REQUEST FOR PROPOSALS

FOR

ENGINEERING AND PLANNING CONSULTANT TO
ANALYZE AND REDESIGN OLD OLIVE STREET ROAD

Issued by the St. Louis Economic Development Partnership

Responses Due By:
Thursday, January 18, 2018 at 3 PM
St. Louis Economic Development Partnership
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Introduction

The St. Louis Economic Development Partnership (the “Partnership) is a not-for-profit corporation, established under Section 501(c)(4) of the Internal Revenue Code for the purpose of promoting industry, commerce, and economic development in St. Louis County and the City of St. Louis, creating high-quality business and employment opportunities, and enhancing the quality of life by advancing long-term, diversified growth throughout the St. Louis region.

The Partnership is working alongside the City of Creve Coeur and St. Louis County to redesign Old Olive Street Road (“Old Olive Street”) in St. Louis County, Missouri (the “Project”). The Project will align with the design of a “Great Streets Initiative” mixed-use district, as established by the East-West Gateway Council of Governments (for more information, see http://www.greatstreetsstlouis.net/mixed-use-district). As part of a mixed-use district, Old Olive Street would feature two travel lanes, parallel street parking, pedestrian sidewalks, street lighting, and street trees within planting areas. The Project ultimately may involve the redevelopment of Old Olive Street and adjoining property as outlined within the 39 North master plan (see attached Exhibit A).

The Partnership issues this Request for Proposals (the “RFP”) for an experienced and qualified planning/engineering firm or team (the “Consultant”) to analyze the existing conditions of Old Olive Street and develop a design for the Project in accordance with the 39 North master plan.

Summary of Existing Conditions

Old Olive Street generally runs to the north of and parallel with Olive Boulevard. Old Olive Street intersects Olive Boulevard just west of the entrances to Monsanto and the Donald Danforth Plant Science Center, extends to the northwest across Lindbergh Boulevard, and reconnects with Olive Boulevard just east of Spoede Road. Currently, Old Olive Street is divided into two segments at its intersection with Lindbergh Boulevard (the “Intersection”). Each segment of Old Olive Street serves as an access ramp for the interchange of Olive Boulevard and Lindbergh Boulevard. As such, both segments of Old Olive Street are part of the Missouri Department of Transportation (“MoDOT”) highway network.

Scope of Services

Pursuant to this RFP, the “Services” shall consist of, and the successful Consultant shall provide, planning and design work for the Project, including, but not limited to, the following:

Stage One – Data Collection, Research, and Preliminary Steps

- Analyze changes to Old Olive Street from the design of the Lindbergh Boulevard and Olive Boulevard interchange project, as described in the 39 North master plan;
- Ensure that the Project aligns with the design of a mixed-use district, as described in the Great Streets Initiative;
- Collect digital files of available Metropolitan Sewer District base maps and aerials;
- Collect GIS files from the City of Creve Coeur;
• Collect utility base maps;
• Collect planning documents for Old Olive Street and the surrounding area from the City of Creve Coeur;
• Document the existing bike and pedestrian capacities of Old Olive Street;
• Collect the dimensions of the additions to Old Olive Street proposed in the 39 North master plan, including, but not limited to: building areas, setback areas, planting areas, sidewalks, new street width, street parking, and planters;
• Collect Federal Emergency Management Agency data and existing flood studies for any relevant watersheds;
• Collect property data for all properties adjacent to Old Olive Street;
• Photograph the existing conditions on Old Olive Street;
• Perform topographic and boundary surveys;
• Perform and review title searches;
• Consolidate all of the above into drawings, tables, charts, and hard data files;
• Research State Historic Preservation Office (“SHPO”) requirements and meet with the Missouri Department of Natural Resources regarding SHPO requirements as needed;
• Prepare environmental documentation to satisfy National Environmental Policy Act requirements as needed;
• Considering the data collected and budget constraints, create a design to install a traffic signal in the Intersection at current grade;
• Create a detailed and spatially accurate sketch of the concept of the redesign;
• Meet with the Donald Danforth Plant Science Center, Monsanto Company, and other stakeholders to discuss findings, to share the draft concept, and to discuss the next steps for the Project; and
• Meet with the Partnership, the City of Olivette, the City of Creve Coeur, the Donald Danforth Plant Science Center, and MoDOT (the “Core Working Team”).

Stage 2 – Field Collection

• Identify rock elevation and material composition along Old Olive Street as needed;
• Perform subsurface utility exploration to identify potential utility conflicts as needed; and
• Collect and model traffic data for the Project.

Stage 3 – Concept Plan Development

• Identify any needed dimensional changes for the various components within the street right of way, as proposed in the 39 North master plan;
• Assemble concept plan and submit to all permitting agencies for review;
• Create surface from cross-sections;
• Develop estimates of probable cost to redesign the Intersection for signalization;
• Develop title sheet;
• Meet with the Core Working Team to finalize the redesign of the Intersection;
• Meet with affected property owners; and
• Develop standard easement language.
Stage 4 – Preliminary Plan Development

- Develop preliminary plans/profile sheets;
- Evaluate data and pricing options for any planter section to be proposed for the street right of way;
- Develop a preliminary report to detail the steps to install a traffic signal in the Intersection at current grade;
- Develop a Storm Water Pollution Prevention plan;
- Develop estimate of probable cost for the preliminary plan;
- Assemble report of findings, including a PowerPoint presentation;
- Meet with Core Working Team; and
- Plan and host a public meeting for comments.

Stage 5 – Engineering and Funding

- Develop full right-of-way plans;
- Research available options and propose a practical detour route for the duration of the Project;
- Align the preliminary plan with the funding provided by St. Louis County and the City of Creve Coeur;
- Submit preliminary plan to the Missouri Department of Transportation for approval;
- Obtain early construction estimate for federal applications; and
- Take drawings to thirty percent (30%) completion for design.

Deliverables

The deliverables related to the Services include, but are not limited to, the following:

1. A title sheet for the Project;
2. Design drawings up to thirty percent (30%) completion;
3. A planning document in the style of those utilized in the Great Streets Initiative (see http://www.greatstreetsstlouis.net/document-library/cat_view/84-mixed-use-district);
4. A recommendation of a pilot project with cost estimate; and
5. A full five (5)-year implementation plan for the Project, including priorities and possible funding.

Proposal Content

Proposals must include, at a minimum, the following information:

1. Experience/Qualifications of Firm. Provide a detailed description of the firm's experience in providing similar services. Include the type and number of clients
served, as well as the size, scope, and nature of the services involved. Provide examples of any prior street design projects.

2. **Experience/Qualifications of Assigned Professional(s).** Provide the qualifications for each individual who may be assigned to provide the Services and designate the individual who would have primary responsibility for oversight of the Services.

3. **Estimated Time.** Provide an estimate of the general timeframe required to complete the Services.

It is anticipated that a maximum not to exceed amount will be established for these Services.

**Selection Criteria**

Proposals will be reviewed by the Partnership’s staff for completeness and qualifications. Final selection of a firm will be made on the basis of the following criteria:

1. Qualifications, expertise, and experience of the firm in providing similar services, including, but not limited to, the following:
   a. The Consultant’s experience in performing Great Streets Initiative or substantially similar projects and in providing similar services; and
   b. The Consultant’s professional credentials in civil engineering, cost estimating, and construction management;

2. Qualifications, expertise, and experience of the individuals assigned from the firm;

3. Timeliness of completing the Services;

4. Cost; and

5. Responsiveness of the Consultant to the RFP categories.

The St. Louis Economic Development Partnership actively encourages submission of proposals from disadvantaged business enterprises and companies owned by minorities, women, immigrants, and veterans. The Partnership does not discriminate on the basis of race, color, religion, creed, sex, sexual orientation, gender identity, age, ancestry, national origin, disability, or veteran status in consideration of this award. Equal Opportunity Employer.

**Terms and Conditions**

The following terms and conditions apply to all proposals:

1. The Partnership reserves the right to reject any and all proposals submitted; to select one or more responding parties; to void this RFP and the review process and/or terminate
negotiations at any time; to select separate responding parties for various components of
the scope of services; and to select a final party/parties from among the proposals
received in response to this RFP. Additionally, any and all RFP project elements,
requirements and schedules are subject to change and modification. The Partnership also
reserves the unqualified right to modify, suspend, or terminate at its sole discretion any
and all aspects of this RFP process, to obtain further information from any and all
responding parties, and to waive any defects as to form or content of the RFP or any
responses by any party.

2. This RFP does not commit the Partnership to award a contract, defray any costs incurred
in the preparation of a response to this RFP, or contract for any services. All submitted
responses to this RFP become the property of the Partnership as public records. All
proposals may be subject to public review, on request, unless exempted as discussed
elsewhere in this RFP.

3. By accepting this RFP and/or submitting a proposal in response thereto, each responding
party agrees for itself, its successors and assigns, to hold the St. Louis Economic
Development Partnership and its affiliated entities, St. Louis County, the City of St.
Louis, and all of their various agents, commissioners, directors, consultants, attorneys,
officers and employees harmless from and against any and all claims and demands of
whatever nature or type, which any such responding company, its representatives, agents,
contractors, successors or assigns may have against any of them as a result of issuing this
RFP, revising this RFP, conducting the selection process and subsequent negotiations,
making a final recommendation, selecting a responding party/parties or negotiating or
executing an agreement incorporating the commitments of the selected responding party.

4. By submitting responses, each responding party acknowledges having read this RFP in its
entirety and agrees to all terms and conditions set out in this RFP.

5. Responses shall be open and valid for a period of ninety (90) days from the due date of
this RFP.

Submission of Responses

To be considered, proposals must be received no later than Thursday, January 18, 2018, at
3 PM CST.

Electronic proposals should be in PDF format and sent by email to hbean@stlpartnership.com.

St. Louis Economic Development Partnership
Attn: Howl Bean II
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Exhibit A

Transportation Framework of the 39 North Master Plan

This Exhibit A contains only the Transportation Framework section from the 39 North master plan. The complete 39 North master plan may be accessed on the Partnership’s website at the following link: https://stlpartnership.com/resources/39-north-master-plan/.

For additional background information, please reference the Creve Coeur 2030 Comprehensive Plan, at the following link: https://www.creve-coeur.org/179/Comprehensive-Plan-and-Design-Guidelines.
MASTER PLAN FRAMEWORK

Together, four interconnected frameworks comprise the plan and guide implementation.
TRANSPORTATION FRAMEWORK

Transportation infrastructure is critical on both the regional scale to connect the district to the greater St. Louis region and the district scale to connect major anchors. Successful transportation infrastructure will provide more intuitive, efficient and comprehensive vehicular access in tandem with a multi-faceted pedestrian, bike and transit network. Together, enhanced multi-modal infrastructure will enable development and continued success for 39 North in the future.

The Master Plan proposes establishing a street grid to connect the existing segments into a cohesive network. A new connection is proposed to bisect Missouri American Water Company property which must address security needs to protect the drinking water supply. Some of the new street segments are proposed on abandoned rail spurs that already weave through the district. All of the new and existing local streets in the district are proposed to include one lane in each direction, on-road bike accommodations and sidewalks on both sides. Some of the streets will include on-street parking on one or both sides.

Within the district are a series of abandoned rail spurs which provide an opportunity to create needed connections. All the spurs lead to the active rail line to the north which has been identified as a potential future MetroLink line.
Olive Boulevard and Interchange

The cloverleaf interchange located at the intersection of Lindbergh Boulevard and Olive Boulevard does not accommodate all traffic movements. Traffic movements from westbound Olive to northbound Lindbergh and from southbound Lindbergh to westbound Olive must use the Old Olive Street Road connections and make their turns well in advance of the interchange location. Consequently, the Missouri Department of Transportation (MoDOT) owns and maintains both Old Olive Street Road East and West as state highway ramp connections.

The Master Plan recommends that the existing interchange should be reconfigured into a folded diamond design to eliminate the circular ramps on the north side of the interchange and serve all movements to the south of Olive Boulevard via two traffic signals, spaced approximately 1,200 feet apart. Northbound to westbound and southbound to westbound movements would make left turns from the ramps at the traffic signals, and westbound to northbound and westbound to southbound would make left turns from Olive at the traffic signals.

The folded diamond reconfiguration of the interchange will create significant positive impacts for the state highway system and throughout the district. First, all traffic movements will be served at the interchange, and Old Olive Street East and West will no longer be used as state highway ramps. Both segments of Old Olive Street can be transferred for local maintenance and the character of those roadway segments can be transformed from state highways to local streets. Second, the weaving areas currently created by the cloverleaf ramp arrangement would be eliminated, thereby improving vehicular safety and pedestrian safety. Third, there will be an ability to create new north-south connector streets from Olive to Old Olive on both sides of Lindbergh at the signalized ramp intersections.

The Master Plan also proposes to change the cross section of Olive Boulevard to replace the shoulder sections with curb and gutter, reducing the cross sectional width of the highway to facilitate a street more conducive to non-motorized users at the edges. Reclaiming the shoulder areas will allow for bike and pedestrian facilities within the existing right-of-way footprint. The Master Plan proposes to extend the multi-use path at the Danforth Center to the West towards downtown Creve Coeur.

The existing interchange type is known as a full cloverleaf and has four loop ramps, one in each quadrant. Each ramp replaces what would otherwise be a left-turn. Diagonal ramps accommodate right-turn movements. The oddity of this interchange is that it lacks typical diagonal ramps in the NE and NW quadrants. Those connections must be made in advance of the interchange via Old Olive Street.
The Master Plan proposes retrofitting the existing condition into a “folded diamond” interchange. This configuration would provide full access at the improved interchange. All four ramps on the south side could be repurposed. There would be two signals on Olive Boulevard. The cloverleaf ramps would be removed altogether on the north side creating two new development opportunities.
Internal Street Transformations

Within the district are a series of abandoned rail spurs which provide an opportunity to create needed connections. All the spurs lead to the active rail line to the north which has been identified as a potential future MetroLink line.
The Master Plan proposes adding sidewalks, bicycle signage, pedestrian crossings and parallel parking within the existing street right-of-way. Planting areas buffer the pedestrian from vehicular traffic and allow the opportunity to incorporate a native landscape and green infrastructure.
Two options could be considered for connecting Old Olive Street Road East and West across Lindbergh Boulevard. The preferred option based on input received throughout the planning process would lower Lindbergh Boulevard so that a grade-separated crossing (bridge) could connect Old Olive Street Road East and West. The second option considered would be a traffic signal at the intersection with added left-turn lanes on all four approaches. The identification of potential impacts to underground utilities is the critical element that will need to be investigated as a next step for implementation. The proposed folded diamond interchange to the south at Olive Boulevard will remove the weaving segments on Lindbergh Boulevard thereby improving operations and safety.

A Mixed-Use Old Olive Street

If the proposed folded diamond interchange is completed, the Old Olive Street Road East and West roadway segments will no longer serve a state highway function, and MoDOT has expressed a desire to transfer those to city jurisdiction. Under city jurisdiction, the form and character of Old Olive Street Road East and West can be significantly changed. Both roadways could be reconfigured with one through lane in each direction, raised medians with breaks for left-turn lanes at key intersections and added bike lanes and wide sidewalks on both sides.
Warson Road

Participants in the Master Plan process focused on addressing capacity constraints at major intersections on Warson Road as well as any current or new intersections serving possible development sites in the study area. Preferably, new intersections on the west side of Warson Road should either align opposite an existing intersection on the east side or be separated by at least 250 feet. Creation of four-legged intersections is preferred to allow signalization, where warranted, to serve both sides. Since Warson Road is already five-lanes, intersection improvements would likely address the need for southbound right-turn lanes. Geometric improvements on the northwest and southwest intersection corners to accommodate the physical size of large trucks, traffic signalization, additional lanes on the current or new west approaches (separate eastbound left-turn and/or right-turn lanes or possibly dual left-turn lanes), and pedestrian upgrades are recommended.

One potential signal location would be near Warson Park. The addition of a signal at that location would support safer pedestrian crossings at that key location. Any traffic signals along Warson Road should include ADA compliant crosswalks with pedestrian indications, push buttons and ramps. There should also be consideration given to completing the sidewalk along the west side of Warson Road to make it continuous from Olive to Bauer. For safety and security, the district may also wish to upgrade the roadway and pedestrian scale lighting features.

The Gateway Bike Plan indicates “wide outside lanes” for the segment from Olive to Page. There is a full shoulder on the east side of Warson Road from Olive to Grandview, so that segment could be restriped with the wide outside lanes with no need to widen the pavement. A proper restriping would likely require an overlay or micro-surface treatment. North of Grandview, widening would be required to have wider outside lanes. Consequently, consideration of additional options for accommodating bikes may be worthwhile.
Regional multi-modal connections

A comprehensive network of regional bike and pedestrian pathways would make it possible to bike from Clayton and University City to the district and to downtown Creve Coeur on a continuous multi-use pathway. 39 North is an important component of this broad, interconnected regional network of bicycle infrastructure.

The Master Plan recommends building on existing and proposed bike and pedestrian facilities. The proposed Centennial Greenway expansion along Baur Boulevard is intersected with a primary multi-modal pathway along the proposed central open space extending to Monsanto and further south to residential neighborhoods. A proposed multi-use pathway on Olive Boulevard extends east-west connecting Olivette and Creve Coeur through the district. Improved connections to regional recreation assets like Warson and Stacy Parks would allow access for district workers and community members alike. A grade-separated bridge over Lindbergh Boulevard is proposed in the north edge of the district to improve access to the Jewish Community Center.