Project Overview

15 Primary Bridges in 8 Counties
Bridge No. A0654 – US 67(SB)

- Built: 1959
- Crossing Feature: MO 8
- NBI Deck – 4
- NBI Superstructure – 4
- NBI Substructure – 6

- Will Consider Rehab
- US 67(SB) ADT: 12,909
- Bridge Length: 139’0”
- Curb to Curb: 28’0”
- Approach: 38’0”

St. Francois County
Bridge No. L0329 – Rt. NN

- Built: 1948
- Crossing Feature: Indian Creek
- NBI Deck – 4
- NBI Superstructure – 4
- NBI Substructure – 5

- Will Consider Rehab
- Rt. NN ADT: 1,749
- Bridge Length: 113’0”
- Curb to Curb: 22’0”
- Approach: 22’0”

St. Francois County
Bridge No. T1000 – Rt. K

- Built: 1959
- Crossing Feature: Black River
- NBI Deck – 4
- NBI Superstructure – 7
- NBI Substructure – 7

- Will Consider Rehab
- Rt. K ADT: 298
- Bridge Length: 600’0”
- Curb to Curb: 20’0”
- Approach: 20’0”

Reynolds County
Bridge No. J0104 - MO 51

- Built/Rehab: 1929/1974
- Crossing Feature: Castor River Overflow
- NBI Deck – 5
- NBI Superstructure – 5
- NBI Substructure – 6

- Replacement Required
- MO 51 ADT: 660
- Bridge Length: 170’0”
- Curb to Curb: 20’0”
- Approach: 20’0”

Bollinger County
Bridge No. J0103 - MO 51

- Built: 1929
- Crossing Feature: Castor River
- NBI Deck – 6
- NBI Superstructure – 5
- NBI Substructure – 5

- Replacement Required
- MO 51 ADT: 660
- Bridge Length: 399’0”
- Curb to Curb: 20’0”
- Approach: 20’0”

Bollinger County
Bridge No. L0567 - Rt. A

- Built: 1954
- Crossing Feature: Whitewater River
- NBI Deck – 4
- NBI Superstructure – 6
- NBI Substructure – 6

- Replacement Required
- RT. A ADT: 644
- Bridge Length: 221’0”
- Curb to Curb: 22’0”
- Approach: 22’0”

Cape Girardeau County
Bridge No. F0559 - Rt. W

- Built: 1964
- Crossing Feature: Black River
- NBI Deck – 3
- NBI Superstructure – 5
- NBI Substructure – 4

- Replacement Required
- RT. W ADT: 1,561
- Bridge Length: 416’0”
- Curb to Curb: 24’0”
- Approach: 24’0”

Butler County
Bridge No. A0236 - Rt. B

- Built: 1959
- Crossing Feature: I-57
- NBI Deck – 4
- NBI Superstructure – 4
- NBI Substructure – 7

- Will Consider Rehab
- RT. B ADT: 1,946
- Bridge Length: 248’0”
- Curb to Curb: 28’0”
- Approach: Approx. 40’0”

Google Earth

Mississippi County
Bridge No. A2382 - Rt. DD

- Built: 1968
- Crossing Feature: St. Francis River
- NBI Deck – 3
- NBI Superstructure – 6
- NBI Substructure – 6

- Will Consider Rehab
- RT. DD ADT: 430
- Bridge Length: 328’0’’
- Curb to Curb: 26’0’’
- Approach: 20’0’’

Dunklin County
Bridge No. S0882 - Rt. DD

- Built: 1933
- Crossing Feature: St. Francis River Slough
- NBI Deck – 6
- NBI Superstructure – 4
- NBI Substructure – 5

- Replacement Required
- RT. DD ADT: 430
- Bridge Length: 96’0”
- Curb to Curb: 20’0”
- Approach: 20’0”
Bridge No. P0473 - Rt. EE

- Built: 1953
- Crossing Feature: LRDD #1
- NBI Deck – 3
- NBI Superstructure – 6
- NBI Substructure – 5

- Replacement Required
- RT. EE ADT: 448
- Bridge Length: 241’0”
- Curb to Curb: 20’0”
- Approach: 20’0”

Google Earth

Pemiscot County
Bridge No. P0474 - Rt. EE

- Built: 1953
- Crossing Feature: LRDD #251
- NBI Deck – 4
- NBI Superstructure – 6
- NBI Substructure – 5

- Replacement Required
- RT. EE ADT: 448
- Bridge Length: 263’0”
- Curb to Curb: 20’0”
- Approach: 20’0”

Pemiscot County
Bridge No. P0475 - Rt. EE

- Built: 1953
- Crossing Feature: LRDD #258
- NBI Deck – 5
- NBI Superstructure – 6
- NBI Substructure – 5

- Replacement Required
- RT. EE ADT: 448
- Bridge Length: 185’0”
- Curb to Curb: 20’0”
- Approach: 20’0”

Pemiscot County
Bridge No. P0476 - Rt. EE

- Built: 1953
- Crossing Feature: LRDD #259
- NBI Deck – 5
- NBI Superstructure – 5
- NBI Substructure – 5

- Replacement Required
- RT. EE ADT: 448
- Bridge Length: 95’0”
- Curb to Curb: 20’0”
- Approach: 20’0”
Bridge No. P0477 - Rt. EE

- Built: 1953
- Crossing Feature: LRDD #65
- NBI Deck – 6
- NBI Superstructure – 5
- NBI Substructure – 5

- Replacement Required
- RT. EE ADT: 448
- Bridge Length: 47’0”
- Curb to Curb: 20’0”
- Approach: 20’0”

Pemiscot County
Alternative Bridges

- 10 Alternative Bridges
- Best Practices in the Design and Construction of the 15 Primary Bridges may increase the number of locations that are addressed.
- Teams may include Alternative Bridges in their Proposal

<table>
<thead>
<tr>
<th>BRIDGE</th>
<th>ROUTE</th>
<th>COUNTY</th>
<th>FEATURE CROSSING</th>
<th>AADT</th>
<th>BUILT</th>
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<tbody>
<tr>
<td>T0037</td>
<td>MO 153</td>
<td>NEW MADRID</td>
<td>LRDD #44</td>
<td>477</td>
<td>1933</td>
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<td>N0987</td>
<td>RTE ZZ</td>
<td>BOLLINGER</td>
<td>LITTLE CROOKED CREEK</td>
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<td>RTE Y</td>
<td>CAPE GIRARDEAU</td>
<td>LITTLE INDIAN CREEK</td>
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<td>1956</td>
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<td>BYRD CREEK</td>
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<td>SCOTT</td>
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<td>DD #1</td>
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<td>A2470</td>
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<td>ST. FRANCIS CREEK</td>
<td>405</td>
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<td>L0224</td>
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<td>MO 153</td>
<td>NEW MADRID</td>
<td>DD #8</td>
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Alternative Bridges in the shaded cells above must be replaced if selected for inclusion in the Bootheel Bridge Bundle. Bridges in white have rehabilitation options.
Anticipated Expertise

Expertise in the following areas is anticipated.

- Structural Engineering
- Hydraulic Engineering
- Geotechnical Engineering
- Bridge Construction

Image Source: Missouri Digital Heritage
http://mdh.contentdm.oclc.org/cdm/search/collection/msalrdd

As-Built Plans are available. Please contact sebridges@modot.mo.gov if you need help accessing these files.
Little River Drainage District (LRDD)

“Southeast Missouri's “Bootheel” is a natural basin for Mississippi River flooding. It covers 540,000 acres and drains a total of 1.2 million acres.”

Source: Missouri Digital Heritage

LRDD and MoDOT have a history of positive partnership. This partnership will continue in the Bootheel Bridge Bundle Design-Build Project.

5 Primary Bridges span LRDD via easement (P0473 – P0477)
3 Alternative Bridges span LRDD via easement (T0037, R0185, L0224)
Reducing Risk

• The MoDOT Team will continue to work towards reducing risk in the following areas:
  – Utilities
  – Right of way
  – Environmental
  – Geotechnical
  – Third party agreements
Anticipated Budget

• Total Program: $25.2 million
  – PE/CE Internal
  – Utilities
  – R/W and Incidentals
  – Stipends

• **Design-Build Contract: $21.5 million**
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<td>Release Request for Qualifications</td>
<td>January 13, 2020</td>
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<tr>
<td>Statement of Qualifications Due</td>
<td>February 11, 2020</td>
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<tr>
<td>Release Request for Proposals</td>
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<td>Technical Discussions</td>
<td>March – May, 2020</td>
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<td>Final Technical Proposals &amp; Price Allocation Due</td>
<td>May, 2020</td>
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<td>MHTC Award</td>
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<td>NTP 1</td>
<td>August, 2020</td>
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DBE & Workforce Goals

- A DBE goal has been established for the Bootheel Bridge Bundle:
  - 8% Construction – 12% Professional Services
- A Workforce Goal has been established for the Bootheel Bridge Bundle:
  - 11.4% in all counties except Dunklin and Pemiscot (26.5%)
  - One (1) OJT slot at 1,000 hours for construction
Project Goals

1. Deliver the project within the program budget of $25.2 million on or before December 31, 2023.

2. Use innovation to maximize the number of locations to be addressed while providing quality structures sensitive to location and traffic.

3. Minimize public inconvenience through increased construction speed and flexibility in scheduling.

4. Improve safety at each location.