



**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:

Crafton Tull & Associates, INC *

*Prism Design Studio and Laneshift are divisions of Crafton Tull

Firm Contact Name:

Michael Burns, P.E., Executive Vice President | Transportation

Contact Email

Address:

mike.burns@craftontull.com

Firm's Mailing Address:

901 N. 47th St.

Suite 400

Rogers, AR 72756

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**

December 12, 2025

Missouri Department of Transportation
105 W. Capitol Avenue
Jefferson City, MO 65102

RE: MoDOT LPA on-call professional services - Roadway Design

Dear Consultant Selection Committee:

Crafton Tull has been providing professional engineering service since 1963 and has worked with Missouri, Arkansas, Kansas and Oklahoma departments of transportation. Several of our team members have work experience at MoDOT. We have completed several projects for the Southwest District of MoDOT. Some of our recent MoDOT projects involved a bridge replacement on Route KK in McDonald County, a bridge deck replacement on Route U in McDonald County, and Vernon County sidewalk improvements.

Our size and diversity allow Crafton Tull to handle a large volume of work with a variety of features. Our transportation team has worked with both departments of transportation, and cities advancing projects funded through federal pass-through dollars. We specialize in highway plan development. We can help with bridge replacement, bridge rehabilitation, bridge widening, roadway widening and associated utility relocation, pavement resurfacing, hydrology and hydraulics, roundabout design, lighting design, and bicycle/pedestrian facility design. From concept to completion our team can assist you with design, visualizations, and final plans. Safety is one of our core values at Crafton Tull and we are committed providing designs with safety top of mind both during construction and the final product. Several of the team members for this project have previous experience working at MoDOT. We feel this helps us understand MoDOT standards and processes.

Our approach begins by meeting with the client and establishing a scope of work for the project. Once the project is fully identified we can work backwards to set a project schedule both with internal goals and projected permitting constraints. Built in checkpoints in the design process keep us in contact with your project manager.

Crafton Tull can provide most services in-house. Roadway design, bridge design, surveying, and environmental permitting are all services we provide. We will work with your preferred teams for geotechnical services.

Recent transportation projects include:

J7P3165 (ROUTE 54 AND BUS 49 LOOP)

Nevada, MO

This project was a partnership between MoDOT and the City of Nevada to create ADA compliant sidewalks along Route 54 and the Bus 49 loop. Prior to design, approximately 7 percent of the existing sidewalk was ADA compliant due to restricted right-of-way, misaligned ramps, non-compliant slope, and existing manholes in sidewalk access. These issues were resolved and signalization added. This 3.45 mile project involved an estimated 60 tracts with permanent easements and another 95 with temporary construction easements.

J7S3158 HIGHWAY KK BRIDGE OVER PINE CREEK MCDONALD COUNTY, MO

The J7S3158 project replaced a 35'-40'-35' bridge with a 40'-50'-40' bridge designed with concrete I-girder spans. The bridge was closed during construction and involved detour coordination with ARDOT.

J7S3159 ROUTE U OVER STAR HOLLOW MCDONALD COUNTY, MO

J7S3159 Route U over Star Hollow was a bridge deck replacement that involved converting the existing bridge to a composite superstructure with integral end bents. J7S3159 was advertised with J7S3158 to reduce construction cost and both were expedited to reduce road closures.

090472 LITTLE SUGAR & TANYARD CREEKS STRS. & APPRS. (S)

Benton County, AR

This project replaced 2 structurally deficient bridges along Hwy. 340, one over Tanyard Creek and one over Little Sugar Creek. The bridge at Tanyard Creek is a 120'-0" Integral W-beam Unit with sidewalks on both sides. The bridge had to accommodate a 10' golf cart path for the adjacent golf course. The bridge at Little Sugar Creek is a 238'-0" Cont. Comp. W-beam Unit with a side path on the left side and a sidewalk on the right side. The side path is a part of the NWA Trail network. The bridge construction involved complex staging to maintain traffic, a deep abutment, and CIP retaining walls tying into existing structures. The project widened .29 miles of roadway and included 291.98 feet of bridges. Project construction was bid at approximately: \$12 million.



050347 HWY. 9 STRS. & APPRS. (S)

Fulton County, AR

This project replaced 4 structural deficient bridges with a Quadruple 12' x 7' x 105' R.C. Box Culvert, a Quadruple 8' x 6' x 103' R.C. Box Culvert, a 111'-0" Integral Continuous W-beam Unit, and a Quadruple 10' x 9' x 90' R.C. Box Culvert. Seismic detailing was required for the span bridge in Seismic Zone 2. This project also involved 1.37 miles of roadway connecting the four bridge sites.

ARDOT 080503 COLLIER & SMITH CREEKS STRS. & APPRS. (S)

Montgomery County, AR

This project replaced 2 structurally deficient bridges with a 236'-0" Prestressed Concrete Girder Unit on a 45° Rt. Fwd. skew and a Sextuple 12' x 11' x 79' R.C. Box Culvert. The span bridge used a Link Slab to provide continuity but speed up construction, the first application on a high skew (45°) bridge in Arkansas. The structures and approaches are over Collier Creek and Smith Creeks on Highway 8 in Montgomery County and involve approximately .64 miles of roadway.

BB0401 (SEL. SECS.) (S) - CRAWFORD & SEBASTIAN CO., AR

Crawford & Sebastian Counties, AR

Roadway plans for the mill, inlay and overlay of asphalt pavement on Interstate 40 from Dyer to the Oklahoma state line involving hydrodemolition and latex modified concrete overlay on 13 bridge decks and polymer overlay on 8 bridge decks including their approach slabs and gutters. This project includes Title I and Title II services. This project included 633.89' of bridge deck hydrodemolition and rehabilitation and 1,804.44' of polymer overlay on approximately 17.89 miles of I-40 and 12 miles of I-540 in Crawford and Sebastian Counties.



I-49 WIDENING ARDOT CA0901, HIGHWAY 264 TO NEW HOPE ROAD

Rogers, AR

This project added lanes toward the median on each side of Interstate-49 and added a median barrier wall with bridges widened to three lanes of traffic plus shoulders on approximately 5.26 miles of roadway. Three sets of bridges were widened as part of this project with two designed internally and a third set designed by a subconsultant. Cracks and spalling were repaired on existing portions of the bridges as part of the widening project.

Wetland preservation, ditch treatment and seven detention ponds were used to treat runoff water to preserve habitat for the Ozark Cavefish as the karst underground rock was designated a moderate vulnerability area for the threatened species and an important location for treatment of ground water. No right of way was needed for the median lanes, but additional right of way was required for detention ponds created to improve water quality along the highway.

MAGNOLIA STREET OVER I-49

Rogers, AR

The Magnolia Street bridge overpass is a 220'-0" continuous composite plate girder unit. It provides four lanes for vehicles and two shared use paths for pedestrians and cyclists. Mechanically stabilized earth retaining (MSE) walls were used to reduce the bridge length and keep the end slopes from encroaching on I-49. Aggregate piers were used to improve the foundation material underneath the tallest part of the MSE walls. An ashlar stone finish and decorative lighting were used on the bridge to enhance the I-49 corridor. The bridge design required close coordination with ARDOT.

Our bridge and highway teams worked together on all these projects to make them a success.

Our size and diversity allow Crafton Tull to handle a large volume of work with a variety of features including: bridge hydraulics, bridge design, roadway design, and right-of-way plans. Our firm consistently executes projects with responsiveness, timeliness, quality, and within budget limitations.

If you have any questions or need additional information, please do not hesitate to contact us.

Sincerely,

A handwritten signature in blue ink that reads "H. Michael Burns".

Mike Burns, P.E.
Executive Vice President of Transportation
479-878-2428
Mike.Burns@craftontull.com

A handwritten signature in blue ink that reads "Jerry P. Davis".

Jerry Davis, P.E.
Vice President - Roadway | Transportation
Jerry.Davis@craftontull.com
479-878-2470



CRAFTON TULL FIRM BROCHURE

OFFICES

ARKANSAS

- Conway
- Fayetteville
- Fort Smith
- Hot Springs
- Jonesboro
- Little Rock
- Rogers
- Russellville

OKLAHOMA

- Oklahoma City

TEXAS

- Plano



WHO WE ARE

We are a 100% employee-owned professional planning, design, and surveying firm focused on improving communities. We operate from offices throughout Arkansas, Oklahoma, and Texas, delivering value to our clients through innovative solutions and responsive service. Our team is available for Missouri projects in the Kansas City area, and southwest and central parts of the state.



HISTORY

Our dedication to client service began in 1963, with Crafton Tull's founding partners Bob Crafton and Lem Tull who, after eight years with the Arkansas Department of Transportation, set out to build their own firm founded on experienced infrastructure design and accountability to their clients. Crafton Tull is now a ten-city, multi-discipline firm offering quality civil engineering, surveying, landscape architecture, architecture, environmental studies, and planning services. We are established, growing, fully insured, and financially stable.

ACCESSIBILITY

At Crafton Tull we know the client matters. By policy we strive to respond to client questions within 24 hours. Each project manager works with clients to know their preferred form of contact and be responsive.

WORKFORCE DIVERSITY

Crafton Tull is committed to workforce diversity. We are making strides in mentoring and developing diverse talent within our organization. We are inclusive in our recruiting efforts, and we support team members who volunteer with organizations that build STEM interest for youth with diverse backgrounds.



CITY + LOCAL STREETS

- Master Planning
- Street Widening
- Street Realignment
- New Alignments
- Signalized Intersections
- Roundabouts
- Sidewalks
- Accessible Ramps
- Pedestrian Signals
- Traffic Calming
- Streetscaping
- Right-of-Way Acquisitions
- Utility Relocations
- Revitalization

HIGHWAYS + BRIDGES

- Alignment Studies
- Break In Access Studies
- Interstate Highways / Toll Roads
- Interchanges
- Traffic Control Plans
- Erosion Control Plans
- Right-of-Way Acquisitions
- Design + Land Surveys
- New Alignments
- Replacements
- Widening
- Stream Crossings
- Vehicle / Pedestrian Overpasses
- Railroad Overpasses

ENVIRONMENTAL SERVICES

- Wetland Delineation
- NEPA Documentation
- GIS Mapping / Analysis
- Threatened + Endangered Species Agency Coordination
- Environmental Constraints / Alternatives Analysis
- Phase I Site Assessments
- Tree Surveys
- Section 404 / 401 Permits
- Section 7 Consultation
- Stream / Wetland Monitoring
- Public Involvement
- Agency Coordination



SURVEYING

- ALTA Surveys
- Design Surveys
- Boundary
- Topography / Plats
- Lot Splits / Line Adjustments
- Control Surveys
- Easement Descriptions
- Right-of-Way Descriptions
- (Re)Monumentation
- GIS Services
- Construction Staking
- As-Builts
- LiDAR 3D Scanning
- UAV Surveying

WATER RESOURCES

- Hydrology + Hydraulic Studies
- Stormwater Management
- Stormwater System Design
- Stormwater Quality Management
- Pollution Prevention Plans
- Design Criteria Manuals
- Basin Drainage Studies
- Culvert Design
- Channel Design
- Flood Studies
- FEMA Coordination
- FEMA Map Revisions
- Detention Design
- Storm Sewer Design

STRUCTURAL ENGINEERING

- Bridges
- Towers
- Foundations
- Hydroelectric Dam Support
- Special Structures
- Overhead Cranes
- Column Removal
- Retaining Walls
- Industrial Facilities
- Underground Structures
- Seismic Anchorage of Electrical Equipment
- Power Generation Facility Support



CORE TEAM SNAPSHOT

Crafton Tull has a team of more than 300 civil engineers, structural engineers, CAD technicians, surveyors, environmental scientists, architects, landscape architects, and planners. Our growing team has capacity for work and the expertise to deliver. We are familiar with federal funding requirements. Our federal Unique Entity Identifier is JM4ZTGZBYPJ9. We have worked for cities, counties, MPOs, departments of transportation and other public entities. Some of our team members bring previous experience from these same entities, like MoDOT, giving us a clear picture how to best deliver quality plans.

H. MICHAEL BURNS, P.E.

EXPERIENCE: 34 years, formerly at MoDOT

ROLE: Project Manager

Michael Burns has overseen major highway design for much of his career. He leads the Crafton Tull transportation division where his team has held on-call design contract with ARDOT for several years. He is licensed in Missouri, Arkansas, Colorado, Illinois, Kansas, Missouri, and New Mexico.

JERRY P. DAVIS, P.E.

EXPERIENCE: 33 years, formerly at MoDOT

ROLE: Project Engineer

Jerry oversees roadway, bridge approach, and highway design. He reviews plans with meticulous attention to detail. He is licensed in Missouri and Arkansas.

CHUCK WIPF, P.E.

EXPERIENCE: 26 years, formerly at MoDOT

ROLE: Lead Bridge Engineer

Chuck leads bridge design for the Crafton Tull transportation division. He has designed structures large and small across the 4-state region. Chuck is licensed in Missouri, Arkansas, Kansas and Oklahoma and has completed bridge projects in these states.

KEN MILLER, P.E.

EXPERIENCE: 20 years

ROLE: Bridge Engineer

Ken holds a MS in civil and structural engineering. One of his most recent projects includes a 238 ft three-span Continuous W-Beam Unit replacement bridge with Drilled Shaft foundations paired with a 120 ft Continuous Integral W-Beam Unit bridge. Construction will be staged for these projects.

MATT CAMPBELL, P.E., CFM

EXPERIENCE: 6 years

ROLE: Bridge Engineer, H&H

KRIS GIFFORD, P.E.

EXPERIENCE: 8 years

ROLE: Highway Roundabout Design

MIKE HOBBS

EXPERIENCE: 37 years, formerly at MoDOT

ROLE: Senior Engineering Designer

JAMES W. MONTGOMERY, P. S.

EXPERIENCE: 40 years

ROLE: Project Manager(Survey)

James leads our survey division across all offices. He has years of experience with Arkansas Department of Transportation jobs around the state. He has also led multiple projects with the U.S. Army Corps of Engineers as client.

James is licensed in Missouri, Kansas, Oklahoma, Arkansas, and Texas.

Survey crews are dispatched based on location, expertise, equipment needed, and availability.

DANIEL W. BOYETT, P.S., CFEDS

EXPERIENCE: 26 years

ROLE: Project Surveyor

Danny has led multiple Corps of Engineers projects and DOT projects. His projects include ALTA/NSPS Land Title Survey, Property Boundary, As-Built Survey, Mapping, and GIS Products.

DAVID RUPE

EXPERIENCE: 22 years

ROLE: Lead Environmental Scientist

David has extensive experience conducting wetland delineations, Section 404/Section 10 permitting (including both nationwide and individual permits), and associated compensatory stream/wetland mitigation. He is experienced in the completion of National Environmental Policy Act (NEPA) documentation for various projects, including transportation projects.

He has several years of experience conducting stream assessments, rapid bio-assessments, and fisheries studies.

He has completed numerous threatened and endangered (T&E) surveys, including multiple surveys for the federally threatened American burying beetle.

STUART GOWER-JACKSON

EXPERIENCE: 20 years

ROLE: Senior Environmental Scientist

Stuart has 20 years of experience in environmental consulting, including NEPA related environmental assessments, categorical exclusions, and environmental review. He has completed multiple Phase 1 Environmental Site Assessment per ASTM E1527-21 for commercial projects.



RECENT PROJECTS

J7S3158 HIGHWAY KK BRIDGE OVER PINE CREEK MCDONALD COUNTY, MO

The J7S3158 project replaced a 35'-40'-35' bridge with a 40'-50'-40' bridge designed with concrete I-girder spans. The bridge was closed during construction and involved detour coordination with ARDOT.

J7S3159 ROUTE U OVER STAR HOLLOW MCDONALD COUNTY, MO

J7S3159 Route U over Star Hollow was a bridge deck replacement that involved converting the existing bridge to a composite superstructure with integral end bents. J7S3159 was advertised with J7S3158 to reduce construction cost and both were expedited to reduce road closures.



HWY. 112 – JOBS 012305/090512 (WASHINGTON/BENTON COUNTIES) AR

This more than 11 mile series of projects will widen Hwy. 112 from two lanes open shoulder to four lane curb and gutter roadway with a raised median. Lighting, signal upgrades 15 roundabouts, storm drainage, new right-of-way, side paths, aesthetic features, and bridges were part of this project that will require complex staging for the build. This project is still in design.

Bridge replacements include a 250' Cont. W-beam unit w/10° Lt. Fwd. skew over Brush Creek; widening a 198' Cont. Plate Girder Unit w/09°28'02" Lt. Fwd. skew over Hwy. 612; six multi-cell R.C. box culvert structures over 20' span with a totaled span of 337'; a 400' Cont. W-beam unit w/30° Rt. Fwd. skew over Spring Creek; 2 - 350' Cont. W-beam units w/30° Rt. Fwd. skew over Osage Creek, and seven multi-cell R.C. box culvert structures over 20' span with a totaled span of 356'.

BB0903 HWY. 71B SPUI AT I-49 ROGERS/BENTONVILLE, AR

This project increased capacity at a busy interchange that connects two cities, widened a federal highway bridge, reconfigured traffic flow on the state highway below and modified two city intersections near the highway.

The existing I-49/71B interchange was redesigned from a diamond interchange to a Single Point Urban Interchange. Lanes on I-49 were widened from four 12-foot lanes to six 12-foot lanes in a 1.4 mile section that included replacing two bridges with a single 239.21 foot composite plate girder bridge spanning the road beneath. Construction was phased beginning on the new section inside the barrier and progressing out.

Highway 71B was widened from five 11-foot wide lanes to six 12-foot wide lanes. Both entrance ramps were increased to two lanes with two lanes on the southbound exit and a third lane on the northbound exit. A new traffic signal was added at Highway 71B (S.E. Walton) and S.E. Moberly Lane in Bentonville and S.E. Moberly with additional lanes. An existing traffic signal was modified at 71B (Walnut) and 46th Street in Rogers with additional turn capacity. Sidewalks were replaced along Highway 71B. To accommodate changes in the layout approximately 1.6 acres of right-of-way were acquired.

