

IMPROVE I-70

Industry Meeting

June 4, 2024



Funding Breakdown

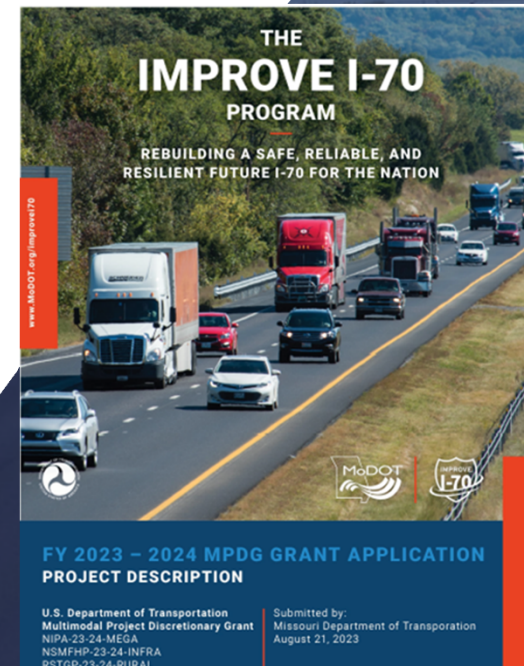
- Funding Playbook – Governor’s Focus on Bridges Program +
 - \$1.4 billion (GR funds) I-70 Project Fund created in Office of Administration with transfer authority to State Road Fund (SRF)
 - \$1.4 billion bonding by MHTC into SRF with maximum of \$136 million debt service/year paid by GR funds
-

\$2.8 billion



INFRA GRANT

- Requested \$300 Million
- Awarded \$93 million in late January
- Future Grant Submittal: 2025-2026
- 16 Focus Areas
 - ITS
 - Truck Parking
 - Solar on ROW
 - Workforce Program
 - Work zone safety

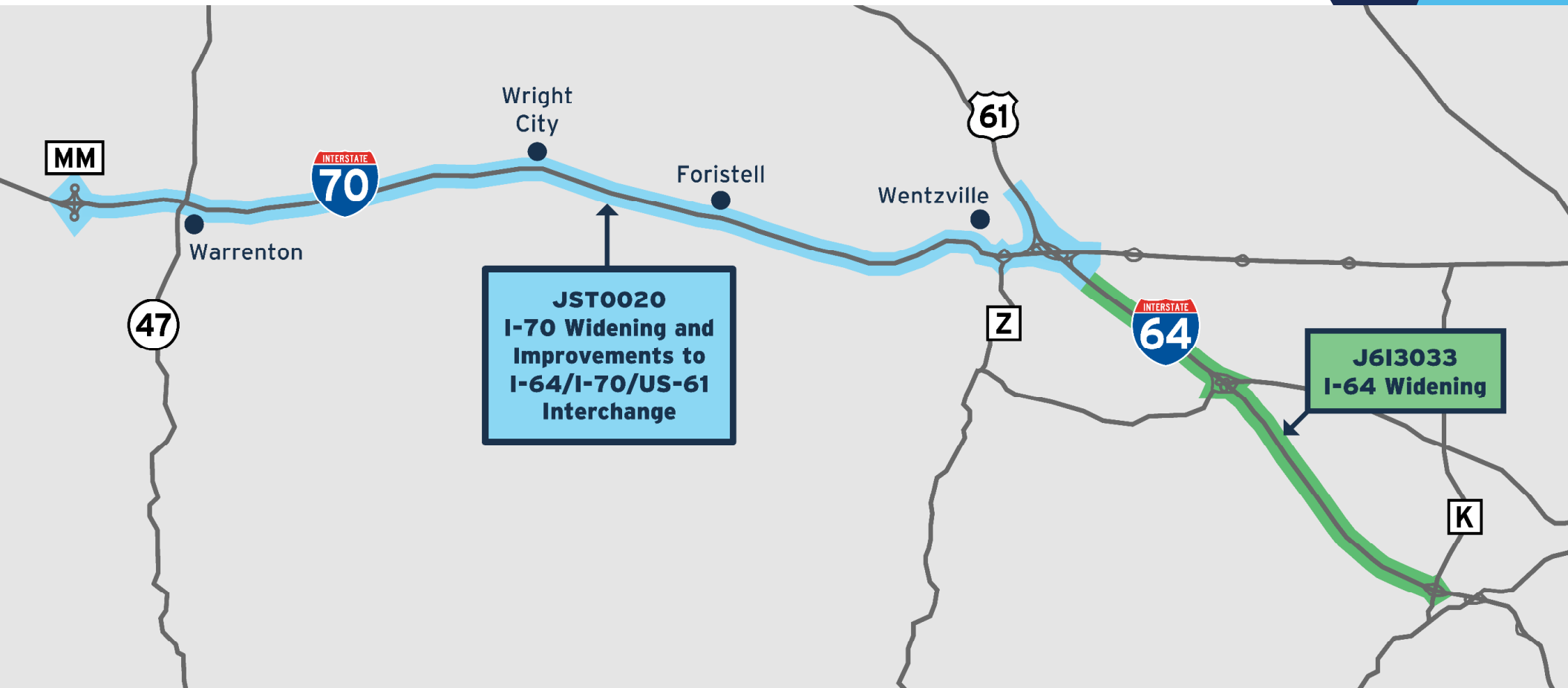


Improve I-70 Program Goals

- Provide a third lane of travel to eastbound and westbound Interstate 70 from Blue Springs to Wentzville.
- Improve the interstate while modernizing the existing pavement and bridges through innovation.
- Increase the efficiency of freight movements along I-70.
- Minimize construction impacts with a focus on work zone safety, communications, and construction staging.
- Expand a diverse workforce through the creation of jobs.



PROJECT #2



PROJECT #2 Goals

Warrenton to Wentzville

1. Deliver the project within the program budget.
 - \$565 Million – Program Budget
 - \$535 Million – Fixed Cost Design-Build Contract
2. Provide an additional lane of travel in each direction on I-70 from Warrenton to I-64 and on I-64 from I-70 to Route K.
3. Improve the I-70/I-64/US 61 interchange to provide for better traffic flow and safety.

PROJECT #2 Goals

Warrenton to Wentzville

- 4. Modernize I-70 while improving the existing pavement, bridges and interchanges to enhance mobility, including freight.
- 5. Minimize construction impacts with a focus on work zone safety, communication and construction staging while maintaining mobility.
- 6. Complete project by December 1, 2028 utilizing a diverse workforce.

PROJECT #2 Schedule

Warrenton to Wentzville

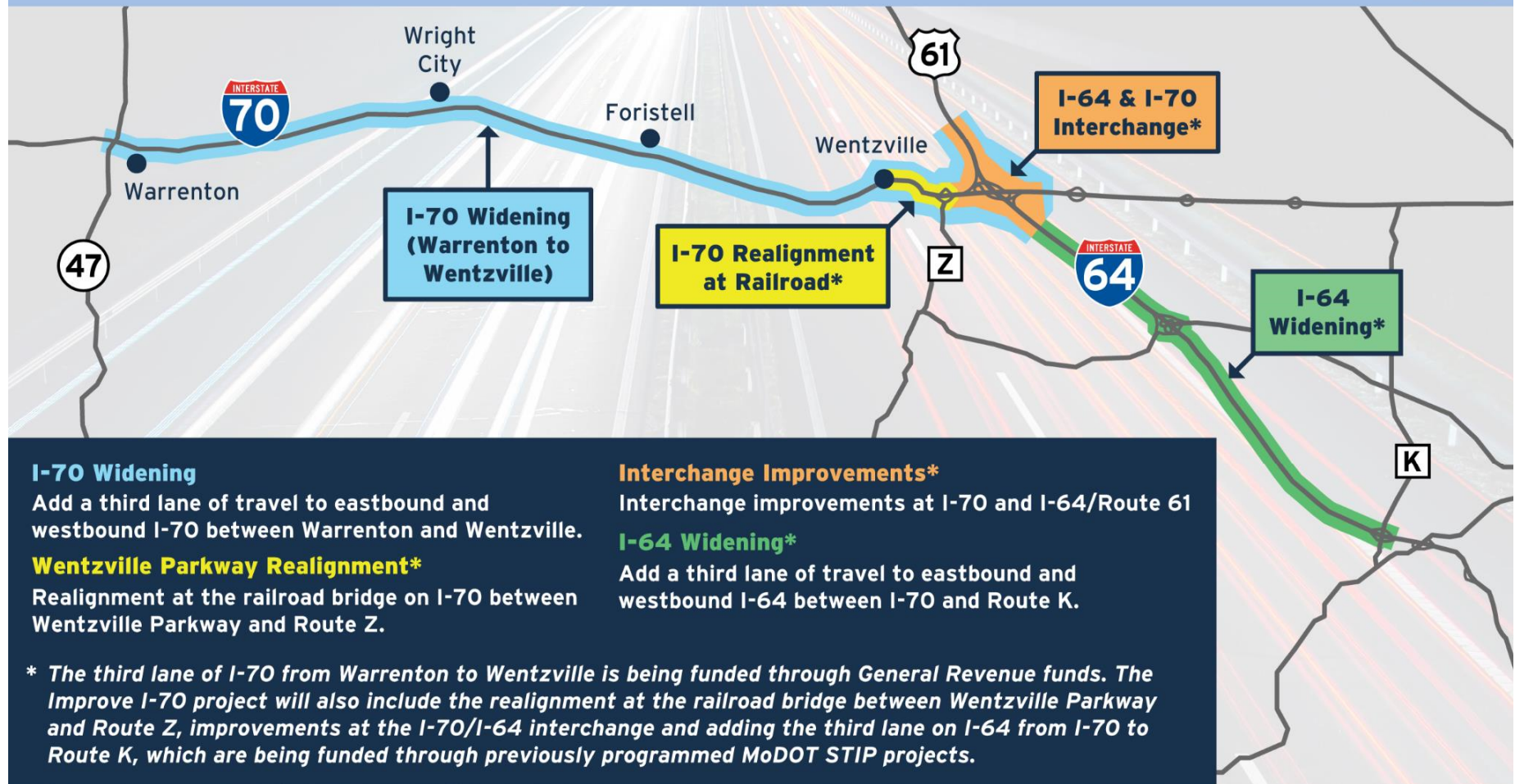
- 5/31/2024 – Request for Qualifications
- 6/14/2024 – Deadline for RFQ Questions
- 6/28/2024 – Statement of Qualifications Due
- 7/8/2024 – Shortlisted Teams
- 7/10/2024 – Issue Request for Proposals
- 7/11/2024 – Kick Off Meeting
- 7/15-10/2/2024 – Technical Discussions
- 10/17/2024 – Final Proposal Submittal
- 11/7/2024 – Selection of Apparent Best Value
- 12/1/2028 – Project Completion

IMPROVE I-70



PROJECT 2 OVERVIEW: WARRENTON TO WENTZVILLE

Project 2 Details:
modot.org/improveI70/warrentonwentzville



I-70 Widening – JST00020

Warrenton to Wentzville Parkway

- AADT 45,000 – 75,000/21 - 37% Trucks
- Increase I-70 Capacity and Reliability
- Improve aging infrastructure
- Challenges
 - Utility Coordination – Lumen
 - Railroad Coordination – Parallel
 - Environmental Clearances
 - Right of Way Acquisitions
 - Construction Staging/Incident Management

I-70 Widening – JST0020

Warrenton to Wentzville Parkway

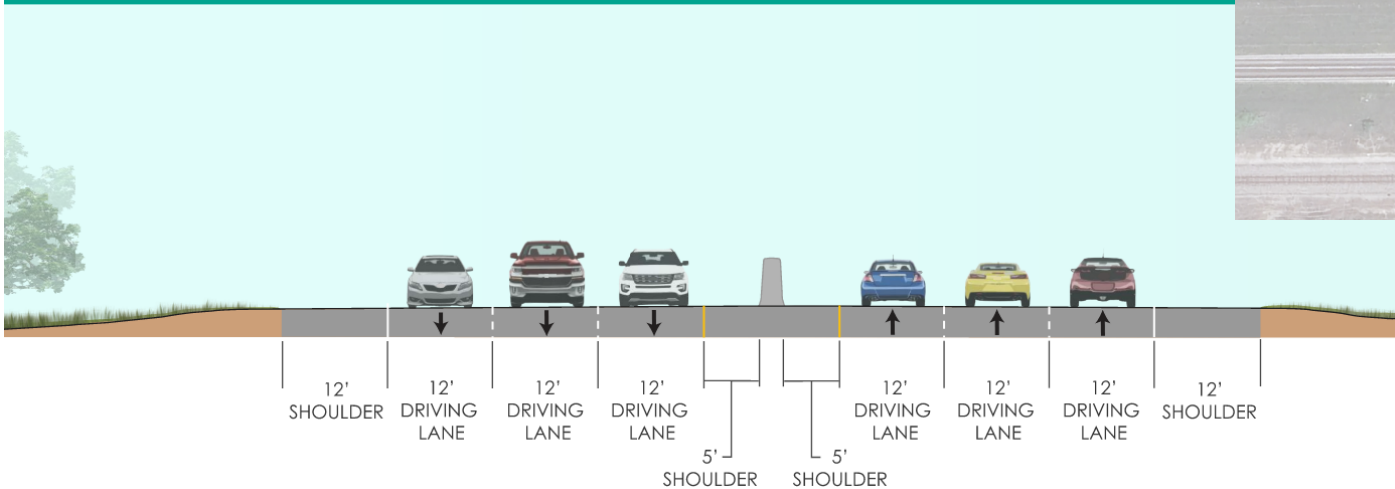
- NEPA EIS Re-Evaluation of SIU 7
 - Environmental Re-Evaluation
 - Location Study Report
 - Access Justification Report
- Survey Data
 - Existing topography update
 - MoDOT Right of Way Establishment
 - Utility Locations
 - Utility Potholing – Lumen and other Major Crossings

I-70 Widening – JST0020

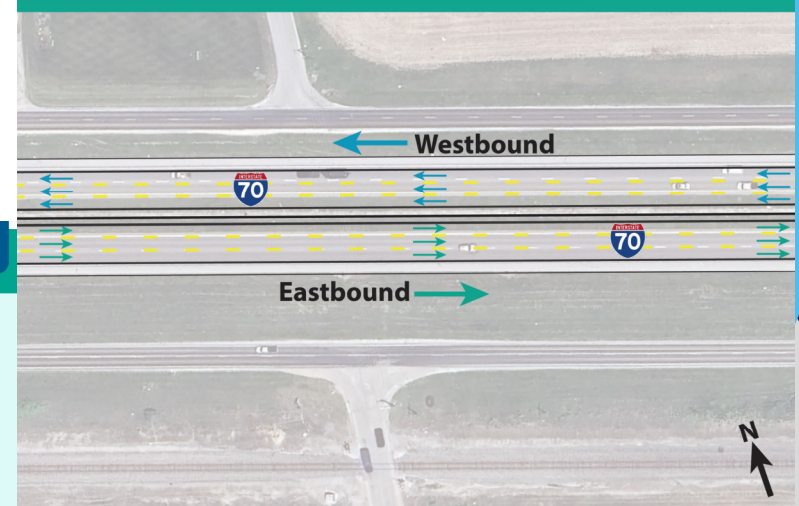
Warrenton to Wentzville Parkway

- Conceptual Design
- Shoulder Width Design Exception
12' Outside and 5' Median Shoulder

Interstate 70: Base Concept Typical Section



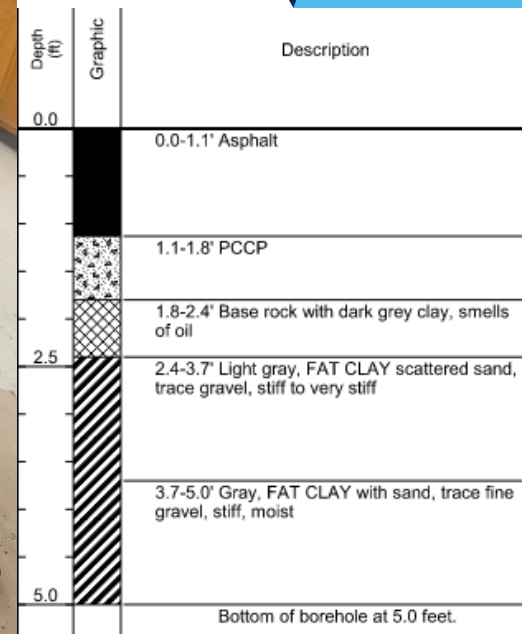
Interstate 70 - Base Concept



I-70 Widening – JST0020

Warrenton to Wentzville Parkway

- Pavement Condition
 - Pavement Cores
 - Dynamic Cone Penetration (DCP)
 - 7-19 Inches Asphalt over Original Concrete
 - Subgrade – Very soft, saturated, lean clay



I-70 Widening – JST00020

Warrenton to Wentzville Parkway

• Pavement Type Selection Summary

Location	New Pavement Options		
	Base Type	Concrete Design	HMA Design*
I-70 Phase 2 (Warren and St. Charles Counties)	18" Rock Base over modified subgrade	<u>11.5" PCCP</u> 15' joints; 1 ½" dowels, and 13.5' widened slab	<u>14.5" HMA*</u> 2" SP125BSM* w/ PG 76-22 over 2" SP125B w/ PG 76-22 over 10.5" SP250C w/ PG 64-22
	12" Rock Base over modified subgrade	<u>11.5" PCCP</u> 15' joints; 1 ½" dowels, and 13.5' widened slab	<u>15.5" HMA*</u> 2" SP125BSM* w/ PG 76-22 Over 2" SP125B w/ PG 76-22 Over 11.5" SP250C w/ PG 64-22
	Temporary Pavement (Rebuild Shoulders)		
	18" Rock Base over modified subgrade	<u>9.0" PCCP</u> 15' joints; 1 ¼" dowels, and widened slab	<u>10.0" HMA</u> 2" SP125C w/ PG 76-22 over 8" SP250C w/ PG 64-22
	12" Rock Base over modified subgrade	<u>9.0" PCCP</u> 15' joints; 1 ¼" dowels, and widened slab	<u>10.5" HMA</u> 2" SP125C w/ PG 76-22 over 8.5" SP250C w/ PG 64-22

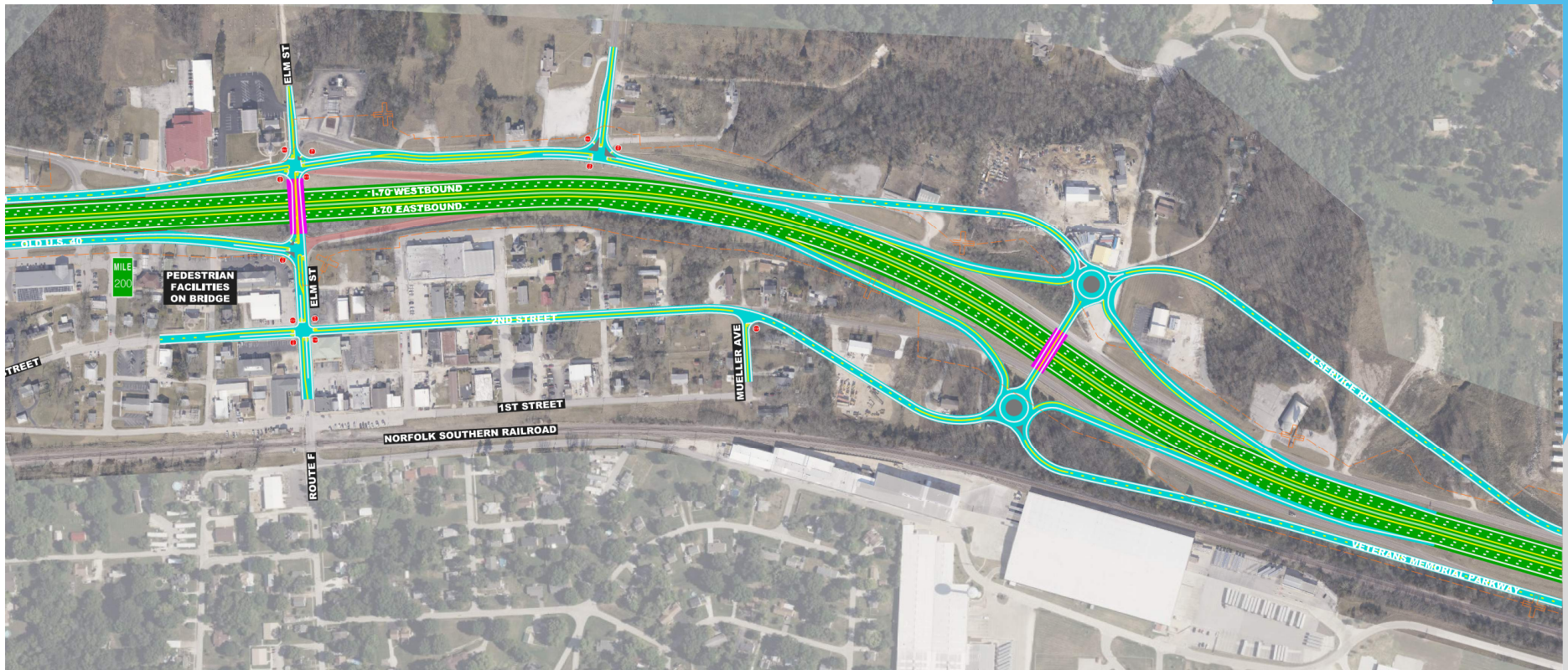
Location	Asphalt Rehabilitation Options	
	Surface Prep.	Asphalt Treatment*
EB I-70 MO 47 to Rte F/J Log 193.5 to Log 200.0	Coldmill 4-inches;	<u>Replace with the following:</u> 2-inch SP125BSM* w/ PG 76-22 over 4-inch SP190B w/ PG 76-22
EB I-70 Rte F/J to Warren/St.Charles County Line Log 200.0 to Log 203.35	Coldmill 6-inches;	<u>Replace with the following:</u> 2-inch SP125BSM* w/ PG 76-22 over 6-inch SP190B w/ PG 76-22
EB I-70 Warren/St. Charles County Line to I-64 Log 203.35 to Log 210.19	Coldmill 3-inches;	<u>Replace with the following:</u> 2-inch SP125BSM* w/ PG 76-22 over 2-inch SP125B w/ PG 76-22
WB I-70 I-64 to Warren/St. Charles County Line Log 40.25 to Log 46.67	Coldmill 3-inches;	<u>Replace with the following:</u> 2-inch SP125BSM* w/ PG 76-22 over 2-inch SP125B w/ PG 76-22
WB I-70 Warren/St. Charles County Line to MO 47 Log 46.67 to Log 56.53	Coldmill 4-inches;	<u>Replace with the following:</u> 2-inch SP125BSM* w/ PG 76-22 over 4-inch SP190B w/ PG 76-22

Location	Concrete Unbonded Overlay Rehabilitation Options		
	Surface Prep for Both Options	<u>Option A</u> Big Block Unbonded PCC Overlay	<u>Option B</u> Conventional Full Depth Unbonded PCC Overlay
I-70 Phase 2 (Warren and St. Charles Counties)	Coldmill to PCCP and place geotextile interlayer	8.5-inch PCCP w/ 6-ft x 6-ft joint spacing* and no dowels;	12-inch PCCP w/ 15-ft joint spacing and 1.5" dowels
	1" Colmill to remove existing UBAWS	(Concrete fibers are recommended to increase durability and toughness)	N/A – UBOL w/ 15-ft. joint spacing on existing asphalt not recommended

I-70 Widening – JST0020

Warrenton to Wentzville Parkway

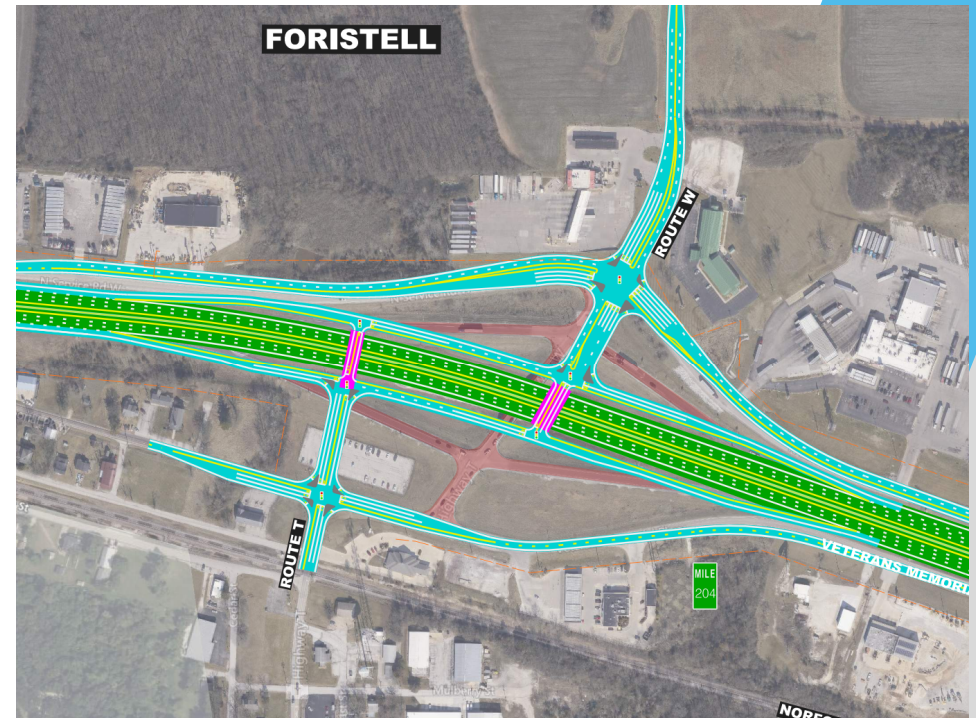
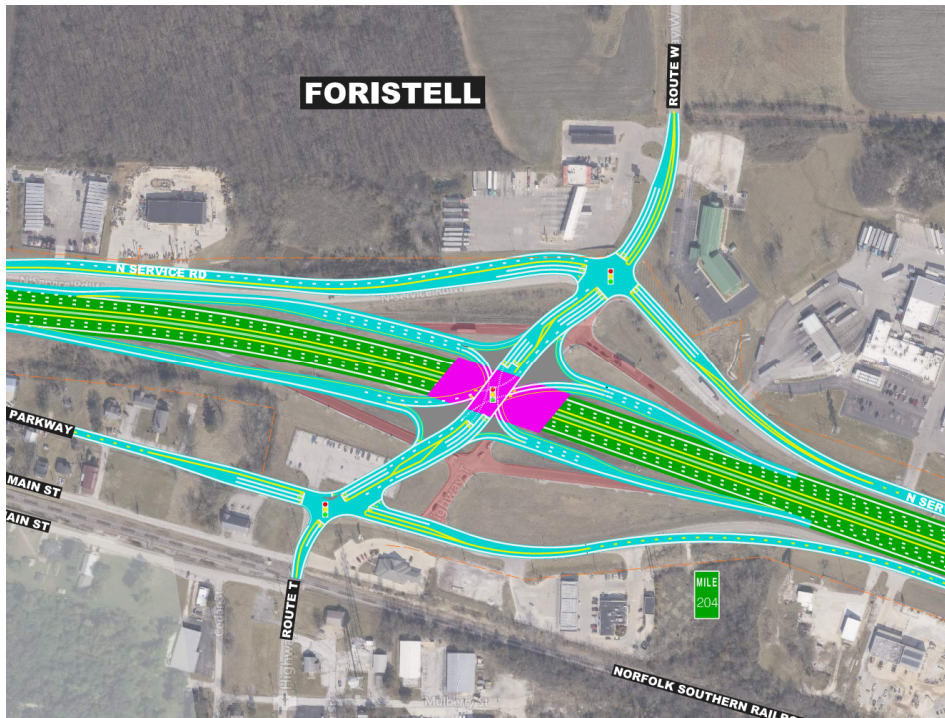
- Potential Additional Funding – Wright City



I-70 Widening – JST0020

Warrenton to Wentzville Parkway

- Potential Additional Funding – Foristell



I-70 Widening – JST0020

I-70 Realignment and Railroad

- AADT 88,000/21% Trucks
- Increase I-70 Capacity, Reliability Wentzville Pkwy. to Route Z
- Improve aging infrastructure
- Challenges
 - Railroad Coordination
 - Utility Coordination
 - Construction Staging/Incident Management

I-70 Widening – JST0020

I-70 Realignment and Railroad

- Final Design Complete under J6I0624
- Railroad Agreement Executed
- Right of Way Acquired
 - NSRR Easements pending
- Utilities Clear (Except Lumen)
- Environmental Clear (EIS Re-Eval Approved)
- HDR Retained by MoDOT

I-70 Widening – JST0020

I-64/I-70/US 61 Interchange

- Improve Interchange Operations & Increase Safety
 - Significant backups, particularly WB I-64 in PM
- Improve aging infrastructure
- Challenges
 - Railroad Coordination
 - Utility Coordination
 - Construction Staging/Incident Management
 - Access Justification Report – FHWA DC Approval

I-70 Widening – JST0020

I-64/I-70/US 61 Interchange

- Environmental EIS Re-Evaluation
 - Draft document under FHWA review
- Access Justification Report (AJR)
 - Conceptual Approval from FHWA 5/23
- Preliminary Plans
- 30% Bridge Plans at Railroad
- Survey Data Available
- Utility Potholing
- RW Acquisition Areas Identified



I-64 Widening – J6I3033

I-70 to Route K

- AADT 57,000 – 73,000/10% Trucks
- Increase I-64 mainline capacity
- \$2M budget for Replacing Existing Deteriorated Pavement
- Widen & Rehab I-64 bridges at Peruque Creek
- Challenges
 - Utility Coordination
 - Environmental Clearances (PCE)
 - Noise Study
 - Construction Staging/Incident Management
 - Survey Data Available

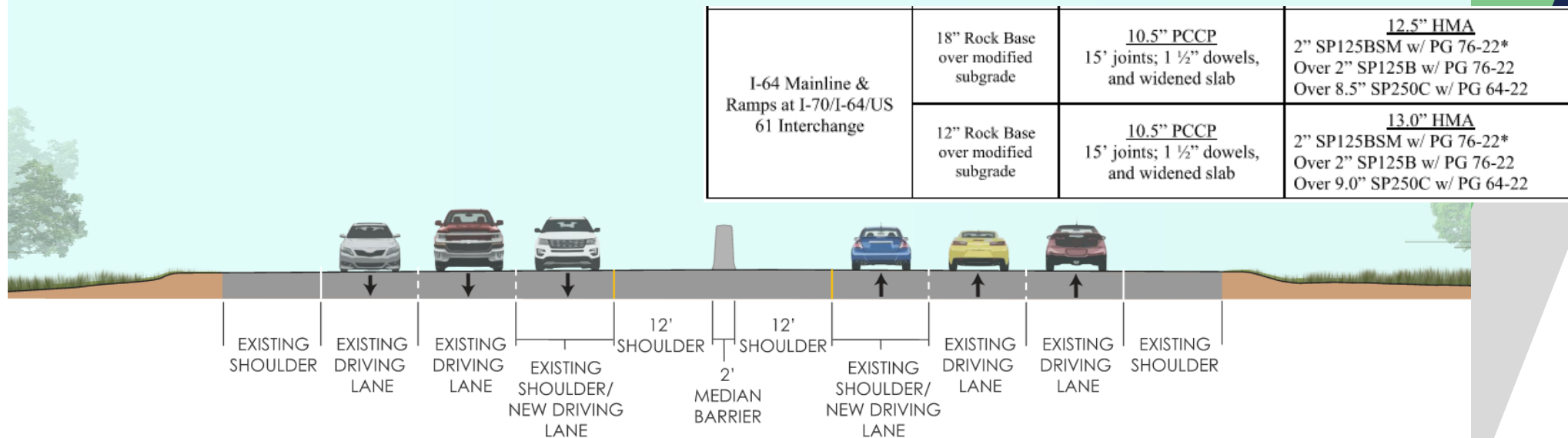


I-64 Widening - J6I3033

I-70 to Route K

- Conceptual Design

I-64 (U.S. HIGHWAY 40-61) : Proposed Typical Roadway Section



Request for Qualifications

- Submitter Experience (60 Points)
 - Executive Summary
 - 4 Reference Projects maximum
- Key Personnel (40 Points)
 - Project Manager
 - Quality Manager
 - Design Manager
 - Maintenance of Traffic Manager
 - Optional 2 Additional Key Personnel

Workforce and DBE Goals

- DBE Goals
 - 14% Professional Services
 - 13% Construction
- Workforce Goals per craft
 - 14.7% Minority
 - 6.9% Female
- DBE Commitments Required after Award

Draft ITP – Scoring

- Project Definition – 70 Points
- Maintenance of Traffic – 25 Points
- Workforce – 5 Points
- Traffic/Safety Modeling
 - Required at interchanges with modifications
 - Design Exception components

Ineligible Firms

- The following firms are assisting MoDOT with project procurement and are ineligible to compete:
 - HDR Engineering, Inc.
 - Hg Consult, Inc.
 - TREKK Design Group
 - Wilson & Company, Inc., Engineers & Architects

Information Release

- January 3, 2024
 - I-70 Realignment at Railroad in Wentzville (J6I0624)
- February 5, 2024
 - As Built Plans
 - Existing Survey Topo Files – Disclaimer
 - Geotechnical Reports
 - Structures – Inspections and SI&A

Information Release

- February 29, 2024
 - Misc. Roadway As Built Plans
 - Misc. Structure Data – Vertical Clearances, Inspections, etc
- May 16, 2024
 - I-70/I-64/US 61 Interchange – NEPA Re-Evaluation, Preliminary Plans, Access Justification Report (AJR), Design/Traffic Files
 - Draft Contract Documents
 - Pavement Recommendations

Industry SharePoint

- Improve I-70 Program Early Release
 - Request access via email to ImproveI70@modot.mo.gov
- Email notices go out when new information is being posted





Questions?

- Improve I-70 Public Webpage
 - <https://www.modot.org/improvei70/home>

Networking

- Red Tag – Contractor
- Green Tag – Consultant
- Blue Tag – Producer / Supplier
- Orange Tag – DBE
- Purple Tag – Other



Contact Information

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