



November 15, 2013

Ms. MaryAnn Jacobs  
Missouri Department of Transportation  
105 West Capitol Avenue | P.O. Box 270  
Jefferson City, Missouri 65102

**SUBJECT: LETTER OF INTEREST – MISSOURI’S LOCAL PROGRAM  
TRAFFIC ENGINEERING ASSISTANCE PROGRAM (TEAP)**

**SRF Consulting Group, Inc.** is pleased to respond to the Missouri Local Program’s (LPA) request for on-call professional services in the Traffic Engineering Assistance Program (TEAP) category.

## Statement of Interest & Prequalification

A full-service consulting firm founded in 1961, SRF offers a broad base of award-winning engineering, planning, and design services to clients throughout the Midwest. **SRF is on MoDOT’s Approved Consultant Prequalification list.**

## General Experience

Headquartered in Minneapolis, SRF has branch offices in Minnesota, Nebraska, North Dakota, and Wisconsin. SRF recently expanded our Midwest coverage by opening an office in Omaha to better serve our clients in Nebraska, Kansas, Missouri, and the surrounding states. Our philosophy is simple – deliver quality that stands the test of time, strive for innovation, provide superior service, and be true to the spirit of collaboration. SRF offers the following services:

- Traffic Engineering Services at the City, County, State and Federal Agency Level
- Traffic Forecasting and Modeling
- Lighting System Design
- Intelligent Transportation Systems (ITS) Planning, Design and Operations
- Transportation Planning, Highway Design, and Bridge Design
- Environmental Permitting, Water Resource Planning, and Community Planning
- Site Design, Landscape Architecture, and Urban Design
- Electrical Engineering and Structural Design
- Right of Way Acquisition Services and Relocation Services
- Surveying and Construction Administration and Inspection

## Past Performance

SRF specializes in the development, construction, and operations of transportation infrastructure. We understand the intricacies of the planning and engineering processes that are required by our clients. We have worked with numerous cities, counties, and state agencies in the Midwest and have been successful in improving traffic flow, managing queues, reducing overall delay, and enhancing safety through improved traffic operations. The following project examples demonstrate our experience.

### Birch Street and Hastings Way (USH Bus 53) Reconstruction – City of Eau Claire, Wisconsin

Increasing traffic congestion and physical deficiencies in the roadway prompted WisDOT and the City of Eau Claire to evaluate potential alternatives for the busy USH 53 Highway (Hastings Way) and Birch Street intersection.

SRF was the prime consultant on this project and completed final Plans, Specifications and Estimate (PS&E) for reconstructing Hastings Way and its intersections with Birch Street and Seymour Road. Initially involved in the Hastings Way Corridor Evaluation Study, SRF provided concept alternatives for the supporting local street network. SRF incorporated aesthetic design elements to embrace the vision for the Hastings Way corridor to be a more “neighborhood-friendly parkway.”

SRF continued working on the project by preparing a final PS&E package. Four traffic signals and interconnects were designed along with coordinated signal timing plans. Unique signal design features included the first monotube mast arms in the Northwest Region, bicycle push buttons, vertically stacked overhead signal faces, and video detection.

**Deliverables** Related to this Master Contract: Signal Timing, Signal Design, Signal Optimization and Traffic Counts, PS&E

**“SRF’s teams of professional staff and their work has more than exceeded our expectations. They are accessible, flexible, and knowledgeable.”**

- Brad Little, Ottumwa Regional Legacy Foundation

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## USH 61 Bypass Corridor Study and Signal Design – City of Muscatine, Iowa

SRF completed a study for the US 61 Bypass Corridor in Muscatine. This roadway has speed limits ranging from 40 to 55 miles per hour and has seven signalized intersections, with three additional signals to be added in the future. The focus of the study was to address concerns expressed from the surrounding community regarding traffic operations and safety.

Major components of the corridor study include:

- The existing traffic and safety problems were identified.
- Accident data was analyzed to identify crash types and patterns to determine appropriate improvements that would reduce those problems.
- The existing traffic operations were analyzed using two microcomputer models, SYNCHRO and CORSIM, to determine existing delays, queuing and overall performance of the corridor.
- The community of Muscatine was informed through public meetings of the existing problems and they were presented with the proposed recommendations. Community feedback was considered in the final development of the recommended improvements.
- A comprehensive list of recommended improvements was developed with cost estimates.

**Deliverables** Related to this Master Contract: Signal Timing, Signal Design, Signal Optimization, Safety Studies and ITS

## Bismarck-Mandan I-94 Corridor Study – Bismarck, North Dakota

In the fall of 2012, SRF was selected to conduct the I-94 Corridor Study by the Bismarck-Mandan Metropolitan Planning Organization. The goal of this study is to identify and address current and future transportation issues along approximately 17 miles of I-94 from ND Highway 25 in Mandan to 80th Street NE in Bismarck and its crossing roadways. The I-94 Corridor Study came about due to increasing traffic volumes along this stretch of roadway. At the end of the study in November 2013, the study team will provide recommendations for improvements to I-94 and its interchanges/cross streets.

With the assistance of SRF, some of the activities that will take place as part of the I-94 Corridor Study include:

- Assessing existing conditions
- Forecasting 2040 traffic conditions
- Developing a purpose and need statement and vision for the study area
- Developing planning level alternatives
- Evaluating the planning level alternatives
- Recommending alternatives

One of the cornerstones of this study will be its public involvement efforts. A series of three public open houses will gather input that will be essential to the future of the I-94 corridor. The project will also be presented to the local governing bodies for acceptance by their respective councils/commissions. In addition, a website and Facebook page will be sources of information about the study and upcoming events throughout the project.

## MnPASS I-394 HOT Lane Conversion – Minneapolis, Minnesota

SRF was the lead designer on the team selected by the Minnesota Department of Transportation to design, build and operate Minnesota's first High Occupancy Toll (HOT) lane under the MnPASS program. The MnPASS program converted underused High Occupancy Vehicle (HOV) lanes to HOT lanes through the deployment of ITS technologies to toll single-occupancy users of the system. The I-394 MnPASS lane is the first toll lane in the country that converted an existing HOV lane to a HOT lane.

The project included a nine-mile section of corridor with a reversible lane section length of three miles. Five access points in each direction of travel allow users to enter and exit the system. The system is a no-cash, debit system; users purchase a transponder and prepay for use.

This was a conversion of an existing HOV lane, and compromises to federal guidelines were necessary to fit within space constraints. SRF worked with the FHWA and MnDOT to develop consensus regarding the design strategy to employ.

## Qualifications of Personnel

Each project team member has the appropriate skills and experience managing and completing projects similar to the professional services being requested by MoDOT.

### **Bill Troe, AICP** | Principal

Bill has nearly 30 years of transportation planning experience, including regional long-range transportation plan development and implementation, regional transit needs assessments, arterial corridor subarea studies, site impact studies, air quality and noise analysis of transportation-related facilities, intelligent transportation systems (ITS) applications, and travel demand forecasting. He has led numerous projects in North Dakota, South Dakota, Nebraska, Iowa, and Kansas. He is particularly skilled at conducting stakeholder meetings and developing realistic implementation plans. Bill has served as the project manager for studies and concept alternatives completed under the Iowa Department of Transportation TEAP program and the Nebraska Department of Roads On-call programs, which are complementary to the MoDOT program.

### **George Stuempfig, PE (MN, IL, WI), PTOE | Principal**

George leads SRF's Traffic Engineering Design Group, which has been recognized nationally and locally for their innovations. Over the past 23 years, his expertise in managing traffic and transportation engineering projects has led to more efficient traffic operations, significantly reducing delays for drivers and creating safer driving environments. George is an active member of the North Central Section of the Institute of Transportation Engineers; he serves on the Intersection Traffic Control Committee; and he chairs the Professional Certification Committee.

### **Todd Polum, PE (MN, WI), PTOE | Principal**

With more than 15 years of transportation engineering experience, Todd has extensive knowledge of freeway operations and conceptual/preliminary design. He has managed projects that involve roadway operations and traffic analysis, geometric design, environmental documentation, official mapping, and alternatives development for both urban and rural freeways in Wisconsin, Minnesota, and North Dakota. In addition, Todd has led study teams through access and corridor evaluations and intersection analysis. Prior to joining SRF in 2001, he served as a traffic and design engineer with the Wisconsin Department of Transportation, where he participated in numerous traffic analysis and roadway reconstruction projects.

### **Matthew Pacyna, PE (MN, ND) | Associate**

Over the past nine years, Matt's work has focused on municipal and state intersection, corridor, and feasibility studies throughout the Midwest. Through this work, he has gained valuable experience in a wide variety of traffic operations, intersection and corridor safety, and roadway design strategies. This expertise has allowed him to successfully guide solutions to multiple traffic impact, small area, and corridor studies, while incorporating various vehicular and pedestrian/bicyclist safety elements. Some of his recent work includes the Traffic Study for the Paragon Outlet Center in Eagan, Minnesota and the Traffic Operations Study for the Altru Hospital Master Plan in Grand Forks, North Dakota.

### **Scott Poska, PE (MN, WI, IA, ND), PTOE | Associate**

Scott has nine years of experience in traffic and transportation engineering. His responsibilities include traffic signal and signing/pavement marking design; signal warrant analysis; preparation of signal justification reports; and preparation of plans, specifications and cost estimates for traffic signal systems and signing/pavement marking projects. In addition, Scott has experience in the design of traffic signal plans for isolated and coordinated signalized corridors. He also has experience in the simulation of multimodal traffic flows that include automobiles, trucks, buses, light rail transit, bicyclists and pedestrians.

## Familiarity/Capability

Each of the projects we have highlighted in our Letter of Interest represents traffic engineering work on the National Highway System and were selected as they involved review by representatives from the FHWA. Thus, the assumptions, methods, and results have been reviewed and are consistent with federal guidelines and requirements. In addition, over the last five years SRF has been responsible for the analysis and design of hundreds of miles of urban and/or rural federal roadway systems.

## Accessibility

Following is SRF's vision statement, which is impossible to achieve without being available to our clients. Each of the references included in this package can attest to our responsiveness and dedication to customer service. We strongly suggest you contact each of our references and inquire about our commitment to making sure our clients are informed regarding the project completion status, the project products, and budget status. We believe our clients' testimonials will provide the most credible response to this question.

### **Our Vision**

***To be the preferred planning, design, and engineering firm in the Midwest through innovation, service, quality, and collaboration.***

## Assisting MoDOT

SRF is currently working with MoDOT on the following relevant projects:

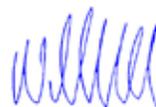
- I-270 Arterial Management Interface
- I-64 Ramp Metering Feasibility Study

## SRF Summary

Thank you for the opportunity to provide the services you need through this on-call contract. This is an important effort, and SRF is very interested in bringing our knowledge and skills to assist you. If you have any additional questions, please feel free to contact Bill Troe at (402) 778-5025 or btroe@srfconsulting.com.

Sincerely,

SRF CONSULTING GROUP, INC.



William A. Troe, AICP  
Principal

# SRF CONSULTING GROUP, INC.

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## *Built on Tradition... Inspired by Excellence*

Founded in 1961, SRF Consulting Group, Inc. has built a tradition of excellence. Today, our values remain the same: deliver quality that stands the test of time, strive for innovation, provide superior service, and be true to the spirit of collaboration.

Headquartered in Minneapolis, SRF has expanded our Midwest coverage by opening an office in Omaha to provide better service to our clients in Nebraska, Missouri, Kansas, and the surrounding states. SRF also has offices in North Dakota and Wisconsin. Today, we employ 250 engineers, planners, and designers who work with public and private sector clients across the Midwest.

SRF's award-winning services include:

- Traffic, structural, and electrical engineering
- Intelligent transportation systems
- Transportation and transit planning
- Highway, municipal, and water resources engineering
- Community and land use planning
- Environmental planning
- Landscape architecture and urban design
- Site development
- Real estate: acquisition, relocation and appraisal
- Surveying
- Construction administration and observation



# TRAFFIC ENGINEERING DESIGN

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SRF's traffic engineers are experts at designing traffic signals at locations with unique challenges, such as physical constraints and complex signal phasing needs. We also provide comprehensive construction services.

SRF strives to optimize the operation of existing roads with more effective signal timing. We work closely with our clients to optimize timing based on the measures of effectiveness that they consider most important.

Our expertise has helped our clients improve both safety and operations to their roadway networks. Additionally, we specialize in all types of signing design, pavement markings design, and work zone traffic control and detour plans.

SRF's traffic engineering design services include:

- Traffic signal design
- Traffic signal construction
- Traffic signal timing and operations evaluations
- Signing design
- Pavement markings design
- Traffic operations analysis
- Intersection analysis
- Work zone traffic control and detour plans
- Intersection Control Evaluations
- Railroad preemption design/timing
- VISSIM micro-simulation analysis



# TRANSPORTATION PLANNING

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Successful transportation planning at the local, regional, and state level ensures the safe and efficient movement of people and goods while supporting community and regional goals. At SRF, we know that plans are a means for moving toward purposeful action—we focus on involving project stakeholders, creatively addressing complex and leading-edge issues, and developing realistic implementation strategies. We have expertise in every aspect of transportation planning, from developing plans for rural, urbanizing, and developed communities to preparing far-reaching policy documents at the regional and state level. Our comprehensive services include:

- SMART goals/objectives/performance
- Policy and strategic planning
- Transportation plans
- Transit planning
- Travel demand modeling-GIS interface
- Land use/transportation scenario planning
- Corridor and subarea studies
- Freight and intermodal studies
- Congestion management and pricing
- ITS plans/architecture
- Environmental screening
- Bicycle and pedestrian planning
- Traffic calming
- Travel demand management
- Complete streets and sustainable transportation studies
- Access management
- Transportation safety evaluations
- Traffic incident management plans
- Train whistle quiet zones
- Benefit-cost analysis
- Performance measure development
- Project prioritization and implementation
- Capital improvement plans



# TRAFFIC STUDIES & FREEWAY MODELING

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SRF's traffic engineers use the latest traffic operations, simulation, assignment and travel demand models and other tools that enable the optimum use of transportation facilities. We draw on our unmatched understanding of the issues that contribute to the flow of traffic and proven ability to interpret results to develop innovative solutions that are cost-effective and implementable. Our Traffic Studies and Freeway Modeling Group is highly regarded for their strong commitment to service and quality – they expertly deliver projects that range from a traffic impact study for a redeveloping site to large-scale corridor studies and freeway analysis.

Our services include:

- Corridor and subarea studies
- Freeway analysis
- CORSIM and VISSIM micro-simulation modeling
- Regional forecast modeling
- Traffic impact studies
- Traffic forecasts
- Interchange justification reports
- Access modification requests
- Managed and pricing lane evaluation
- Congestion management plans
- Cost allocation studies
- Roundabout evaluation and design
- Traffic data and travel behavior surveys
- Parking supply and demand studies
- Traffic calming
- Safety studies
- School studies

