

HISTORY OF TRANSYSTEMS

CELEBRATING OVER 50 YEARS OF SERVICE

In 1966, Herbert Johnson, Gerald Brickell, and Edward Mulcahy formed JBM Associates Engineers and Planners as traffic experts to help Missouri communities adapt to its growing transportation demands. Twenty years ago we re-branded the firm under the name of TranSystems. This name change was done to underscore our focus as a firm on transportation. By having all of our focus on transportation – we do it better.

Since then, TranSystems has expanded to offer transportation services encompassing the entire multi-modal range, from roadway networks and passenger rail expansion to freight rail intermodal facilities and airport connections. This growth can be largely contributed to the outstanding engineering and planning services TranSystems has provided to Missouri communities, MoDOT and Midwest departments of Transportations.

Today, TranSystems is a full service multi-modal transportation consultant comprised of nearly 1,000 professionals in 34 offices across the nation. After 50 years of service, we are still proud to say our company is – and always has been – based in Missouri.



RELATIONSHIPS

TranSystems has developed many deep relationships with the communities, government agencies and transportation stakeholders in Missouri. Our relationships with key individuals and our knowledge of transportation organizations in Missouri will help you reach your goals. For example, we have worked with every Class I railroad in Missouri as well as every environmental review agency in the state. Our 50 years of experience has taken us to every corner of Missouri and provided staff the opportunity to work with more than 100 communities. These relationships and knowledge are available for your on-call assignments.

“From the public meeting to the ribbon cutting, TranSystems exceeded expectations. On a scale from one to ten, **they’d get an 11.**”

*Jeff Sell,
Asst. Public Works Director
City of Blue Springs, MO*

AREAS OF EXPERTISE

Planning Services

Capital Programming
Freight Mobility
Urban, Regional and Community Planning

Preliminary and Final Design Services

Surveying
Roadway
Trails and Sidewalks
Bridge Design and Inspection
Traffic Engineering
Civil / Structural
Feasibility and Impact Studies
Bicycle/Pedestrian Trails and Sidewalks
Routing Analysis
Traffic Signaling, Optimization & Lighting
Utility Planning and Relocation

Environmental Services

Phase I and 2 Assessments
Categorical Exclusions/Environmental Assessments
Environmental Impact Statements
Noise and Air Quality Analysis
Permitting and Document Preparation
Socioeconomic Analysis Studies
Historic Preservation

Construction Services

Administration
Arbitration and Mediation
Management, Inspection and Materials Testing
Surveying, Staking and As-Built Drawings

Other Specialty Services

Intelligent Transportation Systems (ITS)
Geographic Information Systems (GIS)
Public Involvement
Safety Training
Transportation Policy Consulting & Research

Security Services

Security Program Design and Development
Operational and System Auditing
Assessments and Planning
Emergency Preparedness and Recovery

PROJECT EXPERIENCE

“TranSystems has consistently done exemplary work for Platte County.”

Brian Nowotny,
Parks & Recreation Director, Platte County, MO

North Brighton Avenue Construction Engineering Services – Kansas City, MO

North Brighton Avenue was a two-lane roadway experiencing safety and capacity issues. TranSystems was contracted by the City of Kansas City, MO, to improve capacity by adding an additional lane in the residential area to create a three-lane roadway. TranSystems worked with stakeholders - City of Kansas City, Mo.; area residents and developers; and a local apartment complex - to provide design, plans, estimates, and specifications for the reconstruction of North Brighton Avenue from Missouri Highway 210 to Parvin Road.



Lee's Summit Road Improvements – Lee's Summit, MO

TranSystems provided comprehensive services for improvements to Lee's Summit Road between Colbern Road and Gregory Boulevard in both Lee's Summit and Kansas City, Missouri. The \$10.5 million project included coordination with the City of Kansas City, MO; MoDOT; and Jackson County. The 2.25 miles of improvements enhance safety, expand capacity, and provide better connectivity for motorists, bicyclists, and pedestrians. TranSystems provided conceptual plans to assist in acquiring STP funding followed by preliminary design, permitting, right-of-way acquisition, and final design. During the initial planning phases, TranSystems completed a Categorical Exclusion, including a noise analysis to determine the noise impact, if any, the proposed project would have on the surrounding community.



Missouri River Runner/Union Pacific Second Main Track Preliminary Engineering & NEPA – MoDOT Multi-modal Department

Working with Union Pacific Railroad, the Federal Railroad Administration and MoDOT, TranSystems completed NEPA documentation and preliminary engineering for the construction of an approximately 18-mile segment of new double track on the predominately single-track UP Sedalia Subdivision. The track runs from Lee's Summit to Strasburg, Missouri. The purpose was to enhance the passenger transportation network in Missouri by designing for emerging high speed passenger rail service.



Route 92 Bridge over Route 45 and BNSF – MoDOT Kansas City District

Construction inspection services for replacement of the Route 92 Bridge. Services consisted of construction inspection for the bridge replacement and roadway work, including QA inspections for MoDOT's resident engineer to verify the contractor's QC performance. TranSystems' staff served as an extension to MoDOT staff, following internal construction management culture and administrative processes, including extensive experience with SiteManager. TranSystems' experience and capacity to successfully interact with BNSF Railway also played an important role in the project.



US-50 & Blackwell Road Interchange – City of Lee's Summit, MO

This project includes construction of a new interchange and frontage roads on US-50 at Blackwell Road in Lee's Summit, Missouri. This project will implement the US-50 Corridor Plan, completed by TranSystems. Services include survey, concept development, traffic analysis including an ambient noise analysis development of an access justification report, preliminary design and final design. A variety of interchange concepts were assessed, and the roundabout concept was the preferred alternative approved by the city. A Categorical Exclusion-2 was prepared to preserve the possibility of the City seeking federal funding for construction.



- **Central Avenue TEAP Study** – City of Monett, MO
- **Route N Coordinated Signal Timings** – MoDOT St. Louis District
- **US-24 & Route 131 Roundabout Design (On-Call)** – MoDOT Kansas City District
- **Beardsley Road Bridge Emergency Inspection and Repair Design** – City of Kansas City, MO
- **US-40 & Phelps Road Construction Inspection** – City of Kansas City, MO
- **NW Prairie View Road Noise Analysis** – Kansas City, MO
- **Carondelet Trail** – Great River Greenway, MO

PAST PERFORMANCE

MoDOT's awarded TranSystems' with:

- 5.0 of 5.0 for Bridge Design for the kclCON North Approach
- 4.9 of 5.0 for Roadway Design for the kclCON North Approach
- 5.0 of 5.0 for Final Bridge plans and an overall score of 4.8 for I-44 over BNSF

PROVEN QUALITY OF SERVICE

MoDOT has had 20 projects constructed within the last 15 years that were designed by TranSystems. We are not aware of a single issue with the quality of our plans on these 20 projects. Our design staff is highly proficient in MoDOT's Engineering Policy Guide and how plans should be detailed using MoDOT LPA standards. We understand that quality saves time and time is of the essence.



COST SAVINGS

TranSystems has provided practical design and innovative funding solutions on many projects. We will work with you to determine which solutions are feasible from a technical and political point of view. TranSystems, in collaboration with our client's staff, has produced the following cost savings on projects.

I-435 and I-70 ATC and Value Engineering, Kansas City, MO

TranSystems teamed with Clarkson Construction to develop an Alternate Technical Concept, (ATC). The ATC we created realigned the merging ramps, eliminated a bridge along with a significant amount of rock cut. The savings was calculated to be \$2 million by Clarkson Construction. The ATC required modification to the Federal Access Justification Report (AJR) for the project. The FHWA was not comfortable with this change in the short time frame needed to hold to the bid date, so they suggested the modification be submitted as a value engineering (VE) proposal if Clarkson Construction won the bid. Clarkson Construction did win the bid and the VE was accepted saving MoDOT \$2 million on this project.

Route 9 Widening, Riverside, MO

As their revenues went flat and construction costs went higher MoDOT adopted a philosophy of "Practical Design" for their project development. Using this new design direction TranSystems designed the widening of Route 9 with narrower shoulders and rock fill embankment which saved on right-of-way costs and grading. The project is generally on fill and abuts the Missouri River bluffs so every roadway foot wider was very expensive. Total savings were estimated at \$200,000.

I-49 (US 71) and Route 291 Interchange, Harrisonville, MO

When the TDD Board informed MoDOT they would not be able to provide the project the funding they had originally projected, the design team conducted a value engineering study to find cost saving alternatives. Working together with the TDD and the City of Harrisonville, TranSystems and MoDOT found \$2 million in total savings.

QUALITY ASSURANCE

TranSystems has a well-established process to manage our projects. We develop a project work flow plan, a design schedule and design task budgets before we start work and monitor each on a weekly basis. We communicate with staff and subconsultants, informing them of what we need and when we need it. If appropriate, we make adjustments to the individual pieces, yet maintain the overall schedule and budget.

We have found project management for each project to be unique. We adapt our style of communication to what works for you and your preferred method to receive information. Whether we use email, or written weekly updates, we have prepared a wide range of tools to communicate and will tailor our methods to what works best for you.

We will also prepare a project-specific quality assurance plan. Our philosophy is to check all calculations and deliverables close to the source.

1. First, each employee checks their work.
2. Then, prior to the information being used by another party, the task leader will check the work.
3. Third, the project manager and QA engineers will review the information and how it corresponds with other aspects of the project.
4. Lastly, we will conduct a constructability review with one of our senior bridge and highway construction managers.

"TranSystems has done a great job for the city over the last years. They have impacted many of our larger projects."

*Mark Montgomery,
Asst. City Engineer,
City of Kansas City, MO*

DIVERSITY

TranSystems is committed to a diverse internal workforce. We broadly advertise open positions and recruit at universities that have a historically heavy minority or female enrollment. Women and minority employees are encouraged to participate in our internal mentoring program and career development program. In addition to having a diverse internal workforce, we build diverse teams by regularly teaming with DBEs.

Hi Kelsey,

It was good to see you briefly at Ashland last Thursday. It was good for our partner agencies to see first hand how good our consultants are and the competency level of our work. Thanks to you and your TranSystems team for all the good work to date.

*Patrick Sward, JD. Hwy Environmental Biologist
Nebraska Department of Roads*

"I've only received positive comments about how traffic flows through this interchange now. It was a great improvement for the area."

Shelie Daniel, PE, Area Engineer, I-35/Route 291 Interchange

"Everything (bridge aesthetics including capstones and light towers with ornamental light fixtures) is working good and it also looks good"

*Albert Janssens, Sr. Construction Inspector,
I-49/Route 291 Interchange*

"People are amazed. Without a question it is more efficient and safe."

Dan Niec, KC District Engineer, I-70/Woods Chapel Road DDI

PREQUALIFICATION

TranSystems is current on all prequalification requirement. Our staff is available and ready to serve you immediately.

- MoDOT E-Verify 1/4/2020
- Bridge Forms 2/1/2022
- Bridge QC/QA 2/1/2022
- Financial Prequalification 5/21/2020
- Federal Aid Basic Training 5/1/2021

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