

OVERVIEW OF AVAILABLE LPA SERVICES



Founded in 1917, HDR is an employee-owned engineering, architectural, planning and consulting firm that excels at helping clients manage a wide range of projects and make sound decisions. With nearly 10,000 employees, we have grown into one of the largest and most respected architectural-engineering companies serving industries worldwide. As an integrated firm, HDR provides a total spectrum of services for our clients. Our staff of professionals represents numerous disciplines and partners on blended teams to provide solutions beyond the scope of traditional A/E/C firms.

Local Commitment, Regional Focus. With 190 employees located throughout the state of Missouri, including offices in Kansas City, Columbia, Springfield, Forsyth, and St. Louis, HDR has served the area since 1993. Our experience and team's knowledge will result in quick mobilization of the right technical resources supported by familiarity with department staff and understanding of the agency's processes and requirements.

Consistently ranked among the top firms by leading industry publications including Engineering News-Record and Architectural Record, HDR has set the standard - delivering our best innovations and highest quality of service to help your program succeed. The employee-owners of HDR are proud to be partners with all the transportation professionals throughout the state of Missouri and we look forward to providing solutions to future transportation challenges.

KANSAS CITY | ST. LOUIS | COLUMBIA | FORSYTH | SPRINGFIELD



NW 72nd Street Extension & N. Green Hills Rd./NW Waukomis Dr. Kansas City, MO

The Line Creek Valley area of Kansas City, Missouri, has a rich and storied history with untouched natural resources. Real estate speculators discovered the area in the early 1900s and created the town of Miltonwood in 1922.

The NW 72nd Street extension followed the "Barry to Parkville Road," which as its name mentions, connected the Barry settlement at the County Line to the river settlement in Parkville.

The City of Kansas City desired to improve the safety of the road and reduce traffic congestion resulting from continued development. The design team led by HDR provided the design which included nearly two miles of arterial street improvement, a sustainable roundabout, a mile of 36-inch water transmission main serving KCI Airport, and a detailed construction phasing plan to minimize construction cost overruns and traveler heartburn. This project won the Kansas City, Missouri 2013 American Public Works Association Project of the Year Award. **A, D**



3-Trails Pedestrian Bridge and Trail | 3-Trails Village, CID | Kansas City, MO

This project, for the 3-Trails Village Community Improvement District, includes the preliminary and final design of a new pedestrian bridge over I-435 in Kansas City, Missouri adjacent to the existing Bannister Road Bridge over I-435. Included is the layout and design of approximately one-half mile of new approach trail and sidewalk leading to and from the bridge as well as several at-grade trail crossings. [01] B, E

Brush Creek & Blue River Confluence Trail | Kansas City, MO

Working for the City of Kansas City, Missouri, HDR designed the Brush Creek & Blue River Confluence Trail. The project scope includes preparing biddable construction documents for the Brush Creek Trail connection to the Blue River at the Colorado St. Bridge. The alignment will follow along the north side of Brush Creek from Elmwood Ave under the BSNF and UP Railroad Bridges and bridging across the Brush Creek and connecting to the Colorado Street Bridge and connecting to the trail on the south side of the Blue River at the Colorado St. Bridge. B, E

Columbia-Hominy Trail East | Columbia, MO

HDR provided engineering services for the preliminary plans, right-of-way plans, and final design for the Hominy Trail in Columbia, Missouri, from Route 63 to the Links Service Road near I-70.

The 3-mile multi-use trail consisted of a 10-foot reinforced concrete trail with an additional 5-foot aggregate jogging path all along new alignment. Project included several low water crossing bridge structures with special vehicle design loading. The structures were prestressed concrete boxes placed adjacently on a combination of drilled shaft and pile type abutments. Numerous MSE walls were constructed along this project as well. [02] B, E

Burlington Corridor Study | North Kansas City, MO

HDR provided transportation analysis for the Burlington Corridor (MO Route 9) from the Heart of America Bridge to North Oak Trafficway, including assistance with concept development, multimodal and parking analysis, and consideration of land-use alternatives. The project included a long-term look at the potential for redevelopment to transform the corridor, which serves a dual function as a major commute route and a gateway to North Kansas City. The melding of transportation and land-use considerations was at the heart of the project. D

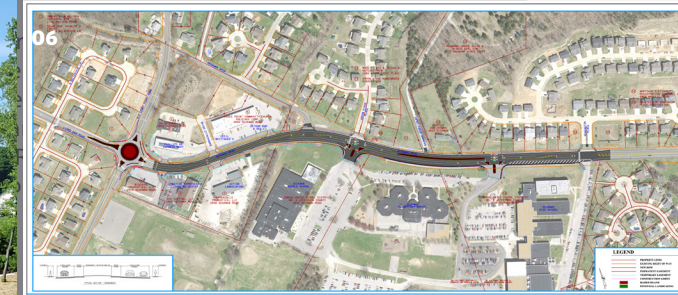
Katy Trail Bridges | State of Missouri

HDR designed replacement bridges for the eight timber trail bridges located throughout central Missouri along the Katy Trail. The existing timber trestle bridges were replaced with single span prefabricated steel trail bridges with 12 foot wide concrete decks and a maximum length of approximately 140'. HDR designed the concrete abutments for each bridge in addition to bridge layout work. The trail alignment was kept at all locations. HDR also provided site survey of each location and geotechnical soil borings. [03] E

Bike KC | Kansas City, MO

HDR provided technical support to KCMO staff in the creation of the Bike KC plan. We conducted engineering analyses, developed an automated facility type selection process, developed facility recommendation maps, and created typical section drawings. HDR's products included a memo summarizing the current state of the practice regarding bicycle facility types and recommending the facility types to be considered moving forward.

HDR identified gaps in the City's existing databases – items such as paved width, median presence, parking presence, curb presence, and traffic counts – and developed a data-collection plan to fill those gaps. HDR worked with the City to determine level of service (LOS) standards by facility type, and developed a unique selection flowchart underlying an Excel/GIS-based facility selection process. The final product is a decision-support tool that allows the City to identify and prioritize facilities going forward, including scenario testing. B, D



Seckman Road Corridor Improvements | Jefferson County, MO

HDR is providing preliminary, right-of-way, and final design plans for modifications to Seckman Road from Old Lemay Ferry Road, east approximately 3,000 feet, with the purpose of improving the safety of pedestrians accessing the Seckman K-12 campus and local businesses. A roundabout, complete with pedestrian facilities, will be constructed at the intersection of Old Lemay Ferry. Two signalized intersections will be constructed at the Seckman High School Entrance and at Arrow Ridge Place/Seckman Middle School. The project scope will include traffic calming features to reduce the speed of drivers, addressing the safety of pedestrians. This project is being administered through the MoDOT LPA program. [06] A, D

Maline Greenway, Great Rivers Greenway | Ferguson, MO

HDR is providing preliminary, right-of-way and final design services for a 1.5 mile long segment of the Maline Greenway from the Ted Jones Trailhead to West Florissant Avenue. The project provides a vital connection from the existing Ted Jones Trail with sidewalk and on-street bicycle accommodations on Short and St. Louis avenues. The Maline Greenway will then continue along Paul and Ferguson Avenues creating a shared-use path along these roadways then continue through Forestwood Park and meander along the banks of Maline Creek with a trailhead connection at West Florissant Avenue. This project is being administered through the MoDOT LPA program. B E, F

Shawnee Ford Road Bridge Replacement | Franklin County, MO

HDR designed a replacement of the Shawnee Ford Road Bridge over Bourbeuse River in southwest Franklin County. The existing 3-span bridge consisting of two simple W-beam spans on both the north and south approaches and a central 190 foot truss was constructed in the 1920s and rehabilitated in the 1990s. The existing bridge was only 15' wide supporting only one lane of traffic and was load posted at 19 tons. The replacement structure is a continuous 304-foot-long 3-span prestressed concrete I-girder bridge. The bridge was built along the existing alignment utilizing accelerated bridge construction techniques to limit road closure. The design team provided preliminary through final design services including hydraulic analysis, environmental clearances, and construction services. The bridge opened to traffic in August 2019. [04] C, E, F

Deer Creek Drive Extension | St. Charles County, MO

HDR recently completed preliminary and final design services related to construction of a half mile roadway extension connecting Deer Creek Drive in St. Charles County to Elaine Drive in the City of O'Fallon MO. This is the first phase of a two and a half mile long multi-phase project to upgrade and ultimately extend Deer Creek Drive to Interstate 64. This new route will create a by-pass for the currently congested Missouri Route K through the heart of the City of O'Fallon. The preliminary design encompassed the entire alignment and included the preparation of a traffic circulation report, ERM, new roadway alignment involving dual roundabouts, roadway widening, two bridge structures as well as cultural and hydraulics analysis services. The completed first phase of construction included final design of: concrete pavement, ADA compliant sidewalks, storm sewers, creek channel modifications to help attain a "No Rise" certification, 700' long horizontally curved prestressed concrete and plate girder bridge over Peruque Creek, mechanically stabilized earth retaining walls, and rock excavation, as well as limited construction services.

[05] A, E



Non-Motorized Transportation Improvements | Columbia, MO

HDR provided various services in Columbia, Missouri, as part of FHWA's Non-Motorized Transportation Pilot Program. Columbia is one of only four cities in the country tapped to participate in this national program, which is aimed at improving safety and fairness for individuals engaged in non-motorized transportation. The overall project consisted of planning and/or design for 10 trail projects, including:

- * Greenbriar Connection
- * Hinkson Link
- * Katy Place Connection
- * Wilson Forum Katy Lane Connectors
- * Rolling Norman Pedway
- * Providence Bikeway
- * Red Oak Lane Connector
- * Stadium/MKT Connector
- * Stadium Bikeway/Sidewalk
- * Garth Extension

HDR was the lead consultant on this project, which involved the following tasks:

- The design of improvements at three initial intersections, considered “low-hanging fruit” where non-motorized improvements could be made fairly simply. Improvements included high-visibility crosswalks, countdown pedestrian signalization, safer low-speed right-turn channelizing islands, pedestrian tables, bicycle lanes, colored paint treatments, additional medians, landscaping, amenities for a trail head, and bicycle detection. Some of these improvements had already been considered based on stakeholder involvement.
- The conceptual design of improvements at another five intersections considered to need more complex solutions. HDR facilitated additional stakeholder involvement to assist with the design of improvements at these intersections. This effort has led to a recent project to design two of the five intersections based on public input and available funds.
- The design of eight miles of trail improvements on various segments in the southern portion of the City. Projects range from completely new trail segments, to multi-use paths adjacent to roadways, to upgrades to existing unpaved trail facilities. **B, D, E**

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- B. Trails & Sidewalks
- C. Construction Inspection
- D. Traffic Engineering & TEAP
- E. Structures
- F. Environmental

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