

n e w s

Missouri Department of Transportation

For more information, contact Safe & Sound Outreach Coordinator Bob Brendel, (573) 751-8717.



Release available @
www.modot.org

July 5, 2007 – For immediate release

No. 00X

Safe & Sound Selection Process Postponed Until Fall

JEFFERSON CITY – The Missouri Department of Transportation has postponed its selection of a team for its Safe & Sound bridge improvement program.

The delay is a result of concern by the two candidate teams – Missouri Bridge Partners and Team United – that state law requiring a performance bond is not available for a project of this magnitude and length.

It had been anticipated that a team recommendation would be made to the Missouri Highways and Transportation Commission at its July meeting in Chillicothe. The decision will now be postponed until the fall.

“We’re very much committed to delivering the Safe & Sound Bridge Improvement Program by the end of 2012,” MoDOT Director Pete Rahn said. “We’re exploring legislative and contractual options that will enable us to do that.”

Current law requires a performance bond on construction projects in the amount of the contract and for its duration. In this case, where MoDOT is asking the proposing teams to not only design and build the bridge improvements but also to provide financing and maintenance,

the construction period is only five years but the total contract period is 30 years or more. Normally a performance bond would only be required during construction.

“Performance bonds in the \$400-600 million range carried for 30 years are simply not available in the surety market,” Safe and Sound Project Director Ken Warbritton said. “The lenders who will be financing the successful team want clarification of this issue before they make a commitment.”

Legislation to amend Missouri law and correct this situation was introduced in the spring, but it passed only the Senate before the legislative session ended in May. Since then, MoDOT’s Safe & Sound team has been researching other projects around the country that have faced similar challenges. In both Florida (Port of Miami Tunnel) and California (Bay Bridge) legislative amendments were passed that required bonding of only 10 percent and 25 percent of the contract amount, respectively.

“Our team is working on multiple solutions,” Warbritton said, “and we hope that we will find a method to address these bridges, and our schedule, by September or October.”

###