



Meeting Agenda

ACEC-Missouri - MoDOT STL District Liaison Committee

September 8, 2022 | 2:00-3:30 PM

MoDOT St. Louis District Headquarters
1590 Woodlake Drive, Chesterfield, MO

Conference Room 325 and Teams Video Conference

MoDOT Attendees:

Tom Blair, District Engineer
Tom Evers, Assistant District Engineer
Jeff Bohler, District Design Engineer
Cindy Simmons, District Planning Manager
Jeff Cremer, Central Office Design

ACEC/MO Liaison Committee Attendees:

Buddy Desai, Chair, Hg Consult
Linda Moen, EFK Moen
Tom Lohman, Horner and Shifrin
Howard Gotschall, Hanson
Mike Erdtmann, GBA
J.C. Murray, AECOM
Matt Miller, Prairie Engineers
Todd Welz, Quigg Engineering
Scott Smith, Lochmueller Group

Meeting Summary

1. Introductions

2. MoDOT Staff Changes since last meeting (Jeff Bohler)

- Cindy Simmons is SL's Planning Manager after Wesley's retirement
- Phil Ruffus is now with Planning working on LPA projects on MoDOT R/W replacing Justin Wagner who transferred to SL Traffic
- Gary Goss is the new SL Pavement Engineer replacing Phil Ruffus
- Shaunda White is the new Community Liaison with External Civil Rights replacing Shirlyn Myles who retired
- Tom McCloskey retired from Planning LPA
- Tim Schroeder, Design Liaison for SL retired. Randall Glaser is temporarily filling his role
- Randy Hitt, Construction Liaison, retired
- Jay Bestgen, Asst State Construction and Materials Manager retired
- Aaron Groff will be transferring to the Franklin/Jefferson Area Team sharing the PM role with Shirley Norris. Alvin Nieves-Rosario is the PM for the City Area Team. Each PM will continue managing current projects for FY23, changes will begin with FY 24 and later projects.

3. Tom Blair Time

- Upcoming meetings
 - MHTC
 - a. Two new Commissioners – KC and Columbia
 - b. October 5, 2022 next meeting – St. Louis at the Westin downtown
 - c. If ACEC wants time to present/speak to Commission Secretary
 - d. District will present update to the Commission

- Unfunded Needs
 - a. Approved 5-year STIP in July
 - b. Working on high priority unfunded needs list - \$10B in total
 - c. Moved some projects on to STIP due to additional funding
 - d. Patrick and Ed presented on November 8, 2021 meeting at Forest Park – 4-6 PM
- STL District update meeting – in person
 - a. Tuesday November 22, 2022, Maryland Heights CCC
 - b. Networking , short presentation
 - c. No charge to attend
- Staffing
 - 22%/40 open positions in STL District
 - Currently 53 positions less than last year, 120 less than two years ago
- Design
 - Less focus on Practical Design – do what needs to be done, not just cheapest
 - a. Perhaps as another project
 - Other Districts are just trying to get caught up, SL is in better shape

4. Tom Evers Update

- \$400M/year for construction projects in SL
- STIP budget \$1.1B last year, now \$1.8B in SL alone
- Projects are coming in higher than even revised cost estimates
 - 40% by dollar over programmed in awards (statewide)
 - 1-2 bidders on most jobs, some with 0 bidders
 - May need to move projects from one year to the next in STIP
 - Significant increases – 25% or \$1M over estimates
 - Contractors are bidding in more risk (due to staff availability, etc.)
- Prompt payment of invoices
 - Please stay on top of invoice accuracy/responses/etc.
 - Primes are required to pay subs within 48 hours of receiving payment from MoDOT

5. Consultant Update (Jeff Cremer)

- Re-writing EPG section 134
- Discussed how to bill overtime on MoDOT invoices
 - Add OT billing to next agenda
- On-call selections beginning in September
 - Change to statewide only categories
 - a. Regionalized scoring which rolls up to statewide median ratings for consultants
 - b. Technical discipline scoring teams with representatives from each District
 - c. Will remain three years
 - d. \$200K cap will remain
 - May result in more consultants are on the list
 - Purpose of on-call list is now to allow MoDOT to quickly contract work that needs to be completed quickly

- Will be advertised for six weeks only – will be due in mid-November
- Both state and LPA will be issued within a few weeks of each other
- No estimate on how many firms will be selected

6. **SL Consultant Update (Jeff Bohler)**

- 6-month consultant project outlook sharing
 - On the MoDOT website so Jeff will only report out on new projects not on the list on the website
- SAFER Document
 - Internal safety assessment for every roadway
 - Will be used internally on MoDOT projects
 - Things to consider on projects related to safety
 - a. Send SAFER flyer with meeting notes
- On-Call Direction for 2023-2026
 - Already discussed
- Project Scheduling Software/Use
 - Jeff is on statewide team to start incorporating a scheduling system
 - a. Everyone seems to have their own tracking
 - b. Thinking about MS Project

7. **Major Project Update (Jeff Bohler)**

- I-270 North Project
 - Project is 55% paid out
 - The project remains on budget and on schedule. The completion date still remains December of 2023.
 - Design, ROW, and utilities are for the most part completed for the project.
 - Bridge construction continues at I-270 over New Florissant and I-270 over New Halls Ferry. Both of these bridges have multiple stages and will last into the winter.
 - Concrete crews are paving daily on lane additions on I-270, ramp work, outer road improvements, and ADA upgrades. There is no shortage of concrete.
 - Asphalt crews are scheduled to come in at the end of the month to mill/fill the section of 270 between Lindbergh and 170. This is expected to take three weeks. The remaining mainline asphalt work will be completed next Fall (2023).
 - In two weeks, the project will be converting the last section of outer road from two lane to one way for the projects (Dunn Road between New Halls Ferry and Washington/Elizabeth). Crews will still have to rebuild this section of road after the conversion. With this the project will have one way outer roads between Lindbergh and 367.
 - Public outreach and community engagement continue to be a priority! Many in the community are tired with this being year three of construction. It is refreshing however, because everyone we talk with is still very supportive of the project.
 - Work zone safety is still an enormous challenge for this project. Even with law enforcement doing increase patrol efforts recently.....we still had a number of significant crashes the past two weeks. Speed and distracted driving are the primary factors. We have tried a number of new technologies and coordination with law enforcement. The level of distraction appears to be at an all-time high.

- Route 94 / Muegge
 - The project is going as expected.
 - The contractor is poured on eastbound, and about 95% poured out westbound.
 - Excavation is estimated at 93% complete for the project with two of the four quadrants to grade or poured, and the other two at 35 and 85% complete.
 - The new girder line for the bridge widening is complete and the bridge crews are expected back onsite next week.
 - Contractor and work zone safety continue to be top of mind, and changes to traffic are continually coordinated with the TMC and Jack for notice to websites and social media outlets.
- I64/Jefferson
 - Adjusted completion Date 12/31/2022
 - Ewing Bridge completed, 22nd St Bridge completed. Ramp F 22nd to EB64 Bridge is completed, finishing the bridge drainage.
 - Hopefully open this ramp and SOR in couple of weeks. Only misc. concrete and grading remaining.
- I-55 Bridges
 - Currently working on removal, deck repairs and placing. Pouring new Latex deck overlay on Bates, Virginia, Northbound Potomac and Northbound 3200 Broadway.
 - Constructing bridge deck replacement on Northbound 2nd street bridge.
 - Working on removal and replacement of I-55 Type C Median Barrier at various sections between 3200 Broadway and Germania.

8. ACEC/MoDOT Consultant Advisory Committee (Buddy)

- Covered under Jeff Cremer's discussion

9. Other/ Next Meeting

- Considering next meeting in early December

ASKING THE RIGHT QUESTIONS

THE SAFE SYSTEM APPROACH



INSTRUCTIONS

The goal is to incorporate safety measures in all projects. The intent of this tool is to facilitate a discussion of safety in all MoDOT projects. Project Managers with the core team should use this document to consider baseline safety improvements for projects. Crash history and customer areas of concern should be part of the discussion, as well as considerations for potential future crashes. This is not an all-inclusive list, and further safety analysis may be required. If other safety improvements not specified on the form have been considered, these items can be added to the form. Comments can be added to note core team discussions and decisions.

SAFETY ASSESSMENT FOR EVERY ROADWAY (SAFER)



ACCESS MANAGEMENT

- What is the context of the roadway (access vs mobility)?
- Are there any opportunities to consolidate or narrow accesses?
- Are there unused driveways that can be removed?
- Is there opportunity to change access to reduce severe crash risks?
 - ¾ access or right-in/right-out (reducing conflict points)
- If an interchange is involved, will the functional area of the interchange be compromised? If so, will further design considerations need to be addressed to preserve safety through the corridor?
 - Consider the impact of closely spaced outer roads/accesses

ROADWAY ALIGNMENT

- Do the curves meet MoDOT standards?
 - Super-elevation/crown/transitions/radius
- Do the driveways/intersections have poor sight distance?
 - Vertical/horizontal alignments
- Do we have adequate intersection sight distance triangles for the side roads?
- Are there any skewed driveways/intersections?

ROADWAY VISIBILITY

- Are there any unlit, raised, non-mountable islands/medians?
- Does the lighting change significantly along the corridor?
 - Avoid rapidly changing lighting environments
- Are there unlit or improperly lit crosswalks?
- Is there sub-standard/insufficient signing (retro reflectivity / sign location) along roadway?
 - Is advance warning of curves, intersections, signals and crossings needed?
- Is there an opportunity to reduce exposure to maintenance staff by using a more durable stripe?
- Is roadside delineation in need of replacement?
- Can the visibility of pavement markings be improved for wet conditions?
- Is there a need for increased signal visibility (reflective back-plates)?
 - High speeds/approaching intersections, first signal at unsuspected signals
- Is there an opportunity to improve driver compliance through enhanced visibility for signs?
- Are intersection pavement markings in need of replacement?



ROADWAY SURFACE

- What is the friction need for the corridor/curves? (HFST)
- Are we making the safest use of the roadway cross section? (lane width vs. shoulders)
- Consider adding centerline and edge line rumble strips.
- Are there signs of off tracking at intersections or through curves?
- Are there rutting issues or water-pooling/hydroplaning or other drainage issues?

INTERSECTION/INTERCHANGE DESIGN

- Is this location feasible for an alternative design? (DDI, dog-bone, roundabouts, j-turns, etc.)
 - Utilize Intersection Control Evaluation (ICE) for alternative selection
- Are there opportunities to reduce conflict points?
- Are bicyclists and pedestrians (vulnerable roadway users) accommodated at the intersection?
- Are turn lanes warranted? If so, can offset turn lanes be incorporated?
- Could sight distance be improved?
 - Reduce angle of visibility for drivers
 - Trim back/clear vegetation
- Are there opportunities to reduce/minimize pedestrian crossing distances?
- Are there opportunities to improve skew?
- Do the thru lanes align with the appropriate receiving lane?
- Does the interchange/intersection design make drivers more prone to wrong way movements?

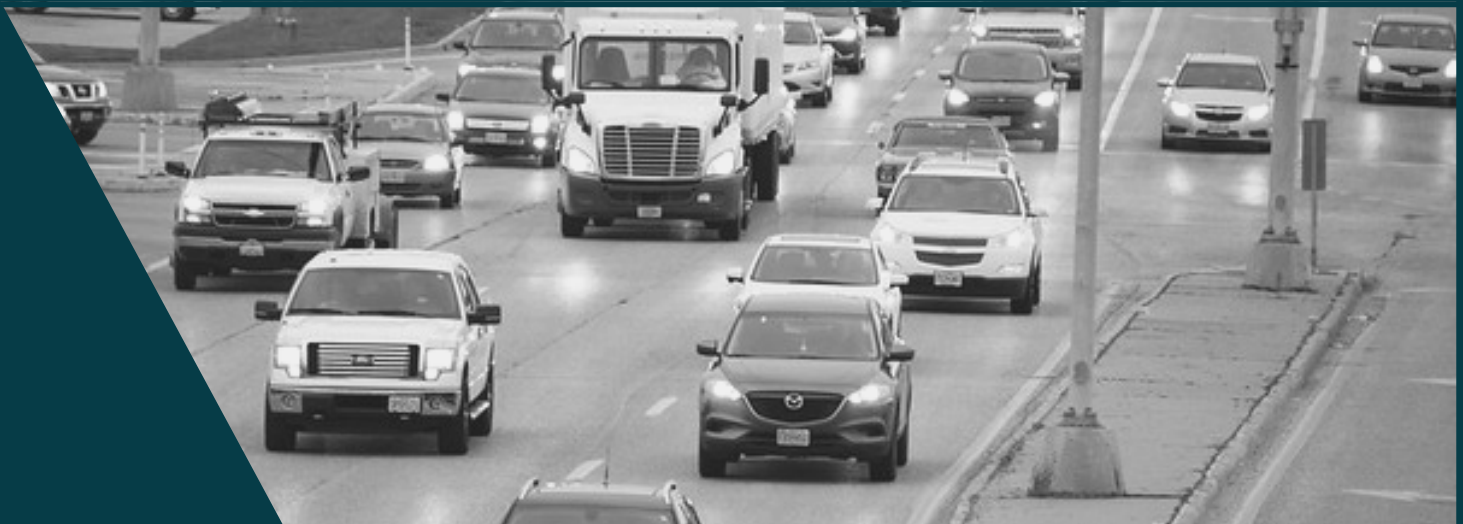
ROADSIDE

- Are there opportunities to upgrade crashworthy devices to MASH standards?
- Is guardrail length of need sufficient?
- Do bridge approach transitions need to be updated?
- Is there an elevated risk of vehicles crossing the median (AADT and median width)?
 - Consider adding guard cable
- Are there fixed objects within ROW/sight triangles?
 - Remove/shield fixed objects
- Are there edge drop-offs?
 - Safety edge
- Can side slopes be adjusted to be more recoverable?
- What is the risk of run-off-road crashes (high speeds, rural, narrow lanes)?
 - Add shoulders, rumbles, delineation, HFST



VULNERABLE ROADWAY USERS

- Are there opportunities to enhance crossings based on the number of lanes crossed, AADT and speeds?
 - [Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations](#)
 - Table 1. Application of Pedestrian Crash Countermeasures by Roadway Features
- Are there trail crossing locations that could be improved?
- Is the speed of the roadway conducive of VRUs along the roadway?
- Are there traffic calming measures that could be implemented?
 - Narrow lanes, road diets, roundabouts, etc.
- Is there sufficient crossing movement times for VRUs?
 - Leading pedestrian intervals or extend crossing intervals
- Can we separate the vehicle traffic and the VRUs?
 - Barriers, grade separate, etc.
- Is there an overall bike/ped plan for the community that this project can accommodate?
- Consider improvements near transit stations - Is the transit station located in an optimal location?
- Are there high generators of bike/ped traffic that require additional improvements?
 - Bus stops, land use (shopping centers, schools, apartment complexes, low/no vehicle households, tourist areas), nearby bike/ped trails, etc.
- Are there alcohol establishments nearby that may merit additional improvements?
 - Enhanced crosswalk visibility
- Are there improvements identified on the ADA transition plan? Can these go beyond ADA to incorporate pedestrian safety?
- Are ITS solutions incorporated at mid-block and signalized intersections?
 - Audible pedestrian signal, countdown timers, pedestrian detectors, Rectangular Rapid Flashing Beacon (RRFB), pedestrian push buttons, etc.
- Are there gaps within the VRU infrastructure that can be made continuous?
- Are unique road users in the area? For example: horse/buggy, farming, schools, older roadway users, etc.
- Does the location allow for complete street concepts?



TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)

- Is there a need for additional enforcement to address driver behavior? Does it qualify as a travel safe zone?
- Is there a need to provide warning systems to alert drivers of various conditions?
 - Queue, curve, intersection, size, speed and wrong way
- Is there an opportunity to improve traffic surveillance to assist incident response?
 - Add/replace CCTV cameras
- Is there an opportunity to improve messaging to drivers?
 - Add/replace dynamic message signs (DMS)
- Can the traffic signal operations be improved?
 - Should preemption be provided for emergency vehicles?
 - Determine if signalized left turning movements should be protected
 - Can signal timing be adjusted to reduce frequency of stops or enhance clearance times
 - Are the signal controllers and/or cabinets in need of replacement?
 - Implement Automated Traffic Signal Performance Measures (ATSPM)
- Can Smart Work Zone strategies be considered when constructing the project?
- Is the shoulder wide enough for emergency response and/or first responders?
- Is there a need for additional emergency response operators?
- Has maintenance or emergency response operators identified areas of concern?
- Is there a need for fences along the right of way to reduce pedestrian crossings?

OTHER CONSIDERATIONS

- Does the crash history along the corridor indicate trends that could be mitigated?
- Does the project area include any locations identified on the Traffic Safety Lists (locations with higher frequency of injury crashes)?
- Has maintenance identified areas of concern?
- Have we received customer safety concerns in the project area?
- Can we make future maintenance activities safer?
 - Tie-ons for bridge maintenance/inspections
 - Accessibility for overhead structures (DMS boards)
- Can existing at-grade railroad crossings be improved to advance safety?
- Can speed management strategies be implemented, such as setting proper speed limit, traffic calming effort, or other speed management countermeasures?
- Has an assessment of the of the corridor's safety performance been completed through an RSA, HSM analysis, risk factor analysis? If so, is there an opportunity to incorporate the findings along the corridor?

NOTES/COMMENTS

Blank area for notes and comments.