

Forward 44: U.S. 50 Interchange Improvements Project Industry Meeting

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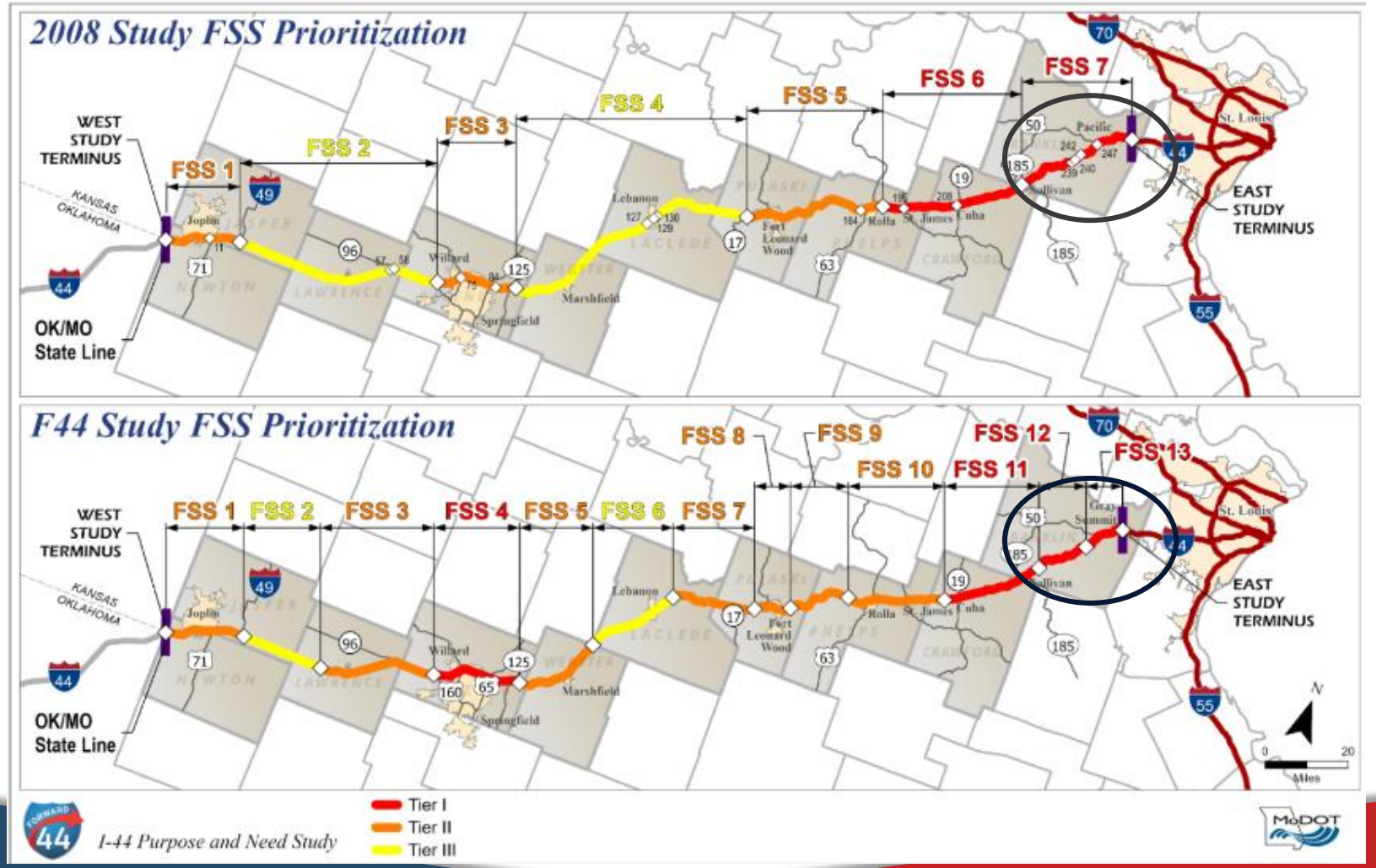
Project Team

- Project Director (Procurement/Design) – Glenn Konersmann
- Project Director (Construction) – Nick Gibbons
- Team Members –Alex Phinney, Michelle Krpan, Kameron Reynolds, Cameron Pace
- Team Support – Dave Simmons (DLE), Jordan Dalaviras (AE), Rachel Sudduth (Comm), Bryson Sanders (TR) Dave Herzog (MT), Tyler Lindsay (BR) Tim Hellebusch (CM)
- Owner's Engineer – AECOM
- FHWA – Felix Gonzalez

Agenda

- Project Overview
- Goals, Schedule, and Budget
- Risk Mitigation and Allocation
- Request for Qualifications (RFQ)
- Early Release Information
- Draft Project Requirements
- Questions

Forward 44 Needs

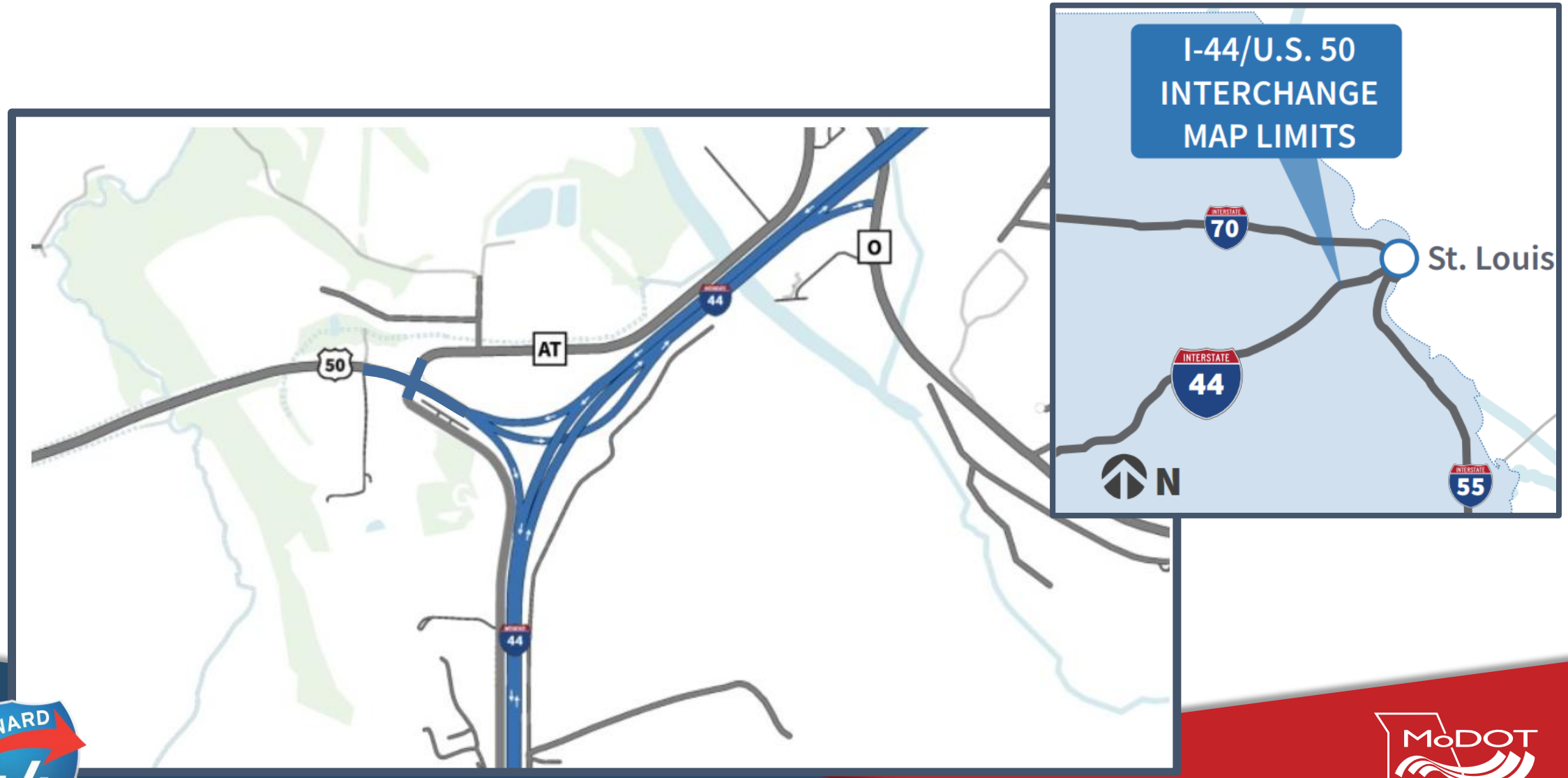


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Project History

- District and Forward 44 Study prioritized US 50 interchange based on crashes and pavement deterioration
  - Asset management and system improvement needed
  - $58M in Legislative funding
- District prioritized additional funding to meet the need
- Complexity, opportunity for innovation, schedule and budget all opportunities for Design-Build

Project Location Highest Priority

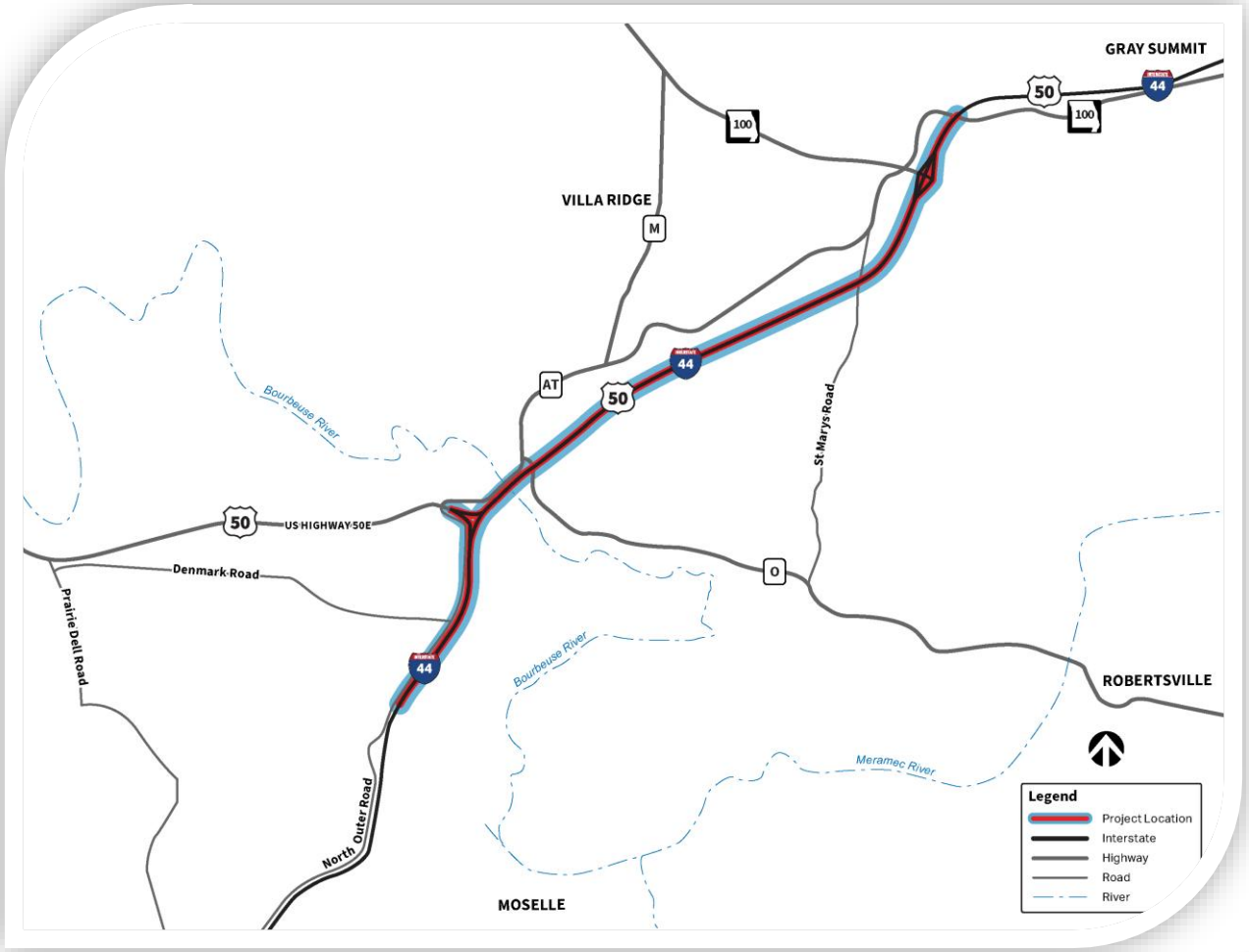


FORWARD 44

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Eligible Extended Project Limits



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Purpose and Need

- 47,300 vehicles per day, 30% trucks
- 188 crashes at the I-44/U.S. 50 interchange. At U.S. 50/Route AT intersection, nearly 60 crashes from 2020 to 2024.
- Pavement has exceeded its useful life. Frequent maintenance is required, 100 work zones logged annually, that’s one every three days.





I-44 Eastbound at US 50/Union Interchange



Project Goals

1. Improve safety and reliability within the I-44/U.S. 50 interchange, U.S. 50/Route AT intersection and entire project limits within the program budget.
2. Provide a long-lasting and expandable transportation system that minimizes maintenance and future traffic impacts.
3. Safely construct a project that minimizes impacts to the public.
4. Deliver the project by August 1, 2030.

Procurement Schedule

	Activity	Proposed Date
Phase I	Project Advertisement	October 1, 2026
	Industry Meeting/RFQ Release	November 2, 2026
	SOQs due	December 7, 2026
	Shortlist	December 18, 2026
Phase 2	RFP Release	January 4, 2027
	One-on-One Technical Meetings	January through March
	Proposals due	March 15, 2027
	Award at MHTC Meeting	April 7, 2027

Workforce Diversity/DBE

- Disadvantaged Business Enterprise (DBE) Goals
  - 0% for Construction Activities
  - 0% for Professional Services

- Workforce Development
  - 2 1000-hr OJTs for Construction Activities

Risks - Environmental Clearances

- MoDOT anticipates NEPA clearance prior to RFP.
  - Categorical Exclusion 2
- Key risks:
  - Floodplain
  - Endangered Species
  - Areas of Archeological/Architectural Interest
  - 4(f) Property Uhlemeyer Access

Risks - Interstate Access Justification Report

- MoDOT anticipates IAJR approval prior to RFP.
  - I-44/U.S. 50 interchange
  - U.S. 50/Route AT intersection
  - Mainline to Route 100

Risks - Right of Way

- Not pursuing any acquisitions prior to procurement.
- RFP will include some shared risk.

Risks - Utilities

- Utility information is substantially complete.
  - SUE Level A at various points.
  - SUE Level B at the interchange and intersection
  - SUE Level C on mainline I-44 to Route 100
- Relocations will be part of Contractor's budget
- Existing Utilities in project area:
  - Ameren
  - AT&T
  - Charter
  - Franklin County PWSD #3
  - Lumen
  - ITS Fiber & Node

Risks - Public Involvement

- November 6, 2025 Public Meeting
  - Gather community feedback on the draft project goals.
  - Introduce the design-build process and its benefits to the community.
  - Followed up with a public survey from November 6–21, 2025.
- October 16, 2026 Public Meeting
  - Share variety of potential design concepts for feedback from the public.
  - Refamiliarize the community to the design-build process.
  - Followed up with a public survey from October 1-30, 2026.

Request for Qualifications

- Submitter Experience
  (60 Points)
  - Executive Summary
  - Reference Projects
  - Quality and Safety
  - DBE and Workforce
- Key Personnel
  (40 Points)
  - Project Manager
  - Design Manager
  - Construction Manager
  - Quality Manager

Ineligible Firms

- AECOM Technical Services
- EFK Moen, LLC
- George Butler Associates, Inc
- T2 Traffic and Transportation, LLC
- Surveying And Mapping, LLC (SAM)
- Universal Engineering Solutions 25, LLC (UES)
- Bowlby & Associates

Early Release Information

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- As-builts
- Previous geotechnical studies
- Previous project studies
- Public information summary
- Existing Pavement and bridge info
- Survey
- ITS
- Pavement Type Selection
- Geotechnical drilling and lab report

Potential Future Releases

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- SO&E, traffic volumes, and models
- Crash Data
- Utility data
- Draft ITP
- Draft Configuration Requirements
- Hydraulic data
- More geotech

Draft Configuration Requirements

- The Contractor shall reduce crashes on I-44 and reduce fatal and serious injury crashes at the U.S. 50 / AT intersection.
- The Contractor shall replace I-44 pavement within limits in RFP.
- The Contractor shall provide full interstate access between I-44 and U.S. 50.
- Bridge rehabilitation at the following structures:

  A6361: U.S. 50 over Birch Creek, **H0388**: U.S. 50 Culvert over Hudley's Branch, **A2089**: Shawneetown over I-44, **A2018**: AH over I-44, **L0930**: WB I-44 over 50



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