



**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:

Kimley-Horn and Associates, Inc.

Firm Contact Name:

Cole Shippy, PE

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805 Pennsylvania Avenue, Suite 150

Kansas City, MO 64105

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**



Kimley-Horn is excited to submit our project team, led by project manager Cole Shippy, to provide on-call bridge design services to Missouri local governments. MoDOT continues to be a top priority for Kimley-Horn. We are committed to investing resources to pursue projects, provide quality solutions, and continuously improve through MoDOT feedback. Cole has grown our local bridge design team into a balanced group of engineers and CAD technicians skilled in delivering bridge replacements over rural waterways or urban highways. Our balance of young support engineers with senior staff allows us to be efficient with the limited on-call budgets and provide more flexibility to MoDOT. Our local team is backed by nationwide bridge leaders that can offer more specialized expertise for any atypical needs that might arise. Our one-profit center mentality means we can deliver the expertise you need with exceptional efficiency.

Prequalification

Kimley-Horn has submitted our qualifications and certifications for renewal. Our Annual Consultant Prequalification Requirements expires in November 2027. Our Kimley-Horn team has LPA-certified staff.

General Experience of Firm

Over the last 58 years, Kimley-Horn has grown to more than 9,600 engineers, technicians, and other staff in 145+ offices. Nearly 200 nationwide staff specialize in structural engineering, working seamlessly together to deliver projects. Our Kansas City-based team brings extensive bridge, roadway, traffic engineering, transportation, hydraulic, and safety experience to this on-call. The Kimley-Horn team has designed more than 45 bridge projects for DOTs in the Midwest in the last 10 years. As shown by our performance on both simple and complex projects, we have established that we are a trusted partner that actively leads projects and provides quality deliverables on time and within budget, ultimately minimizing the MoDOT staff time required to manage our projects.

Past Performance

The following are projects similar in size and scope to the projects we feel are likely to be assigned under this Structures category and include preliminary and final design tasks. These Kimley-Horn projects also represent the key team members assigned to this on-call category.

MoDOT Bridge Redeck Project J5P3565, Maries County, MO — Kimley-Horn provided preliminary and final design for two multi-span bridges in Maries County on Route 42 west of Vienna, Missouri. This redeck project increased the bridge width and updated the bridges with Type D Barriers. Shear studs were added to strengthen the existing non-composite bridge. Existing end bents were converted to either integral or semi-integral depending on existing bent stiffness/expansion lengths. Slab drains were added to the new decks along with an increased haunch to allow for minimal mill/overlay at the bridge ends. Kimley-Horn provided updated bridge ratings for the new structures in conformance with current rating requirements. *(Federally Funded)*



Key Staff: Cole Shippy, Project Manager; Nate Wood, Lead Bridge; Chris Ewert, Bridge QC/QA

Reference: Joe Alderson, MoDOT Bridge Liaison, 1511 Missouri Boulevard, Jefferson City, MO 66102, 573.522.8722, joseph.alderson@modot.mo.gov

169-1 KA-7602-01, Delaware Road over US-169 KDOT, Allen County, KS — Kimley-Horn provided the repair details for KDOT Bridge No. 001-034. The bridge is a four span (45'-90'-90'-45') Prestressed Concrete Girder bridge with a 44' roadway width. Repair plans required phased construction in order to ensure the bridge stayed open to traffic at all times. Superstructure repairs included deck patching, a 2.25" Portland Cement Concrete Overlay and Concrete Surface Repairs on the bridge curbs and deck. Substructure repairs included application of a Waterproofing Membrane at the pier ends and Concrete Surface Repair at the abutments. The project also included installation of Trench Drains near each abutment to improve drainage and relieve stresses on the abutment backwalls. *(Federally Funded)*



Key Staff: Cole Shippy, Project Manager; Nate Wood, Lead Bridge Engineer

Reference: Andrew Spencer, KDOT Bridge Management Engineer, Dwight D. Eisenhower State Office Building 700, SW Harrison St. Topeka, KS 66603, 785.296.9327, andrew.spencer@ks.gov



KDOT Rural Bridge Replacements, Norton and Ness County, KS — Kimley-Horn led the Preliminary Phase and is currently advancing the final design of three rural bridge replacements along K-9 and K-96 over waterways for KDOT. These design phases included coordination with KDOT roadway and structures to develop phased bridge construction alternatives to maintain traffic on the State Highway system during construction. Bridge replacement types for the projects included three-span continuous haunched slabs and rigid-frame concrete box structures. Preliminary hydraulics, bridge type selection, and approach roadway geometrics was coordinated and iterated through the Discovery phase to optimize the approach roadway reconstruction and phased bridge construction. *(Federally Funded)*



Key Staff: Cole Shippy, Project Manager; Nate Wood, Lead Bridge; Chris Ewert, Bridge QC/QA

Reference: Greg Gonzales, Project Manager, 700 SW Harrison Street, Topeka, KS 66603, 785.368.8293, greg.gonzales@ks.gov

I-90 Bridge Rehabilitation MnDOT, Rock County, MN — Kimley-Horn prepared bridge rehabilitation plans for four bridges on I-90 including three roadway crossovers to maintain traffic during construction. The bridge rehabilitation plans were necessary to restore capacity to the deck, approach panels, and pier substructure units, including new crash walls for the piers adjacent to the BNSF railway. The deck repairs for two bridges included traditional spall repairs and a low-slump concrete overlay. Two innovative techniques were used for the two bridges—hydrodemolition for all deck concrete removals and a newly developed silica-fume monolithic concrete. Kimley-Horn worked closely with MnDOT to develop the new hydrodemolition special provisions, particularly to control the wastewater resulting from the process. *(Federally Funded)*



Key Staff: Matt Jensen, Lead Bridge Engineer; Chris Ewert, Bridge Engineer; James Winters, Bridge Engineer

Reference: Matt Young, MnDOT Project Manager; 2151 Bassett Drive, Mankato, MN 56001, 507.304.6100, matthew.young@state.mn.us



Qualifications of Personnel

The Kimley-Horn team is experienced with MoDOT standards, policies, and procedures. With this understanding, we will deliver the quality project you expect. Below is our team structure and qualifications of key personnel who will lead and work on task orders assigned under this contract.



Cole Shippy, PE, Project Manager — Cole has 17 years of experience of structural design and project management on transportation projects ranging in size from local and county projects to multi-bridge interchanges, including bridge replacements for MoDOT. Cole is experienced in MoDOT design policy, plan development, and project delivery. His diverse experience both in design and construction serves as the foundation for his approach to practical and efficient design solutions as well as understanding the need for proactive communication from start to finish.



Nate Wood, PE, Lead Bridge Design — Nate has 12 years of bridge design experience working on projects for multiple Midwest DOTs. His experience includes preliminary design and final design of projects ranging from single span, local bridge replacements to multi-bridge interchanges. Nate has experience as the bridge lead and project manager on multiple bridge replacements for MoDOT BRO projects. His technical leadership and team management skills will contribute to the success of this on-call as he leads the structural design tasks.



Chris Ewert, PE, Bridge Quality Assurance — Chris has 19 years of bridge design experience working on bridge replacement projects for multiple DOTs, tollway authorities, and local municipalities. His experience includes both the preliminary and final design for pedestrian, roadway, and heavy rail bridge design using prestressed concrete beams, steel girders, and cast-in-place concrete slabs. Chris has led multiple bridge designs through DOT and Federal Aid processes, incorporating the required standards into the design and details. Chris has been the lead bridge designer for five bridges in the last two years.



Derek Vap, PE, Roadway Engineer — Derek has 18 years of experience in project management, roadway and highway design, and planning. Working for multiple MoDOT districts, utilizing both traditional and design-build delivery methods, he has consistently demonstrated his expertise in developing and implementing practical transportation infrastructure projects that prioritize safety, efficiency, and sustainability. Derek's attention to detail and proactive approach to delivering excellent client service, combined with his comprehensive knowledge of MoDOT's standards and specifications makes him an asset for any project.



Jeff Wilke, PE, PTOE, Traffic Engineer — Jeff has 23 years of experience with transportation design projects. He specializes in preparing plans, specifications, and cost estimates for work zone traffic

control, traffic signals, street lighting, signing, and pavement markings. His projects range from small bridge replacements to large interchange projects, including Ridge Boulevard over Route 78 and the I-35 and Route 152 interchange. Jeff has been involved in many MoDOT design projects throughout his career and is very familiar with MoDOT's EPG, standard plans, bid items, and specifications.



Scott Griffith, PE (IL and MI), CFM, CPESC, Hydraulics — Scott has 20 years of experience with hydrologic and hydraulic modeling, soil erosion and sediment control (SESC) evaluation, best management practices (BMPs), and stormwater design. Scott's experience includes analysis of small- and medium-sized waterway crossings including box culverts and open span bridges. He brings federal experience coordinating with regulatory agencies on all stormwater and floodplain/floodway crossings.



James Winters, PE, Bridge Design Engineer — James' background is primarily in bridge design and rating using AASHTO and DOT bridge design standards. James' bridge design experience includes steel and concrete superstructures. Beyond pure bridge design, James' AASHTO expertise includes box culvert, retaining wall, railing, and overhead sign structure design.

Familiarity/ Capability

Our key staff are experienced with MoDOT project delivery processes and design standards as well as up-front load rating/reporting per MoDOT's rating manual. Combined, our staff has delivered over two dozen MoDOT and/or Missouri LPA projects in the last six years covering six of the seven Districts. Our team regularly checks in with these Districts and is ready to assimilate into any specific group depending on the support needed. Project Manager, Cole Shippy, has a well balanced resume aligned with MoDOT's philosophy for practical design and is ready to put this experience to work on this on-call.

Accessibility

The Kimley-Horn team is available to start immediately upon NTP. Our goal is to work as closely with MoDOT and local municipalities as you would with your internal design squads providing proactive communication on a weekly basis to make sure your projects start and remain on-schedule. **Cole Shippy, PE**, will be your main point of contact and he and the design team will be available to MoDOT via telephone, email, virtual meetings (Microsoft Teams), or in-person, as needed.



The Kimley-Horn Advantage

Our team brings new expertise and additional capacity into the region, which means we can and will deliver tasks for this on-call without overextending. We bring a fresh perspective and credibility to the design process as we have the national experience to inform innovative bridge techniques. Kimley-Horn is actively and heavily investing in the Kansas City and greater Missouri markets and sees this on-call as a great opportunity to expand our services to MoDOT and Missouri municipalities and carry our motto of **"Expect More, Experience Better"** to the bridge discipline.

We understand MoDOT has a strong and well-funded bridge program and needs strong and expanded consultant partners to come alongside MoDOT staff to deliver this program with quality deliverables. Kimley-Horn recognizes the importance of working with local municipalities to create a better bridge network in Missouri, while also building experience and relationships with MoDOT. Kimley-Horn can share innovative ideas to provide improved bridge performance and replace the upcoming wave of older bridge structures, including emerging rebar technologies and bridge designs that provide simplified future safety inspection and preventative maintenance.



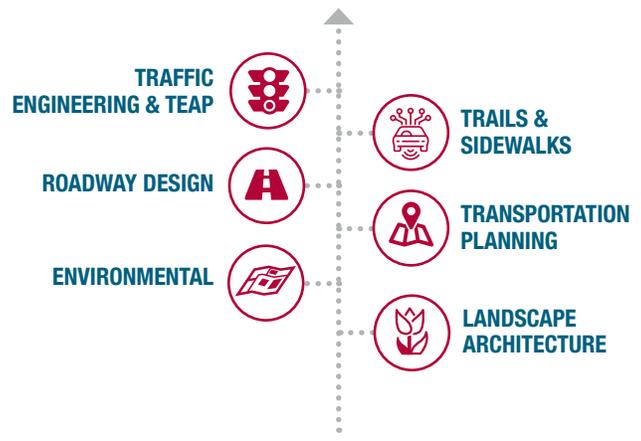
Missouri Local Program (LPA) On-Call 2026-2029



About Kimley-Horn

Kimley-Horn is a full-service, employee-owned, multidisciplinary consulting firm offering a broad range of engineering, planning, landscape architecture, and environmental services to clients. We deliver high-quality results on time and on budget, advocate for the project's best interests, and work closely with you and your team throughout project.

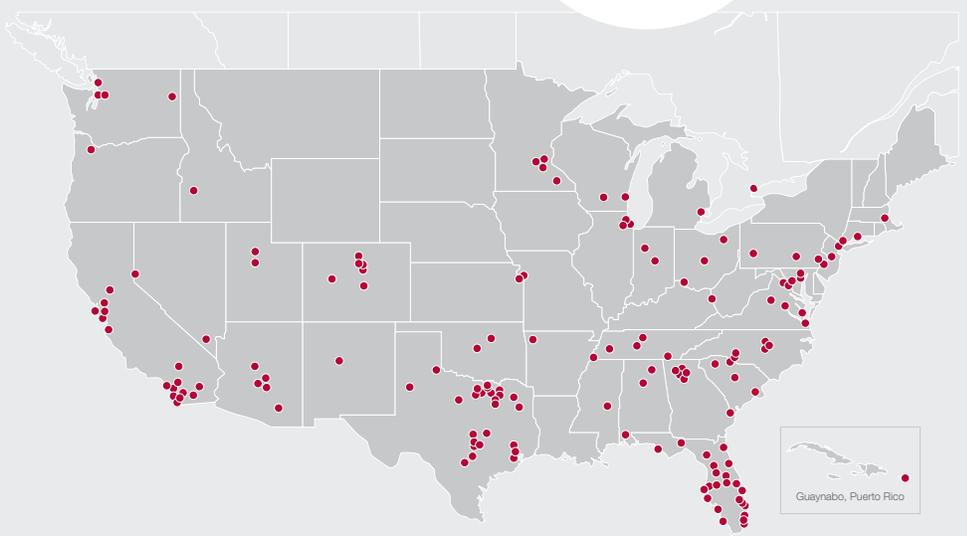
Founded in 1967, Kimley-Horn has a staff of more than 9,600 who serve a diverse spectrum of public- and private-sector clients across many disciplines from more than 145 offices nationwide.



Working Nationally. Thinking Locally.

Kimley-Horn offers the local knowledge and responsiveness of a small organization backed by the resources and expertise that only a national firm can provide. Our commitment to effectively managing and sharing resources is the key to accelerating design to meet aggressive project schedules. This allows us to make sure we have more than enough resources and know-how to deliver for our clients.

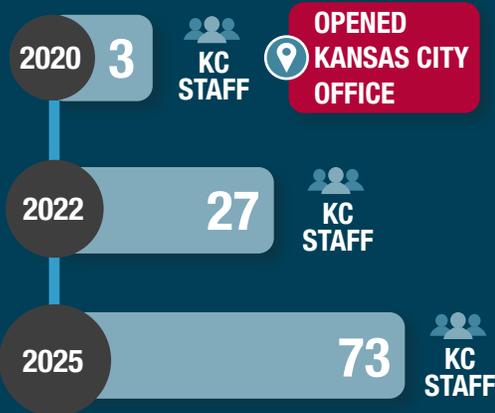
FIRM CAPABILITIES



• Kimley-Horn Offices

Kimley-Horn in Kansas City, MO

Since we opened the Kansas City office in 2020, what started as a few key strategic hires has grown into **70+ employees spanning many different disciplines.**



ENGINEERING NEWS RECORD 2025 RANKINGS

- #8 OF TOP 500 DESIGN FIRMS
- #8 IN TRANSPORTATION
- #4 IN PURE DESIGN

18

KIMLEY-HORN HAS BEEN RANKED ON FORTUNE MAGAZINE'S "100 BEST COMPANIES TO WORK FOR" FOR 18 YEARS



Kimley-Horn Philosophy

Kimley-Horn's diversity of disciplines and depth of our teams contribute to the success of new construction and rehabilitation improvement projects. Our size, local presence, organizational structure, and commitment to workload planning enables us to quickly react to your evolving project needs. The cultural approach that we take for addressing quality—in team participation, and in day-to-day interaction—has earned us the role of trusted advisor to many of our clients.

Our project management philosophy is one that actively manages resources, schedules, and budgets using workload planning and employees in other offices. It also maintains a level of flexibility to account for the unexpected. The proposed teams know that resources, schedules, and budgets can be managed, but unknowns must be carefully planned so project trade-offs can be accurately assessed. This aspect of our business is openly communicated and actively advocated within Kimley-Horn.

Workforce Diversity

Consistent with our culture, Kimley-Horn is committed to an environment that is inclusive and where diversity is embraced, valued, and celebrated. We want our employees to feel connected and empowered in their careers and in the service to our clients and communities. By recruiting, mentoring, developing, and retaining diverse staff at all levels, we fuel innovation and increase our competitive advantage within the marketplace.

Commitment to Quality

Quality is one of Kimley-Horn's keystone principles. Our pride in producing quality work is one of the key attributes that has enabled us to become one of the leading consulting firms across the country, and it is essential to our continued success.

Our team for each category includes a quality manager with extensive relevant experience who will support the efforts of our team. The quality manager will oversee our overall quality control/quality assurance program, making sure that we are using processes and procedures that will lead to quality work products and projects.

Your Kimley-Horn Team

Key Team Contacts and Experience

We have carefully selected a core team of seasoned professionals who are committed to the success of your projects. We know that quality and responsiveness are of vital importance, which are among the reasons why we assembled the team presented in this section. Our years of service to public agencies has honed our approach to providing professional planning, design, and engineering services. Our team brings the entire range of required skills and experience to Missouri LPA's. Resource and experience rich, our project team knows how to work with diverse clients and the local stakeholders in developing solutions.



Jeff McKerrow, PE, PTOE, *Traffic Engineering & TEAP*

- 25 years of experience in multimodal transportation experience
- Experienced in developing consensus-based projects to solve complex challenges
- Jeff has served as city traffic engineer for Lee's Summit, where he developed a three-tiered safety program, focusing on neighborhood safety
- Jeff has worked with local communities, and on large, multi-state projects with diverse stakeholders to adopt unifying plans and designs



Derek Vap, PE, *Senior Roadway Engineer*

- 18 years of professional engineering experience
- While as a MoDOT consultant, Derek has completed more than 15 MoDOT projects including both traditional and design-build delivery methods
- In addition to managing designs, Derek prepares contracts, scopes of services, estimated fees, schedules, cost estimates, job special provisions, and manages budgets



Aaron Stolte, CMWP, *Environmental Lead*

- 12 years of experience in completing and managing ecological-related projects
- Specializes in local, regional, and federal environmental compliance and water-related permits
- Has completed 100+ wetland delineations covering more than 1,000 aquatic resources for projects in the Midwest
- Aaron has assisted DOTs in permit/approval acquisition for aquatic resources for more than 30 projects in the last five years
- Aaron is currently the ecology team lead for the LPA Oversight and STIP Assistance contract with MoDOT



Lora Diallo, PE, ENV SP, *Roadway Design Lead*

- Lora has more than eight years of experience in designing and managing diverse roadway infrastructure projects
- She is adept at upgrading rural roads to meet current standards, enhancing road safety, and addressing complex terrain challenges and specializes in roadway design and geometrics, including shoulder improvements and implementing proper drainage solutions
- She has extensive experience in designing ADA-compliant pedestrian facilities and complete streets, ensuring inclusive and accessible transportation solutions for all users



Jeff Wilke, PE, PTOE, *Senior Traffic Engineer*

- Jeff has 23 years of experience in both the public and private sector traffic planning and traffic engineering design projects
- He has designed more than 50 traffic signals in the Kansas City Metro area
- His project experience ranges from intersection projects for municipalities to highway interchanges for state DOTs



Anthony Gallo, PE, RSP₁, *Transportation Planning*

- Anthony is a transportation engineer with more than 12 years of experience on multimodal transportation projects in jurisdictions of all shapes and sizes across the US
- Anthony specializes in transportation-related data sources and geospatial analyses, understanding all available tools and methods to produce quantifiable, "apples-to-apples" metrics for impacts of transportation projects



Korey Schulz, PLA, *Trail Design Lead*

- Korey has 25 years of experience in landscape architectural master planning, design, and placemaking for streetscapes, urban design, mixed-use, parks, recreation, trails, and entertainment projects
- He has led multidisciplinary project teams, focusing on the functionality, usability, materiality, and sustainability



Cole Shippy, PE, Structures Design Lead

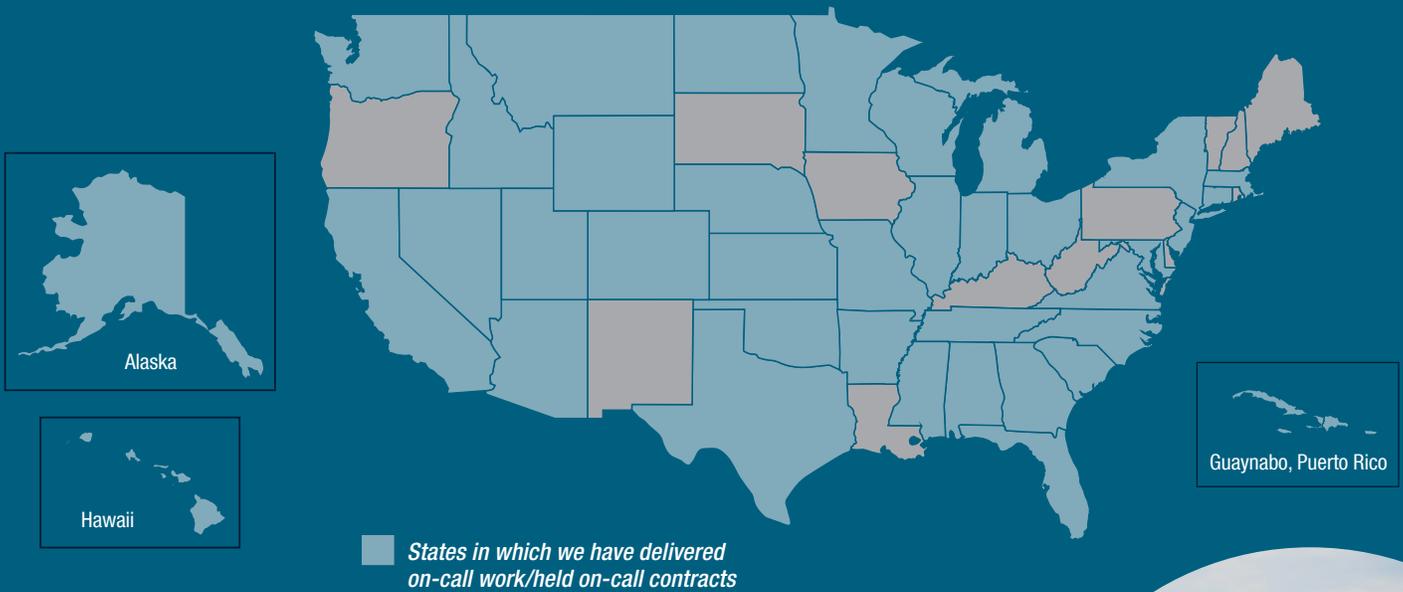
- 17 years of experience of structural design and project management on transportation projects ranging in size from local to county projects to multi-bridge interchanges, including bridge replacements for MoDOT
- Cole is experienced in MoDOT design policy, plan development, and project delivery



John Chamberlin, PE, Trails

- More than 30 years of experience in civil engineering
- Includes municipal, commercial, institutional, residential, and public infrastructure projects
- Clients rely on him to help them navigate project constraints to make the most out of their resources

Kimley-Horn DOT Experience



The Kimley-Horn Advantage

Our team brings new expertise and additional capacity into the region, which means we will deliver tasks for this on-call without overextending. We bring a fresh perspective and credibility to the design process as we have the national experience to inform innovative techniques. Kimley-Horn is actively and heavily investing in Missouri and sees this on-call as the perfect opportunity to serve the state with our exceptional wide-ranging experience.

We understand that Missouri LPA's need qualified and expanded consultant partners to come alongside their staff to deliver their program with quality deliverables. Kimley-Horn enjoys a diverse mix of experience levels. This is a benefit to the LPA because budgets can be controlled, and tasks can be accomplished efficiently using project engineers and analysts who are less expensive, yet very competent in their field, and we have the resources to deliver projects on or ahead of schedule.

