



REQUEST FOR QUALIFICATIONS

Improve I-70 Kansas City Design-Build Project Jackson County, MO

Project Number:	J4I1486D
DRAFT RFQ Issued:	07/27/23
RFQ Issued:	02/13/24

Missouri Department of Transportation
Kansas City District Office
600 NE Colbern Road
Lee's Summit, Mo 64086



Addenda	Date	
1		Revisions:
2		Revisions:
3		Revisions:
		Revisions:



Improve I-70 KC
Missouri Department of Transportation
Request for Qualifications
Job No. J4I1486D
February 13, 2024

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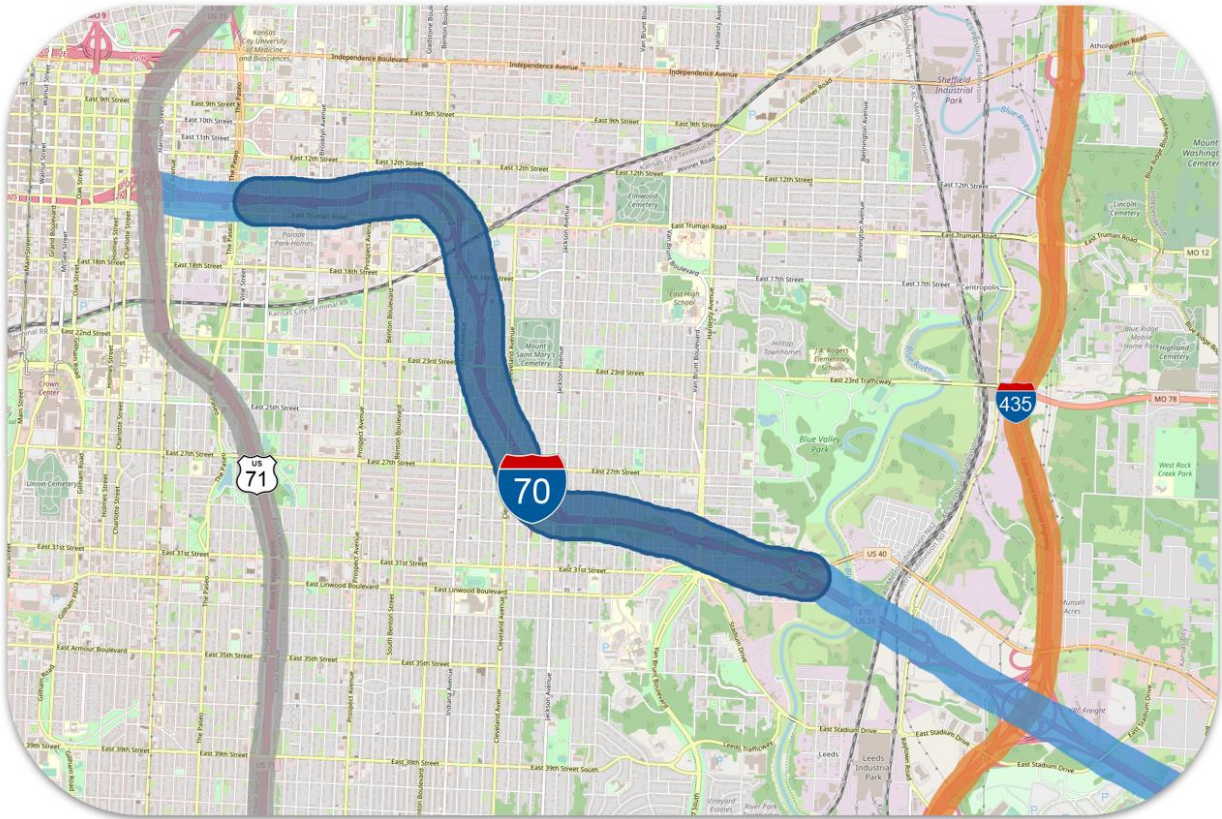
FORMS

Form DB-101 – Major Participant Information
Form DB 102 – Reference Project Summary
Form DB-103 – Resume Summary
Form DB-104 – Receipt of Addenda
Form DB-105 – Conflict of Interest
Form DB-107 – Requests for Clarification – RFQ Phase
Form DB-110 – Commitments of Key Personnel
Form DB-802 – Debarment, Suspension, Ineligibility, and Voluntary Exclusion



1 INTRODUCTION

The Missouri Department of Transportation (MoDOT) is soliciting Statements of Qualification (SOQ) from entities (Submitter) interested in providing design-build services for the Improve I-70 Kansas City (KC) Design-Build Project (Project). The Project provides corridor improvements on Interstate 70 (I-70) from The Paseo Boulevard to US 40/31st Street, in western Jackson County, Missouri. This project is designated as Job No. J4I1486D.



1.1 Project Description

The Project extends 4.7 miles along the I-70 corridor from The Paseo Boulevard to US 40/31st Street connecting downtown Kansas City to eastern Jackson County. This segment of I-70 includes twelve interchanges and is a mostly six-lane divided freeway with a posted speed of 55 mph and advisory speeds of 45 mph. Built in the early 1960s, the corridor includes narrow shoulders, multiple reduced-speed curves, and inefficient ramp configurations resulting in congestion and higher than average crash rates. The Project corridor serves local, commuter, regional, and national traffic with existing average daily traffic volumes from 96,000 to 120,000 vehicles per day, including 18% semi-trailer trucks. One of the most notable freight generators within the corridor is a



United States Postal Service regional distribution facility located near 18th Street and Indiana Avenue.

MoDOT's anticipated improvements for the corridor include improving safety and reliability; replacing and rehabilitating worn out infrastructure, including bridges and pavement; and improving accessibility for the local community. The project will be built in accordance with the approved I-70 Second Tier Environmental Impact Statement (EIS) Re-Evaluation.

The successful Proposer will be responsible for management, design, construction, Quality Assurance, and Quality Control of the Project. It is anticipated that the Proposer will identify and secure a project office within the State of Missouri and within reasonable proximity to the jobsite to co-locate with the MoDOT Design-Build staff.

1.2 Project Goals

The following prioritized goals have been established for the project:

1. Deliver the project within the programmed budget of \$223M by December 31, 2028.
2. Implement innovative transportation solutions to improve safety and reliability along the corridor.
3. Provide durable and maintainable infrastructure that revives the corridor and aligns with regional development.
4. Improve accessibility for the local community and create opportunities to grow a diverse workforce.
5. Minimize overall traffic impact during construction in partnership with stakeholders.

1.3 Estimated Cost and Maximum Time Allowed

The Project programmed budget is \$223 million including the design-build contract, Right of Way acquisition, utility reimbursements, stipend payments, and other miscellaneous expenses. The Fixed Price design-build contract budget is estimated to be \$216 million. \$13 million in additional Project and design-build contract funds are contingent upon approval of the STIP amendment, including MARC approval of the TIP and ONEDOT approval of the STIP. The Project must be completed by December 31, 2028.

2 REQUEST FOR QUALIFICATIONS (RFQ) PROCESS

2.1 Two-Phased Design-Build Procurement Process

MoDOT will use a two-phase procurement process to select a design-build contractor to deliver the Project. This Request for Qualifications (RFQ) is issued as part of the first phase to solicit information, in the form of SOQs, that MoDOT will evaluate to determine which Submitter is the most highly qualified to successfully deliver the



Project. MoDOT will shortlist at least two but not more than five of the most highly qualified Submitters.

In the second phase, MoDOT will issue a Request for Proposals (RFP) for the Project to the shortlisted Submitters. Only the shortlisted Submitters will be eligible to submit proposals for the Project. Each shortlisted Submitter that submits a proposal in response to the RFP is referred to herein as a Proposer. MoDOT 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.

2.2 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.

MoDOT may disqualify a Submitter if any of its Major Participants (as defined in Section 6.1) belong to more than one Submitter organization.

MoDOT may disqualify a Submitter that violates the DBE exclusivity referred to in Section 6.9.

2.3 Procurement Schedule

Item	Date
Industry Meeting	July 27, 2023
Issue Draft RFQ	July 27, 2023
Issue RFQ	February 13, 2024
RFQ Questions Due	February 28, 2024
Responses to RFQ Questions / Final Addendum	March 5, 2024
SOQ Due	March 15, 2024
Shortlisted Submitters Notified	March 26 2024
Issue RFP	April 1, 2024
Final Proposal and Price Allocation Due	June 28, 2024
Selection of Apparent Best Value	August 7, 2024

3 STATEMENT OF QUALIFICATION (SOQ) CONTENTS AND EVALUATION CRITERIA

This section describes specific information that must be included in the SOQ and addresses the evaluation criteria that MoDOT shall utilize.

3.1 Organization of SOQ

The SOQ shall be organized as follows:



1. Cover Letter
2. Title Page
3. Table of Contents
4. Part 1 – Administrative Elements (Pass/Fail)
5. Part 2 – Submitter Experience (50 Points)
6. Part 3 – Key Personnel and Organization (25 Points)
7. Part 4 – Quality and Safety Approach (15 Points)
8. Part 5 – Community Involvement (10 Points)

3.2 Cover Letter

A one-page cover letter shall be included in the SOQ. The cover letter shall identify the lead organization and primary members of the team. Primary members include the design team and contractors, name the entity with whom MoDOT will be contracting, and identify if this will be a partnership, corporation, joint venture, etc. If a joint venture, the person who has authority to sign the contract on behalf of the joint venture shall be named. **The contact name, mailing address, phone number, and e-mail address for the entity shall be provided.**

3.3 Part 1 – Administrative Elements (Pass/Fail)

Submittal Requirements:

- Form DB-104: Receipt of Addenda
- Form DB-105: Conflict of Interest (including a letter describing such conflicts if they exist)
- Form DB-802: Debarment, Suspension, Ineligibility, and Voluntary Exclusion

Evaluation Criteria:

The information on the completed forms submitted in Part 1 will be evaluated on a pass/fail basis.

3.4 Part 2 – Submitter Experience (50 Points)

Submittal Requirements:

- An executive summary not to exceed three (3) pages covering the Submitter's demonstrated recent experience and relevance to the Project in the following areas:
 - **Design:** Provide specific examples of their relevant experience with the design of urban transportation facilities. Experience should include data-driven design solutions that enhance safety and connectivity while minimizing impacts on communities during construction. The Submitter should demonstrate their ability to generate and incorporate innovative ideas, be on or ahead of schedule, not exceed the program budget, and resolve challenges.
 - **Construction:** Provide specific examples of their relevant experience with the construction of urban transportation facilities. Describe experience building in restricted corridors with many constraints including utilities, local roadways, complex drainage, and limited staging areas. The Submitter is



also encouraged to showcase past partnerships with owners that resulted in quality-built projects. The Submitter should demonstrate their ability to coordinate with numerous stakeholders to generate and incorporate innovative ideas while staying on or ahead of schedule, not exceeding the program budget, and resolving challenges.

- **Stakeholder Interaction:** Describe previous efforts to coordinate with 3rd party agencies. Experience should highlight examples of mitigating impacts to stakeholders and how teams successfully collaborated with the applicable regulatory authorities, including but not limited to railroads, local agencies, and utility companies.
- Form DB-101: Major Participant Information. One form is to be completed for each Major Participant, as described in Section 6.1.
- Form DB-102: Reference Project Summary. One summary is to be completed for each reference project described in the Submitter experience executive summary. Each summary is limited to a maximum of two pages. A maximum of eight (8) reference projects can be described for each Submitter (5-6 for construction and 2-3 for design). For ease of comparison, this form is not to be modified.

Evaluation Criteria:

Part 2 will be evaluated based on Submitter's demonstrated performance on recent projects and the quality and completeness of the submittal requirements for this section. MoDOT will evaluate the Submitter's experience based on:

- Recent design and construction experience demonstrating successful delivery of major urban transportation projects.
- Use of innovative approaches to deliver a project within budget, such as Value Engineering Change Proposals, Design-Build projects, Additional Applicable Standards, Alternative Technical Concepts, etc.
- Demonstrated ability to address and resolve unexpected challenges encountered during similar projects.
- Recent experience successfully working with the regulatory authorities associated with major urban highway facilities.
- Experience coordinating with railroads on projects.
- Past performance minimizing impacts to utilities and the ability to partner with utility owners to achieve mutually agreeable results.
- Past performance coordinating with local agencies.
- Design and implementation of innovative traffic control plans on projects that successfully minimized construction impacts to commuters, local residents, and businesses.
- Recent experience successfully delivering projects on or ahead of schedule.
- Recent experience working with organizations to coordinate, communicate, and manage traffic associated a large regional event, such as the World Cup.



3.5 Part 3 – Key Personnel and Organization (25 Points)

Each Submitter shall identify the experience, responsibilities and past achievements of the Key Personnel listed below.

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, contract administration, safety, DBE and workforce diversity, and environmental compliance. The Project Manager should have at least ten years of experience including at least five years of recent experience managing Design-Build and/or Progressive Design-Build projects in urban areas. The Project Manager shall have full authority to make the final decisions on behalf of the Proposer and have responsibility for communicating these decisions directly to MoDOT's Project Director. The Project Manager should have an understanding of Project Partnering and hold Safety and Quality in the highest regard. The Project Manager must be assigned to the Project full time through substantial completion and readily available for consultation through Project closeout.
- **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. Such records include documentation for design, construction quality and testing, environmental compliance, erosion control, and DBE/workforce diversity compliance. The Quality Manager should have at least five years of recent experience developing, implementing, and overseeing quality programs in civil construction work. The Quality Manager shall report directly to the Submitter's executive management team. The Quality Manager shall not be the Project Manager. The Quality Manager may assign a designee to be a design Quality Manager during the design phase. The Quality Manager shall be assigned to the Project full-time and shall be required to be on site for all construction activities.
- **Design Manager** – The Design Manager is responsible for ensuring all aspects of the design of the Project are met. The Design Manager should have at least ten years of recent experience managing the design of major urban highways and bridges and must be a registered professional engineer in the State of Missouri or must have registration pending at the time of SOQ submittal and be registered for the duration of the project. The Design Manager shall be assigned to the Project full-time when design activities are being performed. During construction, the Design Manager shall be readily available for consultation.
- **Construction Manager** – The Construction Manager shall be responsible for managing the construction of the Project. The Construction Manager should have at least ten years of recent management experience in the construction of urban highways and bridges. The Construction Manager shall be on site for the duration of the construction phase.



- **Maintenance of Traffic (MOT) Manager** – The MOT Manager is responsible for ensuring the safe and efficient movement of people, goods, and services through and around the Project while minimizing impacts to commuters, local residents, and businesses. The MOT Manager shall oversee all elements traffic control including communication of traffic staging, communication of construction impacts, and signal timing adjustments. The MOT Manager should have at least five years of recent experience on multidisciplinary urban highway projects managing and/or developing detailed Traffic Control Plans. The MOT Manager shall be involved during design development and on site for the duration of construction.
- **Additional Key Personnel** – Submitters may identify up to two additional key personnel that will support Submitter's fulfillment of project goals. Additional key personnel should have recent experience in their respective areas of expertise. Additional key personnel identified by Submitters should demonstrate the Submitters' approach to, and understanding of, successful delivery of a complex Design Build project in an urban area.

Key Personnel identified in the SOQ, including any "Additional Key Personnel" may not be removed, replaced, or added without written approval of the MoDOT Project Director.

Submittal Requirements:

- A one (1) page organizational chart indicating how the makeup and structure demonstrates the Submitter's ability to meet or exceed the goals
- An executive summary of Key Personnel, not to exceed three (3) pages describing the Key Personnel's qualifications and recent relevant experience related to the Project. This summary should include any experience the Key Personnel has with the design and construction of highway projects, cost-saving innovations, and delivering projects on or ahead of schedule.
- Form DB-103: Resume Summary
- Form DB-110: Commitments of Key Personnel
- Resumes for the Key Personnel are to be included. Each resume is limited to 1 page and shall include 2 owner references by providing a contact name and phone number. MoDOT reserves the right to contact references identified in the resumes.

Evaluation Criteria:

Part 3 will be evaluated based on Submitter's ability to meet or exceed the Project goals and the quality and completeness of their Submittal. MoDOT will evaluate the Submitter's experience based on:

- Experience in design and construction of highway structures, interchanges, and major urban transportation freeways in physically constrained corridors.
- The roles and responsibilities of each primary team member. The functional structure, levels of management, and reporting relationships for primary members and major functions to be performed in managing, designing, and constructing the Project.
- Experience utilizing innovative approaches to deliver a project within budget.



- Relevance of tasks performed by Key Personnel on resumes for reference projects.
- Experience and prior approach coordinating with railroads, local agencies, and utilities.
- Experience designing and implementing innovative traffic management plans on a project.
- Experience and prior approach delivering projects on schedule or ahead of schedule.

3.6 Part 4 – Quality and Safety Approach (15 Points)

Submittal Requirements

- An executive summary not to exceed one (1) page covering the Submitter's demonstrated recent experience and relevance to the Project in the following areas:
 - **Approach to Ensuring Safety:** Include the Submitter's safety record including lost time incidents and fatalities, OSHA recordables, their safety philosophy, and examples of successfully implemented Safety Management Programs or innovations. Submitter should include information on industry standard safety statistics such as DART rates (Day Away, Restricted, and Transfer) and TRIR (Total Recordable Incident Rate).
 - **Quality Management Program:** Identify specific examples of the Submitter's quality management programs from previous Design-Build projects of similar size and complexity that demonstrate their ability to develop, implement, and maintain an integrated Quality Management Program throughout all phases of the project. Examples should include explanations of Submitter's testing program, inspection program, and field documentation processes.

Evaluation Criteria:

Part 4 will be evaluated based on Submitter's demonstrated performance on recent projects and the quality and completeness of their Submittal. MoDOT will evaluate the Submitter's experience based on:

- Recent safety history and company safety results including information for major urban transportation projects.
- Past performance in developing and implementing a Quality Control and Quality Assurance program on a major urban transportation project that can promptly identify and correct deficiencies.
- Approach for maximizing and ensuring driver and pedestrian safety on past projects.

3.7 Part 5 – Community Involvement (10 Points)

Submittal Requirements



- An executive summary not to exceed one (1) page covering the Submitter's demonstrated recent experience and relevance to the Project in the following areas:
 - **DBE Utilization and Workforce Diversity:** Describe how the Submitter intends to utilize DBEs to meet or exceed the DBE participation goals of 12% construction activities and 14% professional services, and provide examples of past performance. Describe how the Submitter intends to effectively maintain a diverse workforce by meeting or exceeding the construction workforce goals for 12.7% minorities and 6.9% female and provide examples of past performance.
 - **Community Engagement and Workforce Development:** Describe how the Submitter has engaged with a community on similar urban corridor projects during design development and construction. Describe how the Submitter will bring new people into the transportation industry, including design professionals and construction tradespeople. Efforts should focus on working with community groups such as unions, trade schools, high schools, and local workforce organizations to remove barriers to entry and develop new talent, specifically talent from underrepresented backgrounds. Provide specific examples of past performance.

Evaluation Criteria:

Part 5 will be evaluated based on Submitter's demonstrated performance on recent projects and the quality and completeness of their Submittal. MoDOT will evaluate the Submitter's experience based on:

- The effectiveness of the DBE utilization strategies to maintain a diverse workforce for both construction and professional services.
- Approach for achieving DBE and workforce diversity goals.
- Implementation of innovative approaches to increase diversity through involving the community and engaging minorities through programs, training, or other outreach efforts.
- Past performance identifying and implementing strategies to successfully engage with communities impacted by projects.

4 SUBMITTAL REQUIREMENTS

4.1 Format

The SOQ must be formatted for 8.5" x 11" sized paper. Charts and other graphical information may be formatted for 11" x 17" sized paper. Use of 11" x 17" format shall be limited to a maximum of two (2) pages. Minimum font size is 11-point, however, 10-point text may be used within graphs or tables.

4.2 Due Date and Quantities

SOQ must be submitted by 1:00 pm, Central Time, on the date shown in Section 2.3. MoDOT accepts no responsibility for misdirected or lost Submittals. One (1) electronic copy in PDF format of the RFQ response is to be submitted by email to



improvei70kc@modot.mo.gov as shown in Section 6.3 and detailed below. Hard copies will not be accepted.

Submitter's SOQ Email:

- Submitters shall email one (1) electronic copy of their respective SOQ, in Portable Document Format (PDF), to improvei70kc@modot.mo.gov.

SOQ Coordinator's Response Email:

- The SOQ Coordinator will provide the Submitter a SOQ receipt after receiving the Submitter's SOQ Email.

4.3 Page Limits

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

Cover Letter	1
Title Page	1
Table of Contents	1
Part 1 – Administrative Elements	
Form DB-104: Receipt of Addenda	1
Form DB-105: Conflict of Interest	As needed
Form DB-802: Debarment, Suspension, Ineligibility, and Voluntary Exclusion	1
Part 2 – Submitter Experience	
Executive Summary	3
Form DB-101: Major Participant Information	As needed
Form DB-102: Reference Project Summary	16 (2 per project)
Part 3 – Key Personnel Experience	
Organizational Chart	1
Executive Summary	3
Form DB-103: Resume Summary	1
Form DB-110: Commitment of Key Personnel	14 (2 per Key Personnel)
Resumes	7 (1 per Key Personnel)
Part 4 – Quality and Safety Approach	
Executive Summary	1
Part 5 – Community Involvement	
Executive Summary	1



Dividers between sections of the SOQ are not counted.

5 EVALUATION PROCESS

According to 7 CSR 10-24.030, all responses to the Request for Qualifications will be evaluated by the pre-qualification review/shortlisting team.

Part 1 will be evaluated on a pass/fail basis. Part 1 shall be evaluated first. If a SOQ fails Part 1, the remainder of the SOQ will not be evaluated.

Part 2 will be evaluated based on a possible 50 points.

Part 3 will be evaluated based on a possible 25 points.

Part 4 will be evaluated based on a possible 15 points.

Part 5 will be evaluated based on a possible 10 points.

MoDOT is restricted to shortlisting no more than five (5) teams; therefore, the scoring was intentionally crafted to differentiate between what we anticipate to be many highly qualified teams. MoDOT will use the ratings below to determine a maximum of five most highly qualified teams and/or demonstrate a significant separation between the most highly qualified and those meeting qualifications. The ratings to be used during the shortlisting process are as follows:

Rating	Description
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.
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.
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.
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 revision to the SOQ would be necessary.



6 GENERAL INFORMATION

6.1 Major Participant Definition

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 an equity interest in the Submitter.
- The lead engineering/design firm(s).
- Each subcontractor anticipated to perform work valued at 20% or more of the construction work.
- Each sub-consultant anticipated to perform 30% or more of the professional services.

Major Participants identified in the SOQ may not be removed, replaced, or added without written approval of MoDOT Project Director. 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.

6.2 Stipend

No stipends will be paid for submitting SOQ. MoDOT will pay a stipend to the responsible Proposer(s) that provides a fully responsive, but unsuccessful, Proposal. The anticipated stipend of \$1,000,000 shall be provided to such unsuccessful Proposer(s) as early as 15 days after MoDOT determines the apparent successful Proposer. Unsuccessful Proposers shall sign a Proposal release statement, releasing their Proposals to receive their stipend within 30 days. If the Proposal Release Statement is not signed within 30 days, the Stipend shall be forfeited.

If the successful Proposer and MoDOT cannot successfully negotiate a contract and MoDOT negotiates an agreement with one of the unsuccessful Proposers, that Proposer's stipend shall be returned to MoDOT.

6.3 Communications

MoDOT's Project Director, Allan Ludiker, is MoDOT's sole contact person for receiving all communications regarding the project and procurement thereof. Each submitter is also solely responsible for providing a single contact person. Email is the preferred method of communication for the Project.

Allan Ludiker, P.E.
Improve I-70 KC Design-Build Project Director
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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 member of MoDOT or the Federal Highway Administration, their advisors, or any of their contractors or consultants involved with the procurement, except for communications expressly permitted by this RFQ. Any Submitter engaging in such prohibited communications may be disqualified at the sole discretion of MoDOT's Project Director. However, communication is allowed with local entities, utility companies, railroads, regulatory agencies and the general public.

6.4 Questions and Clarifications; Addenda

Questions and requests for clarification regarding this RFQ must be submitted to MoDOT's Project Director. To be considered, all questions and requests must be received by 3:00 pm, CT on the date indicated in Section 2.3. Questions, requests for clarifications, and responses will be posted on the project web site. Submitter's names will not be identified.

MoDOT reserves the right to revise this RFQ at any time before the final RFQ Addendum date listed in Section 2.3. A link to any addenda will be posted on the Project web site: <https://www.modot.org/improvei70kc>.

6.5 Ineligible Firms

TREKK Design Group, LLC is acting as the owner's representative and therefore is ineligible. HDR Engineering, Inc., Geotechnology, Inc., Parson + Associates, and O.R. Colan Associates, acting as sub-consultants to TREKK Design Group, LLC, are also ineligible. A firm is ineligible to submit a proposal, in either a prime or sub-consultants' role, if it assists in the development of the scope of work, the RFQ, or the RFP.

6.6 Confidentiality

Documents submitted pursuant to this RFQ will be subject to the Missouri Public Records Act, (§§ 610.010, et.seq., RSMo). Information clearly marked as confidential and proprietary will be kept confidential by MoDOT, unless otherwise provided by law. MoDOT 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 shall be the entity responsible for defending against the Missouri Public Records Act disclosures for any records claimed by the Submitter to be confidential and proprietary.

6.7 Organizational Conflicts of Interest

Pursuant to 23 CFR 636.116, consultants and sub-consultants who assist MoDOT in the preparation of an RFP document are not allowed to participate on a Submitter's team. Submitter must provide to MoDOT, via DB-105 form as defined in Section 3.3, 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. MoDOT's Project Director will determine whether an organizational conflict



of interest exists, and the actions necessary to avoid, neutralize, or mitigate such conflict, and will respond in writing.

MoDOT may disqualify a Submitter if any of its Major Participants, as defined in Section 6.31, belong to more than one Submitter organization.

6.8 Equal Employment Opportunity

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

MoDOT will ensure that in any contract entered into pursuant to this advertisement, businesses owned and controlled by socially and economically disadvantaged individuals will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, religion, creed, sex, age, sexual orientation, ancestry, or national origin in consideration for award.

The Commission has set a construction workforce goal of 12.7% minority and 6.9% female per craft.

6.9 Disadvantaged Business Enterprises

The anticipated Disadvantaged Business Enterprise (DBE) goals for the project are:

12% construction activities

14% professional services

In an effort to ensure a healthy contracting environment for DBE contractors and consultants, a DBE can only be exclusive with one Submitter if they meet the requirements of a Major Participant, as defined in Section 6.1, or with written permission from MoDOT's Project Director.

It is the policy of MoDOT that DBEs, as defined in 49 CFR Part 26, and other small businesses shall have the opportunity to compete fairly in contracts financed in whole or in part with public funds. Consistent with this policy, MoDOT 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 U.S. Department of Transportation assisted contract because of sex, race, religion, or national origin.

MoDOT has implemented the Unified Certification Program and has formed the Missouri Regional Certification Committee (MRCC). DBE firms will need to be certified with MRCC. The MRCC DBE Directory is at the following web site: <https://www.modot.org/dbe-program>.



7 PROTEST PROCEDURES

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 Director of MoDOT, with a copy to the MoDOT Project Director, and other Submitter(s). The notice of protest shall specifically state the grounds of the protest.

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

Within seven calendar days of the notice of protest, the protesting Submitter must file with the Director of MoDOT, with a copy to the MoDOT Project Director and other Submitter(s), a detailed statement of the grounds, facts and legal authorities, including all documents and evidentiary statements, in support of the protest. Evidentiary statements, if any, shall be submitted under penalty of perjury. The protesting Submitter shall have the burden to prove that the decision of MoDOT 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 Director of MoDOT, with a copy to the MoDOT Project Director, 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 detailed statement of protest. MoDOT 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 Director of MoDOT, 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 MoDOT. The Director of MoDOT or his designee will issue a written decision regarding the protest within 30 calendar days after MoDOT receives the detailed statement of protest or any allowed (discretionary) evidentiary hearing or oral argument. Such decision shall be final and conclusive. The Director of MoDOT 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, MoDOT may proceed with issuance of the draft RFP before the protest is withdrawn or decided, unless the Director of MoDOT 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 Director of MoDOT or his designee concludes that the Submitter filing the protest has established a basis for protest, the Director 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.

7.1 Costs and Damages

All costs of a protest shall be the responsibility of the protestor and undertaken at the protestor's expense. In addition, if the protest is denied, the Submitter filing the protest may be liable for MoDOT's costs reasonably incurred resulting from the protest. MoDOT shall not be liable for damages to the Submitter filing the protest nor to any participant in the protest, on any basis, express or implied.