



## MINUTES

### **ACEC-Missouri**

#### **MoDOT Kansas City District Liaison Committee Meeting**

Thursday, February 9, 2023

1:00 pm – 2:00 pm

Virtual & KC District Office Boardroom

#### MoDOT KC District Representatives

\*Chris Redline, District Engineer  
\*Jeff Hardy, Assistant District Engineer  
\*Matt Killion, Assistant District Engineer  
\*Joseph Hinton, Assistant to the Dist. Eng.  
\*Debbie Huffman, District Design Eng.  
Juan Yin, District Planning Manager  
\*Rich Shipley, District Const. Eng.  
\*Ericka Ross, Area Engineer  
\*Ben McCabe, Area Engineer  
~~Mark Fisher, Area Engineer~~  
\*Jodie Puhr, Project Manager  
\*Allan Ludiker, Project Manager  
Heather Barrows, Project Manager  
\*Jackie White, Project Manager

\*Mark Sommerhauser, Project Manager  
\*Christopher West, Project Manager  
\*Sean Domingo, Project Manager  
\*Karlee Covington, Project Manager  
\*Ryan Hale, Senior Engineer

#### ACEC-MO Liaison Committee Members

\*Anne Schroer, Chair, GBA  
\*Brian Kidwell, Garver  
\*Julie Sarson, Burns & McDonnell  
\*Linda Rottinghaus, Affinis  
\*Matt Spencer, Hg Consult  
\*Ozzy Bravo, Parsons

#### 1. Introductions

\* Attendees marked with an asterisk.

#### 2. ACEC MO / MoDOT HQ Liaison Committee Updates - Anne shared updates from HQ meeting:

- I-70 and I-44 investments. Consultant capacity to do work coming out now.
- New contract language regarding work zone safety. It is not in consultant contracts now but MODT will expect same PPE requirements. Hard hat, vest and safety glasses. Type 3 or Type 2 vest.
- Pilot project for using Microsoft Project scheduling. Jeff thinks STL has used this a couple of times and like it. Jody is working on this with Kenny, but it is in the very early stages of testing. Want to have it up and running by summer. Goal would be to get consultants access to eventually get them involved.
- Asphalt bid prices are coming down but others think they're going up. Still volatile is a good thing to say. Rich says these usually adjust with fuel prices. Also having trucking issues so even if there is a drop in price, there is risk built into the bid because of transportation.
- Two asphalt jobs and one district striping job got rejected. Only having one bidder on projects is part of the problem.

- MoDOT and FHWA have agreed to a ten year bridge load rating program. This is mostly internal to MoDOT – they have more time to get this done, instead of two years as stated initially. Making sure bridge loadings are correct. Went out and looked at major river bridge tie girders – MoDOT has five of these – in response to the fracture at the Mississippi River bridge in Memphis.

### 3. District Engineer Comments

- Chris says that subcontractors doing environmental work are setting up their own traffic control. There was a reported safety incident involving a near miss in traffic. Remind your subs that this work may require a protected vehicle.
- I-70 – not a lot to talk about except what’s on the website. Not appropriate to get ahead of the legislation. \$859M is in the budget. \$233M on the west side of state to widen I-70 from Blue Springs to Odessa. Have approval to execute contract for environmental, not quite executed. Started environmental process trying to clear the corridor, also includes 131/I-70 interchange – the bridge needs to be replaced very soon. Close to having consultant under contract.
- Columbia gets \$410M, Midway to Route Z – 13 miles. More intensive effort required through Columbia. St Louis is 20 miles, already had several projects already in the works – at railroads such as High Hill.
- All of this is up to the legislature. Would these go in a certain order? Jeff doesn’t think so, there are probably 80 miles between the KC segment and the Columbia segment. Columbia has a DB project at 63/70 interchange. Columbia and STL are ahead of KC on environmental work. Chris said this is all state money, which allows MoDOT to go after grant opportunities. Sam Graves is chairman of House Transportation Committee, which is traditionally good for MoDOT. The I-70 scheme will be tweaked. KC is happy to have something on this side of the state.

### 4. General District/Project Updates

### 5. STIP/Unfunded Needs Updates

- Inflationary costs have gone up so much that they’ve shuffled projects around just to balance the STIP. Not bringing in any new jobs into STIP. The STIP still went up, and there will be a few consultant contracts coming out after getting everything lined up. We weren’t fully programmed in 2026 so what we had to fill got eaten up by inflation. If fuel prices and asphalt go down, this will help. A few years ago, MoDOT had 3.2 bidders average per bid. Statewide we let 40 more BRO bridges this year. Rural areas are getting fewer and fewer bids. ADA projects are difficult to get bids on also. Rich says contractors have as many jobs as they want to handle. Everyone has trouble hiring. Quarry issues are a problem, getting enough rock – flood projects in 2018 took a toll. Bridge projects seem to be the best of the bunch in getting bids, but prices have still gone up.
- Lot of funding opportunities out there – cities have gone after these grants. Metro area got five. Earmarks – now called congressional designated spending – are back. Cleaver secured \$91M for the region. These are items that will need consultants. Grandview got a \$4M grant, will need help.
- 670 South Loop Link – the lid - needs an environmental study to determine project delivery. The project will be managed by PortKC.

### 6. Upcoming Consultant Projects

- Not as many as last year, still some things coming out. MOU process should be wrapping up, more like the LPA process.

- Alternate delivery – I-70 loop to Manchester was determined to be DB. Have advertised for Project Director, this will be announced in the next week or two. RFQ in July, RFP in September. STIP will go up in funding, this will be a nice project. Over \$200M is all Jeff will say for now, until the STIP comes out. Coordination 2026 World Cup, project not intended to be done by then. No completion date set yet. Have some CAG and local meetings set up but no more public meetings.
- Other big DB coming out will be 291 river bridge. Project delivery method determined after CE2. RFP out now, closes on 02/24.
- After Buck, a couple of bridges on I-29. Viaducts to replace just north KC Icon. \$180M to replace. MoDOT will not be designing those, not sure when they'll come out. With railroad involvement, want to get those started at a quicker pace. Need to get these through quicker, understand that railroads are using consultant firms for reviews. Fee needs to be included in the contracts now - \$50K fee for a redeck. Delays have been fairly significant. One year delay on 24 Hwy. project.
- Alternate delivery method – MoDOT has no PDB or CMCG yet, only DB. Variable scope, fixed price method? Yes typically. Had some that have not been fixed price – Manchester. I-70 budget will be less than what we need, so it will be variable scope. 291 will probably have a price component, not as much room for innovation.
- Design team on I-70 will know what price is – here's what we would love to get done but here's what we can get done for this price. Really going to be goal and safety driven. Jeff encourages everyone to team up with someone and go for it. Dave said that all progressive DB has not been completed on budget and on schedule. Matt points out that this applied to only the public side. On the private side they have been more successful.
- Jeff mentions the big events – coming up. Hopefully first one is for a parade. After that, Big 12 and NCAA regionals. And then NFL draft in mid April. Buck O'Neil is the only project in the region underway. Other projects have been put on hold.

#### 7. Consultant Performance Feedback

- Consultant contracts – still takes a long time on MoDOT's side. They are pushing a lot of projects out right now.
- Even if a project gets pushed back, MoDOT still wants to get things done on time. They've moved several jobs out but will have these discussions with the consultants. If you give somebody another year to do a project, the budget can sometimes go up. Also MoDOT can bring those projects back in and get them awarded quicker if prices come down. Built in 7% inflation each year – even if goes back down to 5%, that's significant.
- Quality issues? This has improved. QCQA is huge – double checking everything. No problems with projects in the last couple of months.
- Consultant hiring – can get new hires out of college but experienced engineers are harder. Driving up salaries.
- Mark brings up MARC's long range plan, green infrastructure – the congestion management process. A lot more oversight with having you looked at all the alternatives beyond single occupancy vehicles. A lot more needs to go into those studies. You're not adding capacity just to move the bottleneck a mile or two down the road. Be prepared to talk to MARC about those things. Shift to reliability rather than capacity. Not just level of service. MARC has a good manual to follow.

#### 8. Next Meeting (Summer 2023)