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
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

Phase 1

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

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.
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

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>Issue Request for Qualifications</td>
<td>July 7, 2015</td>
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<tr>
<td>Shortlisted Teams</td>
<td>August 10, 2015</td>
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<tr>
<td>Selection of Apparent Best Value Proposer</td>
<td>January 2016</td>
</tr>
<tr>
<td>Public Meeting to Share Winning Proposal</td>
<td>Late Winter 2016</td>
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<tr>
<td>Design starts</td>
<td>Late Winter 2016</td>
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<tr>
<td>Construction begins</td>
<td>Spring 2016</td>
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Project Contact

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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
Project Management
Utilities
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
- 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**
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)

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.