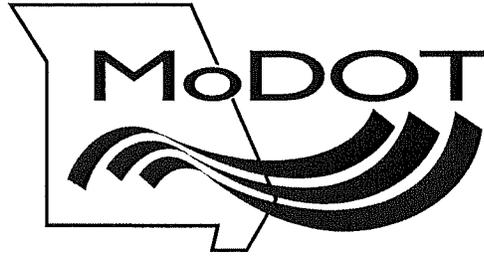


Missouri
Department
of Transportation



Kevin Keith, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

January 25, 2011

Dear Consultant:

The Missouri Department of Transportation (MoDOT) in coordination with the Terminal Railroad Association of St. Louis (TRRA) 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. See attached Request for Qualifications for appropriate submittal information.

DBE firms must be listed in the MRCC DBE Directory located on MoDOT's website at www.modot.gov, 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 project they feel can be managed by their firm.

MoDOT and TRRA will evaluate firms based on a) experience and competence, b) the capacity of the firm to perform the work in the timeframe needed, c) past performance, and d) proximity to and familiarity with the project area. (23 CFR 172 Administration of Engineering & Design Related Service Contracts and RSMo 8.285 through 8.291). The cost of services are not to be included in the bid.

Please note, an Affidavit of Compliance and E-Verify MOU documents are required by state law to be included with any response for services from firms. It is required that your firm's Statement of Qualification (RSMo 8.285 through 8.291) and an Affidavit of Compliance with the federal work authorization program along with a copy of your firm's E-Verify Memorandum of Understanding (15 CSR 60-15.020) be submitted with your firm's Letter of Interest.

We request all letters be received by 3:00 pm, February 8, 2011, at the appropriate office.

Sincerely,

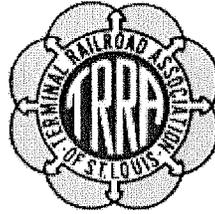
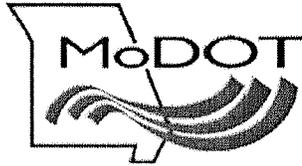
David B. Nichols
Director of Program Delivery

Attachment

cc: Mr. Brian Weiler, Multimodal Operations Director
Mr. Rodney Massman, Administrator of Railroads
Ms. Natalie Roark, High Speed Rail Project Manager

New Track at Terminal Railroad Association of St. Louis

Funding	The project is funded by a federal appropriation (80%) and the Terminal Railroad Association of St. Louis (TRRA)(20%). The funding will be administered through the MoDOT Central Office Multimodal Division and TRRA.
Location:	Theresa Avenue to Gratiot Street Interlocker
Proposed Improvement:	Construct a third main track (#57) starting with a Power Operated No. 15 Turnout coming off Track #56 at the west end (Theresa Avenue) and proceeding eastward parallel to Track #56 and connecting to TRRA and Union Pacific Railroad tracks near the Gratiot Street Interlocker. Approximately 10,000 feet of new track and 3 turnouts will be required for the new track (#57).
Length:	1.9 miles
Approximate Total Project Cost:	\$4,510,800
DBE Goal Determination	15%
Consultant Services Required:	See attached Request for Qualifications for details.
Other Comments:	Funding for this project is contingent upon execution of the federal grant agreement with the Federal Railroad Administration.
Deadline:	3:00 p.m., February 8, 2011
Contact Information:	<p align="center">Natalie Roark, High Speed Rail Project Manager Missouri Department of Transportation Central Office, Design Division P.O. Box 270 Jefferson City, MO 65102</p> <p align="center">Phone: (573) 751-3726 e-mail: natalie.roark@modot.mo.gov</p> <p align="center">E-mail responses are encouraged.</p>



**MISSOURI DEPARTMENT OF TRANSPORTATION AND
TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS**

**REQUEST FOR QUALIFICATIONS
FOR ENGINEERING SERVICES**

FOR

CONSTRUCTION OF A NEW TRACK FROM THERESA AVENUE TO GRATIOT STREET INTERLOCKER

ST. LOUIS, MISSOURI

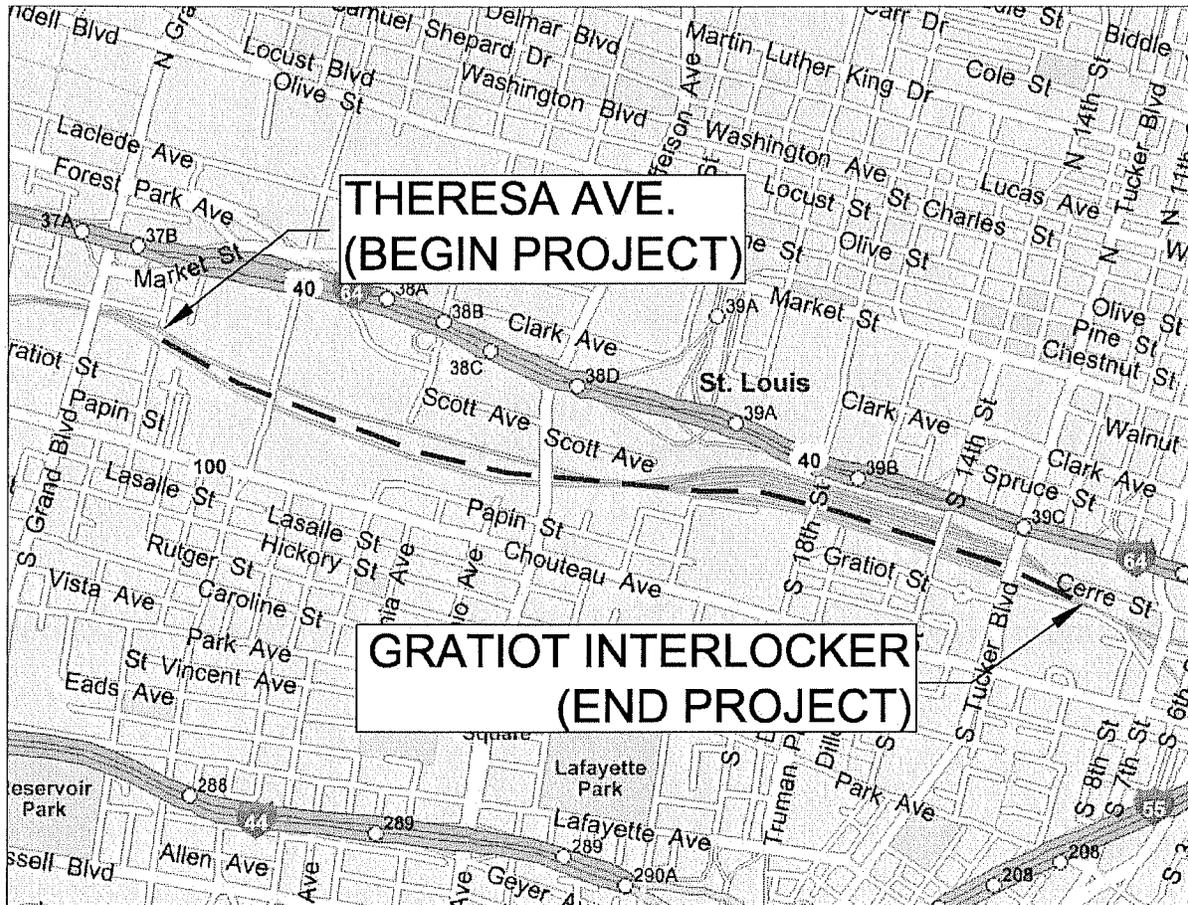
INTRODUCTION

The Missouri Department of Transportation (MoDOT) in coordination with the Terminal Railroad Association of St. Louis (TRRA) is seeking a qualified engineering firm to provide professional engineering services for track improvements for a TRRA project funded in part by a federal grant and TRRA.

GENERAL SCOPE OF WORK

TRRA in coordination with MoDOT intends to construct a third main track (#57) starting with a Power Operated No. 15 Turnout coming off Track #56 at the west end (Theresa Ave.) and proceeding eastward parallel to Track #56 and connecting to TRRA and Union Pacific Railroad (UPRR) tracks near the Gratiot Street Interlocker. Approximately 10,000 feet of new trackage and 3 turnouts will be required for the new track (#57). The enclosed conceptual plans (Exhibit "A") consisting of nine (9) sheets generally show the alignment for the new track (#57).

PROJECT LOCATION MAP



PROJECT REQUIREMENTS AND DELIVERABLES

Anticipated work required to design the track include but are not limited to:

- Topographic surveying.
- Geotechnical investigation (as required).
- Utility identification and relocation coordination.
- Construction permitting (as required).
- Civil site design including all required:
 - Drainage design and permitting.
 - Develop plans for soil and erosion control.
 - Grading design.
 - Track layout.
- Preparation of Construction Cost Estimate.
- Preparation of Specifications and Bid Documents.

- Detailed timeline identifying the proposed process and milestones.

Signal design will be performed by TRRA Signal Department. Environmental permitting, cultural resources and historical preservation, if required, will be performed by others.

A. SITE SURVEYING AND MAPPING

The site is to be accurately mapped by a detailed topographic ground survey. Base mapping of the site shall extend sufficiently to accommodate reasonable changes in scope.

Topographic surveying shall be performed by use of GPS or electronic total station surveying instruments capable of reading coordinates directly. Top of rail profiles may be performed using standard tripod mounted leveling instruments. The Consultant must provide all equipment and supplies used in the survey.

The site topographic survey will include but not be limited to existing track, ditches, wet areas, fence lines, road structures, grade crossings, grade separations, poles, towers, signal equipment, communication equipment, iron pins, property corners, paved areas, gravel areas, utilities, underground utility markers, and the location of existing vegetation. The survey shall also include a grid of survey information across the site that will allow site drainage design, accurate calculation of grading quantities, the location of wetlands, soil boring locations and the location of items required for obtaining the necessary construction permits. Survey points that make up break lines, ridgelines and streamlines shall be identified within the grid for the purpose of generating a digital terrain model of the site. Drainage structures should be identified, and a direction of flow established.

Topographic surveying is to include horizontal and vertical alignment of existing tracks. Horizontal alignment of existing tracks is to be developed by taking centerline of track shots spaced at a maximum of 100 feet in tangents and 50 feet or less in curves. Shots should also be taken at point of tangent to spiral, point of spiral to curve, curve to spiral, and point of spiral to tangent. At turnouts, shots should be taken at the point of switch, at the point of frog, and at the end of the switch tie pattern all at the centerline of track on both the straight side and the turnout side.

Vertical data shall be gathered on adjacent existing tracks at maximum 100-foot intervals, or less as conditions require, all pertinent features such as points of switch, in track control devices, approximate major points of curvature, edges of grade separations, overhead elevation of all wire lines and low structure at grade separations. Profiles of adjacent or intersecting roadways shall also be obtained for potential

modifications. Structures within or immediately adjacent to the site and the aerial encroachment limit of overhead bridges should be located and identified.

Beginning control, both horizontal and vertical will be determined by the Consultant and be appropriate for the project's plan review. Should a unique regional control datum be used, the project's permanent survey control must also be tied to State Plane, or Global Coordinates. Permanent control points should be set per the attached specifications for setting permanent control points at a maximum of 500 foot intervals and should be located where they are not likely to be disturbed and should be suitable for occupation with a survey tripod.

The Engineer Service Provider will develop and furnish AutoCAD plans for this project. The Engineer Service Provider should use one main master design file for the project. Within that master design file, the Engineer Service Provider should use models instead of reference files. Cross-sections can be placed on a separate design file.

Contour lines shall be shown at vertical intervals of 1 foot. Every 5th contour line will be an index contour indicated by a line heavier than that used for intermediate contours.

Summary of Survey Deliverables

1. Hard copy of field survey notes.
2. Printed list of control points (point #, North, East, elevation).
3. For Topographic Survey
 - AutoCAD design file including the following models:
 - Points and codes.
 - With points appropriately connected.
 - Planimetrics
 - With minor and major contours and annotations on separate level.
 - Printed list, with descriptions of all files delivered.
 - Printed level list for design file delivered.
 - Digital terrain model.
 - Hard copy of the combined information on one set of drawings.

B. GEOTECHNICAL INVESTIGATION

The Consultant will provide test borings and geotechnical analysis for the proposed grading, drainage and pavement design as required. Proposal should include a proposed scope of work and proposed methodology for conducting geotechnical investigation. The Consultant will be responsible for coordinating all required utility clearances for conducting the geotechnical work.

C. UTILITIES

The Engineer Service Provider will identify and locate all utilities affected by this project. The Consultant is responsible to coordinate with all utility companies the relocation or protection of their facilities that will be affected by the construction of this project. This includes all required drawings, applications and attending all necessary meetings with the utility companies to facilitate the relocation or protection of their facilities.

All proposed pipelines under the track must comply with the current American Railway Engineering and Maintenance of Way Association (AREMA) specifications for conveying flammable and nonflammable substances.

D. DESIGN AND PLAN PREPARATION

The Consultant is to prepare detailed construction plans for bidding and construction purposes for all aspects of the project, grading and drainage, sediment and erosion control, utility relocation, roadway adjustments, tracks and track profiles, including all other plans necessary for constructing this project. Plans **must** include the necessary data so all items to be constructed can be staked in the field. Notes on the plans stating "To be Determined in the Field" or "To be Determined by the Engineer" will be **unacceptable**. Final plans will be stamped by Engineer registered in Missouri.

TRRA engineering will actively work with the Consultant to finalize the conceptual design in an interactive fashion using electronically transmitted copies of preliminary drawings for review at various stages of design as requested by MoDOT and TRRA.

When complete, *FINAL - ISSUED FOR BIDDING* drawings will be submitted to MoDOT and TRRA for final review and approval and will be returned to the Consultant for correction if necessary. When corrections are complete, deliverables will include one reproducible set of all final construction drawings, and a CD of final design and construction drawing in electronic format.

The following information must be provided on cross-sections included in the construction plans:

- The existing ground line.
- The proposed subgrade.
- Distances and elevation for the existing ground and the proposed subgrade at each break point.
- Label the slope for the proposed subgrade.

- Top of rail of all existing and proposed tracks.
- Flow line of all drainage and utility pipeline.
- The scale for cross-sections should be the same for the horizontal and vertical.

Final plans will include profiles for all drainage pipelines, ditches and drainage structures to be installed/modified. Pipe profiles will include:

- The existing ground line.
- The proposed subgrade.
- Top of rail of any track the pipeline crosses.
- Any other pipes or pipelines.
- Label slope of pipe.
- Label invert elevations.
- The scale for profiles can be on a 10:1 scale.

The Engineer Service Provider will prepare specifications and bid quantities for this project and will assist TRRA's Engineering Department and MoDOT in producing bid documents to identify the special and general conditions of the project, scope of work to be done, acceptable practices and designated codes, contractor supplied materials, testing procedures, acceptable criteria and performance schedule.

Deliverables should include all drainage calculations, soil reports and test borings.

The Consultant must keep TRRA and MoDOT advised of project status, including submittal of a mandatory bi-weekly status report covering key issues, and be prepared to meet at TRRA's and MoDOT's request to discuss status and design criteria.

E. REAL ESTATE ENGINEERING REQUIREMENTS

The Consultant will obtain copies of tax maps and deeds for all adjacent property.

As guided by the design process, and in consultation with TRRA and MoDOT, the Consultant will prepare drawings needed for optioning property that may be required for purchase outside of the TRRA's existing right-of-way.

The Consultant will perform the required property surveys and prepare property plats and descriptions of property to be acquired as required by the governing authority or as directed by the TRRA or MoDOT. Plats and description will be stamped by a land surveyor registered in the State of Missouri.

TRRA in coordination with MoDOT will prepare option agreements and handle negotiations with property owners for execution of options and purchase of any required property.

GENERAL SPECIFICATIONS FOR PROPOSAL

The following are general specifications required for all proposals. Your firm, if selected will be expected to comply with these requirements.

A. QUALIFIED PERSONNEL

The successful firm must understand that it is expected to provide qualified personnel to accomplish each portion of the work associated with this project. TRRA and MoDOT will maintain the right to request the removal of any person found, in its opinion, during the course of work on this project, to be unqualified to perform the work. TRRA and MoDOT also expect the Consultant will dedicate the appropriate number of staff to this project to ensure the target dates of this contract are met.

B. Status or Progress Reports

Monthly progress reports will be required. Also, meetings with both MoDOT and TRRA are to be arranged at strategic milestones to review and discuss specific aspects of the project.

C. Contract Costs and Progress Payments

After selection, an actual cost, plus fixed-fee contract will be negotiated to provide these services. Invoices may be submitted for services performed no more frequently than monthly. Payment of invoices will be based on the actual costs incurred for that time period plus a proportional percentage of the fixed fee, which is representative of project progress as of that date. Actual costs will be paid up to the contract ceiling. No costs above the contract ceiling will be paid without **prior** execution of a supplemental agreement. TRRA and MoDOT will not make any advance deposits or payments for costs that have not already been incurred.

D. Standard Consultant Contract Clauses

The Missouri Highways and Transportation Commission and TRRA shall enter into a binding written and executed Agreement with the successful Consultant firm to perform the work requested in this RFQ. The Agreement will be prepared in the form of the MoDOT Design Divisions's standard consultant agreement, including its standard terms

and conditions. MoDOT anticipates that each firm submitting a proposal will be familiar with this standard consultant agreement, and its terms and conditions. The standard agreement is located at [http://www.modot.mo.gov/business/consultant_resources/documents/DE01 FA Design Consultant Agreement Federal.Assistance.pdf](http://www.modot.mo.gov/business/consultant_resources/documents/DE01_FA_Design_Consultant_Agreement_Federal.Assistance.pdf).

PROPOSAL SUBMITTAL

To be considered, the firm submitting the statement of qualifications shall submit one original and two (2) copies of the statement of qualifications. All statements of qualifications must be received by **3:00 p.m., February 8, 2011**, at the address above.

The submittal shall not exceed 5 sheets of 8 ½ x 11 paper, double-sided for a maximum of 10 pages. Tabs/Dividers, cover letters, and appendices containing reasonable length resumes, references and reference projects will not count towards the 10 page limit. Body text must not be less than 11 point font. Pages must be numbered. Proposals should be arranged in the order detailed below. While these items provide a general description of what is expected in the submittal, it is not meant to limit or exclude other pertinent information from being included.

A. Letter of Interest

The letter of interest is a brief summary of the key points of the proposal and approach to accomplish the work. The name and address of the firm as well as the project manager should also be included. The transmittal letter shall be no longer than two (2) pages.

B. Management Summary

A management summary that states in succinct terms the Consultant's understanding of the work to be performed and a narrative description of how you propose to accomplish the work along with a narrative description of the methodology expected to be followed to meet the General Scope of Work in this RFQ.

C. Qualifications and Experience

Describe the size and scope of your company relative to track design and railroad engineering services, including but not limited to:

- Resumes of proposed project manager and project team members.
- Name of the principal who will be responsible for the work.

- List of projects of similar size, type and complexity performed by the firm in the past five years including client references for projects listed.
- Please provide any additional information you deem relevant, any certifications, accommodations, awards, past performance on other projects of a similar type or complexity, which may demonstrate your company's ability to fulfill the requirements of this project.

D. Project Work Program and Schedule

TRRA and MoDOT anticipate letting the construction project for bid in the spring of 2011. The proposal shall contain your proposed schedule, management plan and manpower commitment for meeting these dates.

PROPOSAL EVALUATION CRITERIA

TRRA and MoDOT will evaluate firms interested in performing the work based on information contained in proposals received by the specified due date and any previous work experiences with TRRA (if applicable). Interested firms will be evaluated according to the following considerations:

- A. (60%) Specialized experience and technical competence of the Consultant and assigned staff relative to the task requirements and scope of work outlined and specifically relating to railroad track design and railroad engineering services.
- B. (10%) Understanding the nature of the project.
 1. Understanding the scope of work required.
 2. General organization and clarity of the proposal.
- C. (10%) Working arrangements with TRRA and/or MoDOT
 1. Assignment of Project Manager to this project and commitment of staff.
 2. Accessibility for consultation between project manager and TRRA and MoDOT staff.
 3. Number of staff, and type of expertise of staff available to be committed to this project.
- D. (20%) References reflecting previous relevant work experience of the project manager and satisfactory accomplishment of contract responsibility.
 1. Previous work experience with TRRA and MoDOT (if applicable).
 2. Quality of final work products.

3. Ability to meet work schedules.
4. Responsiveness to client input.

SELECTION PROCESS

The evaluation of proposals based on the criteria listed above will be used to arrive at the selected firm in accordance with MoDOT's Consultant selection process. Interviews or presentations will not be required for the Consultant selection.

TRRA and MoDOT reserve the right to negotiate a contract with any respondent. If a contract cannot be successfully negotiated with the selected firm within the time specified below, TRRA and MoDOT will select another firm with which to begin negotiations.

OTHER REQUIREMENTS

A. SAFETY AND SECURITY REQUIREMENTS

All employees of the Consultant who are working on TRRA property must have received security training and must wear an e-RAILSAFE ID badge while on TRRA property. The Consultant can obtain e-RAILSAFE ID badges for its employees by going to the web page www.e-railsafe.com.

The Consultant shall ensure that his work force, including all employees, agents and subcontractors, fully comply with all applicable FRA Railroad Workplace Safety Rules (49 CFR Part 214) when working on TRRA property.

Particular attention is directed to Roadway Worker Protection (FRA RWP) requirements of the FRA Railroad Workplace Safety Rules (49 CFR Part 214), governing work on railroad property within 25 feet of any track.

The Consultant must, at all times, maintain documentation that all employees, agents and subcontractors working on TRRA property have been properly trained in FRA RWP, and fully understand their responsibility regarding their safety, and the safety of their co-workers. The documentation must be available, at all times, for inspection by the TRRA, MoDOT or FRA Inspector.

TRRA does not provide general FRA RWP training. However, prior to commencing any work a TRRA representative will meet on site with the Consultant and furnish all necessary TRRA specific RWP information/documents, and site information, so that the Consultant can perform work safely and in compliance with FRA RWP rules while on TRRA property. The TRRA will also work with Consultant to determine the need for TRRA Flag Protection of the Consultant. TRRA

Flag Protection, if required by site conditions, will be provided by TRRA at the Consultant's sole cost.

Particular attention is also directed to the requirements for personnel protective equipment. Protective footwear (6" minimum lace-up boots with defined heel, steel toe preferred), protective headwear (hard hat), protective eyeglasses with side shields, and face, hearing, and fall protection if appropriate. While on TRRA property Consultant is required to wear a reflective orange safety vest at all times.

B. PROTECTION OF RAILROAD OPERATIONS

The Engineer Service Provider shall arrange and conduct the work in such a manner that there will be no interference with TRRA, UPRR, BNSF or AMTRAK train operations. The Engineer Service Provider will be liable for any damage done to railroad property, including signals, telephone and telegraphic services, poles, wires, and other facilities of tenants on the various railroads. All work affecting the above items shall be subject to the approval of Engineer, but such approval shall not relieve the Consultant from liability. The Engineer Service Provider's operations adjacent to, over, or under railroad's tracks, facilities, right-of-way, and property shall be governed by owning railroad's standards, Railroad Protection Rules and by such other requirements as specified by Engineer so as to insure the safe operation of trains, prevent delay to trains, and insure the safety of all concerned.

Equipment used by the Engineer Service Provider shall be in first class condition to preclude any failure that would cause interference with the operation of trains or damage to our facilities. The equipment shall not be placed or put in operation adjacent to tracks or facilities without obtaining authorization from TRRA.