

**St. Louis County Department of Transportation  
ACEC/MO Liaison Committee Meeting**

**March 5, 2019**

**Location: 1050 North Lindbergh Blvd  
Creve Coeur, Missouri 63132**

**Minutes**

ACEC/MO Liaison Members

Chris Linneman – EFK Moen  
Mike Banashek – Horner & Shifrin  
Mike Erdtmann - GBA  
Shawwna Erter – SCI Engineering  
Howard Gotschall – Hanson  
Dave Maxwell – HR Green  
Bruce Schopp – Oates Associates

Saint Louis County Members

Dan Dreisewerd  
John Eddington  
Glenn Henninger  
John Hicks  
Joe Kulesa  
Ted Medler  
John Shrewsberry  
Adam Spector  
Pam Thebeau  
Jack Thomas  
Andrew Williams  
Larry Welty

The meeting began at 8:30 am.

- 1) Introductions were made around the room.
- 2) Chris Linneman provided an overview of ACEC and purpose of Liaison committees.
- 3) Dan Dreisewerd provided a Director Update:
  - a) Diversity items are being worked on as discussed later in the meeting.
  - b) Staffing changes are greatly affecting how many projects the County can release to consultants. The County no longer has the staff needed to manage the number of projects they need to send out to consultants.
- 4) Jack Thomas provided an update on M/WBE & Diversity items.
  - a) A new staff member has been hired to review, update and keep track of the County's diversity rules and regulations.
  - b) The County plans to perform an increase in the monitoring of agreements and payments to M/WBE firms.
  - c) The County will continue to follow County M/WBE goals on County funded projects and MoDOT DBE goals for LPA projects.
  - d) The County is aware that M/WBE goals are challenging to meet on small design projects and does try to bundle projects together, where applicable.

- 5) Dept. of Transportation Org. Chart / Staff Update  
Most open positions in the Department are still vacant. Jim Dietzel left the County and Brian Gettinger has moved into his role.
- 6) Standardized Agreement for new consultant projects
  - a) The agreement should be finalized in the next 3-4 weeks. It is waiting on final changes to the M/WBE requirements.
  - b) The County indicated that it is working to clarify the responsibilities of the consultants and the County during the process of utility coordination. The County is noticing that consultants are misinterpreting the County performing utility coordination as that the County has the ability to get any utility line moved if needed. This is not the case, the consultants are still responsible to try to avoid utility conflicts and the County is mainly acting as the messenger between consultants and utility companies.
- 7) Consultant Design Opportunities
  - a) The County distributed a handout of upcoming consultant projects for the next year. (see attached)
- 8) New Design Criteria Manual
  - a) The County intends to publish this document on their website sometime in the next year.
- 9) Microstation Workspace / ProjectWise
  - a) The County does have Projectwise in the current budget, but does not have the IT staff needed to implement and run it. ProjectWise is still a priority for the County, but will not get implemented until staffing levels are increased.
- 10) Subsurface Utility Engineering (SUE) on Consultant Contracts
  - a) The group discussed how SUE is becoming more prevalent on consultant contracts (both for the County and other agencies). Once a SUE contractor's fee exceed \$25,000 on a federally funded project, then they must follow a Cost + Fixed Fee contract , requiring them to have a FAR overhead rate. Estimating SUE work is challenging in that it is difficult to know up front how many potholes to assume for a design project. Using M/WBE firms for SUE work could cause issues if less potholes are needed than originally assumed. We expect this to become an issue that is discussed in more detail in coming meetings after more consultants have completed projects that have had a SUE component.
- 11) Consultant Plan Quality
  - a) The County is working on a comprehensive checklist to distribute to consultants to clarify what they expect on certain submittals. Utility conflicts are still the biggest issue that the County is seeing on consultant plans.
- 12) Better Together
  - a) The Better Together initiative that would consolidate St. Louis City, County and all municipalities was briefly discussed. No one is sure how this may affect consultant work with the County, but this will be a topic to continue discussing in the future.

13) Other

- a) Construction Administration services by consultants is not expected to be needed as the construction inspection division at the County is fully staffed and has not experienced the turnover that other divisions have seen.
- b) The County wants the consultant community to be careful in setting permanent and temporary easements and ROW for projects. Some projects provide too much unneeded acquisitions and others provide too little (especially with TCE's).
- c) The County would be interested in seeing ACEC set up a Design Consultant Workshop that would provide insight and guidance on standard roadway design plan issues that seem to be lacking in some engineering plans.

The meeting concluded at 9:45 am.

Minutes by Chris Linneman

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| Roadway Design Opportunities for 2019/2020 |   |   |                |   |  |                         |                             |                    |
|--|---|---|----------------|---|--|-------------------------|-----------------------------|--------------------|
| Project No.                                | Name  | Brief Description   | Federal Funded | Limits  | Scope  | Construction Cost Range | Design Contract RFQ Posting | DBE/MBE/WBE Goals  |
| CR-1282                                    | Heintz Road Bridge No. 513 Replacement      | Bridge removal and replacement<br><br>Approach work necessary to access the bridge  | TBD            | Immediately south of Baumgartner Road           | -Hydraulic Design<br>-Structural Design<br>-Geotechnical<br>-Utility Coordination<br>-Barrier Design   | \$1M to \$1.5M          | Fall 2019 - Winter 2020     | TBD                |
| AR-1518                                    | J. S. McDonnell Bridge No. 164 Replacement  | Bridge removal and replacement<br><br>Approach work necessary to access the bridge  | TBD            | South of Lindbergh Blvd., north of Airport Road | -Hydraulic Design<br>-Structural Design<br>-Geotechnical<br>-Utility Coordination<br>-Barrier Design   | \$2M to \$2.5M          | Fall 2019 - Winter 2020     | TBD                |
| AR-1717                                    | Kingsland Avenue ARS Resurfacing            | Preservation of Kingsland Avenue from Delmar Boulevard to Olive Boulevard   | TBD            | Olive Blvd. (Mo Rte 340) to Delmar Blvd.        | - Mill and overlay<br>- Base repairs<br>- Curb ramp replacement<br>- New Curb-ramps<br>- Signal ADA upgrades<br>- ADA compliant bus pad                            | \$750K to \$1M          | Fall 2019 - Winter 2020     | TBD                |
| AR-1746                                    | Mason Road Resurfacing and Multi-use Trail  | Preservation of Mason Road from 100' North of Mason Ridge Road to Clayton Road and installation of a multi-use trail on the west side of Mason Road through the project limits. | TBD            | Clayton Road to just south of I-64              | - Mill and Overlay<br>- Base repairs<br>- Curb ramp replacement<br>- New curb-ramps<br>- Signal ADA upgrades<br>- ADA compliant bus pad<br>- New 8' Multi-Use path | \$1M to \$1.5M          | Fall 2019 - Winter 2020     | TBD                |
| AR-1471                                    | Midland Boulevard (East) ARS Infrastructure | Preservation of Midland Boulevard (East) from Woodson Road to North & South Road.   | No             | East of Woodson Road to North & South Road      | - Mill and Overlay<br>- Base Repairs<br>- Curb Ramp Replacement<br>- New Curb Ramps<br>- Traffic Signal ADA Upgrades<br>- ADA compliant Bus Pads                   | \$3M to \$3.5M          | Fall 2019 - Winter 2020     | 16% MBE<br>15% WBE |

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|-------------|--|---|----------------|---|---|-------------------------|-----------------------------|--------------------|
| AR-1736     | North Elizabeth Avenue ARS Resurfacing | Preservation of North Elizabeth Avenue from Chambers Road to MoDOT maintenance south of Pershall Road                     | No             | Chambers Rd to I-270                              | - Mill and Overlay<br>- Base Repairs<br>- Curb Ramp Replacement<br>- New Curb Ramps   | \$1.5M to \$1.7M        | Fall 2019 - Winter 2020     | 16% MBE<br>15% WBE |
| AR-1747     | New Ballwin Road ARS Resurfacing       | Preservation of New Ballwin Road from Big Bend Road to the north side of Twigwood Drive                                   | No             | Twigwood Drive to Big Bend Road                   | - Mill and Overlay<br>- Base Repairs<br>- Curb Ramp Replacement<br>- New Curb Ramps<br>- Traffic Signal ADA Upgrades                                      | \$1.5M to \$1.7M        | Fall 2019 - Winter 2020     | 16% MBE<br>15% WBE |
| AR-1737     | Vernon Avenue ARS Resurfacing          | Preservation of Vernon Avenue from Midland Boulevard to the City Limits of St. Louis (pavement change at Eastgate Avenue) | No             | Midland Blvd. to the City Limits of St. Louis     | - Mill and Overlay<br>- Base Repairs<br>- Curb Ramp Replacement<br>- New Curb Ramps<br>- Signal ADA upgrades<br>- ADA Compliant Bus Pads                  | \$1.5M to \$1.7M        | Fall 2019 - Winter 2020     | 16% MBE<br>15% WBE |
| AR-1743     | Weidman Road ARS Resurfacing           | Preservation of Weidman Road from Manchester Road to Turtle Cove Drive  | No             | Manchester Road (Mo Rte 100) to Turtle Cove Drive | - Mill and Overlay<br>- Base Repairs<br>- Curb Ramp Replacement<br>- New Curb Ramps<br>- Traffic Signal ADA Upgrades                                      | \$1M to \$1.3M          | Fall 2019 - Winter 2020     | 16% MBE<br>15% WBE |
| CR-1262     | Wyncrest Drive Bridge No. 266          | Replacement of Bridge No. 266 over Glaize Creek, approximately 0.08 mile east of Weidman Road                             | Yes (BRO)      | approximately 0.08 mile east of Weidman Road      | Replacement of Bridge No. 266 over Glaize Creek<br>-Hydraulic Design<br>-Structural Design<br>-Geotechnical<br>-Utility Coordination<br>-Guardrail Design | \$750K to \$1.5M        | Spring 2019 – Summer 2019   | TBD                |

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|---|--|--|----------------|---|---|-------------------------|-----------------------------|-------------------|
| Project No.                               | Name                                   | Brief Description  | Federal Funded | Limits  | Scope   | Construction Cost Range | Design Contract RFQ Posting | DBE/MBE/WBE Goals |
| CR-1773                                   | New Ballwin Road Bridge No. 349        | Replacement of Bridge No. 349 over Kiefer Creek, approximately 0.13 mile southeast of Castlewood Road  | Yes (BRO)      | approximately 0.13 mile southeast of Castlewood Road      | Replacement of Bridge No. 349 over Kiefer Creek<br>-Hydraulic Design<br>-Structural Design<br>-Geotechnical<br>-Utility Coordination<br>-Guardrail Design   | \$750K to \$1.5M        | Spring 2019 – Summer 2019   | TBD               |
| CR-1774                                   | Hudson Drive Bridge No. 105            | Rehabilitation or Replacement of Bridge Nos. 105 and 106 over Black Jack Creek, each located approximately 0.10 mile east of Halls Ferry Road. | Yes (BRO)      | located approximately 0.10 mile east of Halls Ferry Road. | Rehabilitation or Replacement of Bridge Nos. 105 and 106 over Black Jack Creek<br>-Hydraulic Design<br>-Structural Design<br>-Geotechnical<br>-Utility Coordination<br>-Guardrail Design<br>-Pedestrian Accomidation                    | \$1M to \$2M            | Spring 2019 – Summer 2019   | TBD               |
| CR-1775                                   | Vorhof Drive Bridge No. 106            | (Projects are one consultant contract)   |                |   |   |                         |                             |                   |
| CR-1772                                   | Buckley Road Bridges No. 528 and 528-P | Replacement of existing roadway and pedestrian bridges over Mehlville Creek, 0.44 mile south of Lemay Ferry Road, with a single structure      | No             | 0.44 mile south of Lemay Ferry Road                       | Replacement of existing roadway and pedestrian bridges over Mehlville Creek with a single structure<br>-Hydraulic Design<br>-Structural Design<br>-Geotechnical<br>-Utility Coordination<br>-Barrier Design<br>-Pedestrian Accomidation | \$500K to \$750K        | Spring 2019 – Summer 2019   | TBD               |