The New I-64 Reconstruction Project

Project Management

October 2009
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
Utilities

• 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 Spoede 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

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

Co-Location the Key!
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
Quality

- 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
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!
Printed Materials

- Insert Guide in St. Louis Post-Dispatch
- Schedule
- Brochure
www.thenewi64.org

- Construction updates
- Project designs
- Public survey
- Mapping tool
- 5 web cameras
- Photo gallery of construction progress
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
MoDOT’s got it backward

The Missouri Department of Transportation seems to have it turned around. Instead of making transportation better, it’s 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 vir-

**SURVIVING THE HIGHWAY 40 SHUTDOWN**

GOOD LUCK, DRIVERS

Highway 40 blues

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.

Apocalypse now
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.

SO FAR, SO GOOD
On Day 2, the roads are busier, but the rides remain smooth. But couldn’t some companies flex?

PLAN YOUR COMMUTE
Get the latest traffic conditions at Post4TrafficOnline.com.

Mapping services: You can get there from here, here and ...
Before and After
Lindbergh Boulevard -- Before
Lindbergh Boulevard
Kingshighway - before
Current Construction
Hanley Road
McCausland Avenue
Ramps at McCausland Ave
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

Infoline 314-524-9191

www.thenewi64.org