

REQUEST FOR QUALIFICATIONS PACKAGE FOR GENERAL SERVICES

Re: Statement of Qualifications, General Services Agreement for Regional Transportation Planning Services

Dear Mr. McElroy and Members of the Selection Committee:

Lochmueller Group, Inc. (Lochmueller) is grateful for the opportunity to work with the Southeast Metropolitan Planning Organization (SEMPO) again through this 2026 General Services Agreement. Though headquartered in Evansville, Indiana, Lochmueller and our staff in Cape Girardeau and eastern Missouri are invested in the success of SEMPO and its regional partners, and our team of planners, traffic engineers, designers, and landscape architects are fully prepared to deliver planning and traffic engineering services to advance your regional transportation goals.

A Trusted Partner to SEMPO

For nearly a decade, Lochmueller has delivered quality planning, traffic, safety, and design services for SEMPO and its regional partners. Through these efforts, we have demonstrated our commitment to the community, our mastery of local data, and our ability to deliver innovative solutions on time and on budget. Recent projects like the SEMPO Comprehensive Safety Action Plan (CSAP), the Regional Trail Connection Study, and Traffic Engineering Assistance Program (TEAP) studies for Cape Girardeau and Jackson reflect the capabilities, local understanding, and readiness of Lochmueller's team of transportation professionals to meet your planning needs.

Upon General Services Agreement execution, Lochmueller is prepared to mobilize quickly on task order assignments, drawing on our multidisciplinary planning, modeling, geographic information system (GIS), and public engagement staff.



Our personnel are a short drive away in St. Louis, and as a mid-sized firm, our contracting authority is local. This enables us to provide the highest level of responsiveness to your needs and complete assignments quickly.

As partners, we have a strong desire to continue working in your region and are dedicated to the success of SEMPO's communities. We believe our experience, expertise, and commitment to on-call service and responsiveness make us an exceptional fit.

LOCHMUELLER GROUP

Scott Meyer, PE

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Kevin Neill, AICP, RSP1

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FIRM INFORMATION

WHO IS LOCHMUELLER?

Founded in 1980, we have grown into a regional engineering and planning consultancy with 18 offices across seven states and over 420 employees. Our Missouri presence is anchored by branch offices in St. Louis and St. Charles County. In 2025 we ranked 355th among the Top 500 Design Firms published by Engineering News-Record and received the Evansville Regional Economic Partnership's 2024 Business of the Year Award. Our multidisciplinary staff includes transportation planners, traffic engineers, travel demand modelers, GIS analysts, roadway and bridge designers, water resources specialists, and landscape architects working from a single, integrated organization.

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We operate as an employee stock ownership plan, so our staff are also owners and carry that stake into every assignment. This scale and local presence allow us to manage on-call agreements and staff task orders without relying on outside firms. **Kevin Neill, AICP, RSP1, will serve as our primary point of contact for this agreement.** He brings extensive experience leading transportation planning and project development efforts, including corridor studies, multimodal transportation initiatives, stakeholder engagement, and coordination with regional planning organizations such as SEMPO.

CORE PLANNING SERVICES & TECHNICAL METHODS

Our transportation planning practice covers the full range of services SEMPO's consultant pool requires, from mode-specific plans through core federal planning documents, delivered by one in-house team rather than a chain of subconsultants.

Mode-Specific Plans: We build active transportation, freight, and transit plans around the same multimodal service line, covering asset management, transit-oriented development, traffic simulation modeling, multimodal planning, transportation forecasting, corridor studies, road safety audits, and long-range and community transportation planning. For SEMPO specifically, our team authored the region's Regional Bicycle and Pedestrian Plan, working with the Study Oversight Team and SEMPO's Technical Advisory Committee to analyze the regional trail, on-street bicycle, and pedestrian networks and prioritize projects using the Five E's framework of engineering, education, encouragement, enforcement, and evaluation. On the freight side, our modeling staff have built passenger-and-freight statewide travel demand models for state departments of transportation, giving us direct experience folding freight movement into a regional planning framework.

Travel Demand Modeling & Traffic Studies: We developed SEMPO's first travel demand model, a three-step model built from census and local growth data that made the region's Metropolitan Transportation Plan (MTP) data-driven and supported two land-use scenarios for the 2045 horizon. We have since updated and expanded travel demand models for other metropolitan planning organizations and counties, validating one regional model against more than 900 traffic counts and recalibrating another to current Census geography under Federal Highway Administration guidelines.

GIS Data Collection & Analytics: Our scoping work typically begins with geographic information system data, aerial imagery, existing plans, and utility maps, paired with field verification of pavement, signal, traffic, and drainage conditions before any model or plan recommendation is drafted. For SEMPO's CSAP, we built an interactive crash dashboard with a web map and selectable filters to turn six years of crash data into a practical planning and decision-making tool.

Grant Administration: We routinely write and manage applications under Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Safe Streets and Roads for All (SS4A), the Transportation Alternatives Program (TAP), and other federal-aid programs, and since 2020 our grant applications have secured more than $42.6 million for municipal and MPO clients. For SEMPO specifically, our Regional Bicycle and Pedestrian Plan has already helped member jurisdictions secure more than $1,000,000 in TAP funding administered by the Missouri Department of Transportation.

FIRM INFORMATION

Committee & Staff Support: Our SEMPO MTP was guided by a steering committee organized around safety, system management, accessibility, economic enhancement, environmental stewardship and social equity, and coordination and engagement. This structure aligned the planning process with federal and state goals while providing clear areas of focus for committee involvement. We will apply the same approach to future task orders for the SEMPO Board and Technical Planning Committee.

MPO Core Document Preparation: Beyond SEMPO's own MTP, we are currently updating the Metropolitan Transportation Plan for another Midwest MPO, aligning the document with that region's Long Range Transportation Plan performance measures and federal surface transportation requirements. This gives us working knowledge of the Transportation Improvement Program, Unified Planning Work Program, Public Participation Plan, and Title VI documentation that accompany an MTP update.

Quality Assurance & Quality Control: Formal documents, plan sets, and technical reports move through a staged quality assurance and quality control (QA/QC) process built on checking, revision, back-checking, and verification before anything reaches a client, with reviews performed by staff not involved in the original work. Kevin Neill, AICP, RSP1, will lead quality assurance and quality control for SEMPO task orders, bringing MPO-focused transportation planning credentials to that review role.

Public Outreach: Our engagement approach blends in-person open houses and listening sessions with a strong digital presence, online surveys, and interactive mapping tools so residents can participate on their own schedule. For SEMPO's bicycle and pedestrian plan, we hosted multiple public open houses, administered an online survey, utilized an interactive mapping activity, and created social media outreach to capture both broad and neighborhood-level input.

WHY CHOOSE LOCHMUELLER?

Zero Learning Curve With SEMPO: We are not proposing to learn this region; we already know it. We built SEMPO's first travel demand model and its MTP, authored its Regional Bicycle and Pedestrian Plan, delivered its CSAP, and completed multiple studies, plans, and projects for its local agency partners. SEMPO's own Executive Director has credited our team with practical, implementable recommendations, which is the kind of continuity a new consultant pool member cannot offer on day one.

A Multidisciplinary Bench In One firm: With planners, traffic engineers, modelers, GIS staff, road safety professionals, landscape architects, roadway designers, and funding specialists under one roof across 18 offices, we staff a task order from our own payroll rather than assembling it through subconsultant handoffs, which keeps communication direct and schedules in our control.

> **Based on our experience…and with other traffic engineering work orders…I would happily recommend considering Lochmueller Group for these types of services to other agencies. LG provides a great combination of engineering and planning perspectives…technical skill balanced with common sense, and a clear focus on our project's objectives.**
>
> – *Chris Sokolowski, Assistant City Engineer, City of Champaign, IL*

Agile Task-Order Responsiveness: Our project management approach centers on a single point of contact who tracks scope, budget, and schedule and keeps the client informed before a concern becomes a problem, the same structure that lets us mobilize quickly once a task order is issued rather than building a management plan from scratch.

A Demonstrated Record Of Accelerated Delivery: On SEMPO's 2045 MTP we compressed a process that typically runs 12-plus months into a 4.5-month draft and 6.5-month adoption, completed virtually during the pandemic without slipping quality or engagement. That is the delivery discipline we bring to every task order under this agreement, and it is why we believe Lochmueller is the right continuing partner for SEMPO's General Services Agreement consultant pool.

OUR APPROACH

Working With MPOs

From the founding of our company over 40 years ago, Lochmueller has served public agencies. Coming from a background at the Evansville Metropolitan Planning Organization (MPO), our founders surrounded themselves with experts in all different fields of engineering, planning, and community engagement in order to serve the municipalities of Southern Indiana.

Since that time, Lochmueller has expanded to 18 offices across seven states that serve public sector, non-profit, and private sector clients throughout the Midwest. These services have varied across the project spectrum, from initial project visioning and conception to final inspection during construction. Our approximately 30+ person traffic engineering and planning team includes experienced planners.

While certainly not a comprehensive list, we have provided services for the following sampling MPO clients:

+ **Southeast MPO (Cape Girardeau, MO)**
+ **East-West Gateway (St. Louis, MO)**
+ **Southern Illinois MPO & Greater Egypt RPC (Carbondale, IL)**
+ **Columbus Area MPO (Columbus, IN)**
+ **Champaign Urbana Urban Area Transportation Study (Champaign, IL)**
+ **Decatur Urbanized Area Transportation Study (Decatur, IL)**
+ **Peoria-Pekin Urbanized Area Transportation Study (Peoria, IL)**
+ **Danville Area Transportation Study (Danville, IL)**
+ **Chicago Metropolitan Agency for Planning (Chicago, IL)**
+ **Ozarks Transportation Organization (Springfield, MO)**

Conducting Transportation-Related Studies

Lochmueller staff has conducted numerous transportation planning, engineering, and safety-related studies for clients throughout the Midwest. We strive for safe, equitable, and appropriately scaled recommendations in our planning and engineering products that consider holistic solutions for all modes of travel. Notable sample studies include:

+ **SEMPO 2045 Metropolitan Transportation Plan Update**
+ **SEMPO Regional Bicycle Plan**
+ **Jackson, MO Uptown Main Street Pedestrian Safety Study**
+ **SIMPO Long Range Transportation Plan Update**
+ **SIMPO Human Service Transportation Plan**
+ **Peoria MPO Grey Area Transit Study**
+ **MoDOT Safety Design-Build**



OUR APPROACH



Collecting and Analyzing Data

At Lochmueller, we are adept at identifying, retrieving, processing, and analyzing data to make informed planning and design decisions. We use an extensive variety of publicly available, proprietary, and field-collected data to support transportation, land use, and demographic analyses. These analyses include traffic forecasting and travel demand modeling, corridor and intersection analyses, multimodal level of service, bicycle level of traffic stress, road diet feasibility, and weighted crash density mapping. We also conduct active transportation demand, health, and equity analyses. Through these analyses, we distill vast amounts of data and complex processes into valuable information to support staff, elected officials, and the public in the planning process.

Preparing Technical Reports

Lochmueller has extensive experience preparing technical plans and reports for all levels of government, including MPOs. Our planning and engineering is rooted in the 3-C process and includes the melding of a data-driven approach to arrive at potential solutions. These solutions are vetted through the public engagement process throughout the entire project to ensure we arrive at defensible recommendations supported by the community.

Recent experience of these types of plans for our MPO clientele includes a long range transportation plan in Decatur, IL; a transit study in Peoria, IL on how to extend service into an existing transit desert; supporting local governments with ADA Transition Framework Plans in Cape Girardeau, MO area; and Long Range Transportation Plans / Metropolitan Transportation Plans for MPOs in Columbus, IN and Cape Girardeau, MO and the Greater Egypt RPC (Carbondale, IL).

SEMPO has several core plans and reports that are required by federal law. The Lochmueller Team is in the unique position of having multiple team members who have previously worked at MPOs and have a deep understanding of those federal requirements.

Connecting with the Community

Public outreach and engagement are critical to the success of any plan or project. At Lochmueller, we create meaningful opportunities for community residents and stakeholders to learn about and contribute to planning and design processes through public meeting and open house facilitation, steering committee meetings, walk audits, online surveys, interactive virtual meetings and polling, stakeholder interviews, and other creative events and activities. Our outreach and engagement strategies build a shared understanding of complex transportation and land use concepts; they identify common values and aspirations to guide planning and design decision-making. We strive to present these complex topics in simple and understandable terms.



In the post-COVID era, where in-person engagement strategies alone have failed to deliver, Lochmueller has amassed a vast toolbox of effective communication, outreach, and participation methods to build project resonance and understanding and bring people into the planning process. We will draw from this toolbox to create tailored, project-specific engagement plans that align with SEMPO's goals and expectations.

OUR APPROACH

Administering Grants

Lochmueller has an extensive record of successful federal grant application approvals. We prepared the successful 2021 RAISE grant application that secured $15 million for Great Rivers Greenway's Brickline Greenway in St. Louis, providing grant narratives, traffic and safety analyses, and benefit-cost analysis. We also prepared a successful Safe Streets and Roads for All capital grant application for the City of Danville and Vermilion County, Illinois, securing nearly $10 million in implementation funding for safety improvements. Additional successes include $2 million in Highway Safety Improvement Program funding for Carpenter Street improvements in Springfield, Illinois, and a Great Lakes Restoration Initiative grant fully funding design for the Old Cline Avenue Bridge removal in Lake County, Indiana. In St. Louis, we provided traffic analysis and grant writing for the successful Surface Transportation Program - Suballocated (STP-S) application supporting River Des Peres Boulevard improvements.

The Lochmueller team is knowledgeable and experienced with grant administration and using grants.gov. The portal provides an invaluable resource for identifying, submitting, and securing federal grant opportunities. We are also familiar with the process of completing the required Federal Funding Accountability and Transparency Act grant reporting forms and ensuring all information submitted meets federal standards. In instances where a grant application has not been successful, we secure application debriefs with the relevant federal agencies to improve and strengthen future submittals.

In addition to grants.gov, Lochmueller is familiar with Candid.org, a portal that provides similar resources for non-government entities and funding opportunities provided by private foundations.

Coordination/Preparation Meetings

The Lochmueller team is well known for its ability to coordinate, prepare, and execute effective public meetings hosted both in-person and virtually. We are familiar with Sunshine Law requirements for the State of Missouri and the Open Meetings Act Requirements for the State of Illinois. Our team will ensure all meetings are properly posted and publicized. We are experienced with securing publicly accessible venues, providing proper documentation, and ensuring accurate record keeping.

Managing Financial Records

Lochmueller staff has extensive experience with the MPO planning process and is proficient in preparing federally obligated planning documents for MPOs including Unified Planning Work Programs (UPWP), Metropolitan Transportation Plans, Transportation Improvement Programs (TIP), Annual Listing of Projects receiving Federal Funds, Title VI Plans, and Human Services Transportation Plans. Part of past experience with these plans includes tracking federal money allocated to the MPO from the federal government and checking the money is spent following the rules or guidance, and ensuring grant spending follows the distribution requirements.

We will collaborate with SEMPO staff to prepare and update core documents, including the UPWP and TIP. We will follow applicable guidance and coordinate technical and policy committee review and approval. We will also support subsequent approvals by MoDOT and the Illinois Department of Transportation (IDOT) to keep documents on schedule and compliant with federal requirements. Since the UPWP requires that the MPO identify all planning priorities for the upcoming year, we will work with SEMPO staff to update this document, and make sure that it reflects a description of the planning work, the anticipated results, and the various assignees who will complete the work.

Developing and Managing Schedules

We intend each project task to result in high-quality work products that meet SEMPO's mission and financial requirements for project implementation. This requires an understanding of the needs of the region and a clear understanding of the project elements.

Lochmueller's Project Manager will manage activities with the Client to provide a continual flow of information and coordination of activities. Depending on project requirements, our team has utilized successful communication strategies that have included conference call meetings at regular intervals, such as bi-weekly or once a month, throughout the duration of the project. The goal is to provide detailed information or discuss any special issues that arise on projects to ensure schedules are met and issues are addressed in a timely manner.

Additional strategies that can be employed are submitting regular written progress report updates with monthly invoices describing work completed and percent of tasks completed so SEMPO has a continuous understanding of schedule and budget.

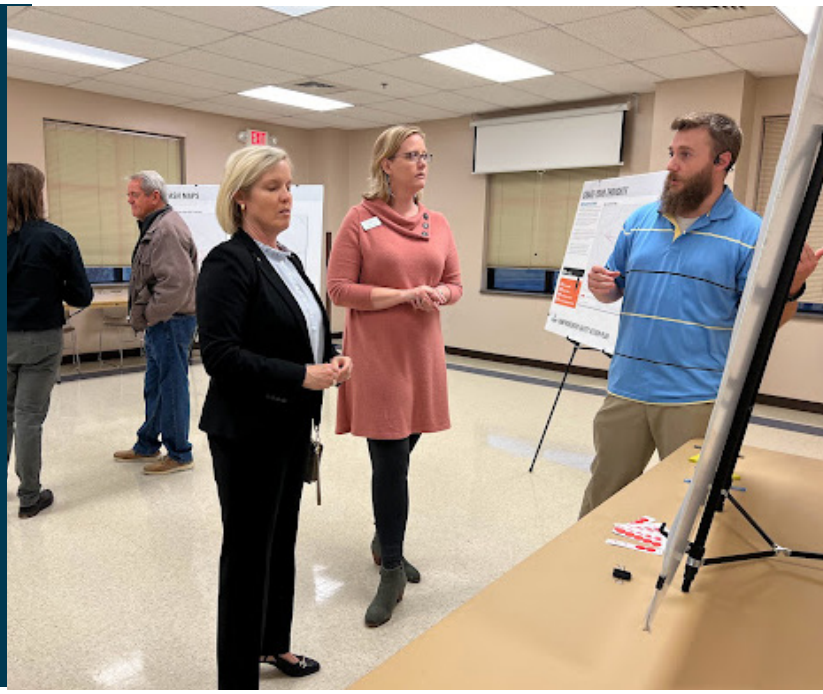
SAFETY ACTION PLAN

Southeast Metropolitan Planning Organization (SEMPO)

REFERENCE
Southeast Metropolitan Planning Organization
401 Independence Street
Cape Girardeau, MO 63703
Alex McElroy
573.339.6327

KEY STAFF
Cheryl Franks, PE, PTOE, AICP - Project Manager
Scott Meyer, PE - Client Liaison

PROJECT DATES
Start: 2023
Complete: 2024



Lochmueller is providing traffic engineering and planning services to SEMPO for the creation of a CSAP. The primary goal is transportation safety for all including vulnerable road users. The CSAP is being built on the goal of reducing and eliminating roadway fatalities and serious injuries and is creating a unified platform in which SEMPO and its local agency partners can use for developing projects that save lives.

We began with a comprehensive crash analysis, in which we collected and reviewed crash data from MoDOT and existing SEMPO data from the past six years for all public roads to determine existing conditions and trends. Using key metrics to create a safety index score, we utilized the index score to identify a High Injury Network (HIN) to prioritize locations for future safety improvements to achieve the largest impact and reduction in fatal and serious injury crashes.

We had very interactive public meetings where the public and local staff were provided specific examples of issues at locations the data had identified. **Our Client Liaison, Scott Meyer was able to leverage his knowledge of the locations and relationships with local stakeholders, staff, and elected officials to facilitate input for the study.** Lochmueller also created and hosted an online crash dashboard tool that includes an interactive web map, selectable filters, and interactive insights to identify key patterns in the crash data.



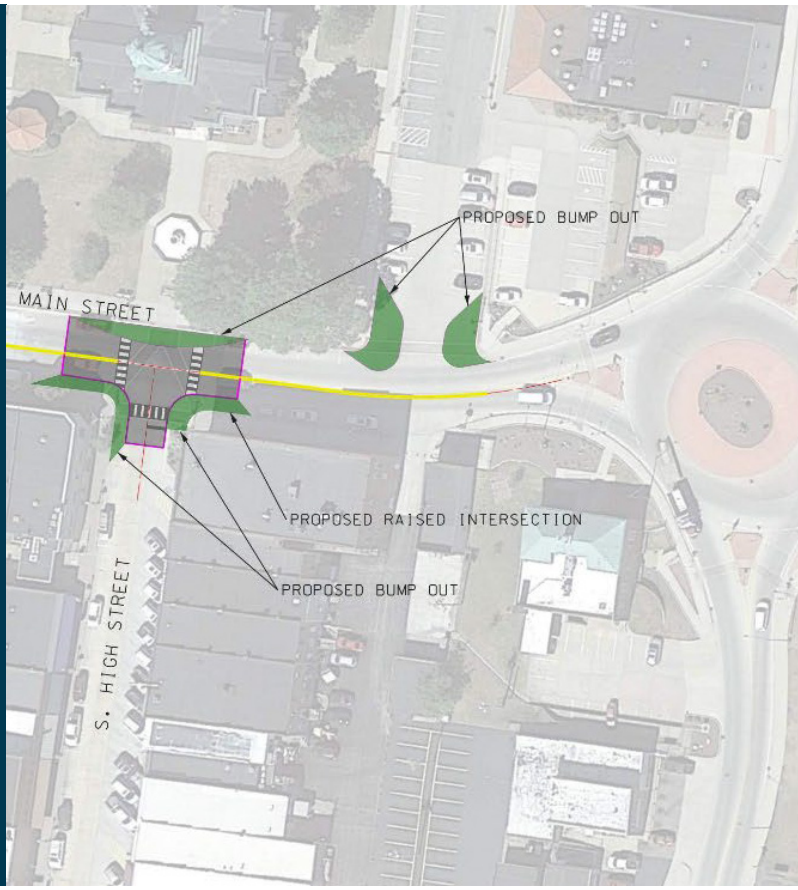
ON-CALL TRAFFIC SERVICES

City of Jackson, Missouri

REFERENCE
City of Jackson, MO
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573.243.3568

KEY STAFF
Cheryl Franks, PE, PTOE - Project Manager
Kevin Neill, AICP, RSP1 - Lead Planner

PROJECT DATES
Start: 2013
Complete: Ongoing



The City of Jackson On-Call Traffic Services included multiple projects and task orders under a master agreement. Overall, the on-call project included a citywide traffic study update, traffic assessments and studies, TEAP applications, and roundabout projects.

Citywide Transportation Plan Update

Lochmueller prepared an update to the City's Transportation Plan, which had last been updated in 2003. This study systematically identified the City of Jackson's immediate and long-range transportation needs and identified measures for addressing current traffic issues in the community. This study included planning-level evaluations of prevalent traffic issues related to congestion, circulation, and safety, as well as updated the City's Major Street Plan. The study identified a number of locations and issues of concern that reflected existing or anticipated deficiencies that should be addressed by the community's capital improvement projects and/or long-term planning efforts for future funding or implementation, resulting in a prioritized list of improvements to guide the City's future transportation investments.

TEAP Applications & Studies

Lochmueller was responsible for two TEAP Application projects for the City of Jackson. The first included feasibility studies for alternative traffic control at two intersections – East Main Street at Shawnee Boulevard and East Main Street at Oak Hill Road. The second was for a traffic calming study along W. Main Street through Uptown Jackson. We were selected to perform the pedestrian safety and traffic calming study after the City received the state funds, with recommendations for slowing vehicles and improving safety.

Deerwood Drive & High Street Traffic Study

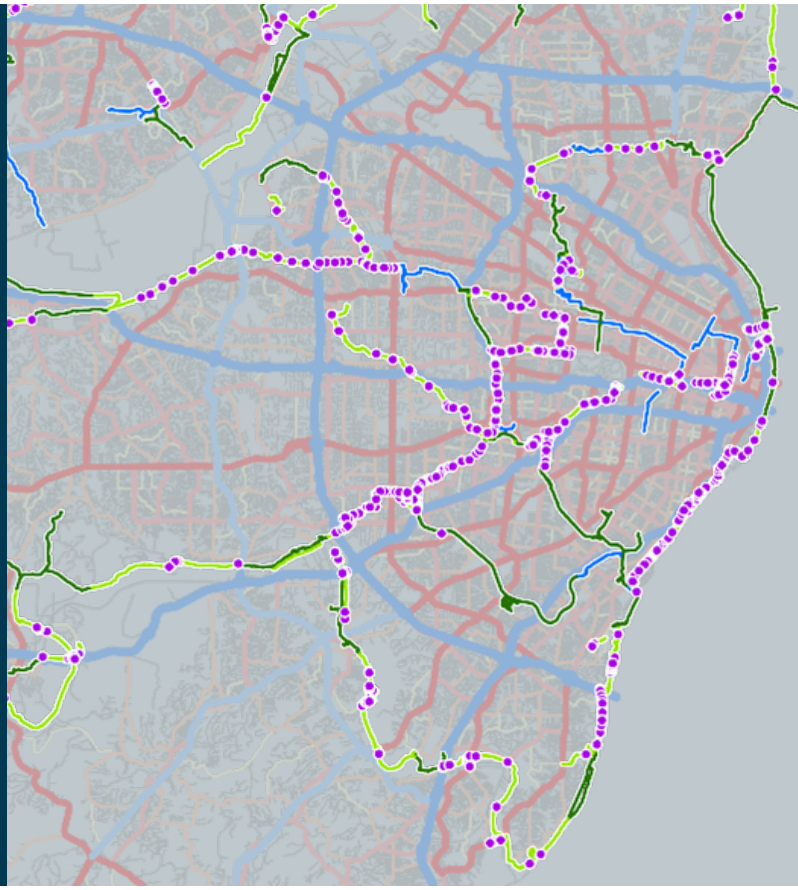
Lochmueller evaluated improvements for the Deerwood Drive and High Street intersection, which serves nearby homes, businesses, recreational facilities, and a pedestrian trail. Based on safety, capacity, and signal-warrant analyses, a single-lane roundabout was identified as the most viable alternative. Lochmueller then prepared a concept plan and cost estimate supporting the City's successful MoDOT cost-share funding application.

Greensferry Road Assessment

Lochmueller assessed a half-mile segment of Greensferry Road from East Deerwood Drive to the Jackson city limit in response to community concerns about speeding and safety. The team reviewed roadway conditions and existing signage and provided recommendations to the City.

GREENWAY CROSSING POLICIES & PROCEDURES STUDY

Great Rivers Greenway (GRG)



REFERENCE
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St. Louis, MO 63110
Angelica Gutierrez, Project Manager
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KEY STAFF
Kevin Neill, AICP, RSP1 – Project Manager
Chris Beard, PE, PTOE – Senior Advisor

PROJECT DATES
Start: March 2024
Complete: August 2024



In March of 2024, Great Rivers Greenway (GRG) secured the services of Lochmueller Group to develop policies and procedures for evaluating future greenway-roadway crossings for the applicability, feasibility, and priority of grade-separated crossings to support a safe, comfortable, and attractive experience for greenway users. Agencies like Great Rivers Greenway rely on established warrants and standards from local, state, and federal agencies to determine appropriate crossing treatments for at-grade trail crossings; however, there is little guidance from these agencies as to when grade-separated crossings are warranted or preferred.

The final products include a thorough review of literature and best practices, a memorandum documenting the four-step evaluation process determining the applicability of grade-separated crossings across a range of contexts, and an Excel-based tool to walk GRG staff and consultants through the process and document the results.

With these resources in hand, GRG and its community partners have a consistent framework for screening potential crossing locations, determining the viability of grade-separated crossings, and prioritizing improvements to best meet community needs and advance GRG's mission to make the St. Louis region a more vibrant place to live, work, and play by developing a regional network of greenways.

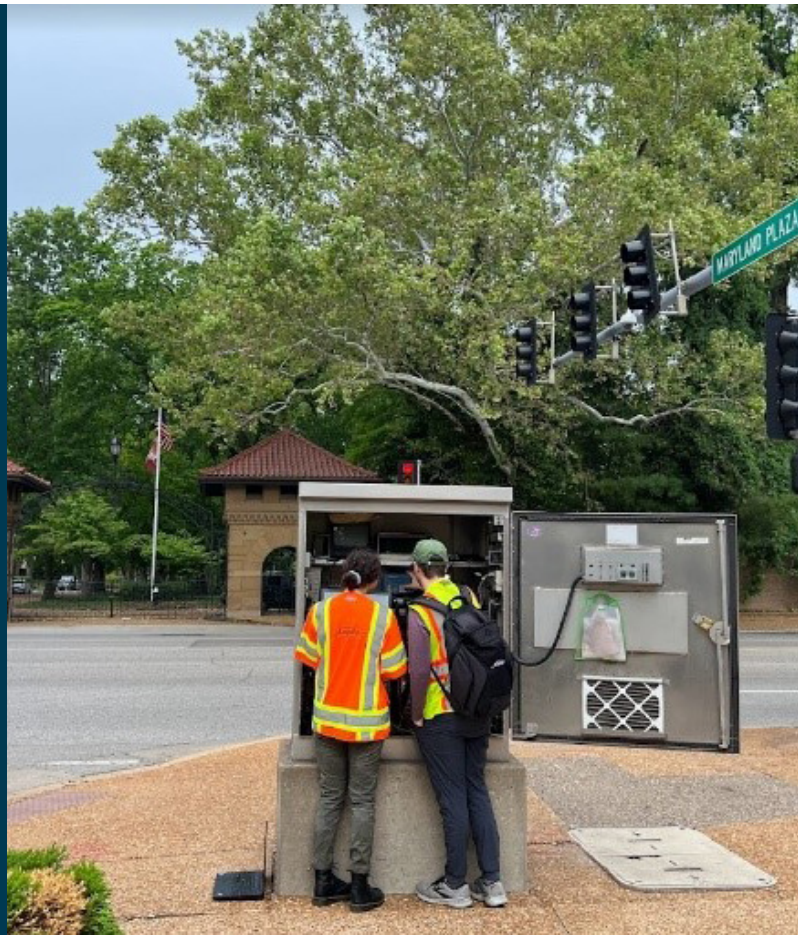
ON-CALL TRAFFIC ENGINEERING & PLANNING

City of St. Louis, Missouri

REFERENCE
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KEY STAFF
Chris Beard, PE, PTOE – Principal in Charge
Kevin Neill, AICP, RSP1 – Task Manager, Bike/Ped Design, Engagement
Tyson King, PE, PTOE, RSP2i – Task Manager, Signal and ITS Design
Grace Hartman, PE – Engagement, Traffic Study

PROJECT DATES
Start: 2016
Complete: Ongoing



Lochmueller has maintained its status as one of the City of St. Louis's prominent Traffic Services On-Call consultants since 2016. We have assisted the City with a variety of task orders including, but not limited to, traffic calming and road diet studies, bicycle and pedestrian safety improvements, crash history analysis, signal timing evaluations, development of pavement marking plans and specifications, public meetings, and more. **We have also supported the City with grant application development for transportation improvements, including CMAQ, TAP, and STP funding.** This included preparing application materials, developing cost estimates, compiling supporting documentation, and coordinating with City representatives throughout the submittal process. This long-standing relationship has made us one of the City's trusted advisors, a role we proudly serve and work hard to continue.

Lochmueller assigns task managers for each work order based on the scope and resource capacity to ensure quality and schedules are always met. Our work orders include the following:

- **Pedestrian Signal Improvements**
- **Ward 25 Traffic Calming Study**
- **Kingshighway Traffic Study – Lindell Blvd. to Dr. Martin Luther King Dr**
- **Sulfur Avenue Sidewalk Improvements**
- **Carondelet Traffic Calming Along Grand Drive**
- **Hampton Corridor Traffic Study**
- **Kingshighway Traffic Study (Nottingham Ave. to Gravois Avenue)**
- **Ward 14 Traffic Study**
- **Speed Studies in Ward 10, 12, 13, 14, & 16**
- **South Broadway Traffic Study**
- **Kingshighway Study Public Meeting**
- **South Broadway CMAQ**
- **River Des Peres Blvd. Traffic Study (Gravois to Lansdowne)**
- **Kingshighway Blvd. Traffic Study (Southwest to Arsenal)**
- **Kingshighway Blvd. Traffic Light Retiming**
- **4th Street Cycle Track and Pedestrian Improvements TAP Application**
- **Chouteau Ave. Traffic Study**
- **Ivory Triangle Calming Study**
- **River Des Peres Blvd. STP-S Application**
- **Christy Blvd. Cycle Track Study**

ON-CALL TRAFFIC ENGINEERING & PLANNING

City of Champaign, Illinois

REFERENCE
City of Champaign
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KEY STAFF
Kate Swinford, PE, PTOE – Project Manager, Designer, & Coordinator
Kevin Neill, AICP, RSP1 - Task Manager, Transportation Planner

PROJECT DATES
Start: 2021
Complete: Ongoing

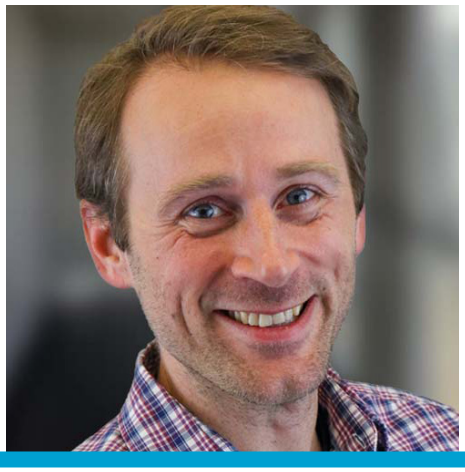


The purpose of this contract is to assist the City of Champaign Public Works staff in an on-call basis for various traffic engineering tasks, including, but not limited to, all-way stop and traffic signal warrant studies, intersection design studies, uncontrolled crosswalk evaluations, traffic counts, crash history analysis, signal timing evaluations, street lighting, development of pavement marking plans and specifications, and the development of cost estimates for various traffic safety improvements. Earlier this year, the City of Champaign again selected Lochmueller as its on-call traffic engineer, and we are excited to continue to advance the City's transportation goals and objectives.

Our work orders include the following:

+ **Work Order 2: Bike Implementation Plan Part 1**
+ **Work Order 3: Green Street Exhibits**
+ **Work Order 4: Bike Implementation Plan Part 2**
+ **Work Order 5: Market Street Pedestrian Crossing**
+ **Work Order 6: Signal Cabinet Inspections**
+ **Work Order 7: Preventative Signal Maintenance**
+ **Work Order 8: Kirby Ave. Signal Optimization**
+ **Work Order 9: Mattis & Anthony Signal Troubleshoot**
+ **Work Order 10: Traffic Signal Data Key Investigation**
+ **Work Order 11: Bicycle Vision Implementation Phase 3**
+ **Work Order 12: Bradley Ave. SS4A Grant Assistance**
+ **Work Order 13: South Prospect Ave. Crosswalk Analysis**
+ **Work Order 14: Daniel Street Contra-Flow Bike Lane Review**
+ **Work Order 15: Olympian Drive Pavement Marking Transition**
+ **Work Order 16: School Zone Assessment**
+ **Work Order 17: Bradley Ave. Signal Optimization**
+ **Work Order 18: Bike Lane Review**
+ **Work Order 19: Neil and Towncenter Signal Troubleshoot**
+ **Work Order 20: Bradley Ave. & State Street Traffic Signal Modifications**
+ **Work Order 21: Update to Citywide Traffic Signal Specifications**

KEY PERSONNEL



KEVIN NEILL, AICP, RSP1

Multimodal Planner

Master of City and Regional Planning, University of Memphis, TN, 2008
BA, History, Saint Louis University, St. Louis, MO, 2005
American Institute of Certified Planners | Road Safety Professional, Level 1

"SEMPO and its constituent communities have a strong foundation for future transportation investments in the MTP. I am excited to build on that foundation through supporting plans, studies, and reports that combine data-driven analysis with public engagement to bring the MTP's vision to life."

Kevin is a transportation planner with a passion for fostering safe, healthy, and active communities. With 18 years of experience across the public, private, and non-profit sectors, Kevin has led and contributed to a diverse range of projects, including neighborhood and comprehensive plans, regional trail plans, corridor studies, Planning and Environmental Linkages (PEL) studies, traffic calming projects, and bicycle and pedestrian master plans. With a focus on active transportation and road safety, Kevin has worked with communities across the country to plan for and design safe and inclusive transportation projects and systems. He brings a client-focused approach to his projects and emphasizes open communication, shared expectations, and customer satisfaction. His strengths include regional planning, complete streets policy development and implementation, transportation safety analysis, project management, long-range planning, technical writing, GIS-based analysis and mapping, document production, and community outreach and engagement.

RELEVANT PROJECT EXPERIENCE

Regional Trail Connection Study for SEMPO, Cape Girardeau, Missouri

Senior Planner responsible for leading traffic analysis and supporting field data collection, alignment development and evaluations, public engagement, and document production. Building on its 2021 Regional Bicycle and Pedestrian Master Plan, SEMPO initiated the Regional Trail Connection Study in early 2024 to explore various alignments for a trail facility connecting the Cities of Cape Girardeau and Jackson. The study advances a recommended alignment and a supporting implementation plan with project phasing, cost estimates, and other critical implementation considerations.

Toward Zero: SS4A Supplemental Planning Activities for the City of Kirkwood, Missouri

Project Manager for Safe Routes to School, a Safety Dashboard, and a Connectivity Study advancing Kirkwood's Vision Zero Action Plan with prioritized policies, programs, projects, and countermeasures. After helping the City of Kirkwood secure a federal SS4A grant, Kevin led the Lochmueller team and its three subconsultants in the development of additional studies to improve road safety, with a strong focus on vulnerable road users. The resulting plans and studies provide Kirkwood with broad policy direction and concrete, implementable strategies to create a safer environment for all road users, regardless of age, ability, or background.

Chouteau Avenue Traffic Study for the City of St. Louis, Missouri

Project Manager leading the evaluation of safety and multimodal needs along this 0.75-mile minor arterial corridor. Kevin was responsible for overseeing technical analysis, community engagement, client coordination, bicycle facility selection, and documentation production. The study resulted in the recommendation of a two-way separated bike lane along the corridor to provide a continuous, low-stress connection between the future Brickline Greenway and the Tower Grove Connector cycle track projects. Other improvements included traffic calming measures, ADA-compliant curb ramps, and a mid-block crossing with curb extensions, high visibility crosswalking markings, and Rectangular Rapid Flashing Beacons (RRFBs).

Bicycle and Pedestrian Master Plan for the TRCP, Pekin, Illinois

Project Manager and Lead Planner responsible for project administration, subconsultant coordination, task delegation and oversight, engagement activities, and all other facets of the project. The plan represents a coordinated effort by the City of Pekin, Pekin Parks District, and Tri-County Regional Planning Commission (TRCP) to increase safety, connectivity, and mobility for people walking and bicycling.

KEY PERSONNEL



CHERYL FRANKS, PE, PTOE, AICP

Senior Advisor

BS, Civil Engineering, Purdue University, West Lafayette, IN, 2001
Professional Engineer: MO, IN, IL, KY, OH, TX, VA | Professional Traffic Operations Engineer | American Institute of Certified Planners

"I have enjoyed being SEMPO's partner in facilitating positive change in their transportation network. I hope to continue to provide SEMPO with the resources they need to achieve equitable and meaningful results."

Cheryl is a traffic engineer and planner with 24 years of engineering experience and a passion for bringing safe and effective transportation options to communities. She has performed various types of multimodal traffic engineering projects, including Travel Demand Modeling (TDM) planning and analysis, traffic impact studies, parking studies, circulation, and access planning, queuing analyses, corridor studies and traffic simulation, traffic signal design, roadway signing, and striping design. Cheryl has designed complex intersections involving bicycle facilities that utilize innovative geometric features as well as newer infrastructure solutions such as Hybrid Beacons and RRFBs. Recent projects include the Chouteau Greenway Framework Plan for Great Rivers Greenway; the Regional Bicycle & Pedestrian Plan for Southeast Metropolitan Planning Organization; the Riley Literary Trail for Greenfield, IN; and SR

FAMILIARITY WITH SEMPO REGION

Independence Street Corridor Study for the City of Cape Girardeau, Missouri

Project Manager for a study to evaluate existing and forecasted conditions on the corridor from Gordonville Rd to Sunset Blvd that could be employed to serve future traffic needs while improving safety. Evaluation incorporated VISSIM microsimulation modeling to determine the operational impacts of alternative configurations. Crash histories and contributing factors were evaluated to identify existing safety hazards, as well as the safety implications of proposed improvements.

Regional Bicycle & Pedestrian Plan for SEMPO

As Project Manager, Cheryl created a Regional Bicycle & Pedestrian Plan to guide the agencies within the Metropolitan Planning Area on the future investments in active transportation infrastructure and programming to provide safe, practical, comfortable, and convenient pedestrian and bicycle travel for residents, businesses, and visitors. The first major non-mandatory plan for the MPO, this active transportation plan will advance SEMPO's initiative in planning for future health, safety, and success of communities within the region.

ADA Transition Plan for SEMPO

Cheryl led the creation of an ADA Transition Plan within the non-MoDOT public right-of-way. The analysis of our collected data will provide detailed insight into the region's needs in terms of ADA compliance.

RELEVANT PROJECT EXPERIENCE

Citywide Transportation Plan Update for the City of Jackson, Missouri

Project Manager responsible for analyzing and documenting the City's immediate and long-range transportation needs. The plan included evaluations of prevalent traffic issues related to congestion, circulation, and safety, and updated the City's Major Street Plan. The study identified a number of locations and issues of concern that reflected deficiencies that should be addressed by the City's capital improvement projects and long-term planning efforts for future funding or implementation.

Metropolitan Transportation Plan Update for SEMPO, Missouri

Project Manager responsible for leading numerous aspects of a federally mandated Metropolitan Transportation Plan for the SEMPO, the MPO for the Cape Girardeau and Jackson, Missouri Urbanized Area. Oversaw the creation of the region's first TDM, gathering of information affecting all modes of transportation in the region, and utilizing this data to inform goals, objectives, strategies.

Multimodal Plan for the City of Jasper, Indiana

Project Manager who led a comprehensive Multimodal Plan for the City. The Plan provided guidance for the City based on impacts of a future major regional corridor, prioritized improvements for existing congested areas, a bicycle & pedestrian plan, a fiscal plan, and the creation of a Complete Streets Policy.

KEY PERSONNEL



SCOTT MEYER, PE

Client Liaison

BS, Civil Engineering, University of Missouri, Rolla, MO, 1983
Professional Engineer: MO | Fundamentals of Engineering AEC PM | Advanced AEC PM Essentials

Scott brings a client-focused perspective to transportation planning and project development. He partners with public agencies, stakeholders, and organizations such as SEMPO to build consensus and advance transportation initiatives that support regional growth and mobility.

Scott Meyer has been in public service for four decades. After completing his civil engineering degree, he spent the first 22 years of service working for MoDOT and worked in 5 different districts and in the HQ office. His work in the North Central District centered around maintenance. When he moved to the Central District as maintenance and Traffic Engineer, he carried out the planning of maintenance programs to most all the maintenance and traffic functions and piloted a planned functional maintenance concept. Scott's next move involved him tackling the planning and design side of project development, and his final position with MoDOT was District Engineer in the Southeast District. Since retiring from the City in 2021, Scott has worked as a consultant doing expert witness work, Working on the Transamerica Corridor Project, and has worked on several organizational and CIP process reviews for Cities in California, Florida, Kansas and Iowa.

FAMILIARITY WITH SEMPO REGION

SEMPO Comprehensive Safety Action Plan for the City of Cape Girardeau, Missouri

Project Liaison and public information for this project. Worked with the client to ensure we are on track and on target with the study outcomes. The project studies the entire SEMPO region and looks at areas of safety concerns as well as reviews the safety policies and procedures within the SEMPO members to make recommendations regarding potential areas of emphasis and coordination. *Prior experience during the investigation (traffic study) portion of the project.*

RELEVANT PROJECT EXPERIENCE

Route 61/Deerwood Roundabout for MoDOT and the City of Jackson, Missouri

Project Manager for the Design portion of the project that included investigating delay experienced by traveling public and providing MoDOT with recommended solution for the City of Jackson. Included design, ROW and Utility coordination, and construction management coordination with BFW.

I-55 New Madrid Interchange Study for the City of New Madrid, Missouri

Client Liaison. Assisted the Lead Consultant (Smith and Co.) with the interaction between the City and MoDOT for proposed industrial development. Both local streets and Interstate access were evaluated and discussed with MoDOT. Currently evaluating the options further.

E 18TH Street & Bardsley Intersection for the City of Rolla, Missouri

Project included the design of a roundabout for 18th Street, right-of-way plans and coordinated utilities, railroad ROW, and construction planning.

Sprigg Street Improvements for the City of Cape Girardeau, Missouri

Project Manager for the design of a rehabilitation of the Sprigg Street corridor from Broadway to Lexington through the SEMPO campus and in front of (and access to) The Show Me Center. Designed the curb and gutter, sidewalk ADA, new entrances, and new asphalt surface. Also added a signal at New Madrid St and replaced an aging water line. The project is being let by the City this month.

US 60 Safety and Traffic Study for MoDOT, I-55 to Route 1414, Missouri

Co-Project Manager responsible for handling the client interaction, public involvement, and consultant coordination. The project is looking at improvements to bring US 60 to Interstate standards as it becomes I-57. Phase I, the conceptual study, is completed and Phase II, the design of the Ingram Interchange and Interchange Access Justification Report / Growth Report (IAGR) for the project as well as additional Environmental Impact Statement (EIS) and traffic modeling, is ongoing.

KEY PERSONNEL



TYSON KING, PE, PTOE, RSP2i

Chief Traffic Engineer

MS, Civil & Environmental Engineering, University of Missouri, Columbia, MO, 2003 | BS, Civil & Environmental Engineering, University of Missouri, Columbia, MO, 2022 | Professional Engineer: MO, IL, IN, TX | Professional Traffic Operations Engineer | Road Safety Professional (Level 2)

Tyson has years of experience supporting roadway, traffic operations, and ITS projects. He partners with public agencies to improve mobility, optimize transportation networks, and enhance safety and efficiency.

Tyson has 22 years of traffic/transportation engineering experience. He possesses a diverse background in transportation, which includes management of transportation improvement projects, traffic signal design/review and troubleshooting, signalized corridor optimization, and Intelligent Transportation System (ITS) deployment and operation. He specializes in traffic engineering and project management and is integral to the firm's traffic signal and ITS plan development efforts. His experience includes management of roadway improvement projects, traffic signal operations, freeway/arterial management system implementation and operation, and traffic studies of various types. His responsibilities include all facets of project delivery, including client communications, technical analysis, and coordination with review agencies, stakeholder engagement, deliverables, and project management. The first 10 years of his career were spent at MoDOT's St. Louis District where he was the lead technical resource in the creation of an area-wide fiber optic and wireless network that supports a robust ITS program for the metro area.

RELEVANT PROJECT EXPERIENCE

On-Call Traffic and Safety Studies for the City of St. Charles, Missouri

Project Manager for the completion of various types of traffic and safety studies for the large municipality in the western suburb of St. Louis. Tasks included acquisition of data either from external agencies or by Lochmueller forces, consolidation of data, analysis and reporting, and stakeholder engagement. Where necessary, Lochmueller developed conceptual improvement plans for use in federal or County Road Board funding applications. Task orders were completed over a timeframe of three years, including various roadway types throughout the City.

Centennial Greenway Design for Great Rivers Greenway, St. Louis, Missouri

Signal Design for this project that included design and construction administration of the Centennial Greenway Extension. Lochmueller's design included the proposed trail, installing new curb-and-gutter, utility coordination, pedestrian signal, storm sewer improvements (including sustainable "green" solutions), water quality features, and wayfinding signage. This connection extends the existing Centennial Greenway from its current endpoint at Christy Drive and Old Highway 94 to Hackmann Road and Schaefer Park.

Safety Design/Build Project, St. Charles & Franklin Counties, Missouri for MoDOT

Lead Traffic and Safety Analysis Engineer for the analysis and design of the various safety improvements throughout St. Charles and Franklin Counties. Analysis included significant use of Highway Safety Manual tools, as well as traffic analysis software such as Synchro and SIDRA to confirm mobility related to modified intersection controls. Lochmueller was a major member of a design-build team that designed and constructed safety improvements at 31 locations in St. Charles and Franklin Counties. Potential improvements were prioritized to maximize return on investment within the $24 million budget. A wide range of improvements was identified, such as fluorescent curve signs, intersection conflict warning systems, and high-tension cable. Safety improvements were made on roadways ranging from interstates to rural roads with under 1,000 ADT. This was one of nine projects receiving a National Roadway Safety Award in 2017 from the Roadway Safety Foundation.

Various Phase II Traffic Signal & ITS Design On-Call Projects, Various Routes, IDOT D8

Served as Project Engineer for traffic signal and ITS improvements, including mast arm replacements, flashing yellow arrow upgrades, fiber optic installations, and signal modernization projects throughout IDOT District 8.

KEY PERSONNEL



GRACE HARTMAN, PE

Planner

MS, Urban Development, Saint Louis University, Saint Louis, MO, 2023, BS, Civil & Environmental Engineering, University of Missouri, Columbia, MO, 2019 | Professional Engineer: MO

Grace brings experience in transportation planning and traffic engineering, supporting studies, operational analyses, and multimodal transportation initiatives. She evaluates transportation needs, engages stakeholders, and develops practical solutions that improve mobility and safety.

Grace brings experience in both transportation planning and traffic engineering, with expertise in traffic impact studies, traffic signal design and optimization, operational analyses, roadway safety evaluations, parking and downtown traffic studies, and signal controller programming. Her background also includes municipal planning, where she supported comprehensive plans, land use and zoning analyses, site planning, and public engagement initiatives. Proficient in Synchro, AutoCAD Civil 3D, ArcGIS, and traffic signal control software, Grace combines technical engineering knowledge with planning and community-focused experience to support transportation projects from planning through implementation.

RELEVANT PROJECT EXPERIENCE

Go Safety Action Plan Update for McLean County RPC, Illinois

Transportation Planner. The McLean County Regional Planning Commission (MCRPC) selected Lochmueller Group to update the Go: Safe Action Plan using Safe Streets and Roads for All (SS4A) planning and demonstration funds in coordination with MCRPC staff and the Go: Safe Project Steering Committee (PSC). The Plan Development Team will work with MCRPC staff to identify appropriate personnel and agency representatives for the PSC.

Resiliency Study for IDOT, Illinois Statewide

Transportation Planner for the IDOT Resiliency Study, the goal of which is to create a statewide Resiliency Improvement Plan (RIP) which includes appropriate and cost-effective adaptation and mitigation strategies for transportation infrastructure. Grace worked with the environmental engineering team to strategize how to best integrate resiliency through project prioritization and scoping within the RIP. Grace evaluated existing RIPs to determine how other states screen potential projects for resiliency, developed a potential workflow for IDOT, and participated in interviews with district engineers to understand the current project programming process.

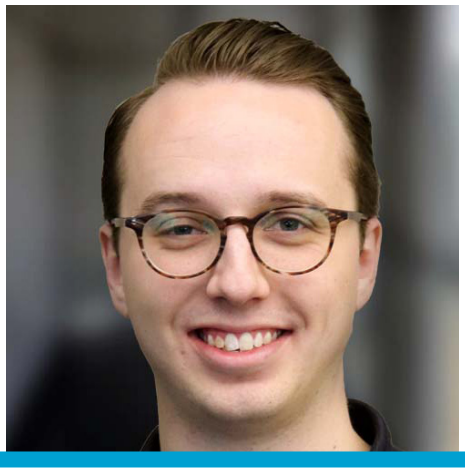
Sunset Greenway for Great Rivers, Florissant, Missouri

Transportation Planner and Traffic Engineer for the Sunset Greenway project, a planned shared-use trail connection between Sunset Park and Koch Park. Grace supported the project through both the planning and early design phases, providing transportation planning, traffic engineering, and stakeholder coordination services. Early in the project, she coordinated with the City of Florissant to evaluate and gain support for a road diet along Bluff Park Drive that would allow the greenway to be accommodated within the existing right-of-way. Grace prepared the transportation existing conditions assessment for the project area, including an evaluation of the roadway network, pedestrian facilities, and multimodal connectivity.

River Des Peres Traffic Study (I-55 to Gravois) for the City of St. Louis, Missouri

Transportation Planner for a revised proposal for a traffic study of River Des Peres Boulevard, which spanned from I-55 to Gravois Avenue. The study aimed to address issues related to speeding, crashes, and traffic flow, and to develop strategies for improving safety and connectivity. The project involved reviewing existing traffic and crash data, analyzing crash data for safety concerns, and assessing roadway infrastructure. Grace reviewed best practices for traffic calming along urban parkways with severe curvature and high speeds. Solutions were prepared and presented to the City before hosting a public open house.

KEY PERSONNEL



NICK SOKOLIS, PE, PTOE, RSP1

Traffic Engineer & Safety Lead

MS, Civil Engineering, St. Louis University, St. Louis, MO, 2022
BS, Civil Engineering, St. Louis University, St. Louis, MO, 2020
Professional Engineer: MO | Professional Traffic Operations Engineer | Road Safety Professional (Level 1)

Nick supports transportation planning, traffic engineering, and safety analysis projects, helping public agencies improve mobility, evaluate transportation needs, and enhance roadway safety.

Nick is a licensed Professional Engineer and an RSP1 engineer with experience providing engineering services for City and County-wide safety analysis and corridor studies, signal and lighting design, and signal operations. He is well versed in Highway Safety Manual (HSM) analysis, crash trend identification, and predictive modeling. He demonstrates proficiency with industry-standard software including Synchro, Vissim, Visual lighting, HCS, IHSDM, AGi32, and SIDRA. His project portfolio includes designing and managing traffic impact studies, signal asset management plans, safety analysis, and metropolitan transportation planning across Illinois and Missouri. He also earned his Master's Degree in Civil Engineering from St. Louis University. He also completed his master's degree with a thesis written on severity outcome prediction of pedestrian related crashes.

RELEVANT PROJECT EXPERIENCE

Metropolitan Transportation Plan Update for SEMPO, Cape Girardeau, Missouri

Project Engineer for a federally mandated MTP for the SEMPO, the MPO for the Cape Girardeau and Jackson, Missouri Urbanized Area. Responsibility included overseeing the creation of the region's first TDM, gathering of current and historical information affecting all modes of transportation in the region, and utilizing this data to inform long-term goals, objectives, strategies, and performance measures. This data also provides SEMPO with a baseline in which to compare the region's progress in future MTP updates. Also, as part of the project, he had heavy involvement in the project's socially distanced public engagement in the era of the COVID-19 pandemic and coordination with the client, both principally the responsibilities of the prime consultant.

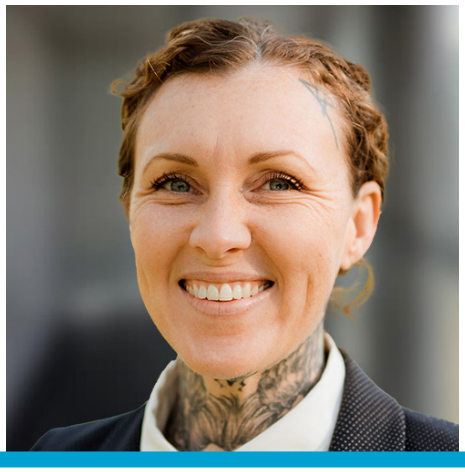
Traffic Signal Asset Management Plan for the City of Champaign, Illinois

Served as a Project Engineer. Lochmueller is in the process of developing a signal asset management plan for the City of Champaign, Illinois. As part of the project, Lochmueller completed field inventory of 74 City owned signalized intersections and five emergency fire signals. A total of 40 IDOT signals are also included in the study with regards to network-wide improvements. The field inventory included the documentation by inventory sheet and pictures of the general condition of all signal cabinet equipment, signal posts and mast arms, signage, and vehicle and pedestrian detection. The specific model, serial number, pertinent software information, and signal timing information of the cabinet equipment was also documented. Lochmueller conducted ADA compliance inspections of all curb ramps and pedestrian crossing equipment at the signalized intersections with deficiencies documented for needed improvements.

US 45/52 and I-57 AJR, for IDOT, District 3, Kankakee County, Illinois

Safety and Simulations Analyst. Access Justification Report (AJR) for the interchange connection of US 45/52 and Interstate 57 on the southern side of Kankakee, Illinois. The project seeks to modify the interchange to improve roadway geometry. An AJR presents unique environmental processing requirements as the Federal Highway Administration (FHWA) must provide conceptual approval of an alternative in the pre-NEPA phase to justify the alteration to the interstate system. The AJR can then progress into the NEPA phase and progress the engineering design to receive all environmental clearances. Strict adherence to policies and practices are required to prevent rejection of the alternative between conceptual and final approval of the AJR.

KEY PERSONNEL



KATE MÚSPELL, AICP

Multimodal Planner

MS, Urban & Regional Planning, University of New Orleans, New Orleans, LA, 2019 | BA, Global Business, University of New Orleans, New Orleans, LA, 2016 | American Institute of Certified Planners (AICP)

Kate brings experience in multimodal transportation planning, policy, and community development. They work with public agencies and stakeholders to advance mobility, safety, and community-focused transportation initiatives.

Kate is an AICP certified planner with a focus on multimodal transportation planning and policy. With a diverse background encompassing transit, freight, vulnerable road users, solar energy, and safety, Kate brings a wealth of experience to their role. They have effectively led various project types including transit studies, grant writing, neighborhood and corridor planning, comprehensive and regional planning, long-range planning, and downtown revitalization, showcasing a well-rounded expertise in transportation planning and development.

RELEVANT PROJECT EXPERIENCE

Southeast Corridors Study for the City of Fort Wayne, Indiana

Planning Team Lead leading the development of long-range corridor plans across 8.9 miles of urban arterials. Responsibilities include oversight of core technical elements spanning access management, Complete Streets countermeasures, bicycle and pedestrian network connectivity, transit and micromobility enhancements, and sustainable streetscaping. Guided the existing conditions asset inventory, demographic analysis, public safety evaluation, and coordination with community-based engagement strategies to deliver prioritized capital recommendations and node concepts.

Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan for the City of Michigan City, Indiana

Project Manager responsible for delivering a USDOT SS4A-compliant Safety Action Plan aimed at eliminating roadway fatalities and serious injuries. Managed overall project delivery, schedule, budget, client coordination, and federal compliance. Guided the historical crash analysis, High Injury Network (HIN) identification, systemic risk assessment, and stakeholder and public engagement efforts to establish a Vision Zero framework, prioritized countermeasure toolkit, and implementation strategy.

Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan for the City of Valparaiso, Indiana

Lead Planner responsible for the comprehensive development and delivery of the citywide Safety Action Plan. Led the data-driven crash analysis and High Injury Network (HIN) identification using a Safe System approach, along with demographic equity assessments to define Equitable Target Areas. Oversaw community engagement initiatives, walk audits, and the formulation of an FHWA-aligned countermeasure toolkit, policy tracking matrix, and prioritized implementation plan to advance local Vision Zero goals.

On-Call Traffic Engineering Services for Louisville Metro Government Public Works & Assets for Louisville, Kentucky

Project Manager/Task Lead supporting on-call traffic engineering, multimodal planning, and traffic calming initiatives for Louisville Metro, including Vision Zero, Complete Streets, and Bike Louisville implementation efforts. Responsibilities include managing task orders focused on corridor safety and operations analysis, traffic calming concept development, bicycle and pedestrian facility planning, crash and speed data review, uncontrolled crossing evaluations, public engagement coordination, and preparation of plans, specifications, estimates, and technical memoranda for multimodal corridor improvements. Current work includes development of conceptual and final design documents for traffic calming and bicycle facility improvements along Barret Avenue and Hill Street.

TEAM EXPERIENCE

Lochmueller frequently works with other consultants as part of a team to provide the client with the best possible service and the specialized expertise required for a particular project. This includes projects where Lochmueller has been the prime consultant seeking the assistance of a sub-consultant to provide specialized services such as traffic counts or speed data collection; a sub-consultant providing specialized expertise such as modeling and traffic analysis, and a part of a joint venture/teaming arrangement on large scale projects to deliver on an expedited schedule. Some completed examples of our Project Team Experience across various transportation planning and engineering projects include:

Project Name & Location	Project Description	Role on Project Team	Lochmueller Budget/Schedule & Team Performance
I-64/Jefferson Interchange Access Justification Report (AJR) & Project Connect Initiative *St. Louis, Missouri*	Area-wide traffic study and detailed analysis of access needs along I-64/ US 40 corridor through Downtown St. Louis supporting the National Geospatial-Intelligence Agency relocation.	Prime responsible for traffic studies and modeling and preliminary design plans.	Within budget, inclusive of client-requested change orders, and on schedule.
I-44/Rt 141 Interchange Design-Build *St. Louis, Missouri*	Project to reduce congestion and improve safety along Route 141 from Vance Rd to Meramec Station Rd.	Sub-consultant to Pace Construction & AECOM responsible for all traffic engineering and laneage for winning design, intersection design, collector-distributor bridge and retaining wall design, signal design, and ITS design, coordinated signal timing plans, and AJR completion.	Within budget and on schedule.
Kirkwood Road Signals & Intelligent Transportation System (ITS) *Kirkwood, Missouri*	Downtown corridor improvements correcting ADA non-compliance and implementing traffic signal and ITS upgrades.	Sub-consultant responsible for traffic signal design, ITS design, signal timing development, and optimization.	Within budget and on schedule.
Decatur Regional Bicycle Plan *Decatur, Illinois*	Regional bicycle plan for City of Decatur and its MPO (DUATS).	Prime responsible for data and analyses, public engagement, documentation, and all management and administration of the project.	Within budget and on schedule.