



Missouri Department of Transportation
Patrick K. McKenna, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102
1.888.ASK MODOT (275.6636)

July 7, 2021

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 four (4) 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: Project Understanding & Innovation, Past Performance, Qualifications of Personnel Assigned, General Experience of Firm, Familiarity/Capability, Accessibility of Firm & Staff. 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 3:00 pm, August 9, 2021 at the appropriate office.

Sincerely,

2021.07.07
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Travis Koestner, P.E.
State Design Engineer



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DISTRICT OFFICES

District SL
Tom Blair – District Engineer
Missouri Department of Transportation
1590 Woodlake Dr
St. Louis, MO 63017

Contact
Shaun Tooley, AICP
(314) 453-1838
Shaun.Tooley@modot.mo.gov
&
Aaron Groff, P.E.
(314) 453-1876
Aaron.Groff@modot.mo.gov
Email responses are encouraged



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District SL

St. Louis City, I-64	
Job No:	J6I3585
Location:	I-64
Proposed Improvement:	Planning and Environmental Linkages study from Kingshighway Boulevard to Jefferson Avenue.
Length:	2.3 Miles
Approximate Construction Cost:	\$65,000,000
DBE Goal (if applicable)	20%
Consultant Services Required:	See descriptions on subsequent pages
Additional Services:	<p>The following services described below are in addition to the Consultant Services Required and shall not be considered for scoring and selection:</p> <p>MoDOT may use a supplemental with the Consultant Team to add additional work in accordance with this solicitation.</p> <p>MoDOT may use a supplemental with the Consultant Team to complete survey, preliminary design, right-of-way, and final design.</p> <p>MoDOT may use a supplemental agreement with the Consultant Team to complete construction support/construction inspection services (some activities vary by delivery method).</p> <p>More information can be found on the subsequent pages.</p>
Other Comments:	<p>MoDOT will host a virtual overview presentation of the project on July 15, 2021 with the St. Louis District Office. Immediately following the overview there will be an opportunity for DBE Consultants to briefly introduce their firms and services to Prime Consultants. Consultants interested in this project are encouraged to attend this presentation to become familiar with the project status and scope of work.</p> <p>Interviews (or presentations) will be conducted with the short-listed firms. The Consultant Short List will be posted to the web. Please submit letter of</p>



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	interest via email to Shaun.Tooley@modot.mo.gov & Aaron.Groff@modot.mo.gov
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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	<u>10 Points Max</u>
	100 Points Max Total



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Scope of Services

Background: Interstate 64 (I-64) is the central corridor of the St. Louis Metropolitan region. The interstate is a spine of the region's largest concentration of employment centers, major institutions, and activity centers. The Planning and Environmental Linkages (PEL) process will examine the existing conditions, problems, and needs of the interstate highway in the urban context.

Asset management needs are driving the need for the PEL, which completes all conceptual engineering for the thirteen bridges in the 3-mile corridor. Two are major bridges requiring immediate attention. In addition, several interchanges were built between the 1930s and 1960s which require modernizing for safety and efficient operations. A traffic analysis is necessary to examine how alternatives for reconfiguring interchange ramps and outer roads can reconnect the local community. This corridor is a rapidly redeveloping dense, urban environment where major stakeholders are actively planning for thousands of new jobs, housing units, retail, and entertainment centers. The corridor features significant multimodal investments where there are opportunities for supporting transportation use by other modes. The corridor-based approach offers an opportunity to coordinate investment needs and develop a prioritized list of projects for implementation with robust public and stakeholder involvement.

Project Goals: The primary goal of the I-64 Planning and Environmental Linkages (PEL) approach is to develop both short-term and long-term alternatives and identify proposed actions to address asset management needs, improve operational performance and safety, and address community needs in the corridor. It is important for the public to give input in shaping the project goals since the future of the community is intertwined with project outcomes.

The Study will involve identifying and working with stakeholders and transportation partners to develop and evaluate improvement alternatives for both MoDOT and other agencies in the study corridor. The study will be completed in accordance with the Federal Highway Administration (FHWA) Planning and Environmental Linkage (PEL) process, including:

- General public outreach
- Outreach to Local, State, and Federal Resource agencies
- Prepare a prioritized list of all proposed improvements with accompanying evaluation criteria and timelines.
- Documentation consistent with the commonly accepted PEL standards so information developed in this study can be appended or referenced in a later National Environmental Protection Agency (NEPA) document.
- Completion of the PEL questionnaire for submittal to FHWA.
- Identification of existing and future problem areas in the corridor from an operational, maintenance, safety, multimodal, and accessibility.
- Identification of the existence of any major environmental and/or resource agency concerns which could have a substantially negative impact on implementing improvements in the corridor.
- Assist MoDOT, Public Agencies, and resource agencies in identifying issues of importance along the highway and interchange complex to each respective agency.



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- Recommend alternatives for the highway and interchange complexes that addresses both the short-term and long-term needs, accessibility, as identified by stakeholders and analysis, and considers funding source implementation.
- Identify possible future approvals, permits, and mitigation requirements for the various alternatives.

Services and Deliverables: The successful team shall provide the following professional services:

1. **Existing Conditions:** The Consultant shall assess existing conditions through survey, field observation, coordination, desktop database reviews, review of as-built plans and document issues related to physical condition and geometrics along the corridor.
2. **Community Assessment:** The Consultant shall conduct a scan of previous research, survey existing impacts to the local community, conduct interviews where there are gaps in needed information, collect data, model, synthesize and analyze information, and develop strategies which inform the development and assessment of alternatives related to competitive federal funding criteria: equity, quality of life, environmental sustainability, and economic competitiveness.
3. **Purpose and Need:** The Consultant shall coordinate and engage with resource agencies and the study sponsors, through scoping meeting(s) and public involvement, in developing a purpose and need statement.
4. **Traffic Modeling and Safety Analysis:** The Consultant shall conduct data collection to develop a high-level set of modeling tools to evaluate, understand, and quantify the traffic impacts of the alternatives. The traffic analysis will be used to support the evaluation of alternatives and for any subsequent analyses.
5. **Environmental Scan:** The Consultant will identify environmental constraints that are the most impactful to the corridor and provide high-level assessment of their impact on the corridor.
6. **Alternatives Development:** The Consultant shall develop a set of reasonable alternatives based on the purpose and need, while incorporating technical analysis and input from the public, resource agencies, and other stakeholders.
7. **Alternatives Evaluation:** The Consultant shall develop evaluation criteria based on the purpose and need statement. The task shall also include developing a framework and procedures of identifying feasible alternatives to be used in subsequent NEPA documents. The Consultant will work directly with public partners and stakeholders for screening and evaluation of alternatives based on the evaluation criteria and framework developed. The outcomes of this task shall be carried forward into future NEPA analysis and preliminary design.
8. **Public and Stakeholder Involvement:** The Consultant shall develop a proactive process with innovative methods to identify and engage the affected public, resource agencies, and other stakeholders, provide a variety of opportunities for interested parties to become involved, and create a meaningful process that is transparent and ensures effective communication.
9. **Documentation:** The Consultant shall prepare and compile reports and document the entire study process into a final study document including completing the PEL Questionnaire.
10. **Funding, Phasing, & Implementation:** The Consultant shall develop sections of independent utility towards development of a strategic phasing and implementation plan and develop preliminary recommendations of NEPA classification. This task will also include planning-level analysis and recommendations for potential funding and financing strategies for future projects in the study area. The Consultant shall conduct preliminary work to support future applications for competitive federal funding programs including RAISE and INFRA.