MoDOT

105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

Missouri Department of Transportation
Patrick K. McKenna, Director

1.888.ASK MODOT (275.6636)

February 25, 2019

Dear Consultant:

The Missouri Highways and Transportation Commission is requesting the services of a consulting engineering firm to perform the described professional services for the project included on the attached list.

If your firm would like to be considered for these consulting services, you may express your interest by responding to the appropriate office, which is indicated on the attachments. Limit your letter of interest to no more than three pages. This letter should include a statement to indicate your firm's understanding of the project. It should also include any other information which might help us in the selection process, including key personnel you would assign to the project and the backgrounds of those individuals, and any sub-consultants you would propose to use, and an indication of your firm's approach to promoting and developing a diverse workforce. MoDOT is committed to reflecting the diversity of the communities we serve and we expect our partners to do the same. We will utilize the consultant information already on file so we will not need a lengthy submittal of other general company information. In addition, please attach one page with detailed information on similar projects that your key personnel have worked on. Indicate the role your key personnel played in the projects and include reference contact information.

DBE firms must be certified by the Missouri Department of Transportation in order to be counted as participation towards an established DBE Goal of 12%. We encourage DBE firms to submit letters of interest as prime consultants for any projects they feel can be managed by their firm. We also encourage both DBE firms and non-DBE firms to consider joining MoDOT's Mentor/Protégé program whenever possible as part of a MoDOT project.

MoDOT will evaluate firms based on:

- Past Performance – signal optimization projects of similar size and scope
- Qualifications of Personnel Assigned – qualities/experience of individual employees to be designated to the various tasks for this specific job
- Familiarity/Capability – basic technical/engineering knowledge of the corridor(s), suggesting rudimentary traffic control strategies for improvements and offering mitigation strategies for saturated conditions when applicable
- General Experience of Firm – similar types of signalized corridors of size and volumes and/or related type work of the many tasks of signal optimizations
- Accessibility of Firm and Staff – knowledge/aquaintance of the area and/or previous responsiveness of MoDOT's local needs

Firms will be evaluated based on satisfaction of scope requirements and deliverables. Remote communication to MoDOT's signal database system is required.

Firms not providing a response on approach to workforce diversity will be considered non-responsive to this solicitation. Firms that are not current on all of the required prequalification categories found in MoDOT's Approved Consultant Prequalification List at the date of the solicitation expiration will be considered non-responsive.

We request all letters be received by 6:00 pm, March 22, 2019 at the appropriate office.

Sincerely,

Eric Schroeter, P.E.
State Design Engineer

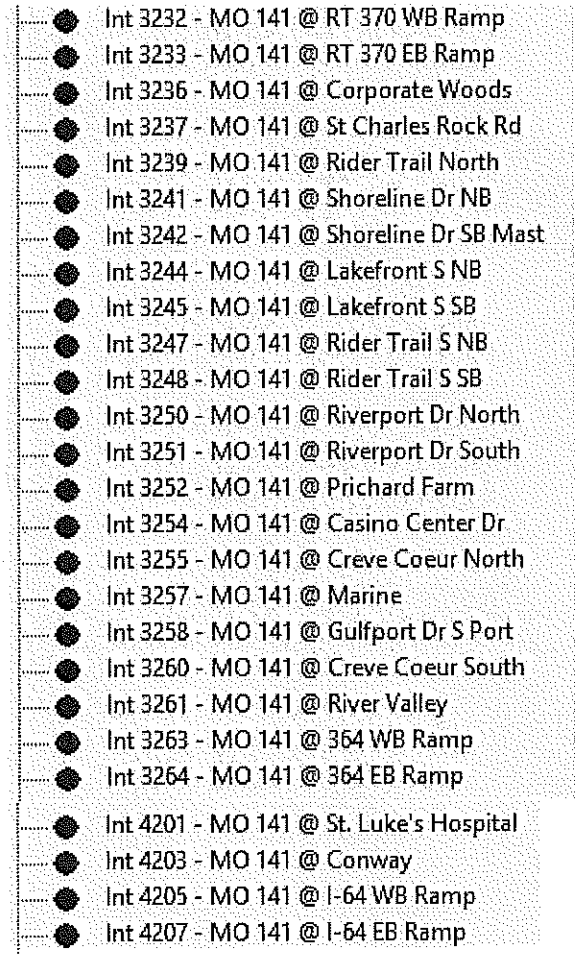
Attachment

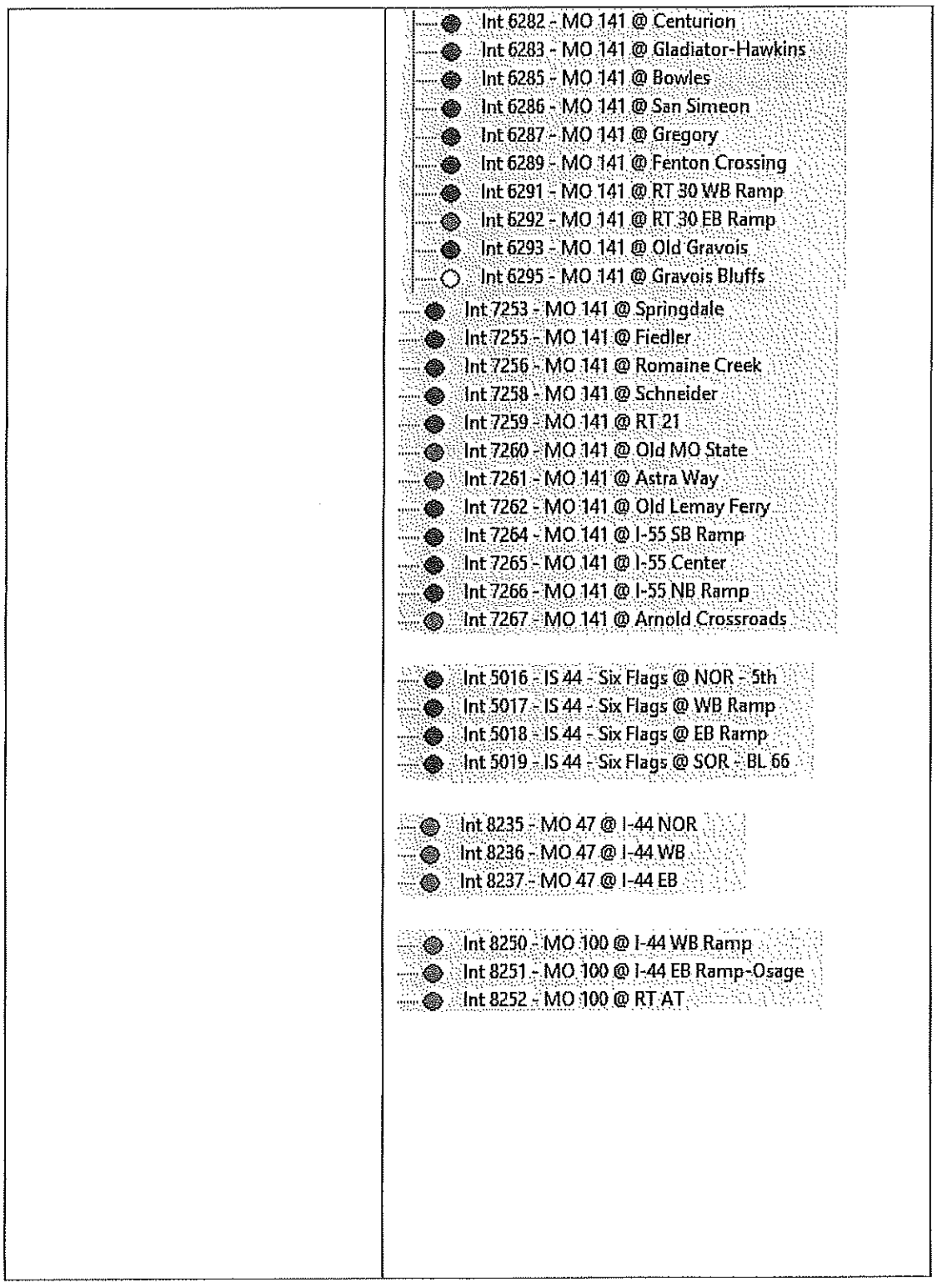
DISTRICT OFFICES

District SL
Thomas Blair, P.E. – District Engineer
Missouri Department of Transportation
1590 Woodlake Dr.
Chesterfield, MO 63017

Contact
Chris Hohowski, P.E. – Contract Administrator
636.275.1577
Christopher.Hohowski@modot.mo.gov
Email responses are encouraged

District SL

St. Louis County, Route 141 and Route I-44	
Job No:	J6P3218
Location:	SL
	Complete signal system review and optimization 


Int 6282 - MO 141 @ Centurion
Int 6283 - MO 141 @ Gladiator-Hawkins
Int 6285 - MO 141 @ Bowles
Int 6286 - MO 141 @ San Simeon
Int 6287 - MO 141 @ Gregory
Int 6289 - MO 141 @ Fenton Crossing
Int 6291 - MO 141 @ RT 30 WB Ramp
Int 6292 - MO 141 @ RT 30 EB Ramp
Int 6293 - MO 141 @ Old Gravois
Int 6295 - MO 141 @ Gravois Bluffs
Int 7253 - MO 141 @ Springdale
Int 7255 - MO 141 @ Fiedler
Int 7256 - MO 141 @ Romaine Creek
Int 7258 - MO 141 @ Schneider
Int 7259 - MO 141 @ RT 21
Int 7260 - MO 141 @ Old MO State
Int 7261 - MO 141 @ Astra Way
Int 7262 - MO 141 @ Old Lemay Ferry
Int 7264 - MO 141 @ I-55 SB Ramp
Int 7265 - MO 141 @ I-55 Center
Int 7266 - MO 141 @ I-55 NB Ramp
Int 7267 - MO 141 @ Arnold Crossroads
Int 5016 - IS 44 - Six Flags @ NOR - 5th
Int 5017 - IS 44 - Six Flags @ WB Ramp
Int 5018 - IS 44 - Six Flags @ EB Ramp
Int 5019 - IS 44 - Six Flags @ SOR - BL 66
Int 8235 - MO 47 @ I-44 NOR
Int 8236 - MO 47 @ I-44 WB
Int 8237 - MO 47 @ I-44 EB
Int 8250 - MO 100 @ I-44 WB Ramp
Int 8251 - MO 100 @ I-44 EB Ramp-Osage
Int 8252 - MO 100 @ RT AT

Length:	34.1 miles
DBE Goal (if applicable)	12%
Consultant Services Required:	Data Collection, Traffic Modeling, TCS/Controller Programming, Field Implementation and Adjustment
Other Comments:	▪ Thorough field investigation, survey, review & observation of existing corridor conditions ▪ Weekday and weekend traffic count collection for mainline and signalized intersections ▪ Signal timing plan development as needed ▪ Updating of Synchro, TruTraffic models for signal systems ▪ Pre-project travel time runs ▪ Review of locations with excessive delays ▪ Development of diversion plans ▪ Utilization of newer features of ATC controllers per corridor need ▪ Signal clearance and pedestrian timing as needed ▪ Left turn TOD analysis (FYA) and implementation ▪ Field implementation of signal timing plan ▪ Respond to customer service calls regarding complaints and making adjustments as needed ▪ Post travel time runs ▪ Completion of field observation sheets ▪ Yearlong ongoing observation, timing adjustment of corridor ▪ Final report that includes: arterial analysis (arterial travel times, delays, avg. speeds, number of stops, arterial LOS, etc.) and intersection analysis (movement delays, queuing, LOS, etc). Noting especially corridor problem movements/locations. This report will also identify improvements to the corridor in terms of annual reductions in fuel consumption costs and vehicle pollutant emissions. ▪ Short derivation of values obtained must be included, such as formulas used and where obtained **Results will be made available to the public.**

Rating Criteria w/Weighted Values

Past Performance	40 Points Max
Qualifications of Personnel Assigned	25 Points Max
Familiarity/Capability	15 Points Max
General Experience of Firm	10 Points Max
Accessibility of Firm & Staff	10 Points Max
	100 Points Max Total