

MoDOT Central & Northeast District / ACEC Missouri  
Liaison Committee Virtual Meeting



**MEETING MINUTES**  
**Wednesday, October 11, 2023**



**Attending from MoDOT:**

Randall Aulbur  
Randall Glaser  
Jerad Noland  
Jason Vanderfeltz  
Jim Smith  
Kenny Voss  
Jeff Cremer

**Attending from ACEC-Missouri**

Jason Dohrmann, HR Green.  
Bruce Green, Bartlett & West  
Travis Pfeiffer, HNTB  
John Klein, Horner & Shifrin, Inc.  
Jeff Rensing, Oates Associates (*Cmte. Chair*)  
Mike Erdtmann, GBA, Inc.  
John Zimmermann, TranSystems  
Dennis Heckman, Civil Desing, Inc  
Kevin Heffern, Burns & McDonnell  
Dawn Danison, ACEC-MO

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**Discussion:**

**1. MoDOT Updates**

MoDOT provided some staffing updates related to the Improve I-70 project. Kim Trainor was named the East Project Director, Jeff Gander was named the Central Project Director, and Nicole Samer was named, Central Project Deputy Director. Jonathan Barnes is now ROW Manager.

**2. Major CD and NE Projects Discussed:**

MoDOT CD & NE District provided updates on major projects. To help with the permit processing, MoDOT is considering embedding staff at the US Corp of Engineers. The intent is to prioritize and expedite MoDOT projects. Also, MoDOT is working with DNR and SHPO to use consultants to help with processing the reviews and avoid delays in the project schedule.

Project overview:

- First segment of I-70 will be in the Central District.
- Lincoln County Interchange – still considering in-house but may go to consultants.
- ADA projects in both Districts.
- Both Districts will continue with the bridge projects.
- The unfunded needs list will be updated in December.

**3. RFQ Solicitations Trends / On-Call Solicitation & Overall Consultant Usage**

The I-44 solicitation will be issued in November 2023. NEPA will be the first priority for this project.

NE District is utilizing the on-call for most of their projects. The on-calls expedite the process and provide an opportunity to try new consultants. In the NE District, 50% of the design work goes to consultants. Recently, they have seen 7-8 firms submit proposals for RFQs.

Most of the design work in the CD District is being completed in-house. They currently have several exciting projects being worked on in-house that are good experience for their staff. They are also utilizing the on-call process when possible.

There has been discussion about increasing the on-call project limits for both LPA and state contracts. The LPA cap is currently \$100,000 and the state cap is \$200,000. In general, the Highway Commission has been resistant to the increases and there are concerns about increasing the limits. MoDOT is looking at options to help facilitate this such as splitting on-calls into project phases.

MoDOT is moving away from combining preliminary engineering and construction engineering on the same solicitation. These will be separated on future solicitations. Existing contracts already selected will not be impacted.

#### **4. Construction Letting Trends**

MoDOT said prices and inflation have leveled off a little bit. Asphalt prices have improved and there is more competition which has helped stabilize the costs. MoDOT has also increased the length of the construction schedules to allow the contractors more time to complete the projects, and this has helped lower the bids. In the last letting, the construction cost was 6% below what was programmed. There are some concerns that the push for LPA projects could impact the smaller bridge lettings.

#### **5. MoDOT Open Roads Corridor Modeling Challenges**

MoDOT in-house designers are working through Open Roads challenges. Several consultants have indicated that MoDOT's CADD support and training has been really helpful with Open Roads. There appear to be several issues that continue to arise with the software. Issues identified include cross section and profile development and labeling, instability with the software where the program crashes doing routine items, and the added effort and time to complete even simple tasks. Others stated they have resorted to work arounds to avoid issues they are experiencing with ORD such as using the PowerGeopak MoDOT sheet set-up and drawing lines over ORD elements then masking the ORD elements.

#### **6. Consultant Deliverables**

MoDOT said the response to comments is the most important factor for evaluation of consultant project managers. It is very important to respond and address comments quickly. Below are a few items that were mentioned:

- NE District indicated there have been some new bridges that have not been load rated.
- There has been an overlap of QA/QC time with primes and subconsultants. These efforts should be coordinated.
- Understand the importance of timely environmental screening. Some have come in late, impacting the project schedule.

**7. MoDOT Consultant Contract Insurance Changes**

MoDOT is working with ACEC and industry on revising the contract language. They are considering adjustments to the insurance limits based on the size of the project. Previous PLI limits were \$1,000,000 for all projects. Moving forward, the proposal is to set the limits between \$1,000,000 to \$5,000,000 depending on the size of the project. They are also reviewing and considering the insurance umbrellas to cover the insurance gaps.

Regarding project safety requirements that MoDOT had included in recent contracts, MoDOT is now requesting consultants and contractors to follow MUTCD.

**8. Certificate of Insurance Review**

These are reviewed on an annual basis and MoDOT should be named as a secondary insured. More details to come.

**9. MoDOT Project Scheduling Tool Roll-Out**

MoDOT anticipates the tool will help them communicate between divisions. It will be Microsoft Project based and only one license issued per consultant. A consultant's current MS Project license will not work. The project schedule will be entered by the Central Office, managed by the District, and maintained by the consultant. Training will be available soon once the system is ready to be rolled out.

**10. MoDOT & LPA – 2nd On-Call Solicitation**

MoDOT has capacity needs. If there are categories in which a firm was not selected, they can apply to the solicitation. MoDOT will not be adding firms to every category. Multi-modal Planning and Transportation Planning are two new categories.

**11. Other Items / Open Discussion**

- There is a change to the solicitation scoring. The Diversity category was pass / fail and will now be scored.
- Consultant prequalification will be reviewed monthly and will be used to determine eligibility.
- There is a pilot project in Kansas City for construction inspection consisting of multi-firm selection and consultant firms can be moved between multiple projects. Interested firms will provide rates for construction inspection in the RFP.

**12. Next Meeting**

February 21, 2024