

**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE SPECIAL HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING HELD IN
CHESTERFIELD, MISSOURI, TUESDAY, JULY 10, 2012**

A special meeting of the Missouri Highways and Transportation Commission was held on Tuesday, July 10, 2012, at the Missouri Department of Transportation, Transportation Management Center, 14301 South Outer 40 Road, Chesterfield, Missouri. Rudolph E. Farber, Chairman, called the meeting to order at 10:30 a.m. The following Commissioners were present: Grace M. Nichols, and Kenneth H. Suelthaus. Commissioners Stephen R. Miller and Lloyd J. Carmichael were present via teleconference. On February 2, 2012, Governor Nixon withdrew the appointment of Commissioner Joseph J. Hunt; at the time of the July 10, 2012, meeting, a replacement had not been appointed.

The meeting was called pursuant to Section 226.120 of the 2000 Revised Statutes of Missouri, as amended. The Secretary verified that notice of the meeting was posted in keeping with Section 610.020 of the 2000 Revised Statutes of Missouri, as amended.

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Kevin Keith, Director of the Missouri Department of Transportation; Rich Tiemeyer, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Tuesday, July 10, 2012.

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*“Department” or “MoDOT” herein refers to Missouri Department of Transportation.
“Commission” or “MHTC” herein refers to Missouri Highways and Transportation Commission.*

-- CLOSED MEETING --

Vote to Close Meeting

The agenda of the closed meeting was posted in keeping with Sections 610.020 and 610.022, RSMo, including the following statutory citations allowing the meeting to be closed:

1. Section 610.021(11), (12) – Competitive bidding specs, sealed bids, or negotiated contracts.

Upon motion duly made and seconded to convene in closed session, the Chairman called for a voice vote of the members. The vote was as follows:

Commissioner Farber, Aye
Commissioner Nichols, Aye
Commissioner Carmichael, Absent
Commissioner Miller, Aye
Commissioner Suelthaus, Aye

The Commission met in closed session from 9:00 a.m. until 10:30 a.m.

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-- OPEN MEETING --

CONSIDERATION OF PROPOSALS FOR I-64 DANIEL BOONE BRIDGE DESIGN/BUILD PROJECT

On behalf of the Director, Jim Gremaud, Transportation Project Manager, presented an overview of the I-64 Daniel Boone Bridge design/build project. Mr. Gremaud explained there is a need for a new Missouri River bridge on I-64 connecting St. Charles and St. Louis counties, to replace the bridge that was built in 1935 (the companion bridge was built in the 1980s). In addition to a new bridge, the scope of the project includes construction of a new shared use path that will connect the Katy Trail State Park with the Monarch Levee Trail, and improvements to the Chesterfield Airport Road interchange. The 80 year old bridge has deteriorated significantly requiring full weekend closures to do necessary repairs, and cannot adequately accommodate the 50,000 vehicles per day with only three lanes of traffic without room for shoulders.

Project Goals

The goal of the design/build project is to construct as much road, bridge, and trail work as possible for the best price possible. The design/build team established project goals early in the process.

These goals include:

- Deliver the project within the programmed budget of \$125 million.
- Construct a Missouri River bridge that can be reasonably maintained to provide more than a century of useful life.
- Maximize the mobility, capacity, and safety improvements in the corridor when construction is complete.
- Minimize and mitigate construction impacts and maximize work zone safety to customers through construction staging and communication efforts.
- Complete the project no later than July 1, 2016.

Mr. Gremaud elaborated that while the program amount for the project is \$125 million, the amount available to the teams submitting proposals was \$117 million. This allowed the department to budget \$8 million for acquisition of right of way, payment of stipends, relocation of utilities, and a number of other items that were not included in the request for proposals. It was made very clear to the proposing teams there was only \$117 million available to design and build the project they propose.

This project includes goals for disadvantaged business enterprise (DBE), and is unique when compared to other MoDOT projects because the department split the DBE commitment between construction activities and professional/design activities. The proposing teams needed to commit to at least fourteen percent of the project to DBE firms for construction work, and a twenty percent commitment for professional/design services. The DBE community requested the goals be divided in this manner, and both MoDOT and the DBE community believe it will provide more opportunities for DBE firms to participate in the project.

The workforce diversity goals include 14.7 percent minority participation and 6.7 percent female participation. These goals apply per craft. The department does not plan to use on-the-job training goals for this project; however, on-the-job training goals will apply if workforce goals are not met per craft.

Procurement Process

On December 7, 2011, the Missouri Highways and Transportation Commission approved the use of design/build for the I-64 Daniel Boone Bridge project. Since that time, MoDOT's design/build team has been working through the procurement process. Four teams were prequalified in February 2012 to compete for the contract. The Request for Proposals was issued in March 2012. The MoDOT design/build team held weekly meetings with each of the four teams for ten weeks. The four teams submitted their final proposals on June 1, 2012. The MoDOT design/build team reviewed and evaluated the proposals.

The four teams that submitted proposals include:

- AB-MBI – a team composed of American Bridge Co.; Millstone Bangert, Inc.; and Parsons Transportation Group, Inc.
- KCI – a team composed of KCI Construction Company, Midwest Foundation Corporation, and Jacobs Engineering Group, Inc.
- MT – Massman Construction Co.; Traylor Bros., Inc.; Fred Weber, Inc.; and HNTB Corporation.
- Walsh Alberici – a team composed of Walsh Construction; Alberici Constructors, Inc.; and Burns & McDonnell.

Evaluation

The items that were evaluated by the MoDOT design/build team included the scope of the Missouri River Bridge, roadway and other structures, method of handling traffic, schedule, disadvantage business enterprise/workforce diversity plan, safety plan, and contract cost. Mr. Gremaud provided a summary of the project limits and scope highlights from each proposing team.

AB-MBI proposed a new bridge upstream of the existing bridges. The proposed bridge is a plate girder type superstructure. The superstructure is a variable depth superstructure which means the steel is deeper at pier locations and shallower at mid-span areas. The proposal includes adding a fourth lane in the west bound direction to the Missouri Research Park Interchange, replacing the Chesterfield Airport Road interchange on the existing alignment with building a new bridge, rehabilitation work on the 1980's bridge to replace expansion joints, building new approaches, constructing a shared use path to connect the Monarch Levee Trail with the Katy Trail State Park, and fixing the scour hole near the St. Charles County bank. The total cost of AB-MBI's proposal is \$117 million.

KCI proposed a new bridge downstream of the existing bridges. This is the only proposal that placed the new bridge downstream. The bridge in this proposal would have a truss section for the main span. The main span is a 500-foot opening required by the Coast Guard for river traffic. The proposal included reducing the four lanes to three lanes one-quarter of a mile west of the river, connecting the

north outer road to the west bound I-64 ramp in St. Louis County, and the shared use path would connect to the Katy Trail directly off the bridge on the downstream side, and does not include any improvements to the 1980s bridge. The total cost of KCI's proposal is \$117 million.

MT proposed a new bridge upstream of the existing bridges. The proposed bridge is a girder type bridge. The proposal included adding a lane to west bound I-64 to the Missouri Research Park interchange, building a new bridge on a new alignment at the Chesterfield Airport Road interchange with roundabouts on each side of the interstate, resurfacing the west bound lanes of I-64 from the end of new bridge in St. Charles County to the Missouri Research Park interchange, fixing the scour hole near the St. Charles County bank, and providing a long loop on the upstream side to connect the shared use path to the Katy Trail. The total cost of MT's proposal is \$114 million.

Walsh-Alberici proposed a new bridge upstream of the existing bridges. The shared use path included two scenic overlooks in addition to the standard 10' shared use path proposed by all teams. The limits of the project extended to the Spirit of St. Louis interchange on the east side and out to Route 94 on the west side. The proposal included adding a fourth lane to the west bound direction from the new bridge out to the Route 94 interchange. The east end of the project included improvements to the Spirit of St. Louis interchange including raising the bridge twenty-two inches to address vertical clearance issues, building a new Chesterfield Airport Road bridge on a new alignment, connecting the shared use path to the Katy Trail in a loop around a quarry on the Missouri Department of Conservation's property, and rehabilitating and resurfacing pavement on ramps in the east bound direction in St. Louis County. The proposal also included rehabilitating the 1980's bridge with a new latex overlay, replacing compression seals, building new approach slabs, cleaning and coating bearings, fixing the scour hole near the St. Charles County bank, and steel corrosion repair and recoating. The total cost of Walsh-Alberici's proposal is \$111 million.

Commission Consideration and Action

Mr. Gremaud recommended Walsh-Alberici as the best value proposer. He outlined their proposal further highlighting the proposed traffic control during construction would maintain the current number of lanes with no peak volume closures. The Chesterfield Airport Road Bridge remains open except for two partial weekend detours for bridge demolition and girder setting. The plan also provides emergency pull off areas within the project limits making it safer for a motorist to stop on a shouldered area if needed.

Mr. Gremaud explained that Walsh-Alberici also had an accelerated time line in their proposal that would start construction in February 2013 on the new bridge, east bound pavements, Chesterfield Airport Road interchange, and Spirit of St. Louis Bridge completing that work by November 2014. Starting in 2015, the proposal includes the rehabilitation work on the 1980's bridge and west bound road work with completion scheduled for October 2015. The 1935 bridge would be demolished in the last few months of 2015. The project would be entirely completed by December 31, 2015, six months ahead of the requested deadline.

Mr. Gremaud recommended the Commission approve Walsh-Alberici joint venture as the best value proposal, and also requested the Commission authorize the director, chief engineer, chief financial officer, or their designee to negotiate and execute a contract with Walsh-Alberici joint venture, and approve the payment of a \$250,000 stipend to each of the three unsuccessful proposing teams.

Chairman Farber thanked Mr. Gremaud for his presentation and the MoDOT design/build team for their work on this project to date. Commissioner Suelthaus acknowledged the professional approach to entering into design/build agreements and what a wonderful opportunity for the State of Missouri to get a lot of project for the money invested. Commissioner Nichols commended the MoDOT design/build team and stated Missouri will be better for the work they have done. Commissioner Miller expressed appreciation to all four teams for their proposals and the procurement process that MoDOT

uses for design/build projects. Commissioner Carmichael congratulated the Walsh-Alberici team for their efforts to reduce costs and enlarge the scope of the project; he also expressed his confidence in the team that evaluated the proposals and his excitement for this project.

After consideration, Commissioner Suelthaus moved that the Commission adopt staff recommendations to approve the Walsh-Alberici joint venture as the best value proposer for the I-64 Daniel Boone Bridge design/build project; authorize the director, chief engineer, chief financial officer, or their designee to negotiate and execute a contract with Walsh-Alberici joint venture subject to approval as to form by the Chief Counsel's Office; and authorize payment of the agreed stipend to the three unsuccessful proposing teams. This motion was seconded by Commissioner Nichols. The Commission unanimously approved the motion, Commissioner Miller abstained from voting.

Chairman Farber concluded the meeting by stating the citizens of Missouri and MoDOT received a great bargain, a project with more scope than anticipated for less than the estimated cost. The Chairman expressed his appreciation to the MoDOT design/build team and all the contracting teams that participated in the procurement process. This project demonstrates the design/build process works and delivers a fine product. Unfortunately, with the reduced funding available for transportation in Missouri, projects like this will be few and far between in the future. Chairman Farber stated he hoped the budgetary situation could be remedied because great value is being delivered in the transportation system.

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By unanimous consensus of all members present, the meeting of the Commission adjourned.

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The Mission of the Missouri Highways and Transportation Commission is to:

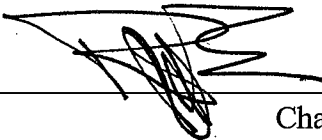
- Represent the citizens of Missouri pursuant to the Constitution by providing independent and nonpartisan governance of the Missouri Department of Transportation; and
- Establish policies, exercise oversight, and ensure accountability in developing and maintaining a world class transportation system in Missouri which fosters safety and economic development.

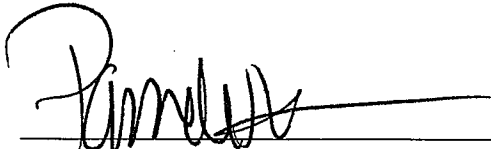
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CERTIFICATION

We, Rudolph Farber, Chair, and Pamela J. Harlan, Secretary to the Missouri Highways and Transportation Commission, hereby certify that the foregoing are full, true, and complete minutes of the special meeting of July 10, 2012, held by said Commission in Chesterfield, Missouri, as approved by said Commission at its meeting held August 8, 2012.

IN TESTIMONY WHEREOF, we have hereto set our hands and affixed the seal of said Commission on August 8, 2012.


Chair


Secretary