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)

March 15, 2018

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. 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.

Firm's not providing a response on approach to workforce diversity will be considered non-responsive to this solicitation. Firm's 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 28, 2018 at the appropriate office.

Sincerely,

Eric Schroeter, P.E.
State Design Engineer

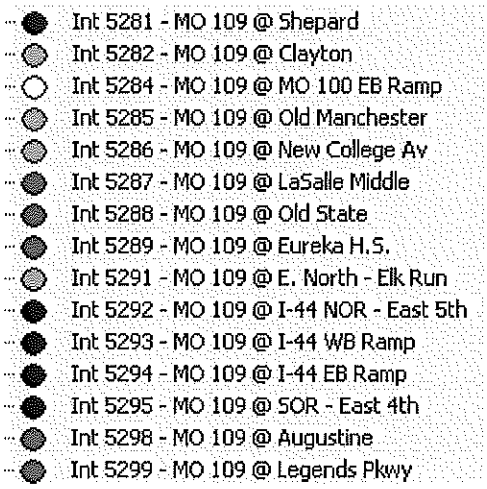
Attachment

DISTRICT OFFICES

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

Contact
Chris Hohowski, PE
314.275.1577
Christopher.Hohowski@modot.mo.gov
Email responses are encouraged

District SL

St. Louis County, MO 109	
Job No:	J6P3217
Location:	St. Louis City, St. Louis County
DBE Goal (if applicable)	12%
Proposed Improvement:	Traffic counts and Signal Optimization for MO 109 for signals at the following intersections: 
Consultant Services Required:	▪ 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 ▪ Building 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 ▪ Utilization of TCS time space diagrams, split monitoring tool, and other features as needed ▪ 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 ▪ 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

Project Understanding & Innovation	25 Points Max
Past Performance	25 Points Max
Qualifications of Personnel Assigned	20 Points Max
General Experience of Firm	10 Points Max
Familiarity/Capability	10 Points Max
Accessibility of Firm & Staff	10 Points Max
	100 Points Max Total