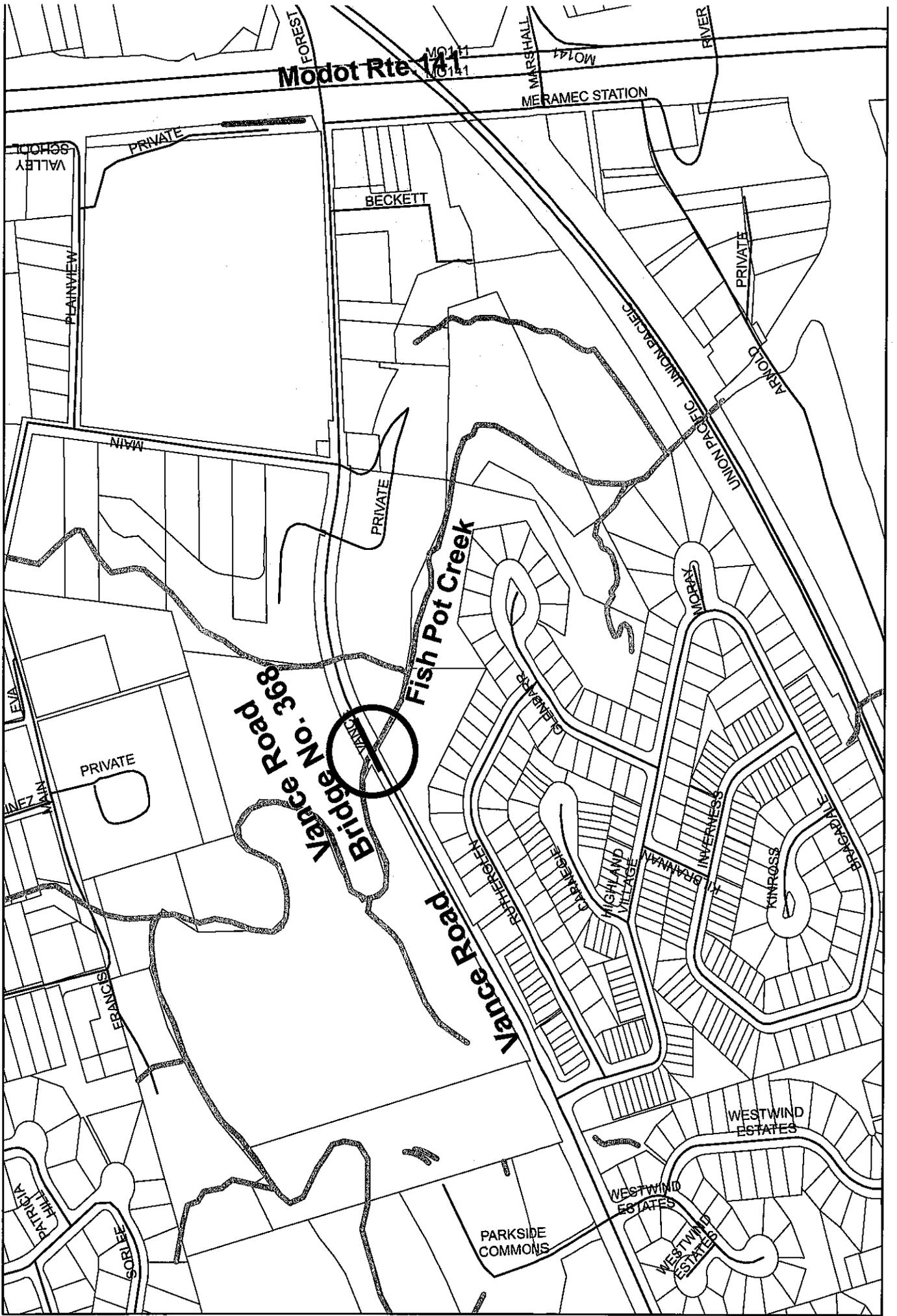
An extensive monitoring program has been developed to help track programmed projects and ensure that funding commitments and plans are met. Monthly reports are developed and posted on the East-West Gateway website, utilizing project information provided by the IDOT and MoDOT District offices. Additionally,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

AR-1648 Vance Road Bridge No.368





AR-1648 Vance Road Bridge No.368





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

May 7, 2014
7:27:13am

County : ST. LOUIS Class : NONSTATBR Design No. : 096B368 Federal ID : 15622

[5D] Route :	00000	[41] Structure Status :	P-POSTLOAD
[4] Place Code :	75472 VALLEY PAR	[9] Location :	S 18 T 44 R 5 E
[6] Features Intersected :	FISHPOT CR	[22] Owner :	COUNTY
[7] Facility Carried :	VANCE RD	[26] Functional Classification :	UMINART
[16] Latitude :	38 33 7.03 (DMS)	[21] Maintenance Responsibility :	COUNTY
[17] Longitude :	90 29 58.51 (DMS)		

AGE AND SERVICE - GEOMETRIC DATA - MATERIAL

[27] Year Built :	1955	[106] Year Reconstructed :	1978
[49] Structure Length :	65 FT.	[51] Bridge Width :	24 FT. 2.4 IN.
[32] Approach Roadway Width :	24 FT. 0 IN.	[52] Deck Width :	25 FT. 7.2 IN.

COMPONENTS	# OF SPANS	MATERIAL	CONSTRUCTION
[43] Main series :	1	STEEL	WFGIR
[44] Approach Series :			
[107] Deck Type :		REINCONC	CIP
[108A] Wearing Surface :		PLAINCONC	MONOLITHIC
[108B] Membrane :		EPOXYPOLYM	LAYER
[108C] Deck Protection :		NOTAPPLIC	NONE

AADT INFORMATION

[29] ADT on Structure :	10,679	[30] Year :	2012	[109] AADT Truck :	5 %
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STRUCTURE POSTING

FIELD POSTING	Problem Code :	Problem Direction Code :
Category :	S-15 TRUCK WEIGHT LIMIT 67 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 45 TONS WEIGHT LIMIT	
Ton 1 :	Ton 2 :	Ton 3 :
67	45	

APPROVED POSTING	Category :	S-15 TRUCK WEIGHT LIMIT 67 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 45 TONS WEIGHT LIMIT	
Ton 1 :	Ton 2 :	Ton 3 :	
67	45		

STRUCTURE GENERAL INSPECTION

Inspector	ID No.	Organizational Affiliation
PAM THEBEAU	STLC0611	ST LOUIS COUNTY
DANIEL A HOWELL	STLC0615	ST LOUIS COUNTY
[90] Inspection Type	Inspection Date	[91] Frequency
GENERAL	3/7/2014	24

STRUCTURE OTHER INSPECTION

Type	Category	Date	Freq	PIN	NBI
SPECIAL	QUALITY ASSURANCE	6/25/2012	99		N
UNDERWATER	WADE	3/7/2014	24	N	N

County = ST. LOUIS and Non_State_Structure_Type = NON STATE SYSTEM BRIDGE, NON STATE SYSTEM CULVERT



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

May 7, 2014
7:27:13am

County : ST. LOUIS

Class : NONSTATBR

Design No. : 096B368

Federal ID : 15622

STRUCTURE RATING

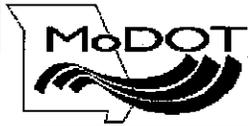
[58] Deck :	5-FAIR CONDITION	6/27/2012
[59] Superstructure ** :	7-GOOD CONDITION	5/3/2012
[60] Substructure ** :	5-FAIR CONDITION	6/3/2010
[61] Channel Protection :	6-WIDESPREAD MINOR DAMAGE	5/12/2008
[62] Culverts ** :	N-NOT APPLICABLE	3/1/2002
[36A] Bridge Railing :	DOESNT MEET CURRNT STND-0	2/17/2006
[36B] Transitions Railing :	DOESNT MEET CURRNT STND-0	2/17/2006
[36C] Approach Railing :	MEETS CURRENT STANDARDS-1	2/17/2006
[36D] Rail End Treatment :	MEETS CURRENT STANDARDS-1	3/1/2002
[71] Waterway Adequacy :	SIGNIFICANT DELAY APPRCH	8/8/2002
[72] Approach Roadway Alignment :	6-SATISFACTORY	8/8/2002
[113] Scour Assessment ** :	5-FOUNDATION STABLE	5/12/2008
Type of Scour Evaluation	OBSERVED	
[67] Structure Evaluation :	5-BETTER THAN MINIMUM	3/1/2002
Sufficiency Rating :	49.80 %	3/1/2002
Deficiency :	FUNCTIONAL	3/1/2002
[68] Deck Geometry :	2-BASICALLY INTOLRBLE 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 :	A SINGLE SPAN WIDE FLANGE STEEL I-BEAM STRUCTURE WITH FULL HEIGHT GRAVITY REINFORCED CONCRETE ABUTMENTS ON SPREAD FOOTING.
Deck Rating Comments :	MANY PATCHES THROUGHOUT (>30%) TOPSIDE- NUMEROUS MAP CRACKS THROUGHOUT, SEVERAL HORIZONTAL CRACKS IN EASTBOUND LANE NEAR MIDSPAN. SMALL 6"X2"X12" SPALL WHERE DECK MEETS ASPHALT APPROACH. 1' DIAMETER SPALL AT SOUTHEAST CORNER. FULL LENGTH LONGITUDINAL CRACK IN WESTBOUND LANE. HORIZONTAL CRACKS ALONG EAST 2/3 OF NORTH CURB. UNDERSIDE- SMALL TRANSVERSE CRACKS W/EFFLOR. IN UNDERSIDE SLAB. DELAMS, SPALLS, AND CRACKS ALONG ENTIRE NORTH EDGE UNDER GUARDRAIL ATTACHMENT.
Superstructure Comments :	BEAMS- SPOTS ON NORTH EXTERIOR BEAM OF MINOR RUST ON TOP FLANGES AND AT CONNECTIONS, MINOR BOTTOM FLANGE RUST ON NORTH EXTERIOR BEAM NEAR MID SPAN, VARIOUS SCATTERED SMALL SPOTS OF RUST ON OTHER GIRDERS. BEARINGS- SOME RUST VISIBLE AT ALL BEARINGS.
Substructure Comments :	EAST END BENT- HORIZONTAL AND VERTICAL CRACKS WITH MOISTURE SEEPAGE AND EFFLORESCENCE. DIAGONAL CRACKS AT LOWER SOUTH CORNER VERY LARGE CRACK NEAR ABUTMENT IN SOUTHEAST WING, SEVERAL HORIZONTAL CRACKS IN BOTH WINGS. WEST END BENT- SEVERAL HAIRLINE VERTICAL AND MAP CRACKS THROUGHOUT ABUTMENT. HAIRLINE MAP CRACKS IN SOUTHWEST WINGWALL. LARGE VERTICAL CRACK WITH SPALLING IN NORTHWEST WINGWALL. OTHER MAP CRACKS IN NORTHWEST WING. NO RELATIVE DISPLACEMENT AT CRACK IN SE WING.
Channel Protection Comments :	OK.
Culvert Comments :	
Bridge Railing Comments :	W-BEAM
Transition Railing Comments :	
Approach Railing Comments :	
Rail End Treatment Comments :	ET-2000
Water Adequacy Comments :	BRIDGE DECK ABOVE ROADWAY APPROACHES. OCCASIONAL OVERTOPPING OF ROADWAY WITH SIGNIFICANT TRAFFIC DELAYS.
Approach Roadway Comments :	MINOR REDUCTION IN SAFE OPERATING SPEED DUE TO HORIZONTAL ALIGNMENT.

County = ST. LOUIS and Non_State_Structure_Type = NON STATE SYSTEM BRIDGE, NON STATE SYSTEM CULVERT



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

May 7, 2014
7:27:13am

County : ST. LOUIS

Class : NONSTATBR

Design No. : 096B368

Federal ID : 15622

Scour Assessment Comments : NO SCOUR. FOUNDATION STABLE.

Work Comments :

Empty comment box

County = ST. LOUIS and Non_State_Structure_Type = NON STATE SYSTEM BRIDGE, NON STATE SYSTEM CULVERT

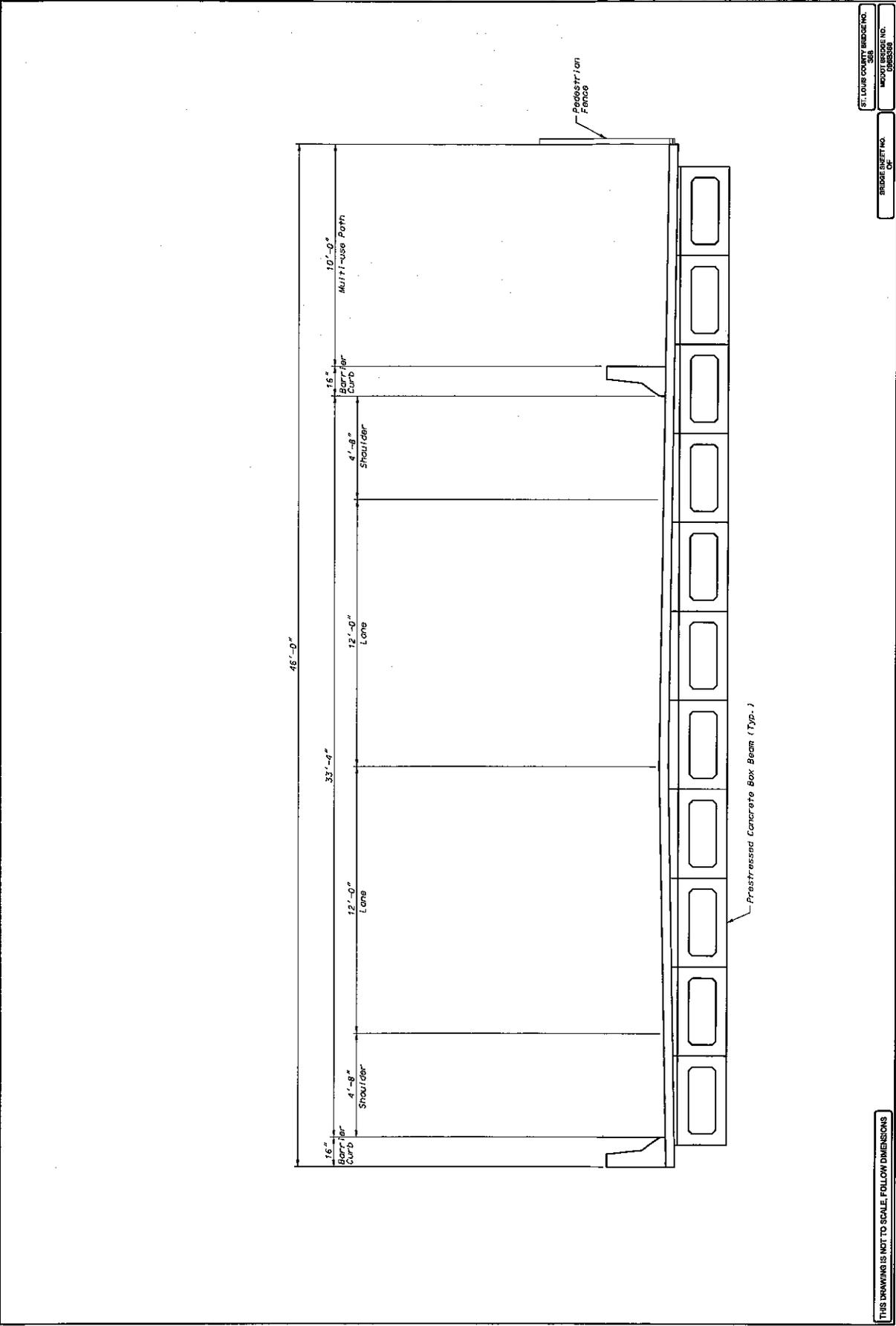
Current Bridge Length (ft): 65 (single span)
 Anticipated Bridge Length (ft): 70 (single span)
 Anticipated Out-to-out width (ft): 46'

	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST	SUB-TOTAL
Clearing & Grubbing	1	Lump Sum	\$7,000	\$7,000	
Removal of Improvements	1	Lump Sum	\$45,000	\$45,000	
Land Disturbance Permit	1	Lump Sum	\$1,000	\$1,000	
Site Restoration (Bridge Project)	1	Lump Sum	\$5,000	\$5,000	
Erosion Control & SWPPP	1	Lump Sum	\$5,000	\$5,000	
Earthwork					\$63,000
Type 5 Aggregate Base (4" Thick)	1,250	SY	\$8	\$10,000	
Type "C" Bituminous Concrete (Pavement)	150	Tons	\$200	\$30,000	
Type "X" Bituminous Concrete (Base)	600	Tons	\$125	\$75,000	
Prime-Liquid Asphalt (MC30)	440	Gal.	\$10.00	\$4,400	
Tack-Emulsified Asphalt (SS-1H)	125	Gal.	\$7	\$875	
Bridge Approach Slab (Bridge)	311	SY	\$250	\$77,778	
Concrete Approach Pavement	373	SY	\$100	\$37,333	
Class "A" Underdrain	112	L.F.	\$30	\$3,360	
Bridge Anchor Section (Safety Barrier Curb)	4	Each	\$2,000	\$8,000	
Crashworthy Guardrail Terminal	4	Each	\$2,000	\$8,000	
Heavy Stone Revetment	500	S.Y.	\$100	\$50,000	
Standard Traffic Control Devices	1	Lump Sum	\$10,000	\$10,000	
Permanent Yellow Pavement Striping, Paint	800	L.F.	\$0.50	\$400	
Permanent White Pavement Striping, Paint	800	L.F.	\$0.50	\$400	
Miscellaneous (5% of above)				\$15,300	
Roadway Work					\$330,846
Removal of Bridges	1	Lump Sum	\$20,000	\$20,000	
Class 1 Excavation	350	C.Y.	\$75	\$26,250	
Class 2 Excavation In Rock	10	C.Y.	\$300	\$3,000	
Pedestrian Fence on Structure	150	L.F.	\$150	\$22,500	
Structural Steel Piles (12 in.)	800	L.F.	\$100	\$80,000	
Dynamic Pile Testing	2	Each	\$2,000	\$4,000	
Pile Point Reinforcement	16	Each	\$150	\$2,400	
Class B Concrete (Substructure)	225	C.Y.	\$800	\$180,000	
Sidewalk (Bridge, Cast-in-Place)	720	S.F.	\$35	\$25,200	
Bridge Plaque	1	Each	\$1,000	\$1,000	
Safety Barrier Curb (Bridges, Cast-in-Place)	150	L.F.	\$100	\$15,000	
Reinforced Concrete Slab Overlay	448	S.Y.	\$180	\$80,640	
Safety Barrier Curb Transition	4	Each	\$2,000	\$8,000	
Prestressed Concrete Members, Box Section, 70' Span	11	Each	\$15,000	\$165,000	
Reinforcing Steel (Bridges)	13,500	Lbs.	\$1.25	\$16,875	
Reinforcing Steel (Epoxy-Coated) (Grade 60)	1,350	Lbs.	\$1.75	\$2,363	
Compression Seal Joint with Armor Angles	112	L.F.	\$350	\$39,200	
Slab Drains	10	Each	\$500	\$5,000	
Vertical Drain at End Bents	2	Each	\$3,000	\$6,000	
Bridges (Vehicular)					\$702,428
Detours	1	Lump Sum	\$10,000	\$10,000	
Misc. (Site Restoration)	1	Lump Sum	\$10,000	\$10,000	
Misc. (Mobilization, Office, etc.)				\$111,700	
Miscellaneous					\$131,700
TOTAL before contingencies					\$1,227,974
Contingencies (10% of above)				\$122,800	\$122,800
TOTAL with contingencies					\$1,350,774

RIGHT-OF-WAY COSTS

Appraised ROW	\$120,000	Utilities (Lump Sum)	\$75,000
Titles, Appraisals, Condemnation Costs @ 30%	\$36,000	Construction Cost	\$1,351,000
Total	\$156,000	Admin. Eng. & Const. Supv.	\$202,650
(Includes 10% Contingency, Rounded to Nearest \$1,000)		Survey & Design Engineering Cost	\$202,650
		Right-of-Way Cost	\$156,000
		Condensed Construction Closure	\$135,100
		Environmental	\$0
		Railroad	\$0
		Total Cost	\$2,123,000

COUNTY ENGINEERING APR-16-88		PROFESSIONAL ENGINEER DESIGN NO. 88-001 1511 LAMAR BLVD. SUITE 100 ST. LOUIS, MISSOURI 63102 (314) 816-8545		SOILS & TRAFFIC COUNTY HIGHWAYS & TRAFFIC PUBLIC WORKS		PROPOSED BRIDGE CROSS SECTION OVER FISHPOT CREEK BRIDGE NO. 388 VANCE ROAD		DATE: 07/11/88	
COUNTY PROJECT NO. E-100 GATEWAY TR. NO.		THIS DRAWING IS TO BE CONSIDERED A CERTIFIED DOCUMENT. THIS MEANS YOU SHOULD NOT BE CONCERNED BY ANY CHANGES MADE TO THIS DRAWING WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER.		DRAWN BY: P. J. THIENHAU CHECKED BY: D. J. HANWELL DESIGNED BY: P. J. THIENHAU		SHEET NO. 01 OF 01		ST. LOUIS COUNTY BRIDGE NO. 388 BRIDGE SHEET NO. 01 OF 01	
REVISIONS NO. DATE BY APP. DESCRIPTION		HARD HATCH MAP		PREPARED BY:		BRIDGE SHEET NO. 01 OF 01		THIS DRAWING IS NOT TO SCALE. FOLLOW DIMENSIONS	





Mayor's Office
Tel: 636-225-5171
Fax: 636-225-0643

January 14, 2015

City Hall
Tel: 636-225-5171
Fax: 636-225-0643

Mr. Ed Hillhouse
Executive Director
East-West Gateway Council of Governments
One Memorial Drive, Suite 1600
St. Louis, Missouri 63102-2451

Municipal Court
Tel: 636-225-5696
Fax: 636-225-0643

Subject: Request for On-System Bridge Funds for the Vance Rd. Bridge Replacement Project

Dear Mr. Hillhouse:

I am writing to express my strong support for St. Louis County's application for On-System Bridge Program (BRM) funds for our proposed Vance Road Bridge Replacement Project between Hanna Road and State Route 141, where Vance Road crosses Fishpot Creek. This project enjoys the support of the Valley Park community.

The 60-year-old bridge is narrow, and the motoring public experiences noticeable deflections when crossing the bridge. Additionally, the bridge deck and the concrete substructure have deteriorated, with numerous cracks and patches. The new bridge will be essentially the same length as the old bridge, but will be constructed to accommodate wider lanes for improved traffic safety and a multi-use path will be provided on the bridge for cyclists, pedestrians, and other non-motorized users as recommended on the Gateway Bike Plan. The existing parallel pedestrian bridge, which was originally constructed by the City of Valley Park, will be salvaged and returned to the City for use on a nearby creek crossing of a municipal trail.

This bridge is located on a County Arterial Road. Vance Road provides a connection for many of our residents to access school and work, a link to commerce, as well as routes for emergency service vehicles.

I hope you favorably consider St. Louis County's application for BRM funds for the Vance Road Bridge Replacement Project.

Sincerely,

Michael Pennise
Mayor

320 Benton Street, Valley Park Missouri 63088

www.valleyparkmo.org

St. Louis County Council

Colleen Wasinger
COUNCILMAN, 3rd DISTRICT
E-Mail: cwasinger@stlouisco.com



Office 314 / 615-5438
Fax: 314 / 615-7890

COUNTY GOVERNMENT CENTER
ADMINISTRATION BUILDING
41 S. CENTRAL AVENUE
CLAYTON, MISSOURI 63105

January 13, 2015

Mr. Ed Hillhouse
Executive Director
East-West Gateway Council of Governments
One Memorial Drive, Suite 1600
St. Louis, Missouri 63102-2451

Subject: Request for On-System Bridge Funds for the Vance Rd. Bridge Replacement Project

Dear Mr. Hillhouse:

I am writing to express my strong support for St. Louis County's application for On-System Bridge Program (BRM) funds for our proposed Vance Road Bridge Replacement Project between Hanna Road and State Route 141, where Vance Road crosses Fishpot Creek. This project enjoys the support of the Valley Park and West County community.

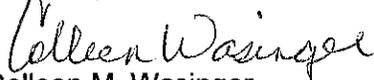
The 60-year-old bridge is rather narrow, and the non-composite design contributes to notable deflections experienced by the motoring public. Additionally, the bridge deck and the concrete substructure have deteriorated, with numerous cracks and patches. The new bridge will be essentially the same length as the old bridge, but will be constructed wider to accommodate wider lanes for improved traffic safety and a multi-use path for cyclists, pedestrians, and other non-motorized users as recommended on the Gateway Bike Plan. The parallel existing pedestrian bridge will be handed over to City of Valley Park for use on a nearby creek crossing of a municipal trail.

Page 2
January 13, 2015
Vance Rd Bridge Replacement Project

This bridge is located on a County Arterial Road. The Saint Louis County Arterial Road System provides a way to school and work, a link to commerce, routes for emergency service vehicles, and a means by which residents living on minor streets can access other primary routes and freeways. Streets such as Vance Road play a vital role in the safe, efficient, and economical movement of people, goods and services throughout the Saint Louis County region.

I hope you favorably consider our application for BRM funds for Vance Road Bridge Replacement Project.

Sincerely,


Colleen M. Wasinger
Councilman, 3th District

CMW:TDM:

DRAFT



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

May 7, 2014
7:27:13am

County : ST. LOUIS Class : NONSTATBR Design No. : 096B368 Federal ID : 15622

[5D] Route :	00000	[41] Structure Status :	P-POSTLOAD
[4] Place Code :	75472 VALLEY PAR	[9] Location :	S 18 T 44 R 5 E
[6] Features Intersected :	FISHPOT CR	[22] Owner :	COUNTY
[7] Facility Carried :	VANCE RD	[26] Functional Classification :	UMINART
[16] Latitude :	38 33 7.03 (DMS)	[21] Maintenance Responsibility :	COUNTY
[17] Longitude :	90 29 58.51 (DMS)		

AGE AND SERVICE - GEOMETRIC DATA - MATERIAL

[27] Year Built :	1955	[106] Year Reconstructed :	1978
[49] Structure Length :	65 FT.	[51] Bridge Width :	24 FT. 2.4 IN.
[32] Approach Roadway Width :	24 FT. 0 IN.	[52] Deck Width :	25 FT. 7.2 IN.

COMPONENTS	# OF SPANS	MATERIAL	CONSTRUCTION
[43] Main series :	1	STEEL	WFGIR
[44] Approach Series :			
[107] Deck Type :		REINCONC	CIP
[108A] Wearing Surface :		PLAINCONC	MONOLITHIC
[108B] Membrane :		EPOXYPOLYM	LAYER
[108C] Deck Protection :		NOTAPPLIC	NONE

AADT INFORMATION

[29] ADT on Structure :	10,679	[30] Year :	2012	[109] AADT Truck :	5 %
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STRUCTURE POSTING

FIELD POSTING Problem Code : Problem Direction Code :

Category : S-15 TRUCK WEIGHT LIMIT 67 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 45 TONS WEIGHT LIMIT

Ton 1 : 67 Ton 2 : 45 Ton 3 :

APPROVED POSTING

Category : S-15 TRUCK WEIGHT LIMIT 67 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 45 TONS WEIGHT LIMIT

Ton 1 : 67 Ton 2 : 45 Ton 3 :

STRUCTURE GENERAL INSPECTION

Inspector	ID No.	Organizational Affiliation
PAM THEBEAU	STLC0611	ST LOUIS COUNTY
DANIEL A HOWELL	STLC0615	ST LOUIS COUNTY
[90] Inspection Type	Inspection Date	[91] Frequency
GENERAL	3/7/2014	24

STRUCTURE OTHER INSPECTION

Type	Category	Date	Freq	PIN	NBI
SPECIAL	QUALITY ASSURANCE	6/25/2012	99		N
UNDERWATER	WADE	3/7/2014	24	N	N

County = ST. LOUIS and Non_State_Structure_Type = NON STATE SYSTEM BRIDGE, NON STATE SYSTEM CULVERT



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

May 7, 2014
7:27:13am

County : ST. LOUIS

Class : NONSTATBR

Design No. : 096B368

Federal ID : 15622

STRUCTURE RATING

[58] Deck :	5-FAIR CONDITION	6/27/2012
[59] Superstructure ** :	7-GOOD CONDITION	5/3/2012
[60] Substructure ** :	5-FAIR CONDITION	6/3/2010
[61] Channel Protection :	6-WIDESPREAD MINOR DAMAGE	5/12/2008
[62] Culverts **:	N-NOT APPLICABLE	3/1/2002
[36A] Bridge Railing :	DOESNT MEET CURRNT STND-0	2/17/2006
[36B] Transitions Railing :	DOESNT MEET CURRNT STND-0	2/17/2006
[36C] Approach Railing :	MEETS CURRENT STANDARDS-1	2/17/2006
[36D] Rail End Treatment :	MEETS CURRENT STANDARDS-1	3/1/2002
[71] Waterway Adequacy :	SIGNIFICANT DELAY APPRCH	8/8/2002
[72] Approach Roadway Alignment :	6-SATISFACTORY	8/8/2002
[113] Scour Assessment ** :	5-FOUNDATION STABLE	5/12/2008
Type of Scour Evaluation	OBSERVED	
[67] Structure Evaluation :	5-BETTER THAN MINIMUM	3/1/2002
Sufficiency Rating :	49.80 %	3/1/2002
Deficiency :	FUNCTIONAL	3/1/2002
[68] Deck Geometry :	2-BASICALLY INTOLRBLE 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 :	A SINGLE SPAN WIDE FLANGE STEEL I-BEAM STRUCTURE WITH FULL HEIGHT GRAVITY REINFORCED CONCRETE ABUTMENTS ON SPREAD FOOTING.
Deck Rating Comments :	MANY PATCHES THROUGHOUT (>30%) TOPSIDE- NUMEROUS MAP CRACKS THROUGHOUT, SEVERAL HORIZONTAL CRACKS IN EASTBOUND LANE NEAR MIDSPAN. SMALL 6"X2"X12" SPALL WHERE DECK MEETS ASPHALT APPROACH. 1' DIAMETER SPALL AT SOUTHEAST CORNER. FULL LENGTH LONGITUDINAL CRACK IN WESTBOUND LANE. HORIZONTAL CRACKS ALONG EAST 2/3 OF NORTH CURB. UNDERSIDE- SMALL TRANSVERSE CRACKS W/EFFLOR. IN UNDERSIDE SLAB. DELAMS, SPALLS, AND CRACKS ALONG ENTIRE NORTH EDGE UNDER GUARDRAIL ATTACHMENT.
Superstructure Comments :	BEAMS- SPOTS ON NORTH EXTERIOR BEAM OF MINOR RUST ON TOP FLANGES AND AT CONNECTIONS, MINOR BOTTOM FLANGE RUST ON NORTH EXTERIOR BEAM NEAR MID SPAN, VARIOUS SCATTERED SMALL SPOTS OF RUST ON OTHER GIRDERS. BEARINGS- SOME RUST VISIBLE AT ALL BEARINGS.
Substructure Comments :	EAST END BENT- HORIZONTAL AND VERTICAL CRACKS WITH MOISTURE SEEPAGE AND EFFLORESCENCE. DIAGONAL CRACKS AT LOWER SOUTH CORNER VERY LARGE CRACK NEAR ABUTMENT IN SOUTHEAST WING, SEVERAL HORIZONTAL CRACKS IN BOTH WINGS. WEST END BENT- SEVERAL HAIRLINE VERTICAL AND MAP CRACKS THROUGHOUT ABUTMENT. HAIRLINE MAP CRACKS IN SOUTHWEST WINGWALL. LARGE VERTICAL CRACK WITH SPALLING IN NORTHWEST WINGWALL. OTHER MAP CRACKS IN NORTHWEST WING. NO RELATIVE DISPLACEMENT AT CRACK IN SE WING.
Channel Protection Comments :	OK.
Culvert Comments :	
Bridge Railing Comments :	W-BEAM
Transition Railing Comments :	
Approach Railing Comments :	
Rail End Treatment Comments :	ET-2000
Water Adequacy Comments :	BRIDGE DECK ABOVE ROADWAY APPROACHES. OCCASIONAL OVERTOPPING OF ROADWAY WITH SIGNIFICANT TRAFFIC DELAYS.
Approach Roadway Comments :	MINOR REDUCTION IN SAFE OPERATING SPEED DUE TO HORIZONTAL ALIGNMENT.

County = ST. LOUIS and Non_State_Structure_Type = NON STATE SYSTEM BRIDGE, NON STATE SYSTEM CULVERT



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

May 7, 2014
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County : ST. LOUIS

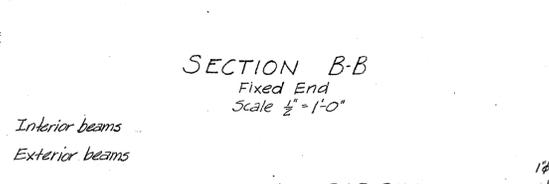
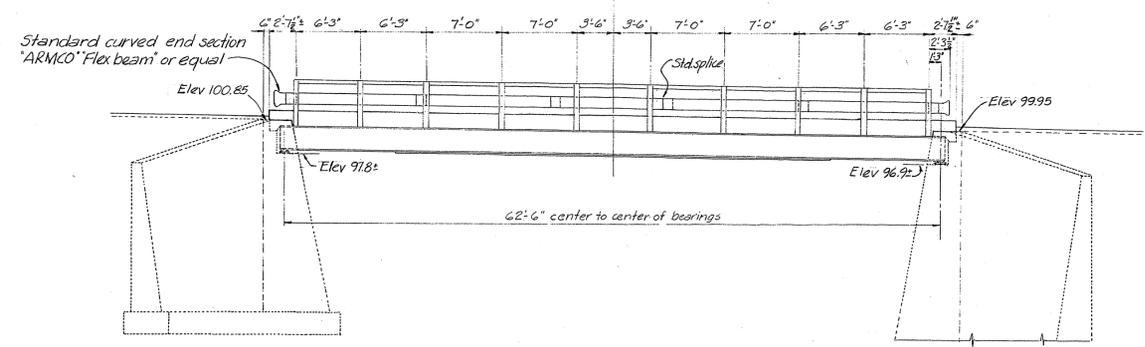
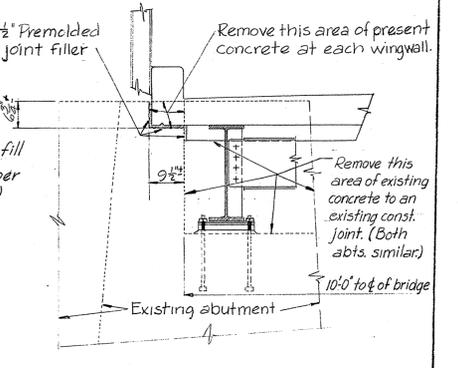
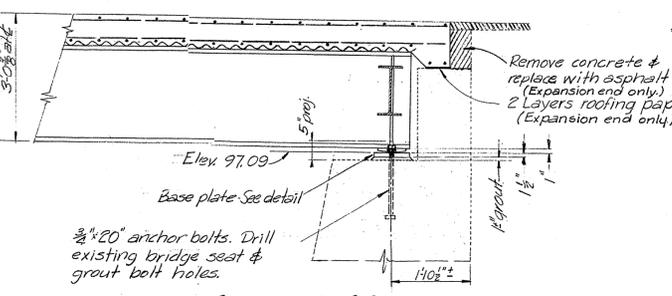
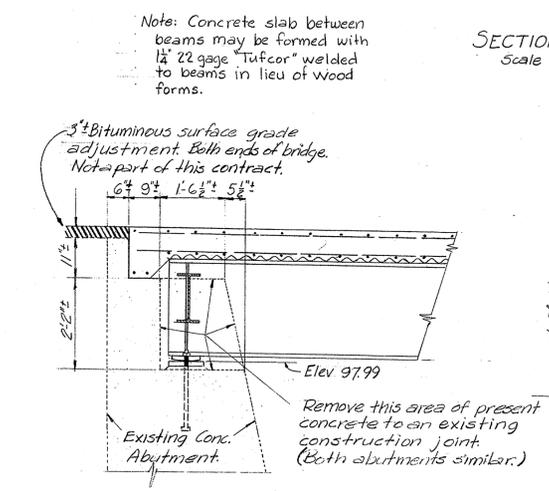
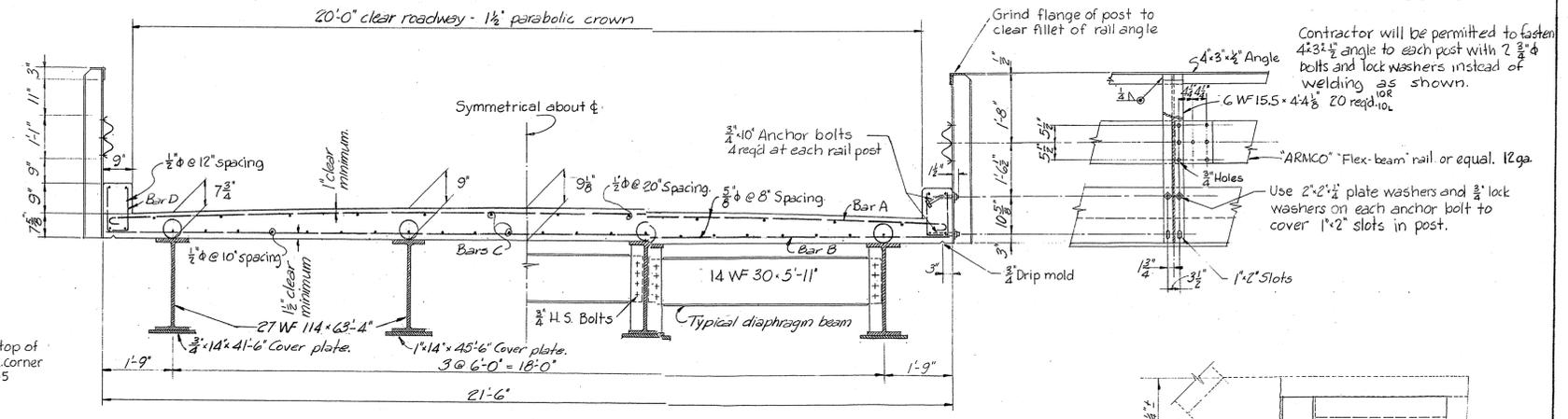
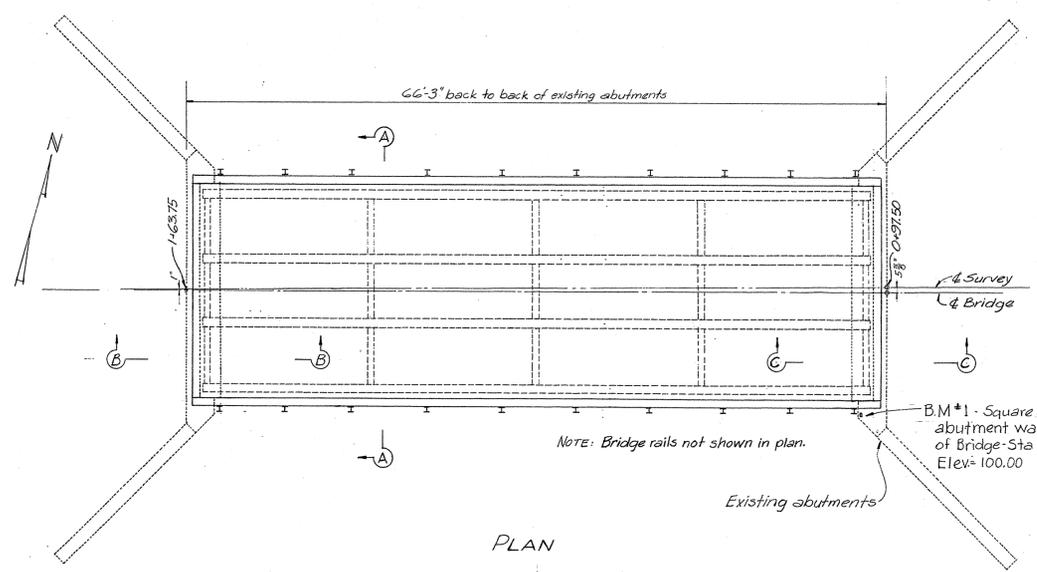
Class : NONSTATBR

Design No. : 096B368

Federal ID : 15622

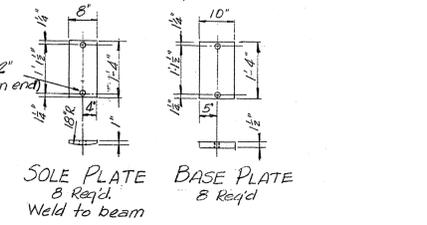
Scour Assessment Comments : NO SCOUR. FOUNDATION STABLE.

Work Comments :



BAR BILL

Bar	Size	Number	Length	Shape
A	3/8" φ	99	23'-2"	Str.
B	3/8" φ	101	21'-2"	Str.
C	1/2" φ	44	6'-4-11"	Str.
D	1/2" φ	132	2'-10"	Str.

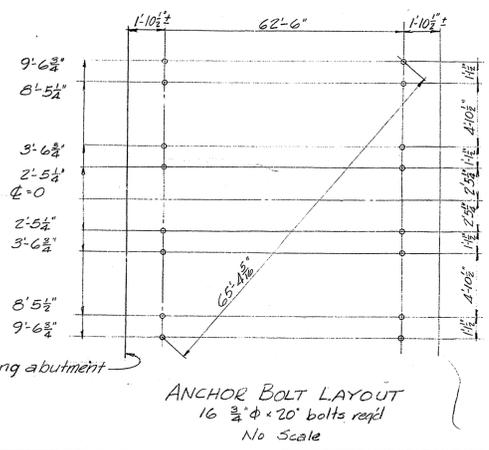
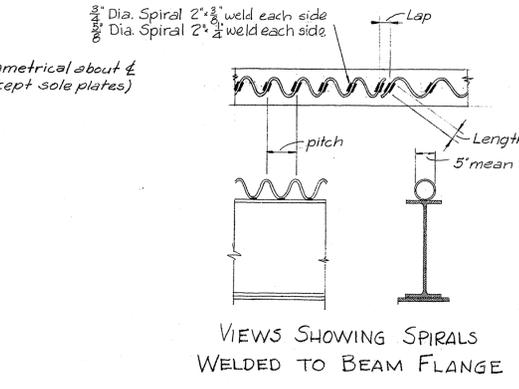
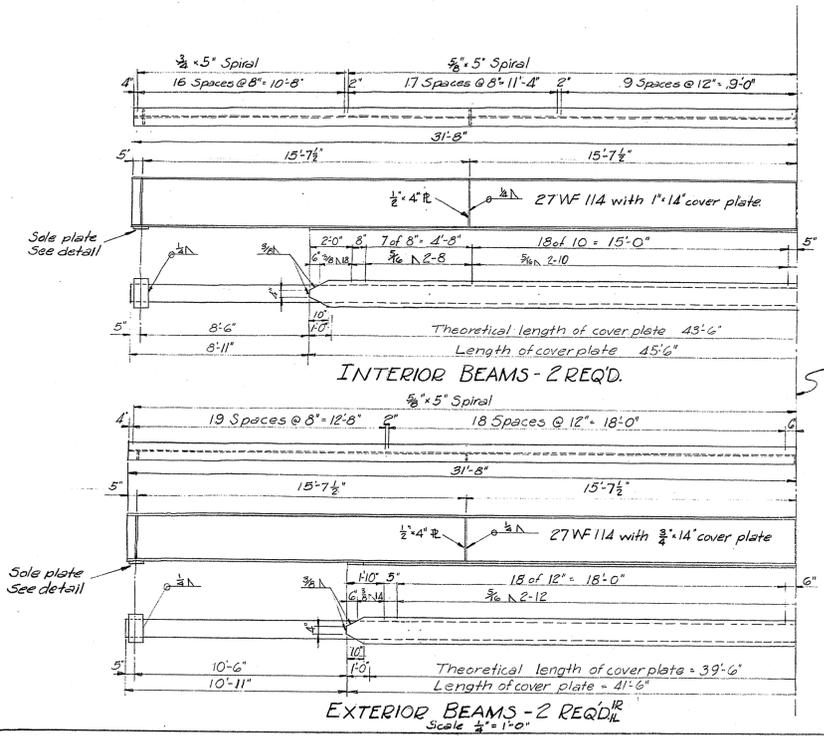


BILL OF MATERIALS

Quantity	Unit	Description
402	Cu yd.	Class "A" concrete
6,780	Lbs.	Steel Reinforcing Bars
40,780	Lbs.	Fabricated Structural Steel
3,830	Lbs.	Metal Railings

Notes

Design based on A.A.S.H.O. Specifications for Highway Bridges. H 20 S16-44 Loading. Steel beams carry dead loads. Beams and slab carry live loads by composite action. Beams shall not be supported or shored when deck slab is placed. Beams shall be cambered for dead load deflection. Reinforcing shall consist of one shop coat of red lead primer and three field coats of aluminum. Spiral shear devices and tops of upper flanges of beams shall be left unpainted.



ALTERNATE B

STEEL & CONCRETE COMPOSITE BEAMS

BRIDGE NO. 3001 ON VANCE ROAD

OVER FISHPOT CREEK.

OFFICE OF ST. LOUIS COUNTY HIGHWAY ENGINEER

CLAYTON, MO. FEB. 1955

APPROVED BY: *Frank A. Pierson*

Highway Engineer

FB.# 742

Scale as shown.

Checked by J.S.
Drawn by J.J.B.
Design: J.J.B. From sketches by N.J.L. April-1954