



**Missouri's
Local
Program**
*for community
development*

COVER SHEET

(This must accompany your firm's letter of interest and does not count in the page limit)

Firm's Full Legal
Name:

_____ Bartlett & West, Inc. _____

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Work Category:

- Roadway Design
- Trails & Sidewalks
- Construction Inspection
- Traffic Engineering & TEAP
- Structures
- Environmental
- Historic Preservation
- Multimodal Planning / Systems and Facilities Design
- Transportation Planning – **NEW CATEGORY**

When a Local Public Agency (LPA) requires an on-call consultant from the structures category, they want a firm that is experienced with all phases of structures design. Whether it be hydraulics, rehabilitations or final design and plans for a bridge replacement, Bartlett & West is the firm that can handle it all. On-call bridges for local public agencies are commonly on tight schedules and have restricted budgets. Bartlett & West has proven through our projects completed in the past that we excel at meeting deadlines and delivering jobs within budget. With more and more bridge projects being necessary due to decaying infrastructure, Bartlett & West is more than ready to be a trusted partner to help tackle these challenges. Our bridge team continues to grow and brings a wealth of experience to help provide solutions for any potential issues that may arise.

PRELIMINARY DESIGN

Bartlett & West has an abundance of hydraulic design expertise when it comes to bridges and box culverts. Whether the project consists of roadway overtopping, split flow or multiple opening analysis or 2-D analysis, our team has the experience to take on a broad range of hydraulics-related challenges. We have worked on projects coordinating conditional or permanent letter of map revision (CLOMR/LOMR) requirements and other historic information for model calibration with the Federal Emergency Management Agency (FEMA). Bartlett & West has gone through the CLOMR/LOMR process on projects in Lee's Summit involving several box culverts and for MoDOT on the Lafayette Street Interchange in Jefferson City involving Wears Creek.

Todd Kempker, PE, leads our hydraulic modeling team and has significant experience on complex bridge and culvert models. Todd is joined by **Dillon Feely, PE**, **Travis Bradshaw, EI**, **Kylie Eicholz, PE**, and **Paige Reeser, EI**, to round out our main hydraulics team. Travis and Dillon have expanded on their experience while working on our on-call MoDOT projects in Bollinger County on Route ZZ and in Scotland County on Route C as well as many others. Dillon used 2-D analysis on the Bicentennial Bridge project in Jefferson City, the Scotland County Route C project and many others.



Swinging Bridge, Miller County, MO

Our bridge team includes **David Straatmann, PE**, **Chris Criswell, PE**, and **Anousone Arounpradith, PE**. They help with laying out span arrangements for bridge stream crossings as well as grade separations. Each are valuable in analyzing potential superstructure types quickly, speeding up the design process and providing the analysis needed in determining the best low-cost alternative. On projects such as Willow Creek Road over Willow Creek in Camden County, numerous bridge and box culvert options were investigated to ensure our client received the best value for the job.

FINAL DESIGN AND PLAN PRODUCTION

Bartlett & West excels at final design and plan production when it comes to bridge projects. Our staff utilizes several spreadsheets that transfer information directly to CAD that can greatly reduce detailing and design time. Camber/haunching values and bottom of slab elevations are copied into drawings directly from engineers' design spreadsheets which ensures no typographical errors are committed in the process of transferring large amounts of data.

Along with David, Chris and Anousone, our bridge team also includes someone very familiar to MoDOT, **Michele Atkinson, PE**, who recently started with Bartlett & West after retiring from MoDOT as a Structural Liaison Engineer. We also utilize **Travis Bradshaw** and **Tracy Ash** to support our bridge team. Travis has previously worked on the I-29 Interchange at Route 273 near Kansas City as well as a box culvert bridge on Femme Osage Creek Road for St. Charles County. Tracy joins our team with many years of experience as a structural technician and excels in efficient detailing in Microstation and AutoCAD.

At Bartlett & West, we pride ourselves in our diligent QC/QA process that leads to a high-quality set of bridge plans. We use the same design and detailing process that is used at MoDOT with an initial design and an independent design check. David, Chris, Anousone and Michele with their many years of experience serve as final QC/QA for deliverables to help ensure quality construction documents.

BRIDGE EVALUATIONS AND REHABILITATIONS

Bartlett & West has extensive experience in bridge evaluation and rehabilitation work. Our workforce has completed numerous rehabilitation projects during their careers. Several of our bridge staff were employed and trained by MoDOT previously, and we are well versed in the means, methods and preferences of MoDOT's Bridge Division to ensure LPA clients get safe and efficient solutions.

Bartlett & West has significant experience in completing bridge rehabilitation projects. Bridge repair strategies such as re-decking, expansion joint replacement and rehabilitation, beam strengthening and making intermediate and end bents integral were included in projects in St. Clair, Callaway, Cooper and Howard Counties.

We have also performed many bridge evaluations through the Bridge Engineering Assistance Program (BEAP). Through the BEAP program, we have assisted local public agencies with evaluations, including ratings, repair details and cost estimates. These abilities used for evaluating bridges within tight schedules and budgets are also applicable for potential on-call projects with rehabilitations.

Along with these evaluations, Bartlett & West also performs fracture critical inspections for the State of Missouri. We provided plans to re-purpose an existing approximately 100-year old railroad bridge to be used for the Rock Island Trail. The 3-span structure which included 50-foot long, simply supported plate girder approach spans with a 130-foot long deck truss middle span was inspected, designed and load rated for a pedestrian crossing.

We are also currently working with Miller County on the rehabilitation of their historic swinging bridge near Brumley. Working on these types of projects only enhances Bartlett & West's abilities and diversifies our knowledge to help local public agencies with any of their bridge issues.



Rock Island Trail near Eldon

FULL DESIGN SERVICES AND MEETING DEADLINES

Bartlett & West provides full services to go along with its bridge projects. **Todd Kempker, PE**, as well as **Austin Johnson, PE** and former MoDOT employees **Bruce Green, PE**, **Missy Wilbers, PE** and **Mike Dusenberg, PE**, complement our bridge services with a wealth of knowledge and experience when it comes to roadway design. For LPA projects in Cole and Camden Counties as well as MoDOT projects on Route ZZ in Bollinger County, Route 82 in St. Clair County and three different bridge rehabilitation projects in Callaway, Howard and Cooper Counties, Bartlett & West provided roadway plans with the bridge plans. All of these projects were submitted on or before the scheduled due date with the client. With our team, LPAs can feel comfortable handing projects to Bartlett & West with nearly any scope or schedule and be confident that we will come through.

SUMMARY

Bartlett & West frequently works on MoDOT and LPA projects administered by MoDOT. This experience allows us to be able to stay on schedule by knowing what submittals MoDOT requires and expects on each deliverable. We also have familiarity with the administrative paperwork needed to help the LPA meet MoDOT requirements and complete the project as we previously did for Camden County for the Willow Creek bridge over Willow Creek. We commit to being accessible and responsive, displaying integrity and providing proactive communication. With our proven record of delivering on-call projects on time and on budget, Bartlett & West is a trusted partner to help deliver projects that provide a safe transportation system for the citizens of Missouri.



RELEVANT PROJECTS

Femme Osage Creek Road Bridge over Becker Branch - St. Charles County



St. Charles County needed to replace a three-span bridge in poor condition on one of their many rural routes. Bartlett & West was proud to provide the County with a new 13' x 10' triple box culvert after analyzing different types of bridges to meet budgetary constraints. Since there was a history of debris removal, the new culvert was designed with straight wing walls to help reduce future build up. The road was also re-aligned to improve safety for the travelling public. The project was let and constructed in 2024.

Contact

Chris Bostic, PE
Project Manager
636.949.7900

Green Valley Drive Bridge over Hominy Creek - City of Columbia



The City of Columbia hired Bartlett & West to determine a rehabilitation strategy after a MoDOT inspection severely reduced the weight limit on this bridge to 3 tons because of corrosion to the fracture critical members. Bartlett & West analyzed the structure and found the stringers to be the weak link for the load rating so additional stringers were added to greatly strengthen the bridge. This allowed the bridge to be improved without replacing the entire structure. The project was completed in 2024.

Contact

Vineet Kapila
Project Superintendent
573.874.2489

Willow Creek Road over Willow Creek - Camden County



An undersized 24-foot simple span bridge in Camden County that caught a lot of drift was replaced by Bartlett & West with a 41-foot simple span bridge comprised of Type 2 prestressed concrete girders. The new bridge was raised a couple feet to decrease the chance of overtopping. The roadway was also widened to accommodate from 20 feet to 26 feet and guardrail was added to the structure to improve safety as well as to help increase water flow in high water events.

Contact

Patrick Wolf
Road & Bridge Administrator
573.346.4471

Dunklin Street over Wears Creek - City of Jefferson



The City of Jefferson replaced the obsolete three-span bridge on Dunklin Street over Wears Creek with a single 86-foot span steel-plate girder structure. Because Wears Creek has a designated floodway, a hydraulic analysis was conducted to ensure that “no-rise” conditions were maintained. Several blocks of adjacent roadway were reconstructed with sidewalk, storm sewers, upgraded sanitary sewers, aesthetic lighting enhancements and extending the City’s greenway trail through the bridge was also included with the project.

Contact

David Bange, PE
City Engineer
573.634.6433

County Road 531 over School Hollow - Osage County



Bartlett & West provided survey, design and construction observation and administration services, all following MoDOT’s LPA guidelines, for this Osage County project. The project constructed a two-span prestressed concrete girder bridge to replace the existing single lane structure on County Road 531. The replacement structure was designed to allow agricultural traffic to pass and a temporary bypass was utilized during construction to maintain access for local residents and emergency vehicles during construction.

Contact

Larry Kliethermes
County Commissioner
573.897.2139

