REQUEST FOR QUALIFICATIONS
FOR
DESIGN SERVICES FOR BLACKWELL ROAD INTERCHANGE AT US-50
AND ACCESS ROADS
NO. RFQ 08-103

The City of Lee's Summit is requesting Statements of Qualifications for the above-referenced project.

Interested firms should submit seven (7) copies of their Statement of Qualifications, one of which should be unbound.

MUST BE RECEIVED BY:
THURSDAY, JANUARY 31, 2007 Close of Business

PLEASE MARK YOUR SUBMITTAL “SEALED RFQ 08-103” AND SEND IT TO:
City of Lee's Summit, Division of Purchasing
Attention: Barbara Poole, Assistant Purchasing Manager
220 S.E. Green Street
Lee's Summit, MO 64063
816-969-1080

It is the responsibility of interested firms to check the City's website at www.lees-summit.mo.us/content/Citybusiness.cfm, for any addendums prior to the closing date & time of this RFQ. All addendums must be signed and included with State of Qualifications submittal.

Interested firms, or groups of firms, should prepare a response that is no more than five pages in length addressing:

- Experience and availability of key personnel;
- Experience on similar projects;
- Experience working together (for submittals with multiple firms);
- Project Approach/Work Plan; and
- Critical Issues and Approaches to Solutions.

The submittals must be one-sided on standard letter-size paper (8.5" x 11") and have a minimum font size of eleven (11) points. Up to five (5) additional pages may be submitted in an attached appendix and may be up to 11” x 17” in size. In addition, a one-page cover letter should be submitted, which includes a point of contact for the consultant team. A selection committee will evaluate the submittals based on the above criteria and notify selected firms for oral interviews (if necessary).

The selected firm will be expected to sign the City of Lee's Summit's standard contract. For a copy of the standard contract, please contact the Project Manager listed below. If the Consultant team is unable to
sign the contract, or requests modifications, please indicate so briefly in the cover letter and submit a separate letter detailing any issue(s) with the standard contract.

**Schedule**

<table>
<thead>
<tr>
<th>Event</th>
<th>Date/Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statement of Qualifications Due</td>
<td>Thursday, January 31, 2008, Close of Business</td>
</tr>
<tr>
<td>Selection Committee Meeting</td>
<td>Thursday, February 14, 2008</td>
</tr>
<tr>
<td>Firms Notified for Oral Interview</td>
<td>Thursday, February 14, 2008</td>
</tr>
<tr>
<td>Interviews 50 minutes each (if necessary)</td>
<td>Wednesday, February 27, 2008, afternoon</td>
</tr>
</tbody>
</table>

**General Scope of Services**

The primary purpose of the project is the construction of a new interchange at Blackwell Road and US-50 in Lee’s Summit, MO. As part of the project, the south outer road for US50 (Oldham Parkway) will be extended eastward to Smart Road and the north outer road (Blue Parkway) will connect northward to Shenandoah Parkway just west of Blackwell Road. Related projects to include the reconstruction, Todd George Interchange at US-50 to the west and the extension of Shenandoah Drive from Blackwell Road to Milton Thompson Road, will be designed and constructed concurrently under other contracts. The project involves the City of Lee’s Summit, Jackson County and MoDOT. The project will be funded through a Tax Increment Finance and Transportation District initiated by the City of Lee’s Summit. Anticipated design services include land surveying, environmental permitting, structural design, traffic engineering, signal design, roundabout design, highway and urban street design, bicycle and pedestrian traffic facilities, construction phasing, temporary traffic control, and construction support services. The design of access roads and urban streets will be generally governed by the City’s Design and Construction Manual and Access Management Policy. Interchange and highway design within MoDOT right of way will be generally governed by MoDOT Design Policy. The project is bound by residential, agricultural and commercial properties. It is in close proximity to the James A. Reed Wildlife Refuge.

**Questions**

For questions regarding this project, please contact:

**Steven Hamadi, City Engineer, Project Manager**
Public Works Department  
City of Lee’s Summit  
220 S.E. Green Street  
Lee’s Summit, MO 64063  
Phone: (816) 969-1850  
Email: steven.hamadi@lees-summit.mo.us

This Request for Qualifications (RFQ) is an invitation by the City for interested Design Professionals to submit qualifications, which may be subject to subsequent discussions and negotiations. It is not a request for a competitive bid. Submittal of qualifications does not create any right in or expectation to a contract with the City. The City reserves the right to reject any and all RFQ’s.

**Attachments for informational purposes included**

- Questions and Answer regarding interchange improvements
- Blackwell Interchange Map
- City-Initiated TDD/FIF Area
- Proposed Annexation Land Use Options
Q) How long ago has the Blackwell Interchange been planned?

A) The extension of Blackwell as a Principal Arterial south to and beyond US50 was first identified in the Long Range Plan for the City of Lee’s Summit, Missouri in the 1960’s. During the 1980’s the long term plans began showing the intersection as an interchange. During the 1990’s and early in this decade it was included in US50 corridor plan and the Environmental Assessment for the Todd George Interchange Improvements.

Q) What is the Timeline on these projects?

A) Assuming the funding is available through the City Initiated TIF/TDD we anticipate construction on the Blackwell Interchange and outer roads to begin construction late in 2009 and be open to traffic around the end of 2010 or early in 2011. The Todd George improvements will begin once the Blackwell Interchange is open and be fully complete to traffic 18 to 24 months later.

Q) I’ve heard rumors that the City will have to complete an Environmental Impact Statement (EIS) to build the interchange and this would delay the project 3 to 4 years.

A) The Blackwell interchange was cleared under an Environmental Assessment (EA) as part of the Todd George Interchange and outer roads in the mid 1990’s. The City, Missouri Department of Transportation (MoDOT), and the Federal Highway Administration (FHWA) are currently reevaluating these EA documents to ensure compliance. Currently there are no federal funds planned for the improvement so the EA documents are not mandatory, however they are being reevaluated to allow for future federal fund become available.

An EIS is one of three types of environmental documents specified under National Environmental Protection Act (NEPA). The other two are Environmental Assessment (EA) and a Categorical Exclusion (CE). EIS documents are generally required for large corridor improvements such as I-70 from Kansas City to St Louis. An EA is used to clear individual projects such as new interchanges. Categorical Exclusions are used to document modifications to existing facilities such as upgrading an existing interchange or adding lanes to an existing roadway. These studies are required only if federal funds are involved.

Q) What allowances will be made for pedestrian and bike traffic?
A) The interchanges include improvements and extensions of Blue Parkway, Blackwell Road, Shenandoah, and Oldham Parkway. All of these improvements will include the City standard sidewalk, dual use paths, and crosswalks. We also will consider the use of pedestrian friendly improvements such as pedestrian actuated signals and roundabouts.

Q) How will these projects be funded?

A) The City has been in contact with local businesses, commercial property owners, and possible developers to enact a City initiated Tax Increment Finance District (TIF) to pay for public infrastructure improvements. These resources will be limited to public infrastructure improves such as the Blackwell Interchange and Todd George Interchange Improvements.

Q) How will the Blackwell Interchange impact City Streets?

A) The residents east of Todd George and along Blackwell currently have to travel west to Todd George to use US50. This interchange will provide better access for these residents decreasing traffic congestion on Todd George, Langsford and Shenandoah.

Q) How will the Blackwell Interchange Impact Blackwell Road?

A) Blackwell is an arterial which provides access primarily to residential areas. Some of the residents who use Blackwell to access Todd George and US50 by way of Langsford and Shenandoah will use this interchange instead. As part of the interchange improvements the City is considering traffic calming and safety enhancements along Blackwell Road.

Q) Will the new interchange negatively impact traffic on US50?

A) Traffic studies and models completed as part of the US50 corridor plan show acceptable operation of US50 with the Blackwell interchange while improved operation at the Todd George Interchange at US50. The outer road improvements will provide better and safer access to US50 by allowing traffic to travel between Milton Thompson, Smart, Blackwell and Todd George on improved Arterial Streets.

Q) What improvements are planned for the Todd George Interchange?

A) We are currently looking at two different improvements at the Todd George Interchange. Both options would increase the capacity of the interchange while allowing full signals at both Blue Parkway and Oldham Parkway.

Q) Why not put full signals at the Todd George intersections with Blue Parkway and Oldham Parkway now?
A) The current ramps from US50 are too close to these outer roads which may cause traffic to back up through the intersections and onto the freeway ramps. The changes proposed to the Interchange will eliminate this problem.

Q) Will MoDOT close the US50 intersections at Smart and Milton Thompson if the Blackwell Interchange is built?

A) MoDOT has been looking at safety issues concerning these two intersections independent of the Blackwell Interchange. While extending the outer roads and building a Blackwell interchange provides a good alternate route for traffic at these two locations, continued access across US50 at Smart and Milton Thompson will be based on safety not on the Blackwell Interchange.

Q) Why not build an interchange at Milton Thompson? Will the Blackwell Interchange preclude a future interchange at Milton Thompson?

A) There are no funds currently available or anticipated in the near future for a Milton Thompson Interchange. A Milton Thompson Interchange would also not relieve traffic off the Todd George traffic as well as a Blackwell Interchange.

Q) Will an interchange at Blackwell preclude an interchange at future Milton Thompson?

A) The Blackwell interchange does not preclude a future Milton Thompson Interchange however there is currently no funding for such an interchange.

Q) Why not use the funds from the Blackwell Interchange on a Milton Thompson Interchange instead?

A) The Blackwell interchange is funded through current and future development that would benefit from a Blackwell Interchange. Those funds and benefits would not be available for a Milton Thompson.

City Initiated TIF/TDD Project

The City of Lee’s Summit, Jackson County and MoDot have been working together for the previous 5-years to implement the US 50-Highway Corridor Study.

Most recent corridor activities include the execution of a development agreement between the Jackson County Commissioners and Jim Riffe requiring the developer to provide a letter of credit in the amount of $400,000 for the design and construction of a local connector street between Smart Road and the new proposed Blackwell Interchange.
The next step in the implementation process includes the City of Lee’s Summit creating a regional TIF/TDD to capture additional revenues pay for the remaining improvements outlined in the MoDot corridor study. On October 15, 2007, the Lee’s Summit TIF Commission held a Public Hearing on this matter and voted (7-2) to recommend approval of the regional City Initiated TIF/TDD application. On November 15, 2007, the City Council will also hold a Public Hearing on this matter. If approved, the TIF Plan is scheduled to begin collecting revenues beginning January, 2008. The TIF Plan approved by the TIF Commission outlined the following schedule.

- Environmental Assessment (2007-2008) Reevaluation
- Design Phase & Land acquisition (2008-09)
- Blackwell Road Interchange (2009-10 construction, open end of 2010)
- Todd George Road Interchange/ Outer Roads- from Ranson to Smart Road & from Blackwell Road to Milton Thompson Road (2011-12 construction, open end of 2012)

The TIF Plan also outlined funding sources to cover the entire $45.2 million dollars. All of the corridor improvements are to be paid for with local money, no State or Federal Funds are identified in the plan.

For more information about this project contact Ron Cox, Director of Redevelopment at (816) 969-1016.