



**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: Lochmueller Group, Inc.

Firm Contact Name: Scott J. Smith

Contact Email

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Firm's Mailing Address: City Foundry (399 South Spring Avenue, Ste. 208 B)

St. Louis, MO 63110

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

MoDOT Central Office – Local Programs Administrator
LPAoncall@modot.mo.gov

RE: MoDOT LPA On-Call Services - Letter of Interest for Environmental – Multimodal Planning

Dear Members of the Selection Committee:

Lochmueller Group, Inc. (Lochmueller) has successfully managed more than 40 on-call contracts for Departments of Transportation and Local Public Agencies (LPA) in Missouri, Indiana, Illinois, and Kentucky since 1995. We appreciate that **a successful on-call contract means being able to respond wherever and whenever a need arises**. We know how to gear up to cover multiple assignments concurrently and will deliver on MoDOT's schedule.



General Experience of Firm

Lochmueller has assembled a highly skilled team, offering a broad range of Design Engineering and Construction Management services above and beyond that which is required for rail engineering. In addition to our experienced rail engineering team, we also offer site civil, structural, drainage, site development, environmental services, and land acquisition should the project demands require it. We hold corporate authority to do business in 12 states, primarily in the western two-thirds of the United States where BNSF operates.



Past Performance

Our projects have been located in rural main line areas, intermodal facilities, classification, manifest, and hump yards, customer project facilities, industrial sites, urban constrained track and ROW, geometrically challenging project conditions, and environmentally sensitive sites. We have project design experience in any type of environment that railroads operate. With multi-discipline teams in-house and dedicated Project Managers, we remain focused and committed to supplying exceptional and responsive client services. Project teams are assembled based upon expertise, technical knowledge, availability, deadlines, and high quality of past work for the specific client.

Gainesville Siding, BNSF, Gainesville, TX: The Gainesville Siding Design project consists of the design of an 8,150-foot siding to serve a new 275-acre rail-served industrial park located north of Gainesville and west of I-35. The new siding connects to the BNSF Red Rock subdivision several miles north of the Alliance Intermodal facility, so designing the siding with minimal service interruptions was key to a successful project.

ABC Supply Industrial Spur, BNSF, Fort Worth, TX: The ABC Supply Industrial Spur project was a 1,100-foot spur project to an existing bulk construction material supply company that occupied real estate adjacent to BNSF's North Yard in Fort Worth, TX. We assisted the potential new rail customer through the New Business Review process with BNSF Railway, conceptualized the new rail spur and facility, developed an operating plan that satisfied the rail carrier, obtained approval for design, provided 100% design plans, bidding services, construction management, and commissioning of the new rail platform.

Mainline 2 Relocation, BNSF, Fort Worth, TX: Our design extended existing box and pipe culverts and added pier protection at overpasses at SH 114 and US 287. USACE permits were prepared for wetlands and a 1,000-foot earthen dam was relocated for this project. We provided retaining wall design to minimize right-of-way and underground utility conflicts, guided and coordinated all utility relocations with utility companies and provided all regulatory permits. We also prepared the SWPPP for the project and provided hydrologic and hydraulic analysis of 10 FEMA-monitored stream crossings for the proposed Main Line #2 using HECHMS and HECRAS programs.

Cottonbelt Silverline Corridor, DART, DFW, TX: Lochmueller was a subcontractor to Jacobs for the Cottonbelt Silver Line project. The project is approximately 26-miles and is a joint operating corridor with passenger and commuter trains sharing the directional tracks that run from DFW Airport to its proposed terminus in Plano. The Line is divided into three sections. Section 1 begins at Terminal B at DFW Airport, ends at the Elm Fork of the Trinity River, and services the FWWR. Section 2 begins at the Elm Fork of the Trinity River, ends near Downtown Carrollton, and services the GWRR. Section 3 begins at DNT and ends just off US 75 in Plano, serving the KCS.

Aggregate Double Loop Track Facility, PK Stone, Ryder, OK: The conceptual design for the Loop Track at the loading facility includes provisions for two tracks holding 150 45-foot long hopper cars, and 5 - 75-foot locomotives, a 10-car bad order track, and a storage track designed for 110 80-foot cars. The design incorporates key elements such as stormwater drainage, site grading, a tunnel for accommodating large vehicles, and driveways with grade crossings to support unloading operations and car inspections.

Mill Creek Aggregate Double Loop Track Facility, PK Stone, Mill Creek, OK: The Loop Track design for the loading facility includes tracks to accommodate two tracks holding 150 45-foot long hopper cars, and 5 - 75-foot locomotives, a 10-car bad order track, and a storage track designed for 115 80-foot cars. The design integrates stormwater drainage, site grading, a tunnel for large vehicle access, and driveways with grade crossings to facilitate unloading operations and car inspections. The conceptual design for the Loop Track will evaluate the site based on several factors, including vehicle access and circulation, lead track length to the mainline, utility availability, site grading, the need for new structures, potential obstructions, and possible property acquisitions. It will also consider zoning, environmental impacts, ease of operation, and provide a preliminary cost estimate.



Qualifications of Personnel

Our experience and expertise are an important part of our skillset; however, we believe that our exceptional personal service and transparent communication set us apart from other firms. We focus on maximizing resource sharing between our offices to provide our clients with the best possible depth of experience while also understanding the resource agencies and communities throughout the region. **Our key staff includes the following professionals:**

Kory Taylor: Kory brings 20 years of Railroad Engineering and Construction expertise as a class 1 railroad employee. In addition to delivering capacity expansion projects at BNSF Railway in the Red River, Front Range, Heartland, and Powder River Divisions, Kory has also managed Intermodal and Automotive facility projects of varying size and scope in the Chicago, Denver, Twin Cities, California, and Red River Divisions.

Walter O'Reilly, PE: Walter has 29 years of civil engineering experience, with over 20 years focused on rail projects for Class 1 Railroads and short lines. His work includes bridge and culvert design, intermodal facility expansions, yard design, siding extensions, and mainline capacity improvements for urban, rural, and commuter rail systems. He specializes in project management, design, permitting, and managing budgets.

Jason Frericks, PE, PTOE: Jason has 22 years of civil engineering experience. He brings the ability to manage a wide variety of technical designs according to plan and budget. He has experience in transportation planning, design and construction. His rail experience involves design and coordination with Class I railroads, design of various types of rail terminal facilities, and submission of rail permits and license agreements.

Eddie Hernandez: Eddie has over 15 years of experience in railroad design, specializing in project support, design oversight, and meeting deadlines. He is proficient in Inroads Suite, InRail Suite, and AutoCAD, with expertise in track design, terrain modeling, and construction inspection. Eddie has extensive experience with track bed construction, realignments, retaining walls, and shoring projects.

John Prince: John has over 40 years of experience in civil design, construction management and inspection for roadways, public works, and Class 1 railroad projects. His expertise includes utility relocations, drainage, bridge construction, track work, asphalt paving, and pavement marking. He is skilled in plan review, contractor coordination, and preparing change orders and reports. He holds BNSF safety certification and is proficient in Autodesk Civil 3D, MicroStation, and other design tools.

Robert Pretus, PE: Robert has 13 years of experience in civil engineering design and construction management for municipal and private clients. He has worked on residential, commercial, and industrial developments, including multi-phase and mixed-use projects. His expertise covers utilities, storm drainage, streets, railroads, feasibility studies, value engineering, and CAD design. He also has experience in stormwater detention design and preparing Stormwater Pollution Prevention Plans.



Familiarity/Capability

With multi-discipline teams in-house and dedicated Project Managers, we remain focused and committed to supplying exceptional and responsive client services. Project teams are assembled based upon expertise, technical knowledge, availability, deadlines, and high quality of past work for the specific client. Lochmueller has the expertise to consider the critical viewpoints of all stakeholders (Class I railroad, customer, agency, commuter line) involved, which increases efficiency and schedule improvements when considering client interactions from all sides. We recognize the complex demands of railroad facilities, which must accommodate heavy vehicle traffic, rail operations, and pedestrian movements, while ensuring smooth access to and from various transportation modes. Our designs effectively manage large volumes of vehicle and truck traffic by incorporating solutions for long-term parking, short-term staging, maintenance storage, and maneuvering of operational equipment. We carefully plan turning radii, lane widths, and circulation patterns to reduce congestion and optimize operational efficiency, while maintaining compliance with safety standards.



Accessibility

Lochmueller's staff is highly responsive, mobile, and readily available for new challenges. We take pride in being accessible and responsive to MoDOT, prioritizing communication and timeliness. Our professional staff can act as extensions of the agency and conduct work at the demanding levels it expects. We greatly appreciate the opportunity to submit our qualifications.

Thank you for the opportunity to submit our qualifications. Please feel free to call me at 314.230.7983, or my cell phone at 314.941.6657.

Sincerely,

Lochmueller Group, Inc.

A handwritten signature in blue ink, appearing to read "Scott J. Smith".

Scott J. Smith, PE

Western Market Leader & Vice President

Multimodal Rail & Freight



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MANAGING RAILWAY CONSTRUCTION

Our construction inspection services focus on ensuring rail projects meet safety, regulatory, and quality standards. Our team conducts detailed inspections throughout the project lifecycle, covering track work, station construction, signal systems, bridges, and other essential infrastructure. We confirm that stations, tracks, and platforms support high-frequency operations for urban transit and that infrastructure for Class 1 Railroads and smaller systems meets local and federal standards.



SITE CIVIL DESIGN

We recognize the complex demands of railroad facilities, which must accommodate heavy vehicle traffic, rail operations, and pedestrian movements, while ensuring smooth access to and from various transportation modes. Our designs effectively manage large volumes of vehicle and truck traffic by incorporating solutions for long-term parking, short-term staging, maintenance storage, and maneuvering of operational equipment. We carefully plan turning radii, lane widths, and circulation patterns to reduce congestion and optimize operational efficiency, while maintaining compliance with safety standards.

HYDROLOGY & HYDRAULICS

We have extensive experience in railroad drainage solutions. Our services include trackside ditch design, culvert and bridge sizing, underdrains between tracks, and integration with municipal drainage systems. We also design underground drainage systems for facilities, classification and intermodal yards, hydraulic planning reports, detention facilities, oilwater separators, and containment ponds. Additionally, we assist with FEMA and USACE permitting and the rehabilitation of existing facilities.

RAILROAD & TEP

Railroad master planning involves developing a long-term masterplan that analyzes current railroad systems and infrastructure, evaluates proposed improvements, and incorporates methods to relieve congestion or bottlenecks. This process also considers improved ingress and egress for personnel and the public, as well as the impact of proposed rail facilities on surrounding communities, both now and in the future. Masterplans help identify needs, address bottlenecks, prioritize projects, align short-term improvements with long-term goals, develop resource allocation strategies, and support a sustainable future for the property and surrounding areas.

FOLLOW FOR MORE
INFORMATION



- Intermodal facilities
- Auto facilities
- Logistics Parks
- Transload facilities
- Unit Train Facilities
- Mainline
- Double track/shoo-fly
- Industry & customer projects
- Railroad WYE projects
- Quiet Zone design and inspection
- Railroad permitting
- Track Realignment & efficiency projects
- Public project representation
- Grade separations
- Pedestrian Crossings

DELIVERING A
BETTER TOMORROW
FOR ALL



Lochmueller Group specializes in infrastructure design for local and state agencies. We understand the challenges facing clients today and continually strive to maximize benefits at every stage of a project to provide sensible, sustainable, and constructable designs.



LEARN MORE
ABOUT US



Opening our doors in Evansville, Indiana in 1980, our company has expanded to numerous offices across Indiana, Illinois, Ohio, Kentucky, Missouri, Kansas, and Texas. Over the years, Lochmueller Group has received many awards and recognitions for our work, including being named one of the Top 500 Firms by the Engineering News-Record (ENR). With a commitment to excellence and a dedication to our clients, Lochmueller Group has established itself as a leading engineering firm in the industry.

OUR SERVICES

Highway & Road Design

- » Highway/Interstate, Road Design
- » Complete Streets/Multi-Modal Facilities
- » Streetscape
- » Signage, Striping & Pavement Markings
- » Sidewalks & ADA Compliance
- » Traffic Signals & Signal Systems
- » Roundabouts
- » Utility Coordination & Drainage

Structural Engineering

- » Bridge Replacement & Rehabilitation
- » Historic Bridge Rehabilitation
- » Overpasses & Interchange Ramps
- » Drainage Structures

Traffic & Engineering Planning

- » Traffic Impact Studies
- » Signal Timing/Optimization
- » Intelligent Transportation Systems
- » Safety Studies
- » Parking Studies
- » Intersection Design Studies
- » Feasibility Studies
- » Access Management Planning
- » Traffic Calming Solutions
- » Transit-Oriented Development
- » Traffic Simulation Modeling
- » Multi-Modal Planning
- » Transportation Forecasting
- » Corridor Studies
- » Long-Range Transportation Planning
- » Community Transportation Planning
- » Travel Demand Modeling

Environmental Studies

- » NEPA Studies & Documentation
- » Indirect & Cumulative Impacts Analysis
- » Socioeconomic/Community Impacts
- » Noise Analysis Modeling & Barrier Studies
- » Section 106 & Section 4(f) Documentation
- » Stream Assessments, Design & Mitigation for Water Quality & Biota, & Restoration
- » Karst Studies
- » Field Surveys for Animals, Plants & Ecosystems
- » Threatened & Endangered Species Consultation
- » Erosion Control Inspection & Reporting
- » State & Federal Water Permitting
- » Stormwater Permitting
- » Wetland Delineation, Design, Mitigation, Monitoring, & Maintenance

Water Resources

Stormwater

- » Master Planning
- » Drainage System Design
- » Green Infrastructure
- » Sediment & Erosion Control
- » MS4 Program Management & Assistance
- » Watershed Management
- » Regulatory Compliance
- » Permit Negotiations
- » Ordinance Management
- » Funding & Grant Procurement & Management

Water

- » Hydraulic Modeling
- » Master Planning & System Mapping
- » Capacity Development
- » Treatment Systems
- » Distribution Systems
- » Chemical Feed Systems
- » Storage Tanks
- » System Operations Evaluations
- » Regulatory Compliance
- » Source Water Protection Programs
- » Hydrogeological Services

Wastewater

- » Master Planning
- » Long-Term Control Plans for CSOs
- » Hydraulic Modeling
- » Wastewater Treatment Plants
- » Storage Tanks & Interceptor Sewers
- » Collection Systems
- » Pump Stations & Force Mains
- » Septic Tank Elimination Projects
- » Constructed Wetlands
- » Wet Weather Management
- » Operation Compliance & Assistance
- » Regulatory Compliance
- » National Pollutant Discharge Elimination System
- » Permit Negotiations
- » Funding & Grant Procurement & Management

Rail Design

Energy & Industrial

Survey & Right-of-Way

Urban Design &

Landscape Architecture

Construction Administration