



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

Missouri Department of Transportation  
*Patrick K. McKenna, Director*

1.888.ASK MODOT (275.6636)

February 25, 2019

Dear Consultant:

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

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

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

MoDOT will evaluate firms based on:

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

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

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

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

Sincerely,

A handwritten signature in blue ink that reads "Eric Schroeter". The signature is written in a cursive style with a large initial "E" and a long horizontal stroke at the end.

Eric Schroeter, P.E.  
State Design Engineer

Attachment

## **DISTRICT OFFICES**

### **District SL**

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

### **Contact**

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

District SL

St. Louis District Route 340 and I-55	
Job No:	J6P3218
Location:	SL
	Complete signal system review and optimization
	<ul style="list-style-type: none"><li>● Int 4210 - MO 340 @ Ferguson</li><li>● Int 4211 - MO 340 @ Pennsylvania</li><li>● Int 4213 - MO 340 @ Midland</li><li>● Int 4215 - MO 340 @ Hanley</li><li>● Int 4216 - MO 340 @ North &amp; South</li><li>● Int 4218 - MO 340 @ 81st</li><li>● Int 4219 - MO 340 @ 82nd</li><li>● Int 4221 - MO 340 @ McKnight-Woodson</li><li>● Int 4223 - MO 340 @ I-170</li><li>● Int 4224 - MO 340 @ Hilltop</li><li>● Int 4225 - MO 340 @ Price</li><li>● Int 4227 - MO 340 @ Dielman</li><li>● Int 4229 - MO 340 @ Indian Meadows</li><li>● Int 4230 - MO 340 @ Old Bonnhomme</li><li>● Int 4231 - MO 340 @ Warson</li><li>● Int 4233 - MO 340 @ Monsanto Entrance</li><li>● Int 4235 - MO 340 @ Old Olive East</li><li>● Int 4237 - MO 340 @ Pavillion</li><li>● Int 4238 - MO 340 @ Old Olive West</li><li>● Int 4239 - MO 340 @ Spoede</li><li>● Int 4241 - MO 340 @ Dautel-Graeser</li><li>● Int 4242 - MO 340 @ Schulte-Mary Meadow</li><li>● Int 4243 - MO 340 @ Mosley</li><li>● Int 4245 - MO 340 @ West Oak Center</li><li>● Int 4247 - MO 340 @ Craig</li><li>● Int 4249 - MO 340 @ Old Ballas</li><li>● Int 4250 - MO 340 @ New Ballas</li><li>● Int 4251 - MO 340 @ Rue de la Banque</li><li>● Int 4252 - MO 340 @ I-270</li></ul>

- Int 4254 - MO 340 @ Cross Creek-Woodcrest
- Int 4255 - MO 340 @ Tempo
- Int 4257 - MO 340 @ Ross-Questover
- Int 4258 - MO 340 @ Barnes West-Heritage
- Int 4259 - MO 340 @ Mason-Whispering Pines
- Int 4261 - MO 340 @ Timber Run
- Int 4263 - MO 340 @ Fee Fee
- Int 4264 - MO 340 @ Fernview
- Int 4265 - MO 340 @ Creve Coeur Mill
- Int 4267 - MO 340 @ MO 141
- Int 4268 - MO 340 @ Woodchase
- Int 4269 - MO 340 @ Woods Mill
- Int 4270 - MO 340 @ River Valley
- Int 4271 - MO 340 @ Ladue
- Int 4273 - MO 340 @ Appalachian Trail
- Int 4275 - MO 340 @ Chesterfield Plwy
- Int 4276 - MO 340 @ Swingley Ridge
- Int 4277 - MO 340 @ I-64
- Int 5340 - MO 340 @ Lea Oak
- Int 5341 - MO 340 @ Baxter
- Int 5344 - MO 340 @ Wilson
- Int 5345 - MO 340 @ Country Ridge-Marq HS
- Int 5346 - MO 340 @ Kehrs Mill
- Int 5349 - MO 340 @ Clayton
- Int 5351 - MO 340 @ Marsh
- Int 5352 - MO 340 @ Froesel

- Int 2024 - IS 55 @ 4500 Broadway NB Ramp
- Int 2025 - IS 55 @ 4500 Broadway SB Ramp
- Int 6001 - IS 55 @ Bayless Ramps
- Int 6003 - IS 55 @ Reavis Barracks NB Ramp
- Int 6004 - IS 55 @ Reavis Barracks SB Ramp
- Int 6006 - IS 55 @ Butler Hill NB Ramp
- Int 6007 - IS 55 @ Butler Hill SB Ramp

- Int 7002 - IS 55 @ Richardson NB Ramp
- Int 7003 - IS 55 @ Richardson - Vogel
- Int 7005 - IS 55 @ Vogel WOR
- Int 7007 - IS 55 @ Elm Dr WOR
- Int 7010 - IS 55 @ Imperial Main NB Ramp
- Int 7011 - IS 55 @ Imperial Main SB Ramp
- Int 7012 - IS 55 @ Imperial Main WOR

	<ul style="list-style-type: none"> <li>● Int 7015 - IS 55 McNutt @ Hercul Crossing</li> <li>● Int 7016 - IS 55 McNutt @ NB Ramp</li> <li>● Int 7017 - IS 55 McNutt @ SB Ramp</li> </ul>
<b>Length:</b>	19.8 miles
<b>DBE Goal (if applicable)</b>	12%
<b>Consultant Services Required:</b>	Data Collection, Traffic Modeling, TCS/Controller Programming, Field Implementation and Adjustment
<b>Other Comments:</b>	<ul style="list-style-type: none"> <li>▪ Thorough field investigation, survey, review &amp; observation of existing corridor conditions</li> <li>▪ Weekday and weekend traffic count collection for mainline and signalized intersections</li> <li>▪ Signal timing plan development as needed</li> <li>▪ Updating of Synchro, TruTraffic models for signal systems</li> <li>▪ Pre-project travel time runs</li> <li>▪ Review of locations with excessive delays</li> <li>▪ Development of diversion plans</li> <li>▪ Utilization of newer features of ATC controllers per corridor need</li> <li>▪ Signal clearance and pedestrian timing as needed</li> <li>▪ Left turn TOD analysis (FYA) and implementation</li> <li>▪ Field implementation of signal timing plan</li> <li>▪ Respond to customer service calls regarding complaints and making adjustments as needed</li> <li>▪ Post travel time runs</li> <li>▪ Completion of field observation sheets</li> <li>▪ Yearlong ongoing observation, timing adjustment of corridor</li> <li>▪ Final report that includes: arterial analysis (arterial travel times, delays, avg. speeds, number of stops, arterial LOS, etc.) and intersection analysis (movement delays, queuing, LOS, etc). Noting especially corridor problem movements/locations. This report will also identify improvements to the corridor in terms of annual reductions in fuel consumption costs and vehicle pollutant emissions.</li> <li>▪ Short derivation of values obtained must be included, such as formulas used and where</li> </ul>

	obtained Results will be made available to the public.
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**Rating Criteria w/Weighted Values**

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