



November 15, 2013

To: Kenny Voss, PE
Local Program Administrator

RESPONSIBLE FIRM

Engineering Design Source, Inc. (EDSI)

16141 Swingley Ridge Road
Suite 300
Chesterfield, Missouri 63017
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www.EngDesignSource.com
DBE Certified

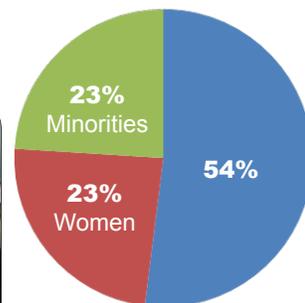
Dear Mr. Voss and Members of the Selection Committee:

Engineering Design Source, Inc. (EDSI) is pleased to submit our interest in becoming LPA on-call consultant for roadway design. Since our inception in 1995, EDSI has successfully completed more than 1,500 civil engineering and surveying projects in the Bi-State area. Our headquarters is located in Chesterfield, Missouri and we are **100% minority owned and certified as a DBE/MBE firm. EDSI is also a MoDOT prequalified firm.** Our successful track record can be attributed to our focused approach in providing our clients personal attention and offering cost effective solutions. Responding quickly to specific project requirements and performing at a higher level of satisfaction have become our principle objective.

EDSI has built a reputation of excellence by providing our clients with superior engineering and design services, personal attention, and highly responsive staff to meet the specific needs of each complex project. We take pride in our strong work ethic and our detailed quality control process which insures correct deliverables in a timely and cost effective manner.

WORKFORCE DIVERSITY:

Engineering Design Source Inc. is committed to meeting MoDOT's Workforce Diversity standards. As an MBE firm, EDSI has a firsthand understanding of what it takes to grow a MBE business and how to recruit a diverse workforce and foster an environment of inclusion. **We present a workforce led by EDSI which includes 46% women and minorities.** Our commitment to diversity is never relegated to the fine print. We display it proudly, and believe a better, more innovative engineering firm is only possible when the power of our differences is unleashed and lived, day in and day out.



GENERAL EXPERIENCE OF FIRM / PAST PERFORMANCE:

Route MM - Jefferson County, Missouri

Construction plans for improvements on Route MM at Route 30. Improvements include the following: relocate Dulin Creek Road access to Route MM farther from Route 30; connect Dulin Creek Road to Route 30 at the existing Wild Cherry / Raetta crossover; construct dual left turn lanes from southbound Route 30 to eastbound Route MM; redesign and construct a new signal at Route 30 and Route MM; lengthen the acceleration lanes onto Route 30. **Design included alignments, profiles, right-of-way & easements, intersection geometrics & warping details, temporary erosion & sediment control, traffic signals, lighting, signing, pavement markings, open and enclosed drainage design, cross-sections & earthwork / grading, utility coordination, quantities, construction cost estimate, and technical specifications.** During design, project was divided into two construction projects by MoDOT. Project also included surveys, traffic control & construction phasing, bridge & wall design, and geotechnical reports by subconsultants.



Route 30 - St. Louis County, Missouri

EDSI was selected to design an intersection at the Gravois Bluffs Development to mitigate the increased traffic delays and congestion. This project is the first application of a "continuous-flow intersection" in the state of Missouri, which removes the conflict between left-turning vehicles and oncoming traffic by introducing a left-turn bay placed to the left of oncoming traffic. Traffic is permitted to load the left-turn bay, crossing the oncoming traffic lanes, during the signal phase servicing cross-street traffic. **It is only the fifth CFI in the country and the project won a Grand Award in the ACEC/MO 2010 Engineering Excellence Award Competition.** Project included easements, alignments, profiles, intersection geometrics, warping details, open and enclosed drainage design, signing, pavement markings, traffic control, cross-sections, and quantities. Drainage design included extensive use of slotted drains on flat grades and a 520-foot extension of a 6' x 8' box culvert. Project also included new traffic signals.



"Very professional work considering tight schedule and coordination with two other design teams." Jim Provinse, R. G. Ross Construction Company



The New I-64 - St. Louis, Missouri

EDSI assisted the Missouri Department of Transportation with management of project to rehabilitate nine miles of urban interstate from west of Spoede Road in St. Louis County to east of Kingshighway Blvd. in St. Louis City along existing I-64/U.S. Route 40. It featured the rebuilding and upgrading of the pavement, bridges, and interchanges along the corridor, the addition of one lane in each direction from Spoede Road to I-170, and a new directional interchange at I-170. Tasks included utility coordination and oversight on traffic signals, lighting, signing, and pavement markings. Member of the traffic task force.

"EDSI's employees bring value to the team and exhibit the values that I-64 project leadership was looking for to make our project successful."
Leslie Hoffarth, Former Project Manager MoDOT

Page-Olive Connector - St. Louis County, Missouri

EDSI was responsible for the subconsultant portion of a design-build project to construct a new road on new alignment between Olive Boulevard and Maryland Heights Expressway and widen Maryland Heights Expressway from its termination at Creve Coeur Mill Road to River Valley Drive. The project forms a final link between Route 141 south of Olive Boulevard and Maryland Heights Expressway. The road includes six total travel lanes and will ultimately relieve congestion on local roads including I-270, I-64 and I-70 and improve capacity between north and south St. Louis County, Jefferson County, and St. Charles County. Sub-consultant portion included design and post design services for the 1.5 mile segment from River Valley Drive to a point 4500' south of Route 364 (Page Avenue).

Project received Honor Award in the ACEC 2013 Engineering Excellence Competition

Grand Avenue Viaduct - St. Louis, Missouri

EDSI was selected to perform the subconsultant portion of the replacement of the Grand Avenue Viaduct between Chouteau Avenue and I-64. Phase one included data collection, a feasibility study to determine the extent of rehabilitation and replacement and cost of options, and the preparation of preliminary plans. Phase two included preparation of right-of-way plans and final design. Design included traffic counts, alignments, profiles, right-of-way & easements, typical sections, intersection geometrics, traffic control, temporary erosion & sediment control, traffic signals, lighting, signing, pavement markings, enclosed drainage design, MSE wall layout, cross-sections & earthwork, utility coordination, quantities, and construction cost estimate.

"John Hock and the EDSI staff were excellent to work with. Communication was always clear and timely. The plan set is top notch for the complexity of the project." Kevin Kriete, PE, HDR Inc.

Wydown Boulevard - Clayton, Missouri

EDSI is currently designing the proposed improvements in the City of Clayton which includes milling and overlay of Wydown Boulevard from the east edge of Hanley Road to the east city limit. Milling and overlay include side street approaches to the point of curb replacement for curb ramps. The project also includes the replacement of curb ramps per current ADA guidance, curb replacement of colored asphaltic composite crosswalks with brick paver crosswalks and signing and striping for bicycles and pedestrians.

Route 109 - Wildwood, Missouri

EDSI was chosen by MoDOT to provide, as a prime consultant, engineering services to complete the improvements to 4.7 miles of Route 109 from Route CC to Route 100 in West St. Louis County. Work for this urban minor arterial consisted of cold milling the existing asphalt surface course pavement and resurfacing with superpave asphaltic concrete, replacing existing shoulder with improved asphaltic concrete shoulder, correcting erosion issues adjacent to the roadway, replacing pavement joints, replacing two traffic loop detectors, and restriping the new surface course.

Poplar Street Bridge Approach, St. Louis, Missouri

EDSI was responsible for the subconsultant portion of plans for repairs to portions of the deck of the eastbound and westbound Poplar Street Bridge approach spans, expansion joint replacement, miscellaneous steel repairs, and miscellaneous substructure repairs. Tasks included CAD drawings for inspection, preliminary design and final design stages of project; perform QA/QC of traffic control plans; complete underdeck survey; and complete chain drag test on portions of the deck.

"I have been extremely pleased with how you have supported us Poplar Street Bridge. I love working with people like you and John. Responsible, responsive and easy to trust with things like this." Cory Imhoff, PE, HDR Inc.





QUALIFICATIONS OF KEY PERSONNEL:

With over 18 years of experience in roadway design, EDSI has the expertise to develop the scope, phasing, and costs for the conceptual, preliminary, and contract plans. The principal members of our team that will be assigned to this project are listed below.

George John, PE, *Project Principal* - Mr. John has over twenty-nine years of responsible experience in several areas of civil engineering including highway and roadway improvement projects, traffic studies and signal design, storm and sanitary sewer projects, environmental impact studies, program management, site and grading plans, and project supervision. Mr. John is registered as a professional engineer in Missouri and has been involved in a variety of transportation related projects throughout the United States. As President of EDSI, Mr. John is responsible for providing project management, quality control reviews, monitoring budgets and schedules, and engineering design consultation.

John Hock, PE, PTOE, *Project Manager* - Mr. Hock has twenty-nine years of experience in the civil engineering field. He is responsible for project management and quality control of transportation projects at EDSI. His areas of expertise include roadway design, traffic, and hydraulics/ hydrology. He has completed more than 140 transportation projects in the Bi-State region. Design complexity of these projects varies from intersection improvements, to resurfacing and widening of residential streets and county roads, to construction of new interstate highways and interchanges. Traffic services include data collection, impact studies, and signal design. Clients include various state municipal agencies such as Missouri and Illinois Department of Transportation, St. Louis County and City of St. Louis; institutional, commercial, and industrial entities; private developers; and other engineering firms.

Tobin Bonnell, PE, *Roadway Design Engineer* - Mr. Bonnell has more than twelve years of experience in several areas of civil engineering including roadway design, construction inspection, hydraulic studies, traffic studies, pavement design, construction cost estimation, sanitary sewer design, storm water management and sewer modeling. He has wide-ranging design experience and can easily identify and resolve issues with the design, specifications and drawings. Additionally, he has completed extensive training in the use of advanced computer aided design software such as Microstation/InRoads, AutoCAD Civil 3-D, Eagle Point, Geopak, HCS2000, and SYNCHRO.

Amanda Wedekemper, EIT, *Civil Engineer* - Ms. Wedekemper has three years of experience as an engineer. She has been responsible for a variety of tasks in projects related to the assessment, design, and construction inspection of roadways and bridges. This includes analysis of historical plans, field verification of features and limits, performing cost estimates and creating plans, quantity summaries and schedules as well as performing and documenting quality assurance through careful measurement and material tests on the project site. She is proficient with computer aided drafting software as well as ASTM standards and AASHTO guidelines.

Garth Owens, CET, *Senior CAD Technician* - Mr. Owens has over twenty years of civil engineering experience working as a CAD designer on a variety of projects including data collection, traffic counts, roadway and bridge improvements, GIS development, site and grading plans, topographic field surveying, storm and sanitary sewer projects, wastewater treatment plant design, water main improvements, and large scale design-build projects. Mr. Owens has complete working knowledge of several different types of computer aided drafting software including: Microstation, AutoCAD, InRoads, GeoPak, Eagle Point, and Softdesk.

ACCESSIBILITY OF FIRM AND STAFF:

Project Manager John Hock will have access to the expertise and diverse project experience of the entire EDSI staff. The capacity and accessibility of our team will help to ensure that an accelerated project schedule can be maintained without sacrificing quality. We will fully collaborate with all vested partners to build upon the strengths of one another and improve the finished project as it moves to the final stage. EDSI's Chesterfield, Missouri office is located a short 2 miles from MoDOT district office.

FAMILIARITY / CAPABILITY:

The EDSI team will draw from our broad experiences and expertise from past roadway design projects. Our goal is to provide Missouri's Local Program roadway design services with the most appropriate and cost-effective project solutions. We believe that becoming an on-call consultant is consistent with our strengths and our diverse suite of services allows us to address all aspects of the project. We truly want to work with Missouri's Local Program and can assure you that our team of professionals will give the on-call roadway design projects the needed priority to successfully complete the jobs on schedule and within budget.

Sincerely,

A handwritten signature in black ink, appearing to read "George John".

George John, PE

President, CEO - EDSI



ENGINEERING DESIGN SOURCE, INC. COMPANY DESCRIPTION

Engineering Design Source, Inc. (EDSI) is a certified MBE/DBE civil engineering and surveying firm with 29 professionals providing consulting services in Missouri and Illinois. **EDSI staff includes 23% minorities and 23% women.** Since our inception in 1995, EDSI has successfully completed more than 1,500 projects in the Bi-state area.



EDSI has built a reputation of excellence by providing our clients with superior engineering and design services, personal attention, and highly responsive staff to meet the specific needs of each complex project. We take pride in our strong work ethic and our detailed quality control process which insures correct deliverables in a timely and cost effective manner.

EDSI has extensive design experience with highways/roadways, trails, pedestrian facilities, traffic studies, traffic signals, and site design. Our dedicated and diverse professional staff, detailed quality control plan and client satisfaction program ensures the successful completion of every project we undertake.

CERTIFICATIONS

DBE: Missouri- Certified through Metro MRCC, Issued 3/8/11, codes: 541330 (Engineering), 541370 (Surveying)

DBE: Illinois - IDOT, Issued 12/16/08

MBE: State of Missouri, Certification No. M03396, Issued 4/6/11, Expires 4/6/14

Professional Certifications:

Missouri: Professional Engineering Corp. License No. 001523, Expires 12/31/13
Professional Land Surveying, License No. 2002030547, Expires 12/31/13

Illinois: Professional Design Firm/Land Surveyor/Prof Eng Corporation License No. 184.002570, Expires 4/30/2014

EMPLOYEES BY DISCIPLINE

CHESTERFIELD, MISSOURI OFFICE

Disciplines	EDSI
Civil / Structural Engineers	9
Professional Land Surveyors	2
Land Surveyors (LSIT)	2
Crew Members	5
Technicians (CADD / Microstation)	3
Administrative	4
Total EDSI Employee	29



ROADWAY DESIGN EXPERIENCE

- Butcher Branch Road Bridge
- Henner Cul-de-sac
- Merchants Bridge
- Poplar Street Bridge Approach
- Route 23 Ottawa
- Shawnee Ford Bridge
- Maintenance of Traffic & Staging Plans for I-64 Bridge Repairs
- Creve Coeur Mill Road Bridge
- I-70 Tri-Level Connection
- New I-64
- Route 109 Resurfacing
- Route 30 & Summit Drive
- Wydown Boulevard
- Grand Avenue Viaduct
- Kingshighway Bridge Study
- Page-Olive Connector
- Route 13 Hydraulic Report
- Route MM



ROADWAY DESIGN EXPERIENCE

PROJECT STATS:

EDSI Staff Involved:

Project Manager:

John Hock, PE

Design Engineer:

Tobin Bonnell, PE

Designer: Garth Owens

Reference:

John Gruendler, PE
Structures, Inc.
Phone: 314.638.6650

Butcher Branch Road - Hillsboro, Missouri

EDSI was responsible for the subconsultant portion of a design-build project to construct a new road on new alignment between Olive Boulevard and Maryland Heights Expressway and widen Maryland Heights Expressway from its termination at Creve Coeur Mill Road to River Valley Drive. The project forms a final link between Route 141 south of Olive Boulevard and Maryland Heights Expressway. The road includes six total travel lanes and will ultimately relieve congestion on local roads including I-270, I-64 and I-70 and improve capacity between north and south St. Louis County, Jefferson County, and St. Charles County. Subconsultant portion included design and post-design services for the 1.5 mile segment from River Valley Drive to a point 4500' south of Route 364 (Page Avenue). Design included alignments, profiles, right-of-way & easements, pavement design, intersection geometrics & warping details,



traffic control & construction phasing, temporary erosion & sediment control, lighting, signing, pavement markings, open and enclosed drainage design, cross-sections & earthwork / grading, utility coordination, quantities, construction cost estimate, and technical specifications.

PROJECT STATS:

EDSI Staff Involved:

Project Manager:

John Hock, PE

Design Engineer:

Tobin Bonnell, PE

Reference:

Jerilyn M. Hassard, PE, SE
Modjeski and Masters, Inc.
Phone: 618.659.9102

Creve Coeur Mill Road Bridge - St. Louis County, Missouri

Subconsultant portion of construction plans for the rehabilitation of the Creve Coeur Mill Road Bridge. Design included typical section, plan/profile, easements, concrete barrier details, traffic control & construction phasing, temporary erosion & sediment control, pavement markings, drainage design, utility coordination, quantities, and construction cost estimate. Project also included bridge design by others.



"Thanks so much for all of your efforts on this project. I was very happy with the end result."

Jerilyn Hassard, PE, SE

PROJECT STATS:

EDSI Staff Involved:

Quality Control:

John Hock, PE

Project Manager:

Tobin Bonnell, PE

Reference:

Dan Manojlovski, PE
CTE/AECOM
Phone: 312.373.6676

I-70 Tri-Level Connection - St. Clair County, Illinois

Subconsultant portion of construction plans for the Tri-Level Connection project from the tri-level interchange northerly to south of the proposed relocated IL 3 interchange at Packers Avenue for the New Mississippi River Bridge. Design included traffic signal design at 15th Street & Baugh Avenue, traffic signal design at 15th Street & St. Clair Avenue, roadway design of St. Clair Avenue from 15th Street to 10th Street, miscellaneous sewer lining plans, and civil engineering and CAD support for the 15th Street plans.



"John & Tobin have been very responsive on requests and have provided a good product."

Dan Manojlovski, PE, CTE / AECOM



PROJECT STATS:

EDSI Staff Involved:

Project Manager:

John Hock, PE

Designer: Garth Owens

Reference:

Shirley Norris, PE,

MoDOT

Phone: 314.453.5032

Route MM - Jefferson County, Missouri

Construction plans for improvements on Route MM at Route 30. Improvements include the following: relocate Dulin Creek Road access to Route MM farther from Route 30; connect Dulin Creek Road to Route 30 at the existing Wild Cherry / Raetta crossover; construct dual left turn lanes from southbound Route 30 to eastbound Route MM; redesign and construct a new signal at Route 30 and Route MM; lengthen the acceleration lanes onto Route 30. Design included alignments, profiles, right-of-way & easements, intersection geometrics & warping details, temporary erosion & sediment control, traffic signals, lighting, signing, pavement markings, open and enclosed drainage design, cross-sections & earthwork / grading, utility coordination, quantities, construction cost



estimate, and technical specifications. During design, project was divided into two construction projects by MoDOT. Project also included surveys, traffic control & construction phasing, bridge & wall design, and geotechnical reports by subconsultants.

PROJECT STATS:

EDSI Staff Involved:

Project Manager:

John Hock, PE

Designer: Garth Owens

Reference:

Aaron Kober, PE, SE

Modjeski & Masters

Phone: 314.588.8115

Merchants Bridge - St. Louis, Missouri

EDSI was responsible for the subconsultant portion to replace approximately 1,700 feet of the existing double-track, west approach structure between the main spans and the west abutments of the Merchants Bridge near Ferry Street in north St. Louis. Tasks include pick-up surveys, right-of-way survey, right-of-way plans, civil/site design, plan preparation, and utility coordination.



PROJECT STATS:

EDSI Staff Involved:

Project Manager:

John Hock, PE

Designer: Garth Owens

Reference:

Jeanne Fuchs Olubogun, PE

Missouri Department of

Transportation (MoDOT)

Phone: 314.275.1536

Route 30 & Summit Drive - St. Louis County, Missouri

Construction plans for the intersection reconstruction, and the addition of a new City Street at the fourth leg. This project is the first application of a “continuous-flow intersection” in the state of Missouri, which removes the conflict between left-turning vehicles and oncoming traffic by introducing a left-turn bay placed to the left of oncoming traffic. Traffic is permitted to load the left-turn bay, crossing the oncoming traffic lanes, during the signal phase servicing cross-street traffic. It is only the fifth CFI in the country and the project won the **Grand Award in the ACEC / MO 2010 Engineering Excellence Award**. Project included easements, alignments, profiles, intersection geometrics, warping details, open and enclosed drainage design, signing, pavement markings, traffic control, cross-sections, and quantities. Drainage design included



extensive use of slotted drains on flat grades and a 520-foot extension of a 6' x 8' box culvert. Project also included new traffic signals.

“Very professional work considering tight schedule and coordination with two other design teams.”

Jim Provinse, R. G. Ross Construction Company, Inc.



PROJECT STATS:

EDSI Staff Involved:

Project Manager:

John Hock, PE

Design Engineer:

Tobin Bonnell, PE

Reference:

Mark Wylie, PE, SE
Farnsworth Group
Phone: 309.663.8435

Maintenance of Traffic & Staging Plans for I-64 Bridge Repairs - St. Clair County, Illinois

Concept plans and final plans, specifications, and estimates for maintenance of traffic/staging plans for four structures on I-64 and one overpass. Alternative route signing was required in addition to advanced and work zone signing for each stage. Job specific special provisions detailing the traffic control plan were also provided, including stage sequencing, time restrictions, signing, message boards, etc. The scope included quantity calculations and schedules for all related items used for the maintenance of traffic/staging plans including all necessary traffic control details and highway standards for these items. Estimates of time were required for all structures by stage based on an aggressive 8 hour work day. Constraints were set for each bridge, including number of stages, number of open lanes, lane widths, shoulder widths, ramp access, and concrete barrier removal.



PROJECT STATS:

EDSI Staff Involved:

Project Manager:

John Hock, PE

Traffic Engineer:

Tobin Bonnell, PE

Designer: Garth Owens

Reference:

Gino Bernandez, PE
Horner & Schifrin
Phone: 314.531.4321

Kingshighway Bridge Study - St. Louis, Missouri

EDSI was responsible for the subconsultant portion of a feasibility study to determine the most economically and socially feasible solutions available to replace the Kingshighway Bridge over Union Pacific Railroad located just south of I-44 between Shaw Avenue and Vandeventer Avenue, with a functionally sufficient, aesthetically pleasing design that will provide an adequate level of service and include pedestrian and bicycle accommodations while maintaining sufficient access to the local neighborhoods and businesses. Tasks included utility coordination, environmental report, access & intersection alternatives, detour route and construction staging alternatives, & traffic counts and analysis.



PROJECT STATS:

EDSI Staff Involved:

Project Manager:

John Hock, PE

Reference:

Tom Lohman, PE, SE
Horner & Schifrin
Phone: 314.531.4321

Poplar Street Bridge Approach - St. Louis, Missouri

EDSI was responsible for the subconsultant portion of plans for repairs to portions of the deck of the eastbound and westbound Poplar Street Bridge approach spans, expansion joint replacement, miscellaneous steel repairs, and miscellaneous substructure repairs. Tasks included CAD drawings for inspection, preliminary design and final design stages of project; perform QA/QC of traffic control plans; complete underdeck survey; and complete chain drag test on portions of the deck.



PROJECT STATS:

EDSI Staff Involved:

Project Manager:

John Hock, PE

Reference:

Thomas Montes-De-Oca, PE
MoDOT
Phone: 314.340.4385

Route 109 Widening - Wildwood, Missouri

EDSI was chosen by MoDOT as the prime consultant to provide engineering services to complete the improvements to 4.7 miles of Route 109 from Route CC to Route 100 in West St. Louis County. Work for this urban minor arterial consisted of cold milling the existing asphalt surface course pavement and resurfacing with superpave asphaltic concrete, replacing existing shoulder with improved asphaltic concrete shoulder, correcting erosion issues adjacent to the roadway, replacing pavement joints, replacing two traffic loop detectors, and restriping the new surface course.

