



Kimley-Horn began in 1967 as a small traffic engineering firm and has since grown to a full-service engineering firm with more than 6,700 employees in over 100 offices. Ranked #10 in engineering design firms by ENR rankings, traffic engineering is the foundation of our firm and we have more than 240 engineers and planners that are members of the Institute of Transportation Engineers, with nearly 70 Professional Traffic Operations Engineers (PTOE) throughout the nation.

Our team is excited for this opportunity to provide the Missouri Department of Transportation (MoDOT) with on-call traffic engineering experience. As your on-call traffic engineer, we will use our experience in a variety of traffic engineering services to support your project needs.

Our local professionals have decades of experience working in Missouri and with MoDOT and Local Agencies that receive federal funding and have worked on small planning studies, safety studies, and major corridor studies, and projects that include the design of traffic signals, roundabouts, alternative interchanges (DDIs and roundabouts), traffic control, and maintenance of traffic. We have conducted access management studies and implemented policies in communities here in Missouri to improve safety and operations of corridors from local streets to state routes. Additionally, we have implemented signal timing improvements on state and municipal-controlled systems to better enhance the flow of traffic. Throughout the nation, Kimley-Horn is recognized as a leader in traffic safety, helping to modernize state DOT systems for improving safety and distributing federal funds.

Prequalification

Kimley-Horn has submitted our qualifications and certifications for renewal. Our Annual Consultant Pre-qualification Requirements expire 11/15/2023. Additionally, we have LPA-certified staff, including Project Manager, Jeff McKerrow, P.E., PTOE.

General Experience of Firm

Our Kansas City-based team brings extensive roadway, traffic engineering, signal design, roundabout design, ADA design, and safety experience to this on-call. We have extensive experience in on-call contracts and these often small, fast-paced projects to identify practical solutions to the traffic engineering problems that may present themselves. This includes providing problem-solving services within a limited schedule; maintaining project scope, schedule, and budget; and coordination with various stakeholders while providing quality project deliverables. As most on-call services require, we are scalable in our work with the ability to accomplish both large and small tasks.

We have experience working directly for state DOTs, including MoDOT, metropolitan planning organizations, local government (cities and counties), and private entities throughout the nation and here in Missouri. Services we've provided to these clients include:

- Transportation impact studies
- Signal timing/optimization studies, design, and implementation
- Traffic modeling services (Synchro, VISSIM)
- Transportation forecasting modeling (TransCAD, VISUM)
- Safety studies
- ITS management & design

In various forms, our staff has successfully provided on-call engineering services to numerous local governments, transit agencies, and state DOTs, including:

- Arizona DOT
- Caltrans
- California DOT
- Florida DOT
- Georgia DOT
- Kansas DOT
- Michigan DOT
- Missouri DOT
- Nevada DOT
- North Carolina DOT
- Texas DOT
- Utah DOT
- Virginia DOT
- Wisconsin DOT
- Washington DOT


Past Performance

Following are successfully delivered projects similar in size and scope to the projects that will be assigned under this Traffic Engineering & TEAP category. We have included the client project reference to confirm successful past performance on these projects.

I-44 & Mulroy Traffic Safety & Operations Study I

Springfield, MO — In association with the proposed Buc-ee's travel plaza development, Kimley-Horn completed a Traffic Safety & Operations Study (TS&O) for interchange modifications at the I-44 interchange with Mulroy Avenue. This project included three new

roundabouts along Mulroy with traffic forecasts, safety analysis, and intersection analysis using a variety of tools including Synchro, Sidra, and VISSIM. The complexity of this project, which overlapped with an on-going MoDOT construction project, allowed Kimley-Horn to demonstrate our responsiveness to any issue that arose from enhancing the design concepts to environmental studies. *(Local and Private Funds)*

 **Reference:** Garrett Evans, Transportation Project Designer/
LPA Program Coordinator, Southwest District, 417.872.2224,
garrett.evans@modot.mo.gov




MoDOT 128th and 169 Safety Improvement | Clay County, MO — Kimley-Horn was contracted to develop construction plans to improve the 128th Street and MO Route 169 intersection. This safety and intersection improvement project improved the right turn movement from eastbound 128th Street onto southbound MO Route 169, so the radius return better aligned southbound turning traffic onto the southbound acceleration lane. Kimley-Horn developed construction plans, cost estimates, typical sections, plan and profile sheet, detail sheet, pavement marking and signing sheets, maintenance of traffic plans, and cross sections. *(Local and Private Funds)*


 **Reference:** Melissa Roberts, Traffic Specialist, Kansas City District, 816.607.2183, melissa.roberts@modot.mo.gov

NorthRail Expansion Refresh Study, Kansas City Streetcar Association | North Kansas City and Kansas City, MO —

Kimley-Horn led an updated to the study of a potential streetcar expansion into North Kansas City through a partnership that included the Kansas City Streetcar Authority, North Kansas City, and the Kansas City Area Transportation Authority in partnership with MoDOT, Kansas City, and the Mid-America Regional Council. Throughout the process, Kimley-Horn staff worked to take into account MoDOT's concerns for impact to Route 9 and the Heart of America Bridge over the Missouri River with the final Locally Preferred Alternative minimizing impact to traffic flow, shifting off of Route 9 in North Kansas City, and maintaining flexibility for MoDOT to provide maintenance and inspection services to their bridges. *(Included Federal Funding)*


 **Reference:** Lauren Krutty, AICP, Planning & Operations Manager, Kansas City Streetcar Authority, 816.627.2528, lkrutty@kcstreetcar.org

Rocky Branch Traffic Impact Study | Kansas City, MO — In association with the growth of numerous data centers, Kimley-Horn developed traffic projections, assessed intersection sight distances, and evaluated the operations for the section of US-169 north of I-435 in Kansas City, Missouri. Our analysis, utilizing a combination of Synchro and VISSIM modeling, identified improvements that would minimize the weaving of traffic with large speed differentials. The identified improvements provide additional queue storage to provide improved separation between slowing and queued vehicles with higher-speed mainline traffic, improving both operations and safety. *(Local and Private Funds)*

 **Reference:** Ryan Hale, P.E., Senior Highway Designer, Kansas City District, 816.607.2219, ryan.hale@modot.mo.gov

Kansas City International (KCI) Airport | Kansas City, MO

— Prior to joining Kimley-Horn, Jeff McKerrow led the “landside” transportation planning for the construction of a new terminal at KCI. The ultimate solution simplifies the roadway network, with single decision points, separated based on MUTCD guidance for guide-sign separation, so that drivers will be faced with single decision points at one time. A “counter-flow” traffic pattern was established during construction that eliminated previous multiple construction stages to minimize disruptions while also physically separating traffic from construction activities for a safer environment. *(Included Federal Funding)*

 **Reference:** Chad Luedke, PE, Design-Build Coordinator, Clarkson Construction, 913.669.9890, chad.luedke@clarksonconstruction.com

Qualifications of Personnel

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



Jeff McKerrow, P.E., PTOE | Project Manager

— Jeff brings more than 25 years of experience in multimodal transportation projects that range from planning to design to operations. He is experienced in working with multiple clients and diverse stakeholders to develop consensus-based projects that solve complex transportation problems. Jeff's experience ranges from working with local communities on specific projects (including TEAP studies) to large, multi-state projects with numerous stakeholders and public entities that need to adopt a unifying plan or design and he is LPA Certified with MoDOT.



Brandon Bourdon | Quality Assurance/Quality Control

— Brandon has 24 years of experience in transportation engineering for a wide range of projects including roadway and interchange improvement, street reconstruction, environmental planning and documentation, access management, safety improvement, and innovative intersection and interchange design. Brandon is also an expert in the design of traffic signals, lighting, ITS, pavement markings, signing, and temporary traffic control.



Jeff Wilke, P.E., PTOE | Senior Traffic Engineer

— Jeff has 20 years of experience in both the public and private sector. As a traffic engineer and project manager, his assignments have included both traffic planning and traffic engineering design projects. Jeff's design experience includes preparing plans, specifications, and cost estimates for traffic signals, street lighting, signing, pavement marking, and work zone traffic control. He has designed more than 50 traffic signals in the Kansas City area. His project experience ranges from intersection projects for municipalities to highway interchanges for state DOTs. Jeff has also led numerous traffic studies for public and private entities, including TEAP studies with MoDOT and local agencies.



Anthony Gallo, PE | Traffic Modeling / Analysis

— Anthony is a transportation engineer with nearly 10 years of experience on multimodal transportation projects in jurisdictions of all shapes and sizes across the U.S. He 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 including traffic forecasting and traffic analysis and simulation.



Mike Colety, P.E., PTOE, RSP2BI | Safety Engineer

— Over the past 25 years, Mike has been responsible for the planning and design of transportation facilities that incorporate safety and mobility for all road users. He specializes in highway safety and vulnerable road users and has presented at the TRB Annual Meeting on Highway Safety applications four times and is the past Chair of the TRB Toward Zero Deaths subcommittee. Mike has completed formal training on RSAs, HSM, IHSDM, and Human Factors Guidelines, and had hosted training for safety analysis and the HSM. He has worked with various DOTs, the FHWA, regional agencies, and local cities. He uses his experience and lessons learned to work with agencies to complete a data driven analysis, select cost-effective solutions, and identify funding for implementation.



Kent Kacir, P.E. | Technical Advisor

— Kent has 36 years of experience in traffic operations, traffic design and ITS. For the past 18 years, he has focused on planning, designing, and implementing ITS projects, including central traffic management systems. He currently serves on the TRB committee for traffic control devices. Kent is a recognized national expert in traffic signal operations. He serves as the project manager for the NCTCOG RTSP Regional Traffic System Inventory Survey project, which includes an inventory of signal equipment at over 6,700 intersections in the Dallas/Fort Worth area.

Familiarity/Capability

Our key Kimley-Horn staff are experienced with MoDOT's LPA process and have worked with numerous local agencies on projects ranging from small TEAP studies to larger, more complex corridor studies and TS&O projects. The Kimley-Horn team has the capacity and size to meet any project demands that may arise and our flat organization allows us to respond quickly and cost-effectively to any need that may arise. We have worked on numerous federally-funded projects and stay current on updates of new policies and design standards.

Accessibility

The Kimley-Horn team is available to start immediately upon NTP. We can make this assurance based in part on our use of our proven and reliable staff forecasting process we call Castaheads. Every month, project managers assign specific staff to each individual project in Castaheads. At the same time, staffing needs for all projects are identified for the upcoming six months, allowing us to lock-in staff and teams for specific projects well in advance.

Our goal is to work as closely with MoDOT as you would with your internal teams.

Project Manager Jeff McKerrow will be your main point of contact and he and the design team will be available to MoDOT via telephone, email, virtual meetings (Teams), or in person, as needed.

We would encourage you to reach out to your own staff regarding our responsiveness and accessibility over the past year since we have started our practice with a Kansas City office, specifically Garrett Evans in the Southwest District on our responsiveness with the I-44 and Mulroy (Buc-ee's) project.



The Kimley-Horn Advantage

Our team brings new expertise and additional capacity into the region, which means we can deliver tasks for this on-call without overextending. We bring a fresh perspective and credibility to traffic engineering with both national and local experience to inform innovative planning and design techniques. Kimley-Horn is actively and heavily investing in the Kansas City and greater Missouri markets and sees this on-call as the perfect opportunity to serve the region with our exceptional traffic engineering experience.

Our team enjoys a diverse mix of experience level. This is a benefit to MoDOT 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.