



Design **Build**

Project Team

David J. Simmons, Project Director

Justin Wolf, Deputy Project Director

Karen Yeomans, Southwest St. Louis Area Engineer

Stacey Smith, Project Engineer

Andrew Gates, Communications



Introductions



Today's Topics

Purpose of the CIG

Design Build Project

Project Goals

Project Description

Procurement Schedule

Questions



Purpose of the CIG

1. Share information with major stakeholders
2. Keep stakeholders informed of the process
3. Reduce uncertainty through the project
4. Stakeholders share info with their organizations



Why Use Design Build

Innovative contracting allows for other factors such as time, quality, traffic impacts, and innovation to be considered instead of low bid.



Why Use Design Build

- Flexible solution
- Limited budget
- Performance outcomes (Goals)
- Acceptable Risk
- Opportunity for innovation



MoDOT Design-Build

- Goal Oriented
- Flexibility
 - Maximizes innovation
 - Allows private sector partners to identify the best solutions
 - Provides the most improvements for the budget
 - Assigns design/construction risk to contractor
- Confidentiality
- Empowered Team



Design Build Procurement

- Advertise to Industry
- Request for Qualifications
- Shortlist

- Request for Proposals
- Proposals Submitted
- Best Value Selection/Award

Phase 1

Phase 2

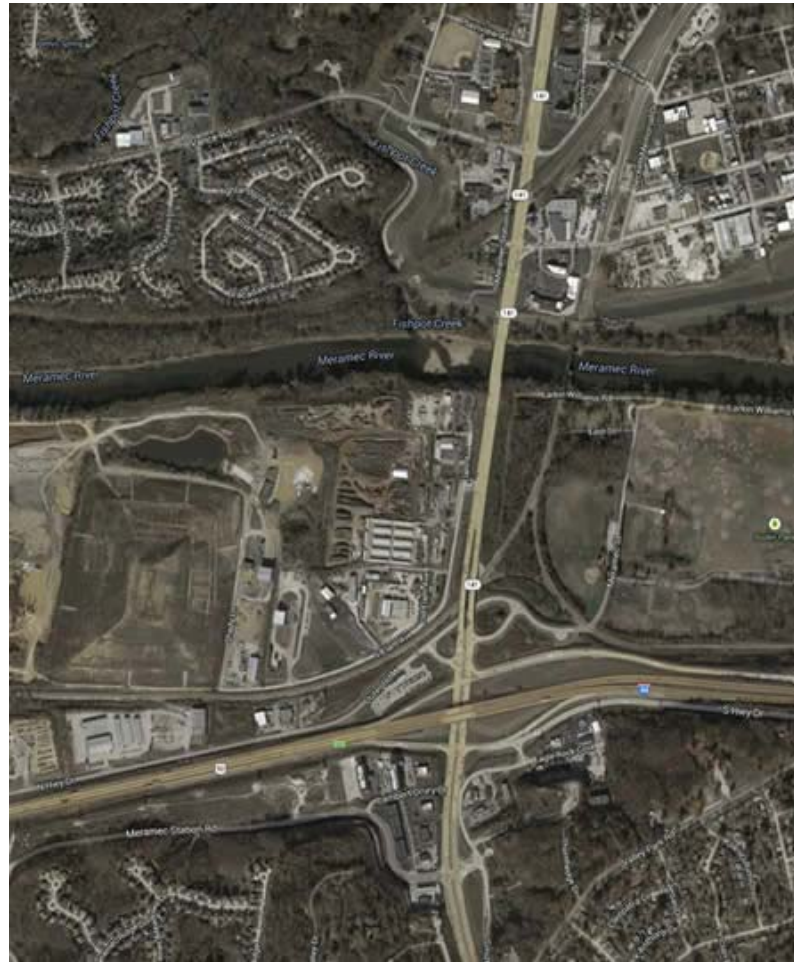


Project Goals

1. Deliver the project within the program budget of \$25 million.
2. Maximize mobility on Route 141 and improve efficiency at the I-44 interchange and Vance Road intersection.
3. Deliver the project in a manner which demonstrates the importance of safety.
4. Provide a quality project resulting in a long-lasting transportation facility that minimizes future maintenance.
5. Deliver the project using a diverse workforce.
6. Complete the project by July 15, 2018.



Project Description



Project Description

Project Area includes:

- 30+ businesses (commercial and industrial)
- Commuter lot with MetroBus stop
- Buder and South Buder County Parks
- Two railroad crossings (BNSF and UP)
- Two schools
- Meramec River



Project Description

Project Complexities include:

- Heavy peak period congestion
- Maintenance of Traffic during construction
- Utilities and railroads
- Safety
- Aging roadways and deficient drainage
- Workforce Diversity



Procurement Schedule

Issue Request for Qualifications	July 7, 2015
Shortlisted Teams	August 10, 2015
Selection of Apparent Best Value Proposer	January 2016
Public Meeting to Share Winning Proposal	Late Winter 2016
Design starts	Late Winter 2016
Construction begins	Spring 2016



Project Contact

Project Director David J. Simmons

I44.Route141@modot.mo.gov

314-453-1878

www.modot.org/Route141



Design Build Values

- Be BOLD
- Be GOAL-ORIENTED
- Be FLEXIBLE
- Be CONFIDENTIAL
- Be an EMPOWERED TEAM



Project Budget

Program Budget

\$25 million

Includes

Preliminary Engineering

Utilities

Project Management

Stipends

Design-Build Contract

\$20 million *(estimated)*

(Fixed Price/Best Value) *Final Contract Amount in RFP*

Includes **\$3.1 million** from
Congestion Mitigation and Air Quality (CMAQ) funding
exclusively to be used to improve
141 & Vance Rd intersection



Funding History

Route 141 & I-44 Design Build Project (J6I2423) contains funding from four separate STIP projects:

- J6I2423 – Interchange improvements from SB 141 to EB I-44
- J6I3019 – Interchange improvements from NB 141 to WB I-44 DJS1
- J6P2360B – Pavement improvements from north of Vance Road to south of I-44
- J6P3086 – Intersection improvements at Route 141 and Vance Road intersection (CMAQ funding)

*Combination allows for
SYSTEMATIC solution to mobility*



Slide 18

DJS1

Is it labeled on the STIP this way?

DAVID J SIMMONS, 7/2/2015

Risk Allocation

MoDOT is proactively working on these risk items:

- Utility and railroad coordination
- Third party agreements
- Geotechnical information
- Environmental clearances
- Preliminary interstate access justification



Disadvantaged Business Enterprise

- 18% for construction activities
- 20% for professional services activities
- DBE firms must be certified with the Missouri Regional Certification Committee (MRCC)

[http://www.modot.mo.gov/business/contract_resources/
External_Civil_Rights/DBE_program.htm](http://www.modot.mo.gov/business/contract_resources/External_Civil_Rights/DBE_program.htm)



Ineligible Firms

The following firms are serving as MoDOT's engineers and are ineligible to compete:

- HR Green
- HNTB



Workforce

- Federal workforce goals apply to project
 - 14.7% minority
 - 6.9% female
- Goals apply per craft
- On-The-Job Training (OJT) Requirements
 - Minimum of 3 OJTs with 1000 hours each
 - Eligible for \$10 per hour incentive



Early Release Information

- Information includes:
 - Existing traffic data and as-built plans
 - Professional studies and accompanying files including CADD, Synchro, VISSIM
 - CADD files with Right of Way and utilities
 - Other relevant information



For access, email I44.Route141@modot.mo.gov.

