



TECHNICAL PLANNING COMMITTEE SPECIAL MEETING MINUTES

June 20, 2019

Osage Centre – Cape Girardeau, MO

Technical Planning Committee (TPC) Voting Members Present:

Ms. Mandi Brink, Southeast Missouri Regional Port Authority (SEMO Port)
Mr. Drew Christian, Southeast Missouri Regional Planning & Economic Development Commission (SEMO RPC)
Mr. Alex McElroy, City of Cape Girardeau
Mr. John Mehner, Cape Girardeau Area MAGNET (MAGNET)
Mr. Larry Payne, Cape Girardeau County (alternate for Mr. Charlie Herbst)
Mr. Scott Perry, Bootheel Regional Planning & Economic Development Commission (Bootheel RPC) (alternate for Ms. Hannah Barnett)
Mr. Mark Phillips, Cape Special Road District

Technical Planning Committee (TPC) Non-Voting Members Present:

Mr. Mike Brandon, Missouri Department of Transportation (MoDOT)
Mr. Craig Compas, Missouri Department of Transportation (MoDOT)
Mr. Andy Meyer, Missouri Department of Transportation (MoDOT)
Mr. Brian Okenfuss, Missouri Department of Transportation (MoDOT)
Mr. Jason Williams, Missouri Department of Transportation (MoDOT)

Staff Present:

Mr. Ryan Shrimplin, City of Cape Girardeau

Program Administration/Support Consultant Present:

Ms. Kelly Green, KLG Engineering

Call to Order

Vice Chairman McElroy called the special meeting to order at 3:00 p.m.

Introductions

The group went around the room, with each person giving a brief introduction.

Adoption of Agenda

The agenda of the June 20, 2019 Technical Planning Committee Special Meeting was unanimously approved upon motion made by Mr. Mehner and seconded by Ms. Brink.

New/Unfinished Business

- **Center Junction Diverging Diamond Interchange (DDI) Project – Discussion**

Mr. Williams explained that the Missouri Highways and Transportation Commission (MHTC) rejected the bids for the Center Junction DDI project. The programmed amount for the project was \$11.4 million. MoDOT Southeast District's estimate was slightly higher. The official estimate by the Central Office is not known because that information is not shared. The low bid was \$18.5 million. Southeast District staff met with SEMPO staff and representatives of Cape Girardeau and Jackson last week to inform them of the bid rejection and to discuss revising the project in order to reduce the cost before the project is re-let in the fall. Since that meeting, Southeast District staff has identified several steps that should be taken to close the gap between the estimated cost and the true cost. These steps include:

- Closing portions of US 61 under the bridge and eliminating left turn movements from the ramps over a 7-month period;
- Adding a milestone to the construction contract (i.e. one lane in each direction must be open by November 1, 2020);
- Requesting A + B bidding if additional days beyond the milestone are needed;
- Adding a monetary incentive to the construction contract for opening prior to the milestone; and
- Working with the Central Office to produce a revised estimate.

Mr. Payne stated that he contacted several of the bidders in order to gain an understanding of the bids. He was informed that seven different asphalt mix designs were required and that main line paving was scheduled in winter. He was also informed that the contractor would have to maintain the bridge during the project. Mr. Williams stated that the plans specified demolition of the northbound bridge first. Mr. Payne continued by stating that there is a culvert in the project area and that it only needs to be repaired, not removed. Mr. Williams stated that the plans specified removing only a portion of the culvert. He explained that there was not enough structural capacity as it was, so the plans specified staged construction with temporary shoring in the form of sheet piling to hold the embankment up. Mr. Payne also stated that he heard there are boulders in the borrow area. He commented that MoDOT needs to take the time to redesign the project properly rather than rushing it. He suggested lowering US 61 and re-decking the bridges rather than replacing them. He stated that this is similar to what was done for IS 26 and Airport Road in Ashville, NC. Ms. Green stated that keeping the existing bridges would allow more room for the future trail connector.

Ms. Brink emphasized the need to avoid disrupting traffic to and from the Port.

Mr. Mehner expressed his consternation over the fact that the Central Office does not share the official estimate with anyone at the District Office. He stated that the Central Office should notify the District Office if there is a significant disparity between the official estimate and the District estimate, and that such notification should occur prior to the public outreach. He also questioned how the closures would affect the SportsPlex traffic.

Mr. Williams stated that the other interchanges in Cape Girardeau and Jackson would likely be designated as detour routes. This might require adjusting the signals near the ramps.

Mr. Meyer stated that the bidders' prices were based primarily on the risk involved and the extensive schedule. Mr. Williams added that the complexity of the staging plan was a major reason why the bids were high.

Mr. Payne stated that the ramp closures for the DDI project might be problematic for the sand truck traffic. Mr. Williams stated that the right turn lanes at the ramps would be maintained, which should accommodate the sand trucks.

Mr. Payne suggested only closing US 61 at night. Mr. Okenfuss stated that is an option, but it would be more expensive. Mr. Williams reiterated that the proposed closures are to reduce the project costs.

Mr. Payne suggested utilizing head-to-head traffic in order to work on one side of US 61 at a time.

Ms. Green asked for clarification on what MoDOT is requesting from SEMPO since MoDOT has already determined the steps that should be taken. Mr. Meyer replied that MoDOT is simply seeking feedback on the proposed steps. He thanked the group for providing input and stated that MoDOT realizes it must start over from a public communication standpoint.

Member Reports

City of Cape Girardeau – Mr. McElroy reported that the Transportation Trust Fund 6 (TTF6) Committee held its kickoff meeting on June 17. The Committee is charged with developing a list of recommended projects for consideration by the City Council.

Cape Special Road District – Mr. Phillips reported that wet conditions have delayed the annual asphalt overlay work. Crews are removing the rocks that were used to raise the roads.

SEMO Port – Ms. Brink reported that the Port is still dealing with flooding. She is hoping that the Port will be able to resume service to Buzzi Unicem USA next week.

SEMO RPC – Mr. Christian reported that the Board of Directors approved the FY 2020-2023 Transportation Improvement Plan (TIP) yesterday. He is now working on an amendment to the approved TIP.

Bootheel RPC – Mr. Perry reported that the RPC has been busy administering current grants and preparing applications for new grants.

MoDOT – Mr. Okenfuss stated that the Chester Bridge is scheduled to be opened on Saturday. MoDOT is coordinating with IDOT on both the Bill Emerson Memorial Bridge and the Chester

Bridge. The contractor will likely switch traffic over on the Bill Emerson Memorial Bridge after July 4. IDOT anticipates closing IL 146 soon.

Staff Report

Mr. Shrimplin reported that the Cape Girardeau City Council approved the Consolidated Planning Grant agreement on June 17. He will be submitting the approved FY 2020-2023 TIP to Ms. Eva Voss with MoDOT soon. Ms. Green reported that she is in the process of scheduling the TIP tool training session with the consultant.

Other Business and Communications

There was no other business or communications.

Adjournment

There being no further business, the meeting was unanimously adjourned at 3:53 p.m. upon motion made by Mr. Payne and seconded by Mr. Phillips.

Respectfully submitted,

Kelly Green