

May 2, 2023

REQUEST FOR QUALIFICATIONS for MacArthur Bridge Main Span Rehabilitation and Approach Modifications

St. Louis City, Missouri
and
E. St. Louis, Illinois

RFQ Issued: May 2, 2023
SOQs Due: ~~May 25~~ June 1, 2023

[Addendum 1 – 5/5/23](#)

Terminal Railroad Association of St. Louis
1017 Olive St., 5th Floor
St. Louis, Missouri 63101



**Terminal Railroad Association of St. Louis
MacArthur Bridge Main Span Rehabilitation and Approach Modifications
Request for Qualifications**

May 2, 2023

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FORMS

- Form 1 – Major Participant Information
- Form 2 – Reference Project Summary
- Form 3 – Resume Summary
- Form 4 – Receipt of Addenda

EXHIBITS

- Staging Sequence
- Conceptual Design Drawings

ATTACHMENTS

For Information Only:

- Deck Survey
- Right-of-Way Plan
- Geotechnical Report
- Existing Main Span Drawings
- Existing East Approach Drawings
- Existing North Approach Drawings
- Existing Load Ratings and Steel Defects
- Photos from 2021 Inspection of Main Spans and East Approach
- Signal Schematic
- Inventory of Features
- Insurance Requirements
- Safety Instructions and Contractor Requirements
- Sample Construction Contract
- e-RAILSAFE Training
- H&H letter
- Bridge Tie Deck layout
- Photos from Hi Rail Inspection

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ADDENDA ISSUED

Addendum	Issued	Comments
1	<u>5/5/23</u>	<u>-Technical Corrections to RFQ, extend by 1 week</u>

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TRRA -- MacArthur Bridge Main Spans and North Approach Rehabilitation

1. INTRODUCTION AND PROJECT OVERVIEW

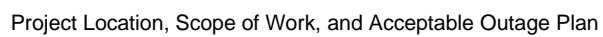
The Terminal Railroad Association of St. Louis (TRRA) is soliciting Statements of Qualifications (SOQ) from entities (Submitters) interested in providing design-build services for the MacArthur Bridge Main Span Rehabilitation and Approach Modifications, located in the City of St. Louis, Missouri and East St. Louis, Illinois.

Project Description and Scope

The MacArthur Bridge (Bridge) carries two railroad tracks across the Mississippi River, connecting St. Louis, Missouri and East St. Louis, Illinois. The structure is a critical link in the national freight and passenger rail transportation network, currently carrying approximately 84,000,000 gross tons of rail traffic annually, making the Bridge the fourth busiest rail crossing of the Mississippi River in the United States. The Bridge also carries up to 12 Amtrak trains daily. The Bridge complex consists of several approaches and three main spans over the river, for a total elevated length of 22,762 feet, making the Bridge the second longest railroad bridge in the United States. The structure typically consists of truss spans and steel girders supported on steel towers. TRRA has installed Positive Train Control (PTC) on the entirety of the Bridge.

The Bridge is owned by TRRA with rail connections to Amtrak's St. Louis Station, six Class I freight railroads (BNSF Railway Company (BNSF), CSX Transportation, Inc. (CSX), Illinois Central Railroad Company/Canadian National Railway (CN), Canadian Pacific Kansas City Southern (CPKC), Norfolk Southern Railway Co. (NS), and Union Pacific Railroad Co.(UP)) and five short line carriers, including the Alton and Southern Railway. The Bridge is unique in that it is a true joint, open-access facility that may be used by any railroad.

The project objective is to replace components of key portions of the Bridge complex needed to continue to serve the Nation's freight and passenger railroad network in a state of good repair with the ability to handle 315,000 lb. Heavy Axle Loading.



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Scope of Work:

The planned work includes several main areas of construction, which include:

- Replacement of track and ballast on the Hill Track elevated structure shown in purple.
- Replacement of stringers and bracing in the main truss spans of the MacArthur Bridge.
- Powerwashing the main spans between Piers 1 and 4.
- Replacement of the existing tracks and switches 21, 31, 33, 35, and structure between Pier 1 in St. Louis and Bent E11 on the East Approach, and between bent E1 and Bent N77 on the North Approach, with ballasted track supported on cellular concrete fill retained within MSE-type walls or on new girders for Pier 1 to E1 and E10 to E11. This is anticipated as being similar to the fill section on the East Approach of the Merchants Bridge and includes several box culverts through the fill.

The base project planned work is divided into multiple stages. An acceptable staging plan is presented but Proposers are encouraged to submit improved staging plans that reduce the total amount of time for track outages.

- Stage 0 shown in purple on the Acceptable Outage Plan includes the Hill Track rehabilitation that serves as an alternate re-route to UPRR Lesperance Street Yard while the South Approach is inaccessible during EBM construction.
- Stage 1 shown in blue on the Acceptable Outage Plan includes:
 - Replacement of the eastbound mainline (EBM) superstructure components and new track, including 21 and 31 switches, from Pier 1 of the main spans to East Approach E1. Superstructure on main spans includes stringers, cross bracing, and bottom truss laterals. The span from Pier IV to E1 shall be ballasted track on plate girders or supported similar to described below.
 - On East Approach E1 to approximately E7, work includes replacement/encasement of existing superstructure with new ballasted track and new switch 35 supported on cellular concrete fill retained within MSE-type walls with structural culverts for water conveyance.
- Stage 2 shown in orange on the Acceptable Outage Plan includes:
 - Rehabilitate or replace Westbound mainline (WBM) superstructure and new track including switch 31 from east main span panel point 9 to Pier 4.
 - Replace/Encase superstructure and WBM track on ballast deck from Pier 4 to East Approach Bent E11, including switches 33 and 35. Bent E10 to E11 can be on replacement girders.
 - Replace/Encase superstructure and track on ballast deck North Approach Bent N77 to the connection with East Approach.
 - Replace/Encase superstructure and track on ballast deck on the EBM from Bent E7 to Bent E11. Bent E10 to E11 can be on replacement girders.
- Alternate Stage 3 shown in Green on the Acceptable Outage Plan includes the WBM track and structure between east main span panel point 9 and Pier I.

The following items of work are included in the project:

1. **Stage 0 -- "Hill Track" must be renewed.** Contractor shall replace ballast, ties, rail, and OTM with 136/141 CWR with elastic fasteners.
2. **Replacement of existing main span stringers, including jump spans between trusses and jack stringers supporting trackwork at switches.** This work includes

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replacement of the existing main span stringers with new stringers designed for E-80 loading. Also included are the jump stringers between the truss end floorbeams over the piers. Replacement of the jack stringers supporting the track at the main span switches is also required. The jack stringer design should provide flexibility in the jack stringer supports to allow for differential deflection between the tracks. It should be noted that reuse of the existing stringer webs will be allowed for the main span panels on the westbound main track between Pier IV and panel point 9 on the East Main Span supporting the 31 Switches. Repairs to the existing floorbeams and to any existing stringer webs to be re-used will be performed by the Contractor as an allowance. Risks of over-runs for repairs to existing steel necessary to perform this scope of work will be the responsibility of TRRA.



Figure 1 -- Typical Jack Stringer and Floor System Layout

3. **Replacement of all main span bottom lateral bracing.** This work includes replacement of all main span bottom laterals and connection plates. It is anticipated that the replacement components will be of similar area and stiffness as the existing laterals and connections. The use of WT or similar sections is suggested to prevent the current problem of pack rust between the existing back-to-back angles.
4. **Replacement of longitudinal girders in East and North Approaches, including jack stringers supporting trackwork at switches.** This work includes replacement of the longitudinal girders in the East and North Approaches, including the jack stringers supporting switches. It is anticipated that the area between Bent E1 and E10 on the East Approach, and E1 and N77 on the North Approach, will be encased with track supported on cellular concrete fill retained within MSE-type walls. Ballast-deck girder spans designed

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for Cooper E80 live load are anticipated for Pier 4 to Bent E1, and Bent E10-Bent E11. Also included are any modifications or replacement of existing cross-girders required for support of the new longitudinal girders, with the cross-girders required to support 315,000 lb. train cars at normal rating stress levels. Contractor shall monitor the existing structure in the East/North Approach area for any potential settlement during construction. Contractor shall verify the transitions from open deck to ballast deck in accordance with Union Pacific guidelines.

5. **Replacement of ties and rail , including rail expansion joints.** This work includes the replacement of ties and rail within the project limits, including OTM, using elastic fasteners. Also included are replacement of the switches in the project limits, including the 21, 31, 33, and 35 switches. Replacement of rail expansion joints and inner guardrail is also included. Rail and ties that have been replaced since 2021 may be utilized in the Contractor's plan. Contractor shall use 136 or 141 head hardened CWR rail in minimum 80' strings. Joints must be flash-butt welded. Existing guardrail may be re-used as guardrail and existing plates may be used for guardrail installation. Existing running rail in minimum 80' lengths will be delivered and staged at a site south of the MacArthur Bridge for re-use.



Figure 2 -- 21 Switch to South Approach

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Figure 3 -- 33 Switch to North Approach



Figure 4 -- Typical Open Deck Layout with Rail Expansion Joint

6. **Powerwashing of main span steel work (to remain after project completion) from top of road deck floorbeam to low steel of span, including floorbeams. Similar powerwashing of tower cross-girders, columns, and bracing of East and North**

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Approaches in work area, prior to being encased in cellular concrete fill.

Powerwashing shall remove all loose material and debris from existing steel. Powerwashing fluid shall include corrosion inhibitors. Contractor shall propose specifications to govern acceptance of this work.

7. **Maintain walkways, platforms, and navigation light access.** The work must maintain access to walkways, platforms, and navigation lights. TRRA will allow re-use of existing walkway gratings, platforms, and navigation light access as long as they remain in a state of good repair through the construction period.
8. **Provision of support for signal and communication lines in affected areas of structure.** This work includes construction of supports along the structure for signal and communication lines, which are anticipated to remain in place. There is some slack available for minor relocations during construction to be coordinated with TRRA. TRRA will remove and install all switch machines in coordination with selected Contractor. Maximum outage times must include TRRA signal work within the schedules.
9. **Field Verification.** This work includes all measurements needed to confirm the existing structure layout, component sizes, connection geometry, walkway layout, signal and turnout locations, and any other information needed to successfully complete the project.

The proposer is responsible for design, materials, construction and quality control of all items listed above.

Bridge History:

The MacArthur Bridge was initially owned and constructed by the City of St. Louis. It was promoted to provide an alternate route into St. Louis to the Terminal Railroad, which owned the Eads and Merchants Bridges across the Mississippi at the time. The structure was initially called the "Free Bridge" to contrast it to the tolled crossings owned by TRRA. Eventually it was named the Municipal Bridge and was renamed in honor of General Douglas MacArthur during World War II.

The main spans and roadway deck were completed and opened to traffic in 1917. Disputes between the City and TRRA slowed completion and opening of the railroad portions of the structure. The first train crossed the Mississippi, using the South Approach and East Approaches, in 1932. The North Approach was constructed around 1932, but track was not installed until 1938. The final section of the complex, the West Approach, was opened to rail traffic in early 1940.

Existing Structure:

The Main Spans include three double-track through truss spans, each 668' long (center to center of end pins). The panel layout for each span includes eight 30' panels, four 38' panels, four 45' panels, and two 48' panels. When initially constructed, a roadway deck was located above the rail deck on all three spans. Most of this deck has been removed, but the road deck floorbeams were left in place above the existing rail deck, spanning above the track between truss vertical members.

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Figure 5 -- Main Span Floor System



Figure 6 -- Main Span Floorbeam and Bottom Lateral Connection

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Figure 7 -- Interior of Typical Stringer Panel in Main Spans

The East Approach begins at Pier 4 and extends to the east. It consists of steel girder spans supported by towers. Span lengths vary. The roadway deck in this area has been removed, but footings for roadway deck columns and some stub columns remain.

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Figure 8 -- Looking East from Pier 4, North Approach to Left



Figure 9 -- East Approach looking East at 35 X-Over

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The North Approach was constructed after the East Approach. Structural framing in the transition area is complex. Extensive modifications to some East Approach components were made to allow the North Approach connection.

Existing Rail and Tie Deck:

Open-deck structure is existing in the project area. The existing bridge deck consists of 133 lb to 136 lb. rail supported by typical 9.5"x10"x10' long ties. Switches on the bridge have various switch tie lengths. Note that tie size may vary along the structure. TRRA will allow the re-use of existing switch rail, ties, and hardware that has been replaced since 2021 – this includes switch ties for the 21 switch and switch ties and rail. TRRA will provide existing tie deck plans for Contractor to use.

Soil Conditions:

A geotechnical investigation was performed as part of preparation of this RFQ. The report is attached as an Exhibit to this document.



Figure 10 -- North Approach Bent N83 Footings and Columns near East Approach Bent E3/E4

Utilities and Existing Facilities:

The main spans are located over the Mississippi River. No interference with marine traffic will be

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allowed without the approval of the U.S. Coast Guard.

Pier 1 is located in St. Louis, Missouri. The existing Mississippi River floodwall ties into the pier.

Pier 4 and the East and North Approaches are located in Illinois. The project area is located between the levee and the Mississippi Riverbank and is subject to flooding depending on river stage. Overhead power lines cross above the structure near Bent E1 and Bent E10.

A site survey has been performed as part of preparation of this RFP. This information is attached as an Exhibit to this document. The design-build contractor will be responsible for coordinating and performing any required utility relocations and/or coordination to construct the project. In addition, the design-build contractor shall verify all critical dimensions in field prior to fabrication of materials and on-site construction.

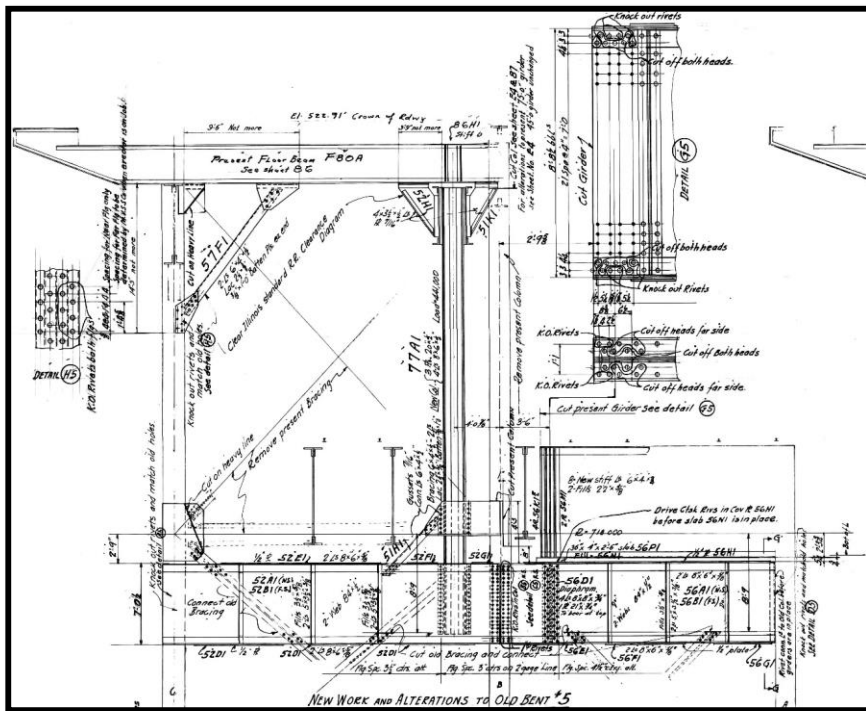


Figure 11 --North Approach showing modifications to Bent E5

ROW, Permitting, and Coordination:

TRRA controls the right-of-way below the existing railroad structure. A ROW Exhibit is included.

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The design-build contractor will be responsible for obtaining any permits and related approvals from local, state or federal agencies for the work. TRRA has performed a no-rise conceptual design for the east approach culverts and has included as an Exhibit.



Figure 12 -- Modification to East Approach Bent E3 with North Approach Stringers shown

1.2 Project Goals

The following goals have been established for the project:

- Deliver the project within the program budget.
- Complete the project no later than June 2027.

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- Minimize the number, length, and impact of track outages during construction. A proposal that requires a double track outage of 96 hours or less for stage 2, which must include a Saturday and Sunday, will be considered acceptable. The 96 hours shall include allowance for TRRA signal and switch machine installation and testing of 10 hours. Note that the North Approach must be kept open except during this outage period. These are considered maximum outages and Contractor's are encouraged and incentivized to develop shorter outages.
- Provide a quality product, following the American Railway Engineering and Maintenance-of-Way Association (AREMA) *Manual for Railway Engineering*, the joint Union Pacific Railroad/BNSF Railway *Guidelines for Railroad Grade Separation Projects* (applicable for ballast deck structures), and other applicable industry standards, resulting in a long-lasting transportation facility. Variances from current design criteria are anticipated since it is rehabilitation work to an existing structure.
- Perform all work safely and in compliance with all local, state, federal and railroad requirements.

1.3 Available Funding and Maximum Time Allowed

The maximum available funding for the design-build contract is \$55 Million, which shall include \$2 Million allowance within the contractor's proposal for force account steel repairs. The Project must be completed by June 2027.

1.4 Procurement Process

TRRA will use a two-phase procurement process to select a design-build contractor to deliver the MacArthur Bridge Main Span and Approach Modifications project. This Request for Qualifications (RFQ) is issued as part of the first phase to solicit information, in the form of SOQs, that TRRA will evaluate to determine which Submitters are the most highly qualified to successfully deliver the Project. TRRA will short list at least two (if any) but not more than four most highly qualified Submitters.

In the second phase, TRRA will issue a Request for Proposals (RFP) for the Project to the short-listed Submitters. Only the short-listed Submitters will be eligible to submit proposals for the Project. Each short-listed Submitter that submits a proposal in response to the RFP is referred to herein as a Proposer. TRRA will award a design-build contract (if any) for the Project to the Proposer offering the best value, to be determined as described in the RFP. TRRA will provide a stipend to unsuccessful proposers at the RFP phase.

1.5 Work Provided by Owner

The following items have been performed by TRRA or its consultants and will not need to be performed by the design-build team:

- Geotechnical Investigation
- Site and deck level survey
- Material testing of steel components in existing structure
- NEPA Categorical Exclusion
- Employee in Charge of On-Track Protection (flagger)
- H&H study and letter

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During construction, TRRA will provide at no cost to Contractor:

- Employee in Charge of On-Track Protection (flagger)
- Quality Assurance testing, including steel fabrication QA
- Signal/communication cable relocation and reconnection, switch machine procurement, removal and installation, and testing.

1.6 Federal Funds

Federal funds have been received for this project. The remainder of the project cost will be provided by TRRA. Federal terms and conditions will apply to this project. These funds are administered by the Federal Railroad Administration.

1.7 Additional Relevant Information

Attachments to this RFQ provide additional information on the project. These include:

- NEPA Catex Document
- Deck Survey
- Right-of-Way Plan
- Geotechnical Report
- Existing Main Span Drawings
- Existing East Approach Drawings
- Existing North Approach Drawings
- Existing Load Ratings and Steel Defects
- Photos from 2021 Inspection of Main Spans and East Approach
- Signal Schematic
- Inventory of Features
- Insurance Requirements
- Safety Instructions and Contractor Requirements
- Sample Construction Contract
- e-RAILSAFE Training
- H&H letter
- Bridge Tie Deck layout
- Photos from Hi Rail Inspection

It should be noted that all information provided prior to the release of the RFP is provided **FOR INFORMATION ONLY**.

2. RFQ PROCESS

2.1 Submitter Information

If an entity intends to submit a proposal as part of a team, the entire team is required to submit a single SOQ as a single Submitter. No stipends will be paid for submitting SOQs.

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2.2 Communications

TRRA's Chief Engineer, Eric Fields, is TRRA's sole contact person for receiving all communication regarding the project. Each Submitter is solely responsible for providing a single contact person.

Inquiries and comments regarding the Project and the procurement must be sent to Mr. Fields as shown below. E-mail is the preferred method of communication for the Project.

Eric P. Fields, P.E.
Chief Engineer
Terminal Railroad Association of St. Louis
1017 Olive St., 5th Floor
St. Louis, Missouri 63101
efields@TerminalRailroad.com

During the Project procurement process, commencing with issuance of this RFQ and continuing until award of a contract for the Project (or cancellation of the procurement), no employee, member, or agent of any Submitter shall have ex parte communications regarding this procurement with any staff member of TRRA, their advisors, or any of their consultants involved with the procurement, except for communications expressly permitted by this RFQ (or subsequent to issuance of the RFP, except for communications expressly permitted by the RFP). Any Submitter engaging in such prohibited communications may be disqualified at the sole discretion of TRRA's Chief Engineer. However, communication is allowed with local entities and utilities.

Questions and requests for clarifications regarding this RFQ must be submitted via e-mail to TRRA's Chief Engineer by 4:00 pm, Central Time, on the date shown in Section 2.3.

2.3 Procurement Schedule

Deadlines for submitting RFQ questions and SOQs are shown below. This schedule is subject to revision by addenda to this RFQ and by the RFP.

Item	Date
Issue RFQ	May 2, 2023
Deadline for submitting RFQ questions	N/A
TRRA post responses to questions	N/A
Final RFQ Addendum issued	N/A
SOQs due	May 25 June 1, 2023
TRRA notifies short-listed Submitters	June 15 8 , 2023
Issue RFP	June 22 29 , 2023

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2.4 Addenda

TRRA reserves the right to revise this RFQ at any time before the SOQ due date.

2.5 Ineligible Firms

TRRA has retained the consulting services of W.N. Marianos, Jr., P.E. (a sole proprietorship) to provide guidance in preparing and evaluating this RFQ and the RFP and advice on related contractual and technical matters. W.N. Marianos, Jr. is not eligible to submit a proposal or to act as a member of any Submitter's team.

2.6 Confidentiality

Documents submitted pursuant to this RFQ will be subject to 2 CFR 200.337. Information clearly marked as confidential and proprietary will be kept confidential by TRRA, unless otherwise provided by law. TRRA will notify the Submitter if a request is made for such information, and the denial is challenged, so that the Submitter may take any action it deems necessary to defend the challenge. The Submitter, not TRRA, shall be the entity responsible for defending against the disclosures for any records claimed by the Submitter to be confidential and proprietary.

2.7 Organizational Conflicts of Interest

Pursuant to 23 CFR 636.116, consultants and subconsultants who assist TRRA in the preparation of an RFP document are not allowed to participate on a Submitter's team. Submitter must provide to TRRA information regarding all potential organizational conflicts of interest in its proposal, including all relevant facts concerning any past, present or currently planned interests which may present an organizational conflict of interest, as required by 23 CFR 636.116. TRRA's Chief Engineer will determine whether an organizational conflict of interest exists, and the actions necessary to avoid, neutralize, or mitigate such conflict. Only W.N. Marianos, Jr., P.E., has been identified as having an organizational conflict of interest.

TRRA may disqualify a Submitter if any of its Major Participants (as defined in Section 2.10) belong to more than one Submitter organization.

2.8 Equal Employment Opportunity

The Submitter will be required to follow Federal Equal Employment Opportunity (EEO) policies.

TRRA will affirmatively assure that on any project constructed pursuant to this advertisement, equal employment opportunity will be offered to all persons without regard to race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, membership or activity in a local commission, disability, sexual orientation, or age.

2.9 Disadvantaged Business Enterprises

It is the policy of Federal Railroad Administration that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR Part 26, and other small businesses shall have the opportunity to

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compete fairly in contracts financed in whole or in part with public funds. Consistent with this policy, TRRA will not allow any person or business to be excluded from participation in, denied the benefits of, or otherwise be discriminated against in connection with the award and performance of any federally assisted contract because of sex, race, religion, or national origin.

A DBE goal of 10% has been established for the project. Both IDOT and MoDOT have implemented Unified Certification Programs (UCP). DBE firms will need to be certified with either UCP for working on this Project. The DBE Directories can be viewed at the following websites:

<https://idot.illinois.gov/doing-business/certifications/disadvantaged-business-enterprise-certification/il-ucp-directory/index>

<https://www.modot.org/mrcc-directory>

2.10 Major Participant

The term Major Participant is defined as any of the following entities:

- All general partners or joint venture members of the Submitter; all individuals, persons, partnerships, limited liability partnerships, corporations, limited liability companies, business associations, or other legal entities, however organized, directly or indirectly holding a 35% or greater interest in the Submitter.
- The lead engineering/design firm(s).
- Each subcontractor that will perform work valued at 20% or more of the construction work.
- Each subconsultant that will perform 20% or more of the design work.

Major Participants identified in the SOQ may not be removed, replaced, or added without written approval of TRRA. Written request must document the proposed change and demonstrate that the change will be equal to or better than the Major Participant submitted in the SOQ.

All firms listed on the team must have all necessary licenses and authorizations to work in St. Louis, Missouri and in East St. Louis, Illinois by the time proposals are submitted.

2.11 Key Personnel

Key Personnel identified in the SOQ may not be removed, replaced, or added without written approval of TRRA. Written request must document the proposed change and demonstrate that the change will be equal to or better than the Key Personnel submitted in the SOQ.

2.12 Site Visit

Proposers shall contact TRRA to arrange for a ground level site visit for the RFQ stage. A valid waiver must be on file or an existing services agreement in place.

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3. CONTENTS OF SOQ

3.1 Organization of SOQ

The SOQ shall be organized as follows:

- Cover Letter
- Table of Contents
- Table of Contents
- Part 1 – Submitter Experience
- Part 2 – Key Personnel and Organization
- Part 3 – DBE Plan
- Appendix A – Team Member Information
- Appendix B – Reference Projects
- Appendix C – Resumes
- Appendix D – Receipt of Addenda

3.2 Cover Letter

A one-page cover letter shall be included in the SOQ. The cover letter must contain the business name, business type (corporation, joint venture, partnership) and must identify one contact person. The address, phone, fax, and e-mail for the contact person must be included.

3.3 Part 1 – Submitter Experience

Demonstrate experience with projects similar to the MacArthur Bridge Main Span and Approach Modifications project (or projects with key aspects similar to key aspects of the project). Identify the team member's ability to meet the goals of the MacArthur Bridge Main Span and Approach Modifications project. At a minimum, demonstrate experience in each of the following areas:

- Performing rehabilitation projects on an in-service railroad in a safe manner.
- Use of innovative approaches to deliver a project within budget.
- Experience and approaches to delivering projects on schedule or ahead of schedule.
- Design and construction of major transportation projects.
- Design and construction of railroad bridges and rehabilitation of existing railroad structures.
- Condition inspection and assessment of existing railroad structures.
- Experience performing major construction around active railroad lines, including successful completion of span change-outs within limited track outage periods.
- Meeting or exceeding project DBE goals.

A maximum of 5 reference projects can be described for each Submitter. Work on the reference projects must be within the past ten years.

Appendix B shall be incorporated into Part 1 by reference. TRRA reserves the right to

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contact references identified in Form 2 – Reference Project Summary.

3.4 Part 2 – Key Personnel and Organization

Each Submitter shall define Key Personnel and develop a corresponding organizational chart that demonstrates the Submitter's knowledge of the Project and approach to meeting the project goals. Each Submitter shall describe the organization of the team and indicate how the qualifications of each Key Personnel increase the Submitter's ability to meet or exceed the Project goals.

Submitters should define the following positions as Key Personnel:

- **Project Manager** – The Project Manager is responsible for all aspects of the Project, including, but not limited to, overall design, construction, quality management, safety, and contract administration. The Project Manager should have at least seven years of recent experience managing the design and construction of major transportation projects, including railroad projects. The Project Manager must be assigned to the Project full time and shall be required to be on site for the duration of the Project.
- **Quality Manager** – The Quality Manager's responsibilities include, but are not limited to, creation and execution of the Submitter's quality program, quality personnel, assurance activities independent of production, enforcement of quality procedures, and documentation of quality records including public information, environmental compliance and DBE/labor compliance. The Quality Manager shall report directly to the Submitter's executive management team. The Quality Manager should have at least five years of recent experience developing, implementing, and overseeing quality programs.
- **Design Manager** – The Design Manager is responsible for ensuring the project design is completed and all design requirements are met. The Design Manager must be assigned to the Project full time when design activities are being performed. The Design Manager should have at least seven years of recent experience managing the design of major transportation projects of a similar nature and must be a registered professional engineer in the State of Missouri and/or structural engineer in the State of Illinois.
- **Safety Manager** – Safety Manager who is responsible for ensuring that all workers, including all subcontractors, are properly trained and is familiar with on track safety and will properly keep all documentation of qualification and training. Safety Manager shall be thoroughly familiar with relevant OSHA/FRA rules including Roadway Worker Protection.

Additional Key Personnel may be included in the RFP. Submitters may provide resumes for up to six additional personnel.

Appendix C shall be incorporated into Part 2 by reference.

3.5 Part 3 – DBE Plan

Submitters shall submit a detailed plan to meet or exceed the DBE participation goals described in Section 2.9 for the Project.

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3.6 Appendix A – Major Participant Information

Appendix A must include:

- Form 1 – Major Participant Information. One form is to be completed for each Major Participant.
- Letter(s) of Bonding Capacity – Provide a letter(s) from a surety or insurance company or companies stating that the Submitter is capable of obtaining a performance bond and payment bond covering the Project in the amount of up to \$70 million. In the case of a joint venture, multiple letters may be provided for members who will be jointly and severally liable for the work. Letters indicating “unlimited” bonding capability are not acceptable. The surety or insurance company or companies providing such letter(s) must be licensed as a surety or sureties and qualified to do business in the State of Missouri and must be listed in the current edition of US Department of Treasury, Fiscal Service – Circular 570, *Companies Holding Certificates of Authority as Acceptable Sureties of Federal Bonds and as Acceptable Reinsuring Companies*.

3.7 Appendix B – Reference Projects

Appendix B must include:

- Form 2 – Reference Project Summary. One summary is to be completed for each reference project described in Part 1. Each summary is limited to a maximum of three pages. A maximum of 12 reference projects can be described for each Submitter.

3.8 Appendix C – Resumes

Appendix C must include:

- Form 3 – Resume Summary
- Resumes – Resumes for the four identified Key Personnel are to be included. Additionally, resumes may be included for up to six additional personnel. Each resume is limited to two pages.

3.9 Appendix D – Receipt of Addenda

Appendix D must include:

- Form 4 – Receipt of Addenda

4. SUBMITTAL REQUIREMENTS

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4.1 Page Limits

The maximum number of pages is shown in the following table:

Item	Maximum Number of Pages
Cover Page Letter	1
Title Page	4
Table of Contents	1
Part 1 – Submitter Experience	10
Part 2 – Key Personnel and Organization	
Part 3 – DBE Plan	
Appendix A – Major Participant Information	as needed
Appendix B – Reference Projects	10 <u>15</u>
Appendix C – Resumes	15 <u>21</u>
Appendix D – Receipt of Addenda	1

Dividers between sections of the SOQ are not counted.

4.2 Format

The SOQ must be formatted for 8.5" x 11" paper. Charts and other graphical information may be formatted for 11" x 17" paper. Use of 11" x 17" format shall be limited to a maximum of two pages. Minimum font size is 11 points. However, 10-point text may be used within graphs or tables.

4.3 Due Date and Quantities

SOQs must be submitted by 4:00 pm, Central Time, on the date shown in Section 2.3. Five hard copies of the SOQ are to be delivered to the TRRA Chief Engineer as shown in Section 2.2. Submitters shall also e-mail one Adobe Acrobat format of the SOQ, in a single .pdf file, to efields@TerminalRailroad.com by the same due date and time.

5. EVALUATION PROCESS

5.1 SOQ Evaluation

TRRA will evaluate all responsive SOQs to determine the most highly qualified Submitters. TRRA will use the criteria set forth in this RFQ using the following weightings:

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Item	Weight
Part 1 – Submitter Experience	50%
Part 2 – Key Personnel and Organization	50%
Part 3 – DBE Plan	pass/fail

The ratings to be used during the evaluation process for Parts 1 and 2 are as follows:

Rating	Description	Available points as % of maximum for Part
Exceptional +/-	The Submitter has demonstrated an approach that is considered to significantly exceed stated requirements/objectives and provides a consistently outstanding level of quality. There is very little or no risk that the Submitter would fail to meet the requirements of the RFP. There are essentially no weaknesses.	100%
Good +/-	The Submitter has demonstrated an approach that is considered to exceed stated requirements/objectives and offers a generally better than acceptable quality. There is little risk that the Submitter would fail to meet the requirements of the RFP. Weaknesses, if any, are minor.	75%
Acceptable +/-	The Submitter has demonstrated an approach that is considered to meet the stated requirements/objectives and has an acceptable level of quality. The Submitter demonstrates a reasonable probability of meeting the requirements of the RFP. Weaknesses are minor.	50%
Unacceptable	The Submitter has demonstrated an approach that is considered to fail to meet the stated requirements/objectives and/or provides unacceptable quality and/or demonstrates no reasonable likelihood of meeting the requirements of the RFP and/or contains weaknesses that are so major and/or extensive that a major	0%

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Rating	Description	Available points as % of maximum for Part
	revision to the SOQ would be necessary.	

5.2 Short Listed Submitters

TRRA will use the SOQ Evaluation Process to determine a ranked list of Submitters. TRRA plans to short-list at least two but no more than four of the most highly qualified Submitters.

TRRA will notify, via e-mail, all Submitters of the short-listed Submitters.

5.3 Debriefing Meetings

After the short list is posted, Submitters may request an informal debriefing meeting with TRRA to discuss the RFQ and the short-listing process.

6. PROTEST PROCEDURES

6.1 RFQ Protests

A Submitter may protest the results of the above-described evaluation and qualification process by filing a written notice of protest by hand delivery or courier to the Chief Legal Officer of TRRA with a copy to the TRRA Chief Engineer. The protesting Submitter shall concurrently file a copy of its notice of protest with the other Submitters. The notice of protest shall specifically state the grounds of the protest.

Notice of protest of any decision to accept or disqualify an SOQ on responsiveness grounds must be filed within five calendar days after the earliest of notification of non-responsiveness or the public announcement of short listing. Notice of protest of the decision on short listing must be filed within five calendar days after the public announcement of short listing.

Within seven calendar days of the notice of protest, the protesting Submitter must file with the Chief Legal Officer of TRRA, with a copy to the TRRA Chief Engineer, a detailed statement of the grounds, facts and legal authorities, including all documents and evidentiary statements, in support of the protest. The protesting Submitter shall concurrently deliver a copy of the detailed statement to all other Submitters. Evidentiary statements, if any, shall be submitted under penalty of perjury. The protesting Submitter shall have the burden to prove that the decision of TRRA was arbitrary and capricious.

Failure to file a notice of protest or a detailed statement within the applicable period shall constitute an unconditional waiver of the right to protest the evaluation or qualification process and decisions thereunder, other than any protest based on facts not reasonably ascertainable as of such date.

Other Submitters may file by hand delivery or courier to the Chief Legal Officer of TRRA, with a copy to the TRRA Chief Engineer, a statement in support of or in opposition to the protest. Such statement must be filed within seven calendar days after the protesting Submitter files its

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detailed statement of protest. TRRA will promptly forward copies of any such statements to the protesting Submitter.

Unless otherwise required by law, no evidentiary hearing or oral argument shall be provided, except, in the sole and absolute discretion of the Chief Legal Officer of TRRA, a hearing or argument may be permitted if necessary for protection of the public interest or an expressed, legally recognized interest of a Submitter or FRA (The Federal Railroad Administration). The Chief Legal Officer of TRRA or his designee will issue a written decision regarding the protest within 30 calendar days after TRRA receives the detailed statement of protest or any allowed (discretionary) evidentiary hearing or oral argument. Such decision shall be final and conclusive. The Chief Legal Officer of TRRA or his designee will deliver the written decision to the protesting Submitter and copies to the other Submitters.

If a notice of protest regarding responsiveness is filed prior to release of the draft RFP, TRRA may proceed with issuance of the draft RFP before the protest is withdrawn or decided, unless the Chief Legal Officer of TRRA or his designee determines, in his or her sole discretion, that it is in the public interest to postpone issuance of the draft RFP. Such a determination shall be in writing and shall state the facts on which it is based.

If the Chief Legal Officer of TRRA or his designee concludes that the Submitter filing the protest has established a basis for protest, the Chief Legal Officer of TRRA or his designee will determine what remedial steps, if any, are necessary or appropriate to address the issues raised in the protest. Such steps may include, without limitation, withdrawing or revising the decisions, issuing a new request for qualifications or taking other appropriate actions.

Form 1

Terminal Railroad Association of St. Louis MacArthur Bridge Main Span Rehabilitation and Approach Modifications Major Participant Information

Submitter (Team) Name:

Company Name:		Year Established:	
Company Address:		Federal Tax ID:	
Company Phone:		Organization:	<input type="checkbox"/> Corporation
Company Fax:			<input type="checkbox"/> Joint Venture
Contact Name:			<input type="checkbox"/> Partnership
Contact Phone:			<input type="checkbox"/> Other
Contact E-mail:		State of Incorporation: (if applicable)	

Under penalty of perjury, I certify that:

- I am the company's Official Representative;
- The company is either licensed as a consultant in Missouri or as a contractor in St. Louis, Missouri or is able to obtain licensure prior to submitting a Proposal;
- To the best of my knowledge and belief, following reasonable inquiry, the information submitted in this SOQ is true and correct.

Signature

Date

Typed Name

Title

Form 2

Terminal Railroad Association of St. Louis MacArthur Bridge Main Span Rehabilitation and Approach Modifications Reference Project Summary

Submitter (Team) Name:

Reference Project Name:

Project Location:

Contact Name:		Type of Project:	<input type="checkbox"/> Design-Build
Contact Address:			<input type="checkbox"/> Design
Contact Phone:			<input type="checkbox"/> Construction
Original Project Budget:		Project Start Date:	
Final Project Cost:		Project End Date:	
DBE % Goal:		Actual DBE %:	

Form 2

Description of Project:	
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Form 2

MAJOR PARTICIPANTS INVOLVED IN REFERENCE PROJECT			
MAJOR PARTICIPANT	ROLE	DESCRIPTION OF WORK PERFORMED	PERCENTAGE OF WORK

PERSONNEL INVOLVED IN REFERENCE PROJECT		
List only individuals shown in Appendix C		
NAME (Last, First)	ROLE	DESCRIPTION OF WORK PERFORMED

Form 3

**Terminal Railroad Association of St. Louis
MacArthur Bridge Main Span
Rehabilitation and Approach
Modifications
Resume Summary**

Submitter (Team) Name:

Position	Name (Last, First)	Years of Experience	% Assigned to this Project		On Site (yes/no)
			During Design Phase	During Construction Phase	
Project Manager					
Quality Manager					
Design Manager					

Form 4

**Terminal Railroad Association of St. Louis
MacArthur Bridge Main
Span Rehabilitation and
Approach Modifications
Receipt of Addenda**

Submitter (Team) Name:

Addendum Number:		Dated:	
Addendum Number:		Dated:	
Addendum Number:		Dated:	
Addendum Number:		Dated:	
Addendum Number:		Dated:	

The undersigned acknowledges receipt of the addenda to the RFQ as indicated above.

Signature

Date

Typed Name

Title