



**Missouri's
Local
Program**
*for community
development*

COVER SHEET

(This must accompany your firm's letter of interest and does not count in the page limit)

Firm's Full Legal
Name:

Crawford, Murphy & Tilly, Inc.

Firm Contact Name:

R. JAY RAKERS, PE

Contact Email
Address:

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Firm's Mailing Address:

Gateway Tower, One Memorial Drive, Suite 500

St. Louis, Missouri 63102

Work Category:

- Roadway Design
- Trails & Sidewalks
- Construction Inspection
- Traffic Engineering & TEAP
- Structures
- Environmental
- Historic Preservation
- Multimodal Planning / Systems and Facilities Design
- Transportation Planning – **NEW CATEGORY**



Infrastructure Professionals

About CMT

Established

1946

Number of Offices

25

Firm Size

500+ employees | 138 in Missouri

Number of Professional Engineers

190

Prequalifications

CMT has the prequalification requirements and is currently prequalified as follows:

LPA/Federal Aid Basic Training

November 1, 2027

MoDOT E-Verify

November 26, 2026

Financial Prequalification

August 28, 2026

Missouri Offices

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December 12, 2025

Ms. Ashley Buechter, PE, Local Program Administrator
Missouri Department of Transportation
105 W. Capitol Avenue Jefferson City, Missouri 65102

RE: Letter of Interest - LPA On-Call Solicitations / Traffic Engineering and TEAP

Dear Ms. Buechter:

Crawford, Murphy & Tilly, Inc. (CMT) is proud of our 40+ year Missouri Local Public Agency (LPA) project portfolio and considers it an integral part of our business – to be able to work and deliver for Missouri’s local and public agencies. Our team has been able to work on a variety of extraordinary projects over the years. CMT wants to continue our trusted relationship with your MoDOT LPA Team and Missouri’s municipalities and public partners. We are naturally drawn to being a part of Missouri’s Local Program who can provide on-call Traffic Engineering and TEAP services. Our reputation for providing quality deliverables related to traffic engineering has proven to streamline decision-making processes and deliver innovative solutions. We are proud to have been a part of it in the past and are very interested in continuing to be a part of Missouri’s LPA team of consultants to provide professional engineering services for Traffic Engineering & TEAP.

General Experience of Firm

CMT has been in the transportation field since our incorporation in 1946. We have continually served federal, state and local governments during that time span providing transportation engineering services including traffic engineering. Since 1983, when CMT opened an office in Missouri, we have provided engineering services to numerous municipal clients throughout the state. CMT has expanded our presence in Missouri to four regional offices (St. Louis, Springfield, St. Charles, and Kansas City) to better serve our clients. Some of our key LPA projects are more fully described in the Past Performance section of this document.

Past Performance

The following projects are indicative of CMT’s commitment to providing outstanding Traffic Engineering services.

Kirkwood Road Traffic Signals (LPA - Federally Funded). CMT completed the design of the upgrade of 11 signalized intersections along 2.3 miles of Kirkwood Road through the historic downtown Kirkwood. The project included a new fiber optic interconnect for these upgraded signals that connected to the City’s network for remote control of the Kirkwood Road corridor. Aesthetic enhancements to the signals supports the unique characteristic of downtown Kirkwood. New traffic counts throughout the corridor allowed for optimized signal timings for peak hours, off-peak hours and special events. Sidewalk and ADA enhancements through the corridor included work at two railroad crossings.

I-70/Wentzville Parkway South Extension Study (LPA - Federally Funded). CMT was selected by the City of Wentzville, MO to supplement a previously completed study for the south extension of Wentzville Parkway to address concerns that were omitted in the original study. CMT’s study examined alternatives for crossing the adjacent railroad improvements to the existing I-70 interchange. Various interchange alternatives were evaluated for cost, operational, safety and environmental impacts. CMT developed an implementation strategy to address congestion at the I-70 interchange through integrating the south outer road and eastbound ramps into a new roundabout as an initial project that would allow for the subsequent extension of Wentzville Parkway.

I-70 / Route MM Interchange (LPA-Cost Share). CMT completed a conceptual interchange study and Access Justification Report (AJR) for a new interchange at Route MM and I-70 in Warrenton, MO to relieve traffic from the congested Route 47 interchange. The interchange type selected to minimize impacts and operate efficiently was a series of three roundabouts along the Route MM corridor. The analysis showed a large safety and operational benefit on the roadway network by diverting traffic from the congested Route 47 corridor to the new interchange. CMT worked with the City to pass a new sales tax to fund the interchange, navigate the federal requirements and complete design of the interchange, which opened in 2018.

I-44 / Route CC Interchange (LPA - Cost Share). CMT completed an initial location study to identify the preferred location for a second interchange in Marshfield, MO. The location study and subsequent AJR included a detailed traffic and safety analysis to gain FHWA approval for the dual roundabout interchange.

Route 54 Safety Improvements (MoDOT). CMT was hired to evaluate what could be done to improve safety on the section of US-54 from Osage Beach to Linn Creek. The conceptual design phase generated multiple options for each access point which were evaluated for safety and operational performance. These options were discussed with the MoDOT Core team, Camden County, and local businesses. The input received resulted in the preferred design including median closures, J-turns, and utilizing existing interchanges to accommodate left-turning traffic.

US 61 Outer Road Study (LPA - Federally Funded). CMT completed an analysis for St. Charles County to evaluate the operations and safety of the US 61 corridor from I-70 to the County line to address high-crash locations. The study recommended a phased implementation strategy to eliminate at-grade crossings through a new interchange and outer road system.

Lebanon North-South Arterial Study (LPA-Locally Funded). CMT recently completed a corridor master plan and traffic study along the existing Route 5 corridor and developed alternatives for a new north-south arterial connecting Missouri Route 5 and Interstate 44 within Lebanon, MO. The team was tasked with providing recommendations for a new arterial route to help alleviate the existing congestion on Route 5. The study used an analytical approach that incorporated environmental, traffic, railroad, roadway safety and cost analysis to develop different options for a potential arterial route. The study will be used as the basis for future planning and development in the Lebanon area.

US 61 Downtown Jackson, MO (MoDOT). CMT evaluated traffic and safety intersection improvement options for rerouting US-61 through downtown Jackson, Missouri including signalized and roundabout intersection comparisons. CMT's traffic analysis supported MoDOT's roundabout design to gain public support for the project.

US 60 Freeway Corridor Safety Study (LPA - Federally Funded). CMT worked together with MoDOT and Webster County on a master plan for the US Highway 60 corridor within Webster County, Missouri that includes a plan for the future conversion of US Highway 60 to a freeway system from Rogersville, MO to Seymour, MO (24 Miles) and also evaluated the safety, connectivity, and operation of 47 different roadway intersection locations.

MO Route 13 Safety and Operations Study. CMT completed a safety and operations study of Route 13 through Springfield from I-44 to Route 60 to analyze the existing condition of Route 13 regarding safety, capacity, and operations. Based on the existing condition analysis, CMT analyzed solutions to improve the safety, capacity, and operations of the corridor and recommended seven future projects along the corridor. Improvements included access management, widening, intersection improvements, and traffic calming techniques.

Qualifications of Personnel

CMT has performed numerous traffic studies, both large and small scale, as well as many intersection design studies, 23 roundabout designs and numerous signals, lighting and ITS designs. Our key management and design staff have extensive experience on projects throughout the state and are considered a top-tier provider of these services to our primary clients. The projects described in the Past Performance section have been worked on by these team members.

Brian Eads, P.E., PTOE | Brian serves as the lead traffic engineer in our St. Louis Office and has over 26 years of experience in traffic analysis and studies. He is very familiar with the requirements of MoDOT and has served as the lead engineer on several projects for MoDOT and other local public agencies. Brian has designed fifteen and analyzed over 25 roundabouts and has been the project manager on over 50 traffic and intersection design studies. He is a past president of the local Institute of Transportation Engineers chapter (GSIT) and a member of the team that produced the Highway Capacity Manual 2010 (HCM2010). He also has extensive experience with numerous traffic analysis software including, HCS, Synchro, SimTraffic, SIDRA, CORSIM and VISSIM. In addition, HSM and SSAM procedures have been used by him to complete quantifiable safety analyses.

Andrew Schlichting, P.E., PTOE | Andrew has 20 years of experience providing traffic engineering modeling, traffic impact studies and intersection design. He has led several corridor safety studies and is currently working on the second phase of the US 54 safety study in Camden, Miller, and Cole counties to identify high crash location and cost-effective countermeasures to address the observed crash types. He combines his experience in traffic engineering studies with engineering design expertise to develop solutions and long-range plans that operate efficiently and are sound engineering designs. He has gained an excellent reputation with agencies and is recognized for efficient approval processes through quality deliverables. He is proficient in

the use of, the traffic analysis software Synchro, SimTraffic, and VISSIM. Andrew has used the Highway Safety Manual to analyze the impacts of roadway and intersection upgrade alternatives on several projects. Andrew led the design of three high-speed, multilane roundabouts along Route 160 near Springfield, MO.

John Keeven, P.E. | John has over 20 years of experience providing roadway design services for state and local agencies. His experience includes roadway design, intersection design, lighting and signal design. Recent projects that John has worked on include the signal and ADA improvements on the Wentzville Parkway Turn Lane project for Wentzville, MO and the signal and ADA improvements along Kirkwood Road in Kirkwood, MO. John led the signal design for the 11 upgraded signals in Kirkwood and is currently managing the construction inspection of this work.

Brad Spanberger, E.I., ENV SP | Brad has over 11 years of experience and has become proficient in several traffic analysis programs including HSM, HCS, Synchro, SimTraffic, and VISSIM. He has performed traffic analyses for the West Florissant Avenue Great Streets Project, a new interchange on I-44 in Marshfield, MO, the I-270 corridor in Illinois, and several single and shared-use developments in Edwardsville, IL. Brad also performs STP-S/CMAQ federal grant applications.

Jerry Bollinger, PE, PTOE, RSP1 | Jerry has 13 years of experience in traffic analysis and studies for a wide range of projects, including twelve interchange projects across multiple states. Jerry has focused and specialized on roadway safety, becoming the company's first RSP license holder. His experience includes interchange, intersection, and corridor analyses and design, safety studies, road diets, traffic signal design, and complex roadway signing design. He was the lead analyst and traffic designer for the state of Indiana's first urban highway corridor composed of median U-turn (MUT) intersections.

Cassie Lee, PE, PTOE | Cassie has over 8 years of diverse experience in intersection, roadway, and ADA design. She excels at combining traffic & safety knowledge with design expertise to develop effective and practical solutions for clients, including for numerous signalized intersections and ADA-compliant facilities.

Richard Shang, EI, LEED GA | Richard is a traffic engineer with expertise in traffic operations and safety analysis using tools like HCS, SIDRA, Synchro, VISSIM, and HSM, as well as managing adaptive signal systems and coordinating over 40 signalized intersections. He holds a master's in transportation engineering from UC Berkeley and has extensive experience in signal design, traffic studies, and roadway marking design for major projects across the U.S.

Familiarity/Capability

CMT has a long history of meeting our clients' goals on projects, whether this is through meeting aggressive

schedules, using the latest technologies and software on a project or the application of cost-efficiency measures to help save construction dollars. CMT has an excellent relationship with our core group of clients and our extensive experience with their staffs gives us the familiarity to be very efficient throughout the design process. Through our projects, CMT has become intimately familiar with the processes and requirements on projects with federal funding as well. The following table of projects shows projects that included federal funding on LPA projects. All of these projects were completed with minimal review comments:

- Church Road Improvements (Arnold)
- West Terra Road – Phase III (O'Fallon)
- Historic Lighting (Warrenton) Route 100 Enhancements (Washington)
- U.S. Route 54 Sidewalks (Camdenton)
- Wentzville Parkway Turn Lane (Wentzville)
- Fifth Street Gateway Streetscape (St. Charles)
- Hawk Ridge/Rte N Intersection (O'Fallon)
- Sullivan Elmont/W Springfield Signals (Sullivan)
- Lay Road Sidewalk and Roadway (Ladue)

Accessibility/Responsiveness

Assigned personnel for traffic engineering are based out of our Missouri offices. This group is highly focused on the successful delivery of services within allotted schedules. Our Missouri Surface Transportation Groups are known for listening to our client, developing innovative solutions, meeting scheduled milestone dates, and staying within budget. In addition, our team relies on responsiveness to our clients' requests, with a goal of responding to all requests within 24 hours. Over 90% of our team works inside a CMT office to optimize communication and efficient collaboration. When necessary, they effectively use Microsoft Teams for meetings and are equipped with laptops, cell phones, and I-pads to conduct business, with the backing of a strong IT department who keeps our software, technology and computers running smoothly. CMT has enjoyed the working relationship that has been established and grown over the years with our LPA teammates.

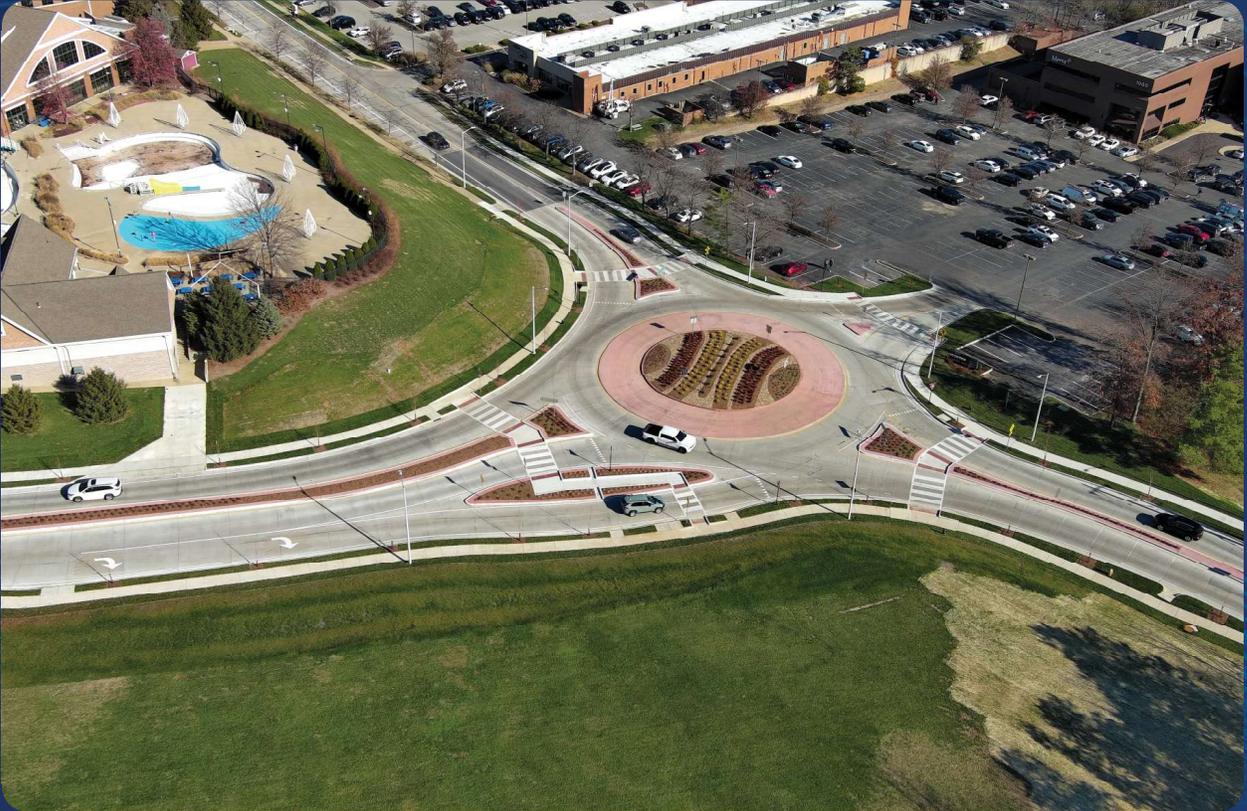
We wish to thank the selection committee in advance for their time and effort in reviewing and evaluating our Letter of Interest and look forward to your favorable consideration.

Respectfully yours,



R. JAY RAKERS, PE
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Elevating Infrastructure, *together*



Crawford, Murphy & Tilly, Inc. Company Brochure

Local Public Agency On-Call Services
(for Missouri's Local Program)

December 12, 2025



Infrastructure Professionals



Elevating infrastructure, *together.*

About CMT

Established

1946

Number of Offices

25

Firm Size

500+ employees

Number of Professional Engineers

190

Missouri Offices

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Firm Overview

Since 1946, our dedicated team of engineers, planners, scientists, and other professionals has partnered with clients to elevate infrastructure through a shared commitment to innovation and excellence. From planning and engineering to asset management, we guide every step to provide maximum value in every project.

But the real impact is on people. By working together, we create infrastructure that enhances communities and empowers our employees to thrive. We don't just build infrastructure – we elevate it, making our communities more livable, sustainable, and connected for a better future.

CMT's core service areas include surface transportation, aviation, water resources, and site and building development. Our multidisciplinary teams offer services such as civil engineering, planning, environmental consulting, traffic analysis, utility coordination, permitting, and floodplain studies. We integrate technical excellence with regulatory insight so projects meet both performance goals and compliance requirements.



**Senior Vice President
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**Vice President,
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Major Areas of Expertise

From complex highway interchanges in urban settings and major bridge river crossings to municipal services and tailored streetscape designs, CMT can take a transportation project from its earliest development stages through planning, design and construction. Whether we are working with a large transportation agency or a local community, CMT is responsive to our clients' needs. While meeting client-driven goals of providing safe and efficient transportation, we also seek out community input and account for environmental considerations. All of this helps us to provide context-sensitive solutions that supports project success on every level.

Roadway Design

- Traffic Calming
- Roadway Geometrics
- Project Development Reports
- Drainage & Stormwater Management
- Intersection Design Studies
- Interchange Type & Design Studies
- Pavement Evaluation and Design
- Life Cycle & Cost/Benefit Analysis
- Roundabout Design
- Roadway Lighting/Signing
- Complete Streets
- Sidewalks/Multi-Use Paths/Trails

Bridge and Structural Design & Inspection

- Pedestrian Bridges
- Prestressed I-Beam Bridges
- Precast, Prestressed Concrete Deck Beam Bridges
- Concrete Slab Bridges
- Steel Stringer with Cast-in-Place Concrete Deck Bridges
- Steel Plat Girder Bridges with Horizontal Curves
- Major River Crossing Structures
- Bridge Hydraulic Analysis and Bridge Condition Surveys
- Bridge & Culvert Rehabilitation

Construction Services

- On-site Construction Inspection
- Construction/Materials
- Documentation

Transportation Planning

- Agency Coordination
- Feasibility, Corridor & Location and Alignment Studies
- Public Involvement & Participation
- Phase I, Preliminary Design (Federal Aid Projects)
- Alignments & By-Pass Studies
- Interstate Access Justification
- Pavement Management Systems
- Value Engineering
- Roadway Safety Audits

Environmental Compliance

- NEPA Compliance
- Environmental Impact Statements
- Environmental Assessments (EA)
- Wetlands
- Endangered Species
- 404/401 Permitting
- Phase I & II Property Assessments
- Noise Compatibility/Monitoring
- Air Quality Studies

Land Acquisition

- Right of Way Documents
- Property Surveys
- Right of Way Acquisition
- Relocation Services

Traffic Systems

- Traffic Signal Systems
- Traffic Impact Studies
- Traffic Analysis/Capacity Analysis
- Traffic Simulation Modeling
- Impact Traffic Management
- Traffic Calming Studies
- Safety Studies

GIS Technology & Asset Management

- Needs Assessment
- Database Design
- Applications Development
- Data Conversion
- GIS Facility Data Collection

Rail Engineering & Planning

Utility Coordination

Land Surveying

Asset Management

Value Engineering

Delivering Value to Local Public Agencies

SAVINGS & PERFORMANCE



I-70 & Mississippi River Bridge Interchange
- MODOT & St. Louis, MO

Innovative & streamlined
project development
process **saves MoDOT**

28%



I-70 & Route MM Interchange
- Warrenton, MO

CMT delivered preliminary through final plans on
this developer driven, fast-tracked Interchange
project in

8 Months

Saving Money

We know that going over budget is not an option. CMT is consistently commended on our ability to not only remain within budget, but often identify opportunities to either save money or maximize the money already being spent.

Beating Schedules

Through streamlined communication and proven workflow processes, CMT routinely demonstrates our commitment to meeting schedules or fast-tracking schedules to address specific client goals.

Performance-Based. Value-Driven.

At CMT, we know that costs and schedules aren't the only contributors to successful projects. True transformation happens when the resulting infrastructure is more efficient and functional.

As pioneers in performance-based project development, CMT helps our DOT clients leverage their investments to create greater value and enhanced project performance.



Achieving Recognition

CMT's innovative and collaborative solutions are routinely honored with industry awards for excellence and client satisfaction.

Des Peres Roundabout

- 2025 APWA Missouri
- Transportation Project of the Year

Mississippi River Bridge Project

- 2014 ACEC Missouri Grand Award
- 2019 America's Transportation Award

Park Over the Highway

- 2019 America's Transportation Award
- 2017 ACEC National Recognition Award

20th Street Cycle Track & Mobility Project

- 2023 APA St. Louis
- Outstanding Planning Practice Award