



July 8, 2015

Ms. Missy Wilbers, PE
Design Support Engineer
Missouri Department of Transportation
Central Office – Design
105 W. Capitol
P.O. Box 270
Jefferson City, MO 65102

RE: Notification of Company Name Change

Lochmueller Group, formerly Bernardin Lochmueller & Associates, is pleased to submit this letter notifying the Missouri Department of Transportation of our name change that took place in May of 2014.

Please do not hesitate to contact me at 314.621.3395 or dshatto@blainc.com if you have questions or require additional information.

Sincerely,

Lochmueller Group

A handwritten signature in black ink that reads "Douglas S. Shatto".

Douglas S. Shatto, PE, PTOE
Branch Manager



September 1, 2015

Ms. Mary Ann Jacobs
Central Office-Local Programs Administrator
MaryAnn.Jacobs@modot.mo.gov

RE: Missouri's Local Program On-Call Services - Letter of Interest for Structures

Dear Ms. Jacobs:

Given our background as a transportation and infrastructure engineering firm, Lochmueller Group, Inc. (Lochgroup) understands the importance of selecting a firm that can not only provide competently engineered structural plans, but also one that delivers timely and quality improvements to communities that are fiscally responsible and minimize disruptions to the public. Our focus on delivering practical solutions and designs, coupled with a team who understands the Missouri Department of Transportation Local Public Agency (LPA) delivery methods for bridges, makes Lochgroup your one-stop shop for structural services.

General Experience of Firm

Lochgroup is a distinguished multi-disciplined firm that has provided expert transportation and infrastructure solutions to public agencies for over 30 years. We offer a full suite of services including all aspects of transportation engineering as well as planning, right-of-way acquisition/appraisal and environmental evaluation. We have more than 160 employees distributed across seven offices around the Midwest, including 15 professionals in our St. Louis and St. Charles County offices. A sample of recent, applicable structural projects is listed below.

New Ped/Bike Bridge over I-64 for CORTEX, St. Louis, Missouri – Feasibility study to determine the possibility of a Ped/Bike Bridge over I-64 while minimizing the impact on the surrounding area or properties.

Gateway Green Light Phase II Dynamic Message Sign Support Design for St. Charles County, Missouri – Completed the system planning and arterial corridor ITS design for the second phase of the Gateway Green Light county-wide traffic management system, including design of new system detectors and count stations, pan-tilt-zoom CCTV cameras, and Dynamic Message Sign (DMS) assemblies on the arterial roadway system. Lochgroup's structural department was tasked with designing and detailing two custom sign support structures for the new DMS assemblies, including the design of the supporting foundations.

Poletti Bridge, Blackjack Road (TR 288) over North Fork Mill Creek for Madison County, Illinois – Structural design efforts included providing bridge design calculations, quantity calculations, final plans and special provisions. The project required the development of contract plans and specifications for a simple span, 27-in.-deep precast prestressed deck beam superstructure supported by integral abutments. The bridge's ride surface consists of a 3" hot mix asphalt overlay and a water proof membrane. The 63-ft.-long span utilizes a 30-ft.-wide deck, with side mounted steel rails, to carry two lanes of bidirectional traffic over Mill Creek on a 27° skew.

Petry Bridge, West Kirsch Road (TR 343) over Mill Creek for Madison County, Illinois – Structural design efforts included providing bridge design calculations, quantity calculations, final plans and special provisions. The project required the development of contract plans and specifications for a simple span, 27-in.-deep precast prestressed deck beam superstructure supported by integral abutments. The bridge's ride surface consists of a 3" hot mix asphalt overlay and a water proof membrane. The 55 ft. 5 in. long span utilizes a 30-ft.-wide deck, with side mounted steel rails, to carry two lanes of bidirectional traffic over Mill Creek.

Structure Retrofits to Roots Road (FAS Route 858) over Union Pacific Railroad, Randolph County for the IDOT, District 8 – The existing Structure No. 079-0020 was a 3-span (63'-6", 81', 63'-6") 36" deep wide flange beam bridge with abutments supported by multiple rows of steel H-piles. The existing piers were supported by spread footings. The bridge was rehabilitated by replacing the concrete deck, making the steel beams composite, replacing expansion joints, replacing bearings and removing and replacing the existing wing walls at the abutments.

Past Performance

Lochgroup is increasingly involved in LPA projects for a number of different communities. Lochgroup is ideally positioned to provide Structural Design services to complement other on-going efforts such as Roadway Design projects. The most current examples of our Structural experience on projects similar in nature to the LPA program include the following:

411 North 10th Street, Suite 200
St. Louis, Missouri 63101

PHONE: 314.621.3395

Fountain City Road over Haverstick Creek for Jefferson County, Missouri – Lochgroup was the Prime Consultant on the project that involved approximately 900 ft. of roadway improvements and the replacement of the bridge. The proposed roadway work included the design of new horizontal and vertical alignments to accommodate the proposed structure, drainage calculations and right-of-way design. The replacement structure consisted of a superelevated reinforced concrete deck supported by precast pre-stressed concrete I-beams. The superstructure is 76 ft. 3 in. long and simply supported on integral end bents founded on steel piles. The bridge accommodates a 36-ft.-wide roadway on a curved alignment by providing 41 ft. 5 in. of bridge width.

Staff: Chad Fuesting – Structural Project Manager

Design Completed: 2012

Project Cost: \$720,000

Client/Reference: Jason Jonas, PE, Jefferson County Engineer

County Highway 9 Bridge Replacement for Greene County, Illinois – Lochgroup was the Prime Consultant for the final design plans and calculations for the replacement of an existing bridge. The new structure is a single span (61'-6") prestressed box beam bridge supported on pile supported end bents. Design included drainage calculations, design calculations, quantity calculations, and final plans and special provisions.

Staff: Adam Steury - Design Checker; Chad Fuesting - Structural Project Manager

Design Completed: 2009

Project Cost: \$90,000

Client/Reference: Dave Marth, PE, Greene County Engineer

Pedestrian & Bike Trail Bridge over I-57/70, Effingham for IDOT, District 7 – Lochgroup was the Prime Consultant for the trail bridge. Structure No. 025-6010 is a 2-span (132', 132') 40" deep steel composite plate girder bridge. The structure is on a new alignment and will carry pedestrian and bicycle traffic over the interstate. The bridge is supported on steel pile supported stub abutments wrapped by MSE walls, with a pier supported by a spread footing and multiple rows of steel H-piles. The bridge required multiple aesthetic features to be incorporated into the design, including a custom steel fence with lighting, concrete form liners and a decorative ornamental fence on the MSE walls.

Staff: Adam Steury – Project Engineer Chad Fuesting – Structural Project Manager

Design Completed: 2011

Project Cost: \$2.2 million

Client/Reference: Gary Welton, PE, IDOT Studies & Plans Engineer

NBIS Inspection of the Chain of Rocks Canal Bridge for the City of Madison, Illinois – The inspection consisted of both Routine NBIS and Fracture Critical Inspections of the canal bridge. The structure consists of multi-girder approach spans, deck truss approaches, and a through truss main span.

Staff: Adam Steury – Bridge Inspector; Jim Gulick – Program Manager

Inspections Completed: 2007, 2009 & 2011

Inspection Cost: \$50,000

Client/Reference: John Hamm, Honorable Mayor of the City of Madison, Illinois

Qualifications of Personnel

Our proposed team of specialists is prepared and capable of handling all facets of structural design projects to include plans production, detailing, hydraulic studies, geotechnical work, survey, cost comparisons, environmental clearances, right of way and other work related to bridge design. Given our history and experience, Lochgroup is ideally positioned to facilitate the implementation of Structural Design projects.

Jim Gulick, PE, SE has 45 years of structural engineering experience designing and detailing bridges throughout the Midwest. He is actively involved in corridor location and scoping studies and assists teams with preliminary alignment, design, cost studies, scheduling and public presentations.

Chad Fuesting, PE SE has 19 years of experience including planning, design and inspection of a wide variety of transportation structures. His experience includes steel, prestressed, and post-tensioned bridges; retaining walls of various types; and cast-in-place or precast box culverts.

Cheryl Folz, PE, SE has 15 years of experience in all aspects of bridge design and inspection. Her leadership on high-profile projects ensured cost-effective designs, scope, and schedule compliance. She has also served as Project Manager on several bridge rehabilitation and replacement projects.

Adam Steury, PE has 6 years of experience in the design of vehicular and pedestrian bridges and in the inspection and rating of bridges. He recently served as project engineer responsible for reviewing the final design calculations, plans and specifications for a bridge replacement in Jefferson County, Missouri.

Scott Smith, PE has 20 years of experience and serves as the St. Louis Office's Manager of Transportation Design. Scott spent 14 years with the Cities of Florissant and Wentzville, Missouri as City Engineer and Director of Public Works, during which he was responsible for a number of LPA projects. This experience provides invaluable perspective and insight on the management and administration of LPA projects, and he has been involved in all phases of projects including fee negotiation, plan and specification preparation, cost estimating, quality assurance, bidding and construction administration.

Steve Thompson has over 27 years of experience in the right-of-way arena. He is a Certified General Real Estate Appraiser and is skilled in right-of-way cost estimates, improved residential and commercial valuation, commercial and residential land valuation, complex before and after appraisal reports and easement valuation. Steve was employed at MoDOT for 21 years where he served as a Senior Right-of-Way Specialist.

Garry Aronberg, PE, CFM is a Water Resources Manager with over 37 years of experience. Garry's experience includes drainage and hydraulic reports for roadway and bridge projects and he has been involved in all phases of projects: design, plan and specification preparation; cost estimating; and quality control. His experience includes storm sewer design, pump stations and municipal stormwater planning.

Familiarity/Capability

Our team offers a number of advantages in that we are familiar with the LPA process; we have a thorough understanding of the pertinent issues in local agency Structural Design projects; and we know the processes that must be followed to satisfy MoDOT's Local Public Agency Program and USDOT's Common Grant Rules. The Lochgroup team has a broad-based staff with a diverse background and project experience similar to the types of projects that will be pursued with these contracts.

We maintain sufficient staff to add extra support or "bench-strength" should it be required to meet or exceed schedule requirements. In addition, our Structural Design services are complimented by in-house expertise in other fields (i.e., stormwater, right-of-way, roadway design, environmental, etc.) that allows us to develop comprehensive, synergistic solutions. The capacity and experience of the Lochgroup team will help to ensure that accelerated projects schedule can be met without sacrificing quality.

Accessibility

Lochgroup has significant resources within a 150-mile radius of St. Louis that would allow us to meet any local agencies Structural Design needs. Our staff is highly responsive, mobile, and readily available to new challenges. We take pride in being accessible and responsive to the agencies we serve, prioritizing communication and timeliness, applying the same urgency that is typically imposed by our private clientele. Moreover, our collective staff in the St. Louis region provides depth and redundancy that allows us to work concurrently on multiple assignments.

By selecting this team, Missouri's Local Program for Structures will receive a:

- Local team of specialists ready and excited to work on your project;
- Dedicated team of professionals that take great pride in on-time delivery and quality deliverables without the need for "hand holding". These projects will be of significant strategic importance to us and we will treat them accordingly; and
- Experienced team with more than 80 years of cumulative structural engineering experience.

Thank you for the opportunity to submit our qualifications. Please call with any questions at 314.621.3395.

Sincerely,

Lochmueller Group, Inc.



Douglas S. Shatto, PE, PTOE
Branch Manager – Transportation Services Manager

As local and state agencies struggle to find the funds to ensure the safety of thousands of America's bridges, it's become increasingly critical to identify practical, cost-effective solutions that don't compromise quality.

Founded by former MPO directors over 30 years ago, Lochmueller Group specializes in infrastructure design for local and state agencies throughout the Midwest.

We understand the challenges facing clients today and continually strive to maximize overall client benefit at every stage of a project's life. Our ability to move projects from planning through construction inspection allow us to better understand and appreciate how early decisions can have long-term impacts.

Spanning Today's **BRIDGE CHALLENGES**



**LOCHMUELLER
GROUP**

Reinvent Your Future

EVALUATION & SCOPE DEVELOPMENT

The best time to maximize savings is before a project starts.

As planners, as well as designers, we appreciate that the short-and long-term needs driving projects are unique and can change over time due to economic, demographic, technical, environmental, or other dynamic conditions. In an era where officials and taxpayers have little tolerance for additional funding due to unanticipated needs, we find that investing a little more to gain a thorough assessment of current conditions and goals before design begins, yields big dividends in saving time and money later on. One recent study determined that making minor changes to vertical clearance during a deck replacement project eliminated the need for a \$40M new interchange on an adjacent project.

Lochmueller Group's diverse in-house expertise that includes design, environmental, traffic, right-of-way, constructability, and public outreach specialists enables us to take a holistic approach in evaluating all dimensions of a project. This includes access and economic development impacts, environmental permitting considerations for both the natural and human environments, and traffic concerns.

We also work with clients to help them determine the best funding alternatives and resources including:

- Federal Aid Bridge Replacement & Rehabilitation Funds
- Transportation Enhancement Funds
- Historic Structures Preservation Funds
- Major Bridge Funds
- Capital Improvement Funds
- Economic Development Funds
- Tax Increment Financing

SAFETY INSPECTION SERVICES

Maximizing safety involves setting priorities.

Lochmueller Group's staff of structural engineers routinely provides inspections for compliance with National Bridge Inspection Standards for safety. Not only do these inspections identify structures with critical needs, but they can also provide a valuable tool for clients to use in planning resource allocation for bridge improvements. Lochmueller Group experts can provide guidance on how to prioritize projects and leverage limited budgets.

In addition to inspections, Lochmueller Group's staff can perform a Load Rating to determine if a reduced load restriction is required. We can then perform Load Ratings for bridges once necessary repairs have been completed to determine if the load restrictions can be lifted.



DESIGN

Different project types pose different challenges.

With hundreds of bridge design projects under our belt, Lochmueller Group understands that different types of projects require different approaches to maximize value and minimize disruptions. With offices throughout the Midwest, our design staff shares their knowledge of what new approaches and materials various states are using and how they work.

- **Rehabilitations & Widening.** Lochmueller Group has provided design for a wide variety of rehabilitations from simple overlays to complex rehabilitation of historic structures. We understand the need to balance immediate needs with life-cycle costs to maximize your return on investment. We also understand the importance of looking at not only what needs to be rehabilitated, but why. Is deterioration simply due to age or are other factors contributing to early failure?

While impacts to environmental resources and utilities may be less than with new structures, major rehabilitations can pose challenges with regard to levels of deterioration that remain undetectable until rehabilitation begins. This is particularly true in the cases of historic bridges. Having provided construction inspection, as well as design on numerous steel truss, arch spandrel and other types of historic structures, Lochmueller Group staff knows what sort of problems to anticipate and how to solve them.

- **Bridge Replacements.** Bridge replacements are easier than rehabilitations in one way, designers don't have to accommodate existing components. Instead, replacements are more likely to pose challenges such as the need for additional right-of-way, environmental and utility impacts, and more complex maintenance of traffic. Since Lochmueller Group's design staff works hand-in-hand with in-house experts in each of these areas, they have become adept recognizing opportunities to lessen impacts and reduce costs.
- **New Alignment.** Bridges on new alignment involve many of the same challenges as reconstructions, but with larger impacts. Our designers are recognized for their ability to tackle the complexities that go with new alignment structures. Whether it's designing in karst terrain, concerns of local stakeholders, or impacts to waterways or threatened and endangered species, we know how to anticipate and resolve issues and build consensus if needed.

CONSTRUCTION PHASE SERVICES

It pays to understand what works best in the field.

Lochmueller Group's in-house staff of resident engineers and construction inspectors provides a resource to designers in terms of constructability and understanding of how contractors view designs. They are well acquainted with the most cost-efficient approaches to construction and with what works best in the field, as well as on paper. Our expertise is available to provide insights to changing material and labor costs and construction phasing.



SERVICES

- Bridge Replacement
- Bridge Rehabilitation
- Bridges on New Alignment
- Historic Bridge Rehabilitation
- Overpasses & Interchanges
- Retaining Walls
- Drainage Structures
- Pedestrian Bridges
- Railroad Bridges
- Bridge Inspection
- Load Ratings



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