

November 14, 2014

Mr. Kenny Voss, P.E.  
Local Program Administrator  
MoDOT Central Office  
Via email to: [MaryAnn.Jacobs@modot.mo.gov](mailto:MaryAnn.Jacobs@modot.mo.gov)

Re: **LPA On-Call Professional Services – Construction Inspection**

To whom it may concern:

EDM Incorporated wishes to be considered for the referenced services.

EDM has provided continuous professional engineering services to our clients in the St. Louis area and throughout the world, for more than 40 years. St. Louis is our headquarters and base of operation. Our current staff of 23 employees includes 9 registered professional engineers, 4 registered structural engineers, 1 registered architect and 4 LEED accredited professionals.

We have provided construction inspection services to hundreds of clients, including private corporations, state and local transportation and public works departments and institutional clients. Most recently, we have provided these services to LPAs as part of surface transportation projects (STP).

Our transportation staff has been trained to provide these services in accordance with MoDOT requirements. This training includes ADA training, LPA Basic Training Program and APWA Construction Inspection Certification. In addition to this training, our staff has recent on-the-job experience applying the skills necessary to perform construction inspection services for LPAs. The services we typically perform are as follows:

- Thorough knowledge and familiarity with the plans and specifications, including the MoDOT Standard Construction Specifications and the Job Special Provisions for the project at hand
- Attendance at and participation in the pre-construction conference
- Preparation of the Daily Log Book (Diary)
- Preparation of the Quantities Book
- Monitor Buy America Certifications
- Coordination with Utility Companies
- Coordination and Communication with adjacent property owners
- Receive and monitor Contractor's Schedule
- Review shop drawings

**EDM Incorporated**



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Direct: 314/335-6919

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1973-2013

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Project Management

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Engineering Companies

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- Coordination and Communication among Contractor, Local Agency and Testing Agency to ensure that appropriate personnel are on-site, when work is being performed
- Maintain Diary
- Maintain Quantities
- Photo documentation
- Bulletin Board Inspections
- Wage Interviews
- DBE Compliance (CUF Forms)
- Respond to RFIs
- Monitor Erosion Control Reports
- Prepare Weekly Progress Reports
- Preparation of Field Changes
- Preparation of Change Orders
- Review and Approval of Contractor's Pay Requests
- Perform final inspection and punch list and follow-up inspection
- Monitor as-built drawings
- Assist Owner with Project Close-out Documentation

The personnel who would perform the construction inspection services consist of Steven M. Skasick, P.E., Len Madalon, P.E. and/or Anthony J. Tarro.

Steve is a graduate of The University of Missouri at Rolla with a Bachelor of Science in Civil Engineering. He is a registered professional engineer in 3 states, including Missouri. He has over 30 years' experience in the design and construction of civil engineering projects, including roads, bridges, water and sewage treatment facilities, storm and sanitary sewers, storm water detention facilities, pump stations, rail spurs, harbors, trails, sidewalks, campgrounds and site development. He has been with EDM since 1984.

Recently, Steve was involved with the site inspection of two STP-funded projects for the City of Hazelwood, Missouri – Missouri Bottom Road and Fee Fee Road. In that capacity he performed site inspections, maintained the construction diary and quantities books, reviewed and approved shop drawings, pay requests and prepared change orders. He also supervised other staff, which performed similar services as well as those bulleted items mentioned above.

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Len Madalon is a graduate of Purdue University with a Bachelors and Masters of Science in Civil Engineering. He is a registered professional engineer in three states, including Missouri. He has nearly 20 years' experience in the design and construction of civil engineering projects. His area of expertise is stormwater solutions. This has included stormwater master plans, bridge hydraulics, the design of piped and channel stormwater solutions, and the construction inspection of those designs. His recent construction inspection experience has included both piped and channel construction projects in the City of Frontenac, Missouri.

Tony Tarro is a graduate of Lincoln Land College with an AAS degree in Design/Drafting. He is also an IDOT Certified Inspector and is a holder of the APWA Construction Inspection Certification. He has more than 20 years' experience in the design and construction inspection of transportation projects.

His construction inspection experience, within the past 5 years has included intersection improvements and new signals at: Astra Way and Old MO. State Road in Arnold, MO; Route 127 and Williams Road. in Carlyle, IL; Route 67 and Wal-Mart entrance in Godfrey, IL; Fee Fee Road and McDonnell Boulevard in Hazelwood, MO and Route 16 and Union Avenue in Litchfield, IL.

EDM has the experience, the personnel and the desire to serve local public agencies with their construction inspection projects. We have excellent relationships with various sub-consultants, who help us provide the construction inspection services you expect. These sub-consultants include geotechnical firms, who provide testing, and surveyors, who provide staking and as-builts.

We look forward to the opportunity to work with your agency.

Sincerely,

A handwritten signature in black ink, appearing to read 'Steven M. Skasick'.

Steven M. Skasick, P.E.

Executive Vice President

SMS/vp

# Missouri Bottom Road Reconstruction STP-9900 (692)

Hazelwood, Missouri



EDM was hired by the City of Hazelwood to provide engineering services for the reconstruction of Missouri Bottom Road, from Tulip Tree Lane to Taussig Road (St. Louis Mills Boulevard).

The existing 1,200 linear foot roadway was a winding, two-lane, 22-foot wide asphalt pavement with open

drainage. The design replaced the roadway with a two-lane, 29-foot wide pavement section with integral curb and approximately 2,000 LF of enclosed drainage. Associated improvements included concrete sidewalks the length of the road, modular block retaining walls, and guard rails. The design greatly improved unsafe site conditions by changing horizontal and vertical alignments.

**Problems/Solutions:** During the design, the existing 100 foot high roadway slope began to fail. In order to construct the proposed roadway project, the existing slope would need to be stabilized. The solution for stabilizing the roadway slope was to construct an underdrain system parallel to the roadway slope. The purpose of this system was to collect any subsurface ground water and direct it away from the underlying shale. The design included 3,800 LF of interceptor and collector slope drains. The slope was regraded to a 3:1 slope. A 1,100 linear foot dry swale was constructed at the bottom of the slope in order to collect the water from the underdrain system and to comply with MSD's Stormwater Quality requirements. Photo below.

Surveys included the existing right-of-way, property information, topography, utilities, and cross sections.

Design services included preparation of detailed construction plans; right-of-way plans; easements; specifications; cost estimates; utility coordination; subsurface investigations; compliance with MSD water quality requirements; bidding documents; and construction administration services.



Photo of dry swale (BMP) at base of 100-foot high embankment

## QUICK FACTS

**Type** Street Reconstruction

**Owner** City of Hazelwood

**Services** Civil, Project Management

**Const Cost** \$1.2 M

**Dates – Design:** 2011

**Construction:** 2012-2013

### Contact:

David Stewart

314.513.5030

dcstewart@hazelwoodmo.org

### Special Features

Enclosed drainage system

Slope Stabilization

Dry Swale Construction to

collect stormwater

Surveys

Erosion Control Plan

# Fee Fee Road Improvements

STP-5408 (605)

Hazelwood, Missouri



## QUICK FACTS

**Type** Roadway Improvements

**Owner** City of Hazelwood  
Mr. David Stewart  
Director of Public Works  
314.513.5030

**Services** Civil, surveys

**Costs** \$1,108,553 (Est)  
\$729,000 CC

**Dates** Design 2011 -2013  
Construction: 2013

### Special Features

ADA -accessible sidewalks  
Federal funded  
Designed to MoDOT standards  
Bioretention  
Hydrodynamic Separators

EDM Incorporated provided engineering services for the design of a 1450-foot long, three-lane roadway between McDonnell Boulevard and Chapel Ridge. This project was federally funded and designed to MoDOT Standards.

Work included surveys (topographic and right-of-way), drainage design, roadway design, utility coordination, easements, right-of-way, and construction inspection services.

The project included sidewalks down one side of the 1450-foot length of street, and ADA-accessible improvements to the intersection of Fee Fee and McDonnell Boulevard, providing pedestrian access from a residential area to the bus stop at Fee Fee & McDonnell. The intersection was within St. Louis County right-of-way; therefore, any new work in this area was designed to St. Louis County Highway Standards.

BMPs, consisting of two bioretention basins and two hydrodynamic separators, were used in order to meet Metropolitan St. Louis Sewer District's (MSD) stormwater management requirements.

# Oak Valley-Hickory-Geyer Crossing

Frontenac, Missouri



This project manages stormwater runoff at the local level through the use of natural systems and bypasses concentrated flow from the upstream watershed. The prior stormwater system consisted of an upstream channelized portion, requiring intensive maintenance, and a severely eroded downstream portion.

EDM conducted the hydraulic calculations to appropriately bypass flow from upstream watersheds to a natural system with adequate capacity. Piping systems include over 1800 linear feet, ranging in size from 12 to 66 inches in diameter. The project also includes over 350 linear feet of box culvert.

Local flows are directed to a natural channel system with a cobble bottom. The upstream section is essentially straight and continues for 384 feet. The downstream section meanders and has a length of 500 feet. The meandering stream was designed according to fluvial geomorphic principals.

Oak Valley-Hickory Trail: As a part of this project, EDM designed a 700-foot long asphalt trail to fit within the city right of way. The design placed the trail adjacent to a redesigned gravel bed stream to give the residents an opportunity to get a little closer to nature. A parking pad was designed with pervious pavers adjacent to the trail to allow utility access to Ameren and AT&T. New trees were specified to replace those that could not be avoided. Gas and water lines were relocated. See photo to right.



Permits were obtained for Land Disturbance and Water Quality (401 and 404 Individual Permit). Mitigation was required and some was provided onsite.

One residence was flood proofed at two locations. At the first location, a window well draining to an inlet with a Tideflex backflow preventer at the outfall was constructed. The basement stairwell was flood proofed by adding an underground storage tank to hold the local rainfall while Two-Mile Creek was up.

Construction of this project relieves flooding at three road crossings during the 15-year storm and protects two homes from 100-year flooding.

## QUICK FACTS

**Type** Stormwater Improvements

**Owner** City of Frontenac

**Contact:** Jeff Wappelhorst, 314/994-0654

**Services** Civil, Project Management

**ConstCost** \$820,588

### Dates

Design: 2007

Constructed: 2009/2010

### Special Features

- Utility Coordination
- Trail Design
- Flood Control
- Fluvial Geomorphology
- Pervious Paves
- 404 Individual Permit
- Hydraulic Calculations
- Floodproofing
- Onsite Mitigation

Structural  
Civil  
Building Systems  
Project Management

# transportation

**EDM INCORPORATED**



## INFRASTRUCTURE EXPERIENCE

### SPECIALTY SERVICES

Site Development  
Roadway Design  
Curbs/Sidewalk Design  
Bridges/Culvert Replacement Design  
Pedestrian Bridges  
Data Collection & Analysis  
Life Cycle Cost Analysis  
Traffic Control Plans  
Stormwater Needs Assessments  
Stormwater Master Plans  
Sanitary Sewer Line and Pump Stations  
Hydraulic Modeling & Reports  
Stormwater Erosion Prevention  
Stormwater Pollution Prevention Plans  
Permitting  
Parking Lots  
Parking Garages  
Cost Estimating  
Technical and Grant Application Assistance  
Construction Phase Services

### Bridges

St. Charles Co. 79 Bridges - Peruque (STP)  
St. Charles Co. 79 Bridges - St. Paul (STP)  
Sonderen Road Bridge Replacement & Mexico Road Widening - O'Fallon, MO  
West Meyer Road Bridge Replacement - Wentzville, MO (STP)  
Executive Centre Parkway & Bridge - St. Peters, MO  
Augusta Bottom Road - Two Bridge Replacements - St. Charles, MO (STP)

### Municipal/State Roadway Projects

City of Fairview Heights Kassing Drive & Summit Avenue

Pitman Hill Road Improvements  
Clayton Road Improvements  
Jungs Station Road Improvements  
Schuetz Road Improvements  
Truman Parkway - Grattan Street (STP)  
Various Webster Groves Street Improvements  
Missouri Bottom Road  
City of Belleville N. 43rd Street  
MODOT - I-55 Ramps at Lafayette, St. Louis, MO  
MODOT-Olive and I-7- Traffic Handling Plans, St. Louis, MO  
MODOT-I-44/55 Overlay, St. Louis, MO  
MODOT- I-55 Ramps  
Mexico Road Widening  
Barrett Station Road (STP)  
Mason and Ladue Road Intersection  
Columbia Bottom Concervation Area  
Fee Fee Road Improvements  
Teson Road Drainage Design  
Woodson Road Reconstruction Improvements  
Central and Norwood Avenues Street & Drainage Improvements (IDOT & MFT Funded)

### Private Sector Roadway Projects

Anheuser-Busch Northeast Campus Roadway and Lot  
Good Shepherd Lutheran Church Parking Lot and Road  
SeaWorld Ohio Parking Roadway  
MasterCard Headquarters Road & Parking  
Washington University Parking & Roads  
South County Shoppingtown Parking & Roads  
McKendree College Parking and Roads

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