



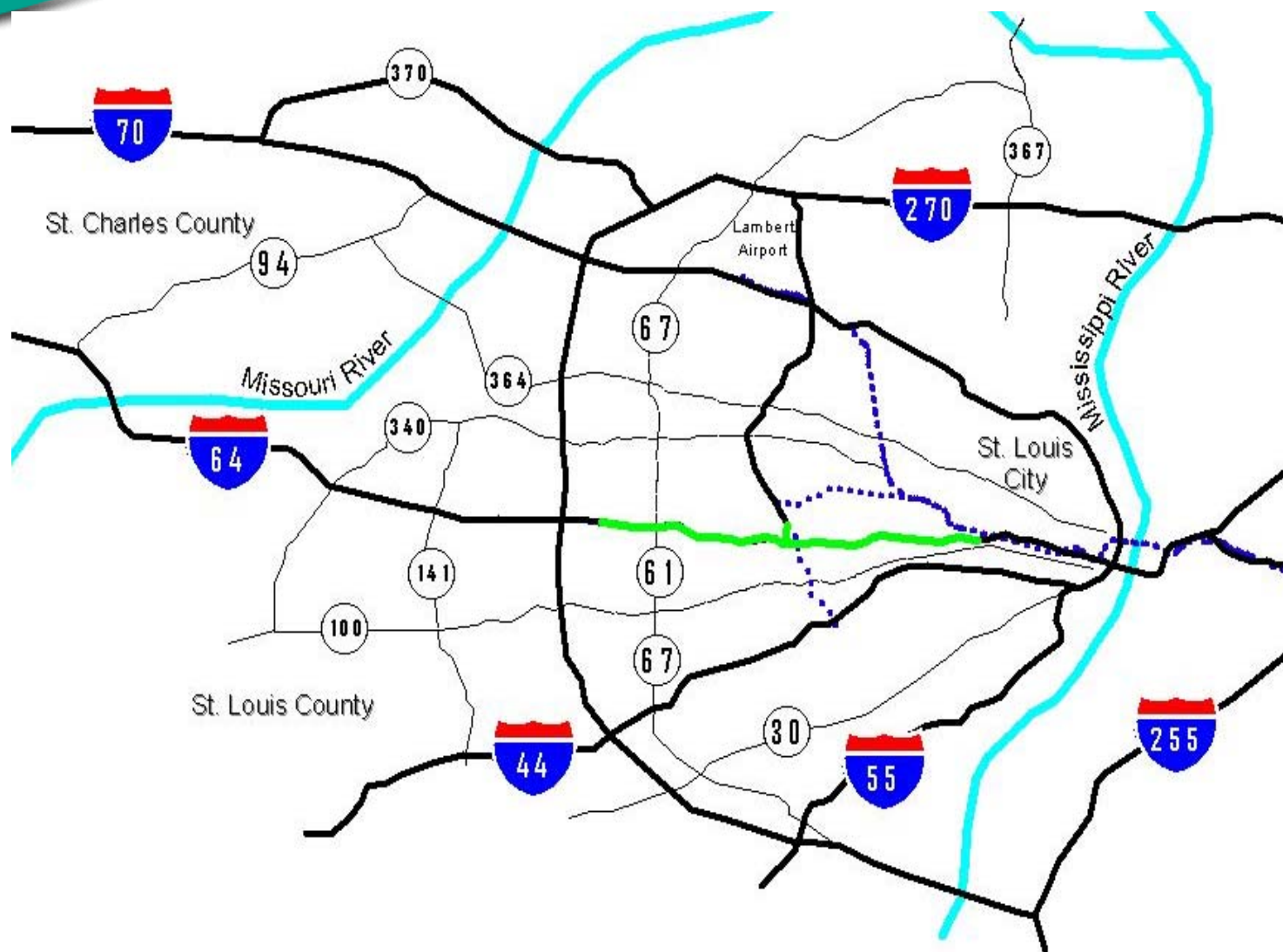
The New I-64 Reconstruction Project

Project Management

October 2009



Regional Project



Deterioration and Congestion

- Originally built 1930s to 1960s
- Designed for slower traffic and less volume
- 32 bridges
- Half were near closure!
- Short on and off ramps
- No shoulders





Project Goals

- Complete within budget of \$535 million
- Complete on time, July 31, 2010
- Improve traffic flow on I-64
- Minimize construction impacts
- Provide a quality product
- Demonstrate a new model for reconstructing interstates



Project Budget

- \$535 million total budget with \$420 million for contractor Design-Build
- MoDOT conceptual design including EIS activities
- Property acquisition
- MoDOT staff and overhead
- Utilities
- Contingencies
- Contractor design and construction costs

Risk Assessment

- Identify potential threats
- Assess impact
- Determine who will own that risk
 - MoDOT or the Contractor
- Areas included:
 - Utilities
 - Property Acquisition
 - Public issues
 - Workforce



Right of Way

- Managing all right of way and excess right of way
- Excess property will be marketed and sold
- Money goes back to the project

Third Party Agreements



- Municipalities
- Utilities
- Enhancements

- SUE work up front reduced risk
- Master Utility Agreements focus on process
- Utility information sheets
 - Each relocation
 - All parties agree on conflict and relocation
- 3-party work orders for each relocation
 - Scope of work
 - Cost
 - Time



Contractor Procurement

- Unique Design-Build Method
- MoDOT defined the minimum requirements, schedule, and contract dollar amount
- Contractor formalized scope
 - Minimum scope
 - Direct I-64 and I-170 connection
 - Two additional lanes from Spoele to I-170
 - Maximum time schedule
 - Completion by October 2010
 - Contract price (Lump Sum)
 - \$420 million

Interaction with Teams

- Review of RFP
- Discussions with teams
- Teams submitted their Additional Applicable Standards
- Open to other State policies
- Initial Technical Proposals submitted August 11, 2006
- Provided feedback to teams

Evaluation Process

5 areas of evaluation and points

- Schedule = 15
- Project Definition = 45
- Maintenance of Traffic = 20
- Public Information = 10
- DBE/Workforce =10

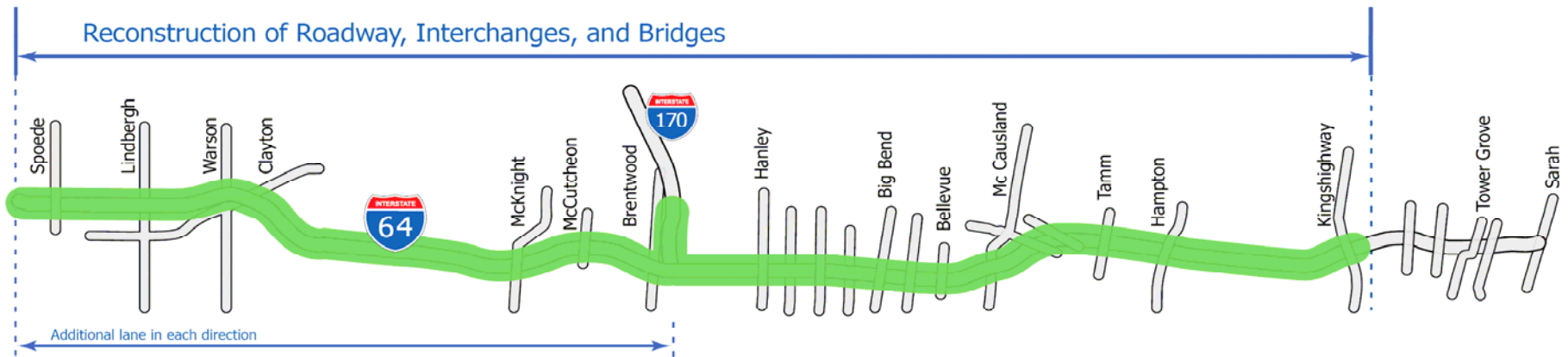


Gateway's Proposal

Commitments from the contractor

- Scope, Interchange and Bridge types, Pavement Structure
- Maintenance of Traffic
- Urban Design
- Schedule, etc.

What will be built



- 10 miles of roadway
- Direct ramps from I-64 to I-170
- 12 interchanges & 6 overpasses
- Additional lane from I-270 to I-170



New I-170 interchange



Task Forces



Co-Location the Key!

- Roadway
- Structures
- Drainage
- Pavement
- Maintenance of Traffic
- Quality
- Utilities
- Public Involvement

City and ER Coordination

- Twice monthly maintenance of traffic task force
- Discuss timing of major closures
- Determine best detour routes
- Share traffic concerns and discuss suggestions



Schedule and Invoices

- Established baseline
- Weekly leadership meetings
- Weekly schedule updates
- Monthly invoices
- Recovery schedule if necessary

- QC/QA by contractor
- Quality Oversight by MoDOT



Quality Management Plans

- Quality Management Plan (QMP)
- Design Quality Management Plan (DQMP)
- Construction Quality Management Plan (CQMP)
- Other Quality Management Plans



Project Status Board

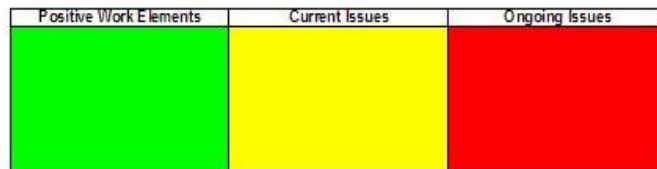
January 2008



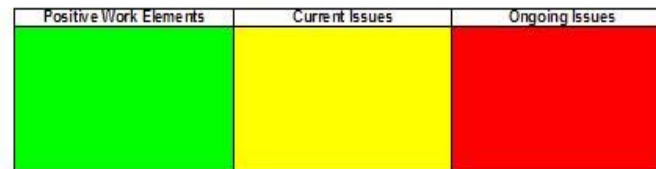
Progress Billings



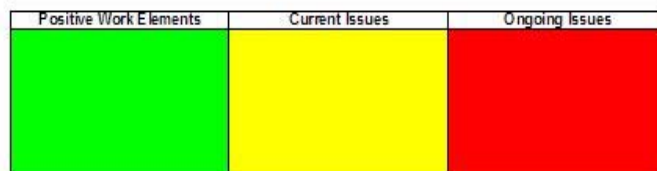
Management Activities



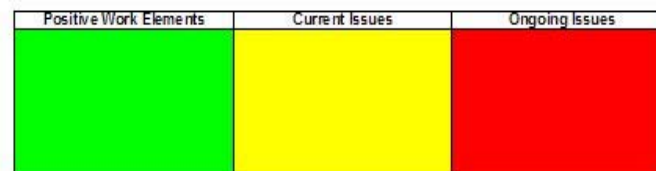
Design Activities



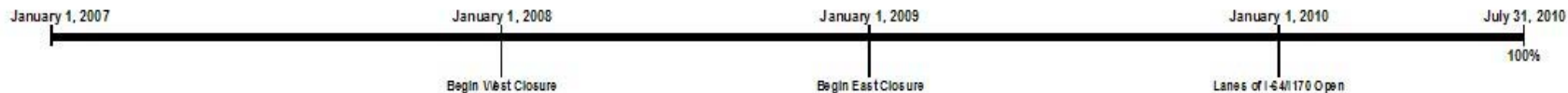
Construction Activities



Materials Activities



Project Timeline



Summary of Current or Ongoing Issues		

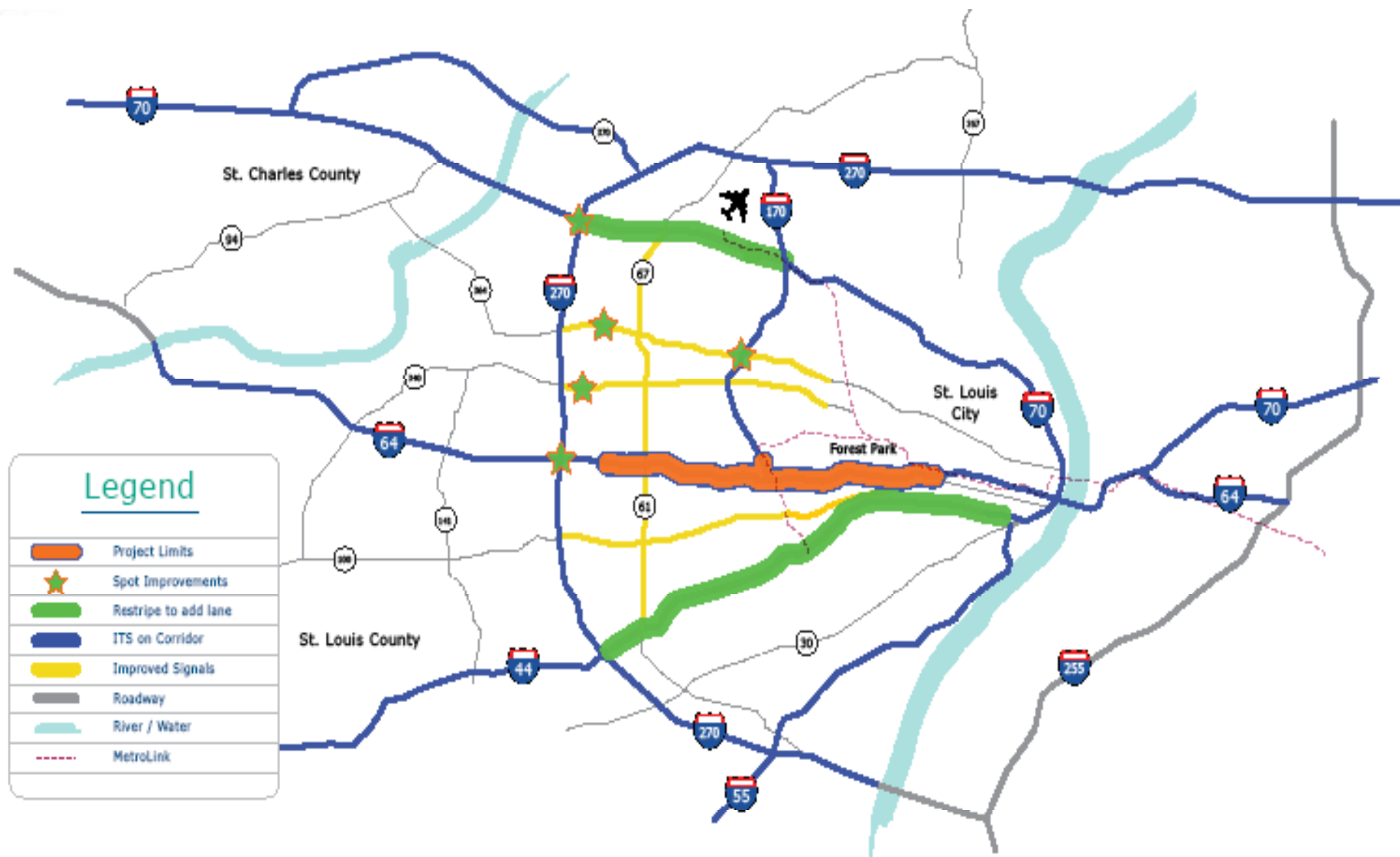
Legend

Positive Work Elements	Current Issues	Ongoing Issues
Areas of Work currently being performed that meet or exceed contract requirements	Areas of Work that need improvement	Areas of Work that have been observed as Current Issues for at least one month

Preparing for Closure

- Early completion of other projects
- Extra lanes on I-70 and I-44
- Interstate message boards, speed sensors and cameras
- Signal timing on major alternate routes
- Meet twice monthly with City and County to coordinate work

Improvements to Alternates





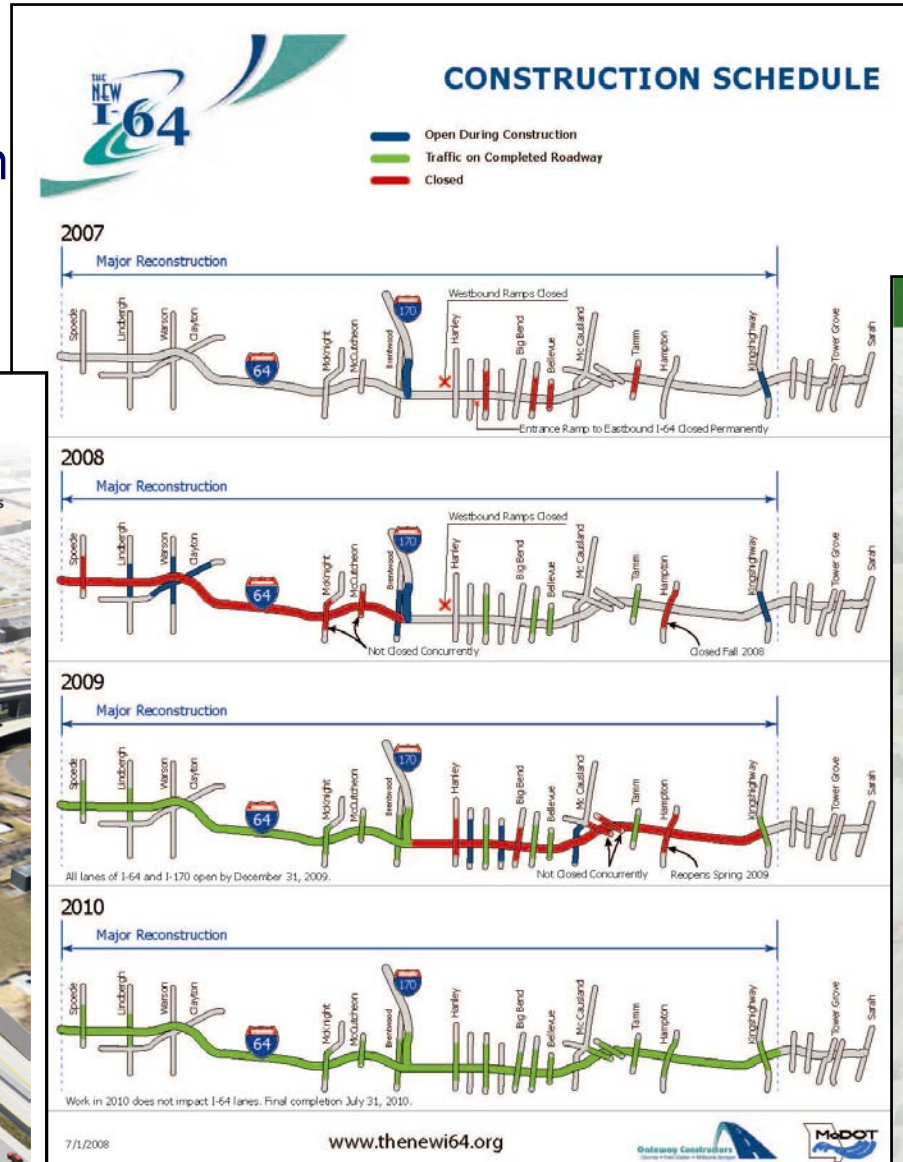
Public Information

- 300+ speeches during 2007-2009
- 30,000 people
- 5 public meetings
- Weekly media interviews
- E-alerts to thousands of people



Constant flow of information!

- Insert Guide in St. Louis Post-Dispatch
- Schedule
- Brochure



The New I-64 is

Under Construction



What's Your Plan for Getting Around?

- Construction updates
- Project designs
- Public survey
- Mapping tool
- 5 web cameras
- photo gallery of construction progress



[Home Page](#)
[Project Overview](#)
[Construction Zone](#)
[Newsroom](#)
[Commuter Alternatives](#)
[Business Access](#)
[Workforce Development](#)
[Contact Us](#)
[Site Map](#)



The New I-64 is Underway!

Construction to rebuild I-64/US40 between Spoede Road and Kingshighway Boulevard began in March 2007. All lanes of I-64/US40 between Ballas Road and I-170 closed in both directions on January 2, 2008 and will remain closed the entire year. This five-mile stretch of highway will reopen by December 31, 2008. In January 2009, all lanes of I-64/US40 between I-170 and Kingshighway Boulevard will be closed for the entire year. All lanes of I-64/US40 and I-170 will reopen by December 31, 2009.

[View the Four Year Construction Plan](#)

[Current Traffic Impacts](#)

[Traffic Rush Hour Summary](#)

INFORMATION UPDATES

RSS

June 9, 2008: Gateway Constructors Wins Award For Workplace Diversity

June 6, 2008: Traffic Impacts for Week of June 9

June 3, 2008: I-64 Construction Activities At A Glance- June 2008

For more information, call our Information Line at (314) 524-9191.

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Information for Drivers

- Travel time on message boards
- 511 phone number for traffic information
- Updates on www.thenewi64.org
- Map My Trip directions tool on website



Countdown to the Closure

MoDOT's got it backward
The Missouri Department of Transportation seems to have it turned around. I thought MoDOT was supposed to make transportation better. Instead, it is shutting down one of the main transportation corridors in St. Louis.

HWY. 40 SHUTDOWN

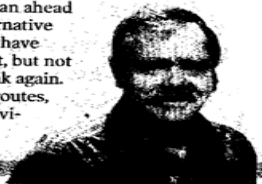
It'll be a pain to commuters
And a nightmare for businesses

BILL MCCLELLAN

Road to sanity
will be clogged
when 40 closes

The shutdown of Highway 40 is not going to be as bad as you think. It's going to be worse.

Especially if you're a driver who has tried to plan ahead and check out alternative routes. Maybe you have thought, "Not great, but not too bad." Well, think again. Those alternative routes, which might seem vi-



OUR VIEW | MoDOT

Apocalypse now

The end is near. Abandon hope, all ye who enter. The Big Splat is about to commence. In case you haven't heard — and despite years of apocalyptic warnings, you know a lot of people are going to be shocked — the Missouri Department of Transportation Wednesday morning will close the five miles of U.S. Highway 40/Interstate 64 between Butler Road and the Inner Belt Interchange (I-70).

YOUR VIEWS LETTERS FROM READERS

Hwy. 40 project represents failure of government

As the closing of U.S. Highway 40/Interstate 64 approaches and people continue to debate its logistics, it bears repeating that the entire project to widen the highway should have been rejected at the time of its proposal. That the Missouri Department of Transportation was able to act as an autonomous entity in this matter represents a colossal failure of government.

WEDNESDAY | JANUARY 2, 2008 | FOUNDED BY JOSEPH PULITZER IN 1878 | STLTODAY.COM | 75¢
SURVIVING THE HIGHWAY 40 SHUTDOWN

GOOD LUCK, DRIVERS

Highway 40 blues

Closure Command Center

- MoDOT
- Highway Patrol
- St. Louis County
- St. Louis City
- Metro
- Police, Fire, EMS, Hospitals
- Gateway Constructors





Media Briefings

- Daily news conference
- Media space in Transportation Management Center
- Field interviews for a.m. and p.m. rush
- Releases and traffic info posted on web



HIGHWAY 40 • SURVIVING THE SHUTDOWN

So far, so good

THINGS WENT SMOOTHLY

- Early risers spread out volume
- Timed lights kept cars moving
- Weather, crashes weren't factors

NEXT WEEK IS THE TEST

- Many schools, employers reopen
- Drivers may revert to old habits
- Trouble spots are hard to predict

Tips of the day

TAKE BRENTWOOD, NOT HANLEY

• Too many people are sticking with Hanley Road. Brentwood Boulevard is a much quicker drive.

• Motorists who normally take southbound Interstate 170 to connect to Hanley can avoid the congestion at that intersection by exiting I-170 at Forest Park Parkway. It's a quick jog from that exit to Brentwood Boulevard.

For schools and parents, Monday went smoothly

SCHOOLS • 'We hope commuters ... keep their guard up,' a Parkway administrator says.

PARENTS • 'It was a lot better than I thought it would be,' one MICDS parent says.

MAPS | FROM A1

Mapping services: You can get there from here, here and ...

SO FAR, SO GOOD

On Day 2, the roads are busier, but the rides remain smooth. But couldn't some companies flex? **A9**

PLAN YOUR COMMUTE

Get the latest traffic conditions at Post4TrafficOnline.com.



Before and After

Lindbergh Boulevard -- Before



Lindbergh Boulevard



I-170 -- Before



THE
NEW
I-64

I-170



Kingshighway - before



Kingshighway





Current Construction





Hanley Road



Big Bend



McCausland Avenue





Ramps at McCausland Ave



Hampton Avenue



THE
NEW
I-64

Looking West at Kingshwy





Accomplishing our Goals

- On track for completion in 2010
- Within budget
- New roadway will maximize traffic flow
- National and local awards for our construction communication and mitigation
- High quality, extremely smooth pavement
- Requests nationwide for information on our innovative process



I-64 Project Contact

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www.thenewi64.org

