



**Stevensville Planning and Zoning Board Meeting  
Agenda for  
WEDNESDAY, OCTOBER 27, 2021  
6:30 PM  
206 Buck Street, Town Hall**

1. Call to Order and Roll Call
2. Approval of Minutes
  - [a.](#) Approval of Meeting Minutes 5/26/2021
  - [b.](#) Approval of Meeting Minutes 6/30/2021
3. Unfinished Business
  - [a.](#) Discussion/Decision: Draft Subdivision Regulations for the Town of Stevensville
  - [b.](#) Discussion/Decision: Transportation Master Plan
4. Board Comments
5. Public Comments
6. Adjournment

### **Guidelines for Public Comment**

Public Comment ensures an opportunity for citizens to meaningfully participate in the decisions of its elected officials. It is one of several ways your voice is heard by your local government. During public comment we ask that all participants respect the right of others to make their comment uninterrupted. The council's goal is to receive as much comment as time reasonably allows. All public comment should be directed to the chair (Mayor or designee). Comment made to the audience or individual council members may be ruled out of order. Public comment must remain on topic, and free from abusive language or unsupported allegations.

During any council meeting you have two opportunities to comment:

1. During the public comment period near the beginning of a meeting.
2. Before any decision-making vote of the council on an agenda item.

Comment made outside of these times may not be allowed.

Citizens wishing to speak during the official public comment period should come forward to the podium and state their name and address for the record. Comment during this time maybe time limited, as determined by the chair, to allow as many people as possible to comment. Citizens wishing to comment on a motion for decision before any vote can come forward or stand in place as they wish. Comment must remain on the motion before the council.

**File Attachments for Item:**

- a. Approval of Meeting Minutes 5/26/2021

## Stevensville Planning & Zoning Board Meeting

May 26, 2021

The board meeting was called to order at 6:30 pm over Zoom by Chairman John Kellogg. There was a quorum with the following board members present: Jesse Reeves, Paul Ludington, and Meghan Hanson. Meghan took minutes. Missing from the meeting were Greg Chilcott and Trenis Hindle. All welcomed the newest member, Jesse Reeves to the Board.

The other attendee this evening was Mayor Brandon Dewey for the first few minutes, and again at the end.

John noted that the agenda items today are:

- review MT subdivision regs and intent for a subcommittee,
- transportation and road specs – in future,
- Growth Policy – to be updated later this year.

### MEETING MINUTES

Paul confirmed that all the January meeting minutes were approved. Meg was not present for the meeting of 4.28 and asked for clarity for what happened. John noted that the current agenda of looking at the Sub reg and Growth policy are a continuation of that.

All reviewed the transcribed meeting minutes of March 31<sup>st</sup>. Meg asked if those notes were transcribed from auto, John confirmed yes, they were.

**Meg motioned to approve these minutes and Paul seconded. All in favor.**

### NEW BUSINESS

**21/22 Subdivision Regulations:** John outlined that we are planning to use the State issued Sub Regs as a base, with a committee to be formed to review and make recommendation based on our community. This committee would ideally be made of local interested community members.

John said his understanding is that P&Z is to create a 'vision' and list of expectation for subcommittee. Seem tedious. John asked for volunteers. Meg noted that she thinks it should have lots of expertise to draw from. Jesse asked if this subcommittee was supposed to be formed from P&Z members. John thinks that the public works folks and city staff will assist – right Paul.

Paul clarified that based on the community interest in Burnt fork, the hope was that there would be community members interesting in review and providing potential input to these regulation in the future. He said it would be community members, not PZ members. John asked how we create that. Paul thinks that the town could publish a request for interest.

John: What is the role of the P&Z on this?

Paul: Advisory, work with their recommendations to consolidate potential additions to the state 'boiler plate' regs.

Paul will ask the council to put this out to the public to request interest in the community (through Town's website, Facebook, etc). He said we should try to outline what our expectation is. What do we want them to do, and what is this timeframe?

Meg asked if we think it makes to create a subcommittee of the community to review a document of this type? It is a very onerous and legal document. She noted that in other communities she has worked in there has been a paid specialist overseeing this process. It was note that this undertaking is just not affordable here though.

Jesse asked what, if any – does this authority have?

John said they would need to not stray from the State model docs that comply with MT law. More – what areas need to be emphasized and should there be additional regulations. Paul – is this the outline you are looking for.

Paul: would like to narrow the focus to a couple areas, such as application process and design criteria. Goal would be to make these custom to the Town of Stevensville. He wants to make sure we are on board with having community review, as we don't have this amount of time on the PZ board. If there is interest – great, if not we will figure out a different way to review the document.

Timeline: pg. 34 in packet of info from Mayor. Looks like draft doc Aug/Sept.

John – assumption that they start with the MT base document. What would we like subcommittee to review and comment on in general? Jesse asked how the Burnt Fork estates process compares to what this will be. John explained where this project was at in process and said that the procedure was unique because of COVID. Schedules were pushed out. Big picture, a lot of what was required is similar, but the new system will hopefully streamline and make the process more transparent. The new regulations/process will apply to future subdivision submittals.

John noted that Ravalli Co subdivision regs also have items that may need to be address or at least referenced.

John: Paul, can you and I work on the list of questions/expectations that council could put out?

Paul: People would need some time to put to it and ideally would need to focus on just a few areas. I.e. application & review process and design criteria, submittal requirements. Especially Ch 4,5,6 and 7,8.

He would like to first see if there is interest in the community.

Can reference the current Town design standards also.

John asked if tomorrow night is too soon to have council move forward, Paul doesn't think so – we need to move as fast as possible. He will ask them in the Council meeting tomorrow.

= education and PR in the community.

It was determined we don't need a vote on this yet. No further discussion.

**21/22 Growth Policy:** Scheduled to be updated later this year. We should review and make recommendations to Town council. John had emailed these to the team and added some highlights. Lots are long range and haven't been reviewed in some time.

John: should we go through these individually? We started to go through all of these, but it was later clarified by the Mayor that his intent had been for the Staff including Public Works to provide us with an update on what has been done on all items, so we can then review better and prioritize. All agree it makes more sense to review once we have a better idea of where things stand.

Paul noted that with The Main Street Association no longer being a part of the Community, we should focus on that part of the growth policy in the next round.

We reviewed the current status of Objectives 1-5 before stopping. It was noted that ideally P&Z members can spend some time outlining their thoughts individually on these before our next meeting. Mayor Dewey will send us all an updated document to review 5-7 days before meeting.

**Future Items**

1. Paul will bring the idea of a community subcommittee to review the Subdivision standards.
2. P&Z members should review the Goals, Objectives, and Implementation sections of the Growth Policy to be able to discuss in our next meeting. Mayor Dewey will have the updated current state of these for our meeting.
3. I don't think we touched on the Transportation agenda item that John mentioned in the beginning, perhaps this can be clarified in our next meeting.

Next meeting was scheduled to be in person on June 30<sup>th</sup>, 2021. This will be our first meeting in a long time in-person!

**Paul made a motion to adjourned and Jesse seconded. Meeting was ended after about 2 hours.**

**File Attachments for Item:**

b. Approval of Meeting Minutes 6/30/2021

## Stevensville Planning & Zoning Board Meeting

June 30, 2021

The board meeting was called to order at 6:30 pm by Chairman John Kellogg, our first in-person meeting in a long time! There was a quorum with the following board members present: Greg Chilcot, Trenis Hindle, Paul Ludington, and Meghan Hanson. Meghan took minutes. Missing from the meeting was Jesse Reeves. The other attendee this evening was Mayor Brandon Dewey.

### MEETING MINUTES

All reviewed the meetings notes that Meg noted from May,

**Greg motioned to approve these minutes and Paul seconded. All in favor.**

### NEW BUSINESS

#### **2016 Growth Policy status and update:**

All reviewed Mayor Dewey's notes and updates to the Policy. John suggested that we discuss and suggest to council what should be pursued and highlighted with a different priority. Mayor noted there may be areas that have changed since 2016 but aren't black and white as to how to ascribe priority. In general, red means needs to be priorities, yellow means on track but needs more work, green means done or on track.

John: update of growth policy – toward end of this year? Are we looking for a proposal for someone to update the policy? After discussion, we think this update can be done within the town, and without hiring an outside entity to rewrite the whole thing. There just doesn't seem like there is a need for a re-write, rather an update to what is there. The Mayor has already done much of this. Paul: it has viable goals, just needs to be updated. All discussed.

Re: Growth Policy, the Mayor would like to be able to use this document from a management level for moving forward on the Priorities.

Goals #1/2: John asked for update to Stevensville Main Street association. It was shuttered due to lack of funding from the local government. All discussed how and why this association is no more. It had been very helpful toward several of the goals of the Growth Policy. There was a long discussion about the history of the Main Street association and the town.

Is there another model for a group that can help drive main street in a similar way? Meg asked about the Chamber of Commerce. Or can we look to other similar sized towns? RCDA was discussed as filling some of this, though under the county-not the town. Greg noted there may not be much coordination with the town. Mayor said this may have to do with lack of personnel to be able to do this. All discussed the challenge of a relationship between a town and an association specific to one function (main street). Divide between promoting TIF districts and main street districts?

More conversation on Main Street and its history in the community, and possibilities to get another similar entity back.

Goal #4: Infrastructure: water and sewer upgrades are in process per the Growth Policy. Greg noted that this is the year to get some of this done. Mayor agreed, ARPA discussed. All discussed current status of attempts to fix water leaks throughout town. Also, some discussion of the current rail tracks through Stevi.

General: John asked if there were other areas of the Growth policy that need to be address at this point. Paul noted that he thinks it won't be done by a third party, but instead informed by us – but the update can be done in-house. It is still viable.

Paul thinks that if we can get interest in the community and generate energy to get involved it would be helpful. Staff (mayor) recommendation: that the town can pay someone to facilitate the meeting/conversation. All agree. This should be a third party, 'unknown' here -so totally neutral. Recommendation should be made to the council to move forward on this.

All discussed updating this document, as well as the Town's development code- using a process that can involve community members and local businesses. Paul noted that the Burnt Fork estates review showed the level of local people who may want to be involved in helping to revise/update town policies. A business round table? Greg – maybe a series of three nights, advertised to the town. Would need the facilitator as noted above. A similar process for the growth policy, the subdivision regulation, and maybe the development code?

#### **Draft Subdivision Regulations:**

Discussion again about using the State's Subdivision regulations and having the community involved to make the unique to Stevensville. Basically, same conversation as last month. This hasn't yet been taking to the Town council, and a request for volunteers has not been published locally. This was discussed as happening soon. A workshop with the board (P&Z) and the community is also planned.

#### **Future Items**

1. Plan a workshop with the community to review the Draft Subdivision regulation. This was planned for July 28<sup>th</sup>.
2. Next meeting July 28<sup>th</sup>. (Meg not in attendance)
3. Growth Policy update: Mayor Dewey has done the bulk of this already. All agree that these can updated within the town rather than having a consultant rewrite this document.

**Meg made a motion to adjourned and Paul seconded. Meeting was ended after about 1.5 hours.**



**File Attachments for Item:**

d. Discussion/Decision: Transportation Master Plan

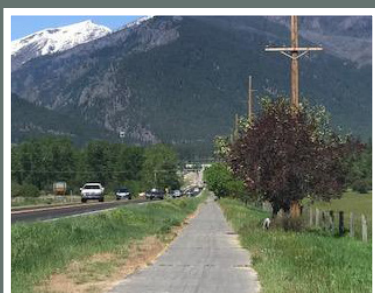
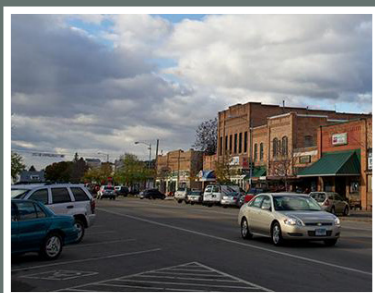


*Response to Request for Qualifications*

# Professional Services for Transportation Master Plan

Project No. 2021-PZ-002

OCTOBER 22, 2021



*Prepared for:*  
**Town of Stevensville**  
**Community Development Department**  
206 Buck Street  
Stevensville, MT 59870



*Prepared by:*  
**Robert Peccia and Associates - Helena, MT**  
in association with **HDR, Inc. - Missoula, MT**  
*Point of Contact:* **Scott Randall, PE, PTOE**  
*Transportation Planning & Operations Group Manager*  
(406) 447-5005 - [srandall@rpa-hln.com](mailto:srandall@rpa-hln.com)

An aerial photograph of a mountainous region. The top half of the image shows a range of mountains with significant snow cover on their peaks and upper slopes. Below the mountains, a dense forest of evergreen trees covers the lower slopes. In the foreground, a valley opens up, featuring a small town with residential buildings, parking lots, and several sports fields, including what appears to be a baseball field and a soccer field. The overall scene is captured from a high angle, providing a wide view of the landscape.

# PART II-A: SOQ FORMS

**PART II  
RFQ DOCUMENTS**

**PART II - A  
SOQ FORM**

In response to the Request for Qualifications, the undersigned respondent hereby proposes to furnish labor, material, travel, professional services, permits, supervision, equipment and equipment rental and all related expenses, and to perform all work necessary and required to complete the following project in strict accordance with the terms of this Request for Qualifications and the final contract for the prices specified by the respondent for:

**PROJECT # 2021-PZ-002  
TRANSPORTATION MASTER PLAN UPDATE**

Respondent certifies that he/she has examined and is fully familiar with all of the provision of the Request for Qualifications and any addendum thereto; that he/she is submitting a SOQ in strict accordance with the Instructions to Respondents; and that he/she has carefully reviewed the accuracy of all attachments to this SOQ.

Respondent certifies that he/she has examined the SOQ documents thoroughly, studied and carefully correlated respondent's observations with the SOQ documents and all other matters which can in any way affect the work or the cost thereof.

Respondent agrees that this SOQ constitutes a firm offer to the Town which cannot be withdrawn by the respondent for sixty (60) calendar days from the date of actual opening of SOQs. If awarded the contract, respondent agrees to execute and deliver to the Town within seven (7) calendar days after receipt of Town's Conditional Notice of Award, the applicable Contract form, insurance certificates and bonds (if required).

Attached is the Respondent's Experience Statement (Part II-B) which has been completed by respondent and made a part of this SOQ.

Respondent also acknowledges receipt of the following addendum to the RFQ which addendum have been considered by respondent in submitting this SOQ (if none, state "NONE"):

Addendum No. 1 None

Addendum No. 2 None

RESPONDENT'S BUSINESS NAME (type or print)

Robert Peccia and Associates

By:



(signature in ink)

Date:

October 22, 2021

Name:

Scott Randall, PE

Title:

Transportation Planning and Operations Group Manager

RESPONDENT'S BUSINESS ADDRESS/PHONE/FAX/E-MAIL

PO Box 5653

3147 Saddle Drive

Helena, MT 59604

406-447-5000

(PH)

406-447-5036

(FAX)

srandall@rpa-hln.com

(EMAIL)

RESPONDENT'S BUSINESS NAME (type or print)

HDR Engineering

By:   
(signature in ink)

Date: October 22, 2021

Name: Craig Caprara, PE, VP

Title: Water Business Group Manager/Missoula Office Manager

RESPONDENT'S BUSINESS ADDRESS/PHONE/FAX/E-MAIL

700 SW Higgins, Suite 200

Missoula, MT 59803

406.532.2205 (PH)

406.532.2241 (FAX)

Craig.Caprara@hdrinc.com (EMAIL)

An aerial photograph of a town nestled at the base of a large mountain range. The mountains in the background are covered in snow, while the slopes are green with trees. The town below features a grid of streets, residential houses, and several sports fields, including baseball and softball diamonds. The overall scene is a mix of natural beauty and human development.

# PART II-B: RESPONDENT'S EXPERIENCE STATEMENTS

**PART II – B**  
**RESPONDENT'S EXPERIENCE STATEMENT**

The respondent submits as a part of its SOQ, the following information as to its experience and qualifications:

- a. The respondent has been engaged in this business under its present name for 42 years.
- b. Experience in work of a nature similar in type and magnitude to that set forth in the RFQ extends over a period of 42 years.
- c. The respondent has satisfactorily completed all contracts awarded to it, except as follows: (name any and all exceptions and reasons therefore)

N/A

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- d. List all work completed within the last ten (10) years of similar type and magnitude as set forth in this RFQ. Please include a sheet with all contact information and details of the project on a separate sheet.

OWNER	YEAR	TYPE OF WORK	CONTRACT AMOUNT
See attached sheet.			
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I certify that the above information is true and correct to the best of my knowledge.

Signed this 22nd day of October, 2021 at Helena, MT  
(date) (month) (year) (city, state)

NAME OF RESPONDENT: Scott Randall, PE  
Transportation Planning and Operations Group Manager  
(title)



Owner	Project Name	Year	Type of Work	Contract Amount	Contact	Phone	Email Address	Address
Gallatin County	Greater Triangle Area Transportation Plan	2021	Long Range Transportation Plan	\$150,285.00	Levi Ewan	406-582-3250	levi.ewan@gallatin.mt.gov	311 West Main Street Bozeman, MT 59718
City of Helena	City of Helena Multimodal Traffic Study	2021	Traffic and Safety Study	\$225,863.00	Mark Young	406-447-8099	myoung@helenemt.gov	316 N Park Ave Helena, MT 59623
FHWA-WFL	Yaquina Head Traffic Study	2021	Traffic and Safety Study	\$243,319.04	Carrie Warren	360-619-7658	carrie.warren@dot.gov	610 East Fifth Street Vancouver, WA 98661-3801
FHWA-WFL	Going-to-the-Sun Road User Safety Study	2021	Traffic and Safety Study	\$104,495.86	Mike Traffalis	360-619-7787	michael.traffalis@dot.gov	611 East Fifth Street Vancouver, WA 98661-3801
MDT	Montana ADA Transition Plan	2021	Statewide Plan	\$94,907.00	Ben Murphy	406-444-7294	bemurphy@mt.gov	PO Box 201001 Helena, MT 59620-1001
MDT	Butte District Speed Studies - Ennis-North, Ennis-West, Virginia City	2021	Speed Study	\$46,186.00	David Relph	406-444-7658	drelph@mt.gov	PO Box 201001 Helena, MT 59620-1001
MDT	Downtown Whitefish Highway Feasibility Study	2021	Traffic and Safety Study	\$617,781.00	Ben Schendel	406-444-6248	beschendel@mt.gov	PO Box 201001 Helena, MT 59620-1001
MDT	US 93-Ninepipe Feasibility Study	2021	Traffic and Safety Study	\$446,574.00	Katie Potts	406-444-9238	kpotts@mt.gov	PO Box 201001 Helena, MT 59620-1001
MDT	US 191 Corridor Study - Four Corners to Beaver Creek	2020	Corridor Planning Study	\$216,735.00	Carol Strizich	406-444-9240	cstrizich@mt.gov	PO Box 201001 Helena, MT 59620-1001
Missoula MPO	Missoula Area Community Transportation Safety Plan	2019	Traffic and Safety Study	\$104,715.00	David Gray	406-552-6669	grayd@ci.missoula.mt.us	435 Ryman Street Missoula, MT 59802
MDT	Montana Pedestrian and Bicycle Plan	2019	Statewide Plan	\$218,727.00	Sheila Ludlow	406-444-9193	sludlow@mt.gov	PO Box 201001 Helena, MT 59620-1001
FHWA-WFL	Roosevelt Drive Upgrade Study	2019	Corridor Planning Study	\$122,522.00	Seth English-Young	360-619-7803	seth.english-young@dot.gov	610 East Fifth Street Vancouver, WA 98661-3801
FHWA-WFL	Shields River Road Planning Project	2019	Corridor Planning Study	\$128,118.00	Seth English-Young	360-619-7803	seth.english-young@dot.gov	610 East Fifth Street Vancouver, WA 98661-3801
FHWA-WFL	Mountain Loop Highway Feasibility Study	2019	Corridor Planning Study	\$395,443.00	Mike Traffalis	360-619-7787	michael.traffalis@dot.gov	611 East Fifth Street Vancouver, WA 98661-3801
Great Falls	Great Falls Long Range Transportation Plan	2018	Long Range Transportation Plan	\$95,860.00	Andrew Finch	406-455-8434	afinch@greatfallsmt.net	#2 Park Drive South, Room 112 Great Falls, MT 59403
City of Belgrade	Belgrade Long Range Transportation Plan	2018	Long Range Transportation Plan	\$180,620.00	Jason Karp	406-388-3763	jkarp@cityofbelgrade.net	91 East Central Ave Belgrade, MT 59714
City of Bozeman	Bozeman Transportation Master Plan	2017	Long Range Transportation Plan	\$321,220.00	Craig Woolard (formally employed at City of Bozeman as Public Works Director)	406-994-7402	craig.woolard@montana.edu	City of Bozeman 121 N Rouse Ave, Bozeman, MT 59715
Montana State University	MSU Transportation Master Plan	2017	Long Range Transportation Plan	\$124,154.00	Candace Mastel (formally employed at MSU as Campus Planner/Project Manager)	406-582-2978	cmastel@bozeman.net	Montana State University PO Box 172760 Bozeman, MT 59717-2760
MDT	Belgrade to Bozeman Frontage Road Corridor Study	2017	Corridor Planning Study	\$190,818.00	Carol Strizich	406-444-9240	cstrizich@mt.gov	PO Box 201001 Helena, MT 59620-1001
MDT	Downtown Kalispell Courthouse Couplet	2017	Traffic and Safety Study	\$119,355.00	Donny Pfeifer	406-523-5830	dpfeifer@mt.gov	PO Box 201001 Helena, MT 59620-1001
MDT	River Drive North Corridor Study - 15th Street North to 38th Street North	2016	Corridor Planning Study	\$162,552.00	Carol Strizich	406-444-9240	cstrizich@mt.gov	PO Box 201001 Helena, MT 59620-1001

Owner	Project Name	Year	Type of Work	Contract Amount	Contact	Phone	Email Address	Address
MDT	I-15 Corridor Study - Gore Hill to Emerson Junction	2015	Corridor Planning Study	\$179,846.00	Carol Strizich	406-444-9240	cstrizich@mt.gov	PO Box 201001 Helena, MT 59620-1001
MDT	East Missoula (MT 200) Road Safety Audit	2015	Road Safety Audit	\$38,916.00	Vicki Crnich	406-444-7693	vcrnich@mt.gov	PO Box 201001 Helena, MT 59620-1001
MDT	US 93 Road Safety Audit - Evaro to Polson	2015	Road Safety Audit	\$18,795.00	Sheila Ludlow	406-444-9193	sludlow@mt.gov	PO Box 201001 Helena, MT 59620-1001
City of Helena	Greater Helena Area Transportation Plan	2014	Long Range Transportation Plan	\$264,392.00	Dave Knoepke	406-447-8099	dknoepke@helenamt.gov	316 N Park Ave Helena, MT 59623
City of Laurel	City of Laurel Long Range Transportation Plan	2014	Long Range Transportation Plan	\$80,000.00	Kurt Markegard	406-628-4796	kmarkegard@laurel.mt.gov	PO Box 10 Laurel, MT 59044
MDT	Paradise Valley Corridor Study - US 89 Gardiner to Livingston	2014	Corridor Planning Study	\$180,032.00	Carol Strizich	406-444-9240	cstrizich@mt.gov	PO Box 201001 Helena, MT 59620-1001
MDT	Maclay Bridge Planning Study	2013	Corridor Planning Study	\$195,853.00	Sheila Ludlow	406-444-9193	sludlow@mt.gov	PO Box 201001 Helena, MT 59620-1001
MDT	Brooks Street Corridor Safety Audit	2012	Road Safety Audit	\$23,258.00	Carol Strizich	406-444-9240	cstrizich@mt.gov	PO Box 201001 Helena, MT 59620-1001

**PART II – B**  
**RESPONDENT'S EXPERIENCE STATEMENT**

The respondent submits as a part of its SOQ, the following information as to its experience and qualifications:

a. The respondent has been engaged in this business under its present name for 104 years.

b. Experience in work of a nature similar in type and magnitude to that set forth in the RFQ extends over a period of 104/26\* years.

\*Entire company/local Missoula office

c. The respondent has satisfactorily completed all contracts awarded to it, except as follows: (name any and all exceptions and reasons therefore)

NA

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d. List all work completed within the last ten (10) years of similar type and magnitude as set forth in this RFQ. Please include a sheet with all contact information and details of the project on a separate sheet.

OWNER	YEAR	TYPE OF WORK	CONTRACT AMOUNT
(see attached sheet; note it's for local Montana staff only)			

I certify that the above information is true and correct to the best of my knowledge.

Signed this 18th day of October, 2021 at Missoula, MT  
(date) (month) (year) (city, state)

NAME OF RESPONDENT: Craig Caprara, PE, VP  
Water Business Group Manager/Missoula Office Manager  
(title)

Owner	Project Name	Year	Type of Work	Contract Amount	Contact	Phone	Email Address	Address
MDT	US 93 S Corridor Safety	Ongoing	Data Collection, Reporting	\$62,460.00	Tricia Burke	406-444-9420	pburke@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	Public Involvement Services for Timber Bridge Structures	Ongoing	Public Engagement	\$994,687.00	Stephanie Brandenberger	406-444-6260	stbrandenberger@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	Rosebud Interchange - East	Ongoing	Data Collection	\$25,850.00	Ivan Ulberg	406-444-6217	iulberg@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	Salmon Lake	Ongoing	Data Collection, Public Engagement	\$3,154,450.00	Jacqueline Smith	406-523-5830	jasmith@mt.gov	PO Box 7039 Missoula, MT 59807-7039
MDT	Smith Creek 1M W Forsyth	Ongoing	Data Collection, Public Engagement	\$650,954.00	J.R. Taylor	406-444-7636	jertaylor@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	US 93 North - Wildlife Fencing	Ongoing	Data Collection	\$162,805.00	Joe Weigand	406-444-9205	joweigand@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	West of Missoula - NW	Ongoing	Data Collection, Public Engagement	\$1,468,496.00	Fred Bente	406-444-7634	fbente@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	Whitefish Stage Road	Ongoing	Data Collection	\$1,993,560.00	Kelly Williams	406-444-7964	kwilliams@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	Divide West Public Involvement Services	Ongoing	Public Engagement	\$59,808.00	Jacob Brotzler	406-657-0266	jbrotzler@mt.gov	PO Box 20437 Billings, MT 59104-0437
MDT	I90 Bear Gulch Rd Interchange Study	Ongoing	Data Collection, Public Engagement	\$369,853.00	Mark Studt	406-444-9191	mstudt@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	27th Street RR Crossing - BLGS	Ongoing	Feasibility Study, Public Engagement	\$843,725.00	Kelly Williams	406-444-7964	kwilliams@mt.gov	PO Box 201001 Helena MT 59620-1001
Missoula Redevelopment Agency	Front Street/Main Street Two-way Conversion and Kiwanis Neighborhood Access and Circulation Design	Ongoing	Data Collection, Reporting	\$428,215.00	Ellen Buchanan	406-552-6160	buchanane@ci.missoula.mt.us	140 West Pine Street Missoula, MT 59802
Dave Levenson	Lower Meadows Subdivision Traffic Impact Study	Ongoing	Traffic Impact Study	\$11,900.00	Dave Levenson	415-250-7329	davelevenson11@gmail.com	524 San Anselmo Avenue #123 San Anselmo CA 94969
Town of Stevensville	3rd & 5th Street Improvements	2021	Data Collection, Design, CM	\$61,942.00	Steve Kruse	406.777.5271	steve@townofstevensville.com	206 Buck Street Stevensville, MT 59870
City of Polson	Street Condition Assessment	2021	Data Collection, Reporting	\$44,967.00	Ed Meece	406.883.8207	citymanager@cityofpolson.com	106 1st Street East Polson, MT 59860
Brandon Grosvenor	Seeley Lake RV Park Traffic Impact Analysis	2021	Traffic Impact Analysis	\$14,000.00	Brandon Grosvenor	406-396-1020	lazyacresrvt@outlook.com	906 Gladis Drive Missoula, MT 59804
MDT	Deer Lodge - South Resurfacing	2020	Data Collection	\$15,189.00	Ivan Ulberg	406-444-6217	iulberg@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	Warm Springs - SW Resurfacing	2020	Data Collection	\$15,217.00	Ivan Ulberg	406-444-6217	iulberg@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	US 93 S Safety Improvements	2019	Data Collection, Reporting	\$54,354.00	Tricia Burke	406-444-9420	pburke@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	Zimmerman Trail Design	2019	Data Collection, Public Engagement	\$778,535.00	Wade Salyard	406-444-0451	wsalyards@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	Acton Northwest	2018	Data Collection	\$11,284.00	Ivan Ulberg	406-444-6217	iulberg@mt.gov	PO Box 201001 Helena MT 59620-1001

Owner	Project Name	Year	Type of Work	Contract Amount	Contact	Phone	Email Address	Address
MDT	East of Miles City - East	2018	Data Collection	\$13,100.00	Ivan Ulberg	406-444-6217	iulberg@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	Culbertson East Signing & Striping	2018	Data Collection	\$14,012.00	Ivan Ulberg	406-444-6217	iulberg@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	Wisdom West	2018	Data Collection	\$16,899.00	Ivan Ulberg	406-444-6217	iulberg@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	East Holly Street - Sidney	2017	Data Collection	\$10,709.00	Ivan Ulberg	406-444-6217	iulberg@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	Richey Southeast	2017	Data Collection	\$13,726.00	Ivan Ulberg	406-444-6217	iulberg@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	Beartooth Highway Signing/Striping	2017	Data Collection	\$17,792.00	Ivan Ulberg	406-444-6217	iulberg@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	Beartooth Highway Signage	2015	Data Collection	\$17,792.00	Ivan Ulberg	406-444-6217	iulberg@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	Vida N&S Signage	2015	Data Collection	\$14,405.00	Ivan Ulberg	406-444-6217	iulberg@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	Clark Canyon Reservoir-Barretts Signing	2015	Data Collection	\$9,738.00	Ivan Ulberg	406-444-6217	iulberg@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	Red Rock-Clark Canyon	2015	Data Collection	\$9,594.00	Ivan Ulberg	406-444-6217	iulberg@mt.gov	PO Box 201001 Helena MT 59620-1001
MDT	N of White Sulphur Springs N & White Sulphur Springs E Signing & Striping	2014	Data Collection	\$17,789.00	Ivan Ulberg	406-444-6217	iulberg@mt.gov	PO Box 201001 Helena MT 59620-1001

An aerial photograph of a town nestled in a valley. In the background, a range of mountains is partially covered in snow. The foreground shows a residential area with houses, streets, and green fields. The overall scene is captured from a high angle, providing a wide view of the town and its surroundings.

# PART II-C: PAST PERFORMANCE QUESTIONNAIRES

# QUESTIONNAIRES SUBMITTED BY:

## RPA REFERENCE #1



## GREATER TRIANGLE AREA TRANSPORTATION PLAN

**Client Name:** Gallatin County  
**Contact Person:** Levi Ewan  
**Phone Number:** (406) 582-3250  
**Email:** [levi.ewan@gallatin.mt.gov](mailto:levi.ewan@gallatin.mt.gov)

## RPA REFERENCE #2



## BELGRADE LONG RANGE TRANSPORTATION PLAN

**Client Name:** City of Belgrade  
**Contact Person:** Jason Karp  
**Phone Number:** (406) 388-3763  
**Email:** [jkarp@cityofbelgrade.net](mailto:jkarp@cityofbelgrade.net)

## RPA REFERENCE #3



## TRANSPORTATION PLANNING ASSISTANCE TERM CONTRACT

**Client Name:** Montana Department of Transportation  
**Contact Person:** Katie Potts  
**Phone Number:** (406) 444-9238  
**Email:** [kpotts@mt.gov](mailto:kpotts@mt.gov)

## HDR REFERENCE #1



## 3RD AND 5TH STREET IMPROVEMENTS

**Client Name:** Town of Stevensville  
**Contact Person:** Steve Kruse  
**Phone Number:** (406) 777-5271  
**Email:** [steve@townofstevensville.com](mailto:steve@townofstevensville.com)

## HDR REFERENCE #2



## POLSON STREET CONDITION ASSESSMENT

**Client Name:** City of Polson  
**Contact Person:** Ed Meece  
**Phone Number:** (406) 883-8207  
**Email:** [citymanager@cityofpolson.com](mailto:citymanager@cityofpolson.com)

## HDR REFERENCE #3



## US 93 LOLO TO FLORENCE SAFETY ANALYSIS

**Client Name:** Montana Department of Transportation  
**Contact Person:** Tricia Burke  
**Phone Number:** (406) 444-9420  
**Email:** [pburke@mt.gov](mailto:pburke@mt.gov)







October 22, 2021

Brandon Dewey, Mayor  
Town of Stevensville  
206 Buck Street  
Stevensville, MT 59870

Subject: Response to Request for Qualifications - Project No. 2021-PZ-002  
**Professional Services for Transportation Master Plan**

Dear Members of the Selection Committee:

RPA and HDR are excited to submit our response to the recent RFQ for the *Town of Stevensville Transportation Master Plan*. Our team has the necessary skills and experience to develop this plan in a thorough, cost effective, and professional manner. We have assembled a highly qualified team that is uniquely suited to respond quickly, efficiently, and effectively. We are confident that our team can provide you with a sound transportation plan that is practical, cost effective, implementable, functional, and sustainable.

Our team will be led by Scott Randall, PE, PTOE, who brings extensive experience managing similar long range transportation planning projects across the northwest. Scott will primarily be supported by RPA employees with considerable experience working on transportation plans, multimodal studies, and traffic and safety analyses. The RPA team is further strengthened by HDR employees Riley Lubbers, Lisa Gray, and Craig Caprara, whose local presence, strong relationships within the community, and public involvement expertise will help us successfully address the transportation needs of the Town of Stevensville. Together, our team offers the community the following:

- **EXTREMELY QUALIFIED TEAM:** Our core group has been working together for multiple years on similar projects across Montana. RPA's project management team and highly qualified transportation planners and engineers are complemented by HDR's local presence and public involvement expertise. Our team has recent and on-going experience working on public works infrastructure projects and we are excited about teaming on this transportation plan.
- **PROVEN TRACK RECORD ON SIMILAR PROJECTS:** Our key professionals have worked on the development of several similar long range transportation plans for other Montana communities including Gallatin County (In Progress), Great Falls (2018, 2014, 2003), Belgrade (2017), Bozeman (2016, 2007, 2001), Helena (2015, 2004), City of Laurel (2014), Whitefish (2010), Flathead County (2010, 2007), and Kalispell (2006). These plans identify a range of improvements to accommodate multimodal users, improve safety, and reduce congestion.
- **EXCELLENT PUBLIC AND STAKEHOLDER INVOLVEMENT PROGRAM:** With every planning process we complete, public and stakeholder involvement are crucial pieces to the development process. HDR brings a strong history of working with the local community to develop and implement meaningful projects. Our team has successfully employed innovative community engagement techniques to reach a wide range of audiences.

Thank you for your consideration of our proposal. Our team looks forward to working with the planning team on this important plan!

Sincerely,

ROBERT PECCIA & ASSOCIATES, INC.

**Scott Randall, PE, PTOE**

Traffic and Transportation Group Manager  
P: 406-447-5005 E: srandall@rpa-hln.com  
3147 Saddle Drive, Helena, MT 59604



## OUR TEAM

**Robert Peccia and Associates (RPA)** first opened its doors in Helena, Montana, in 1978. The respected 100-percent employee-owned small business firm now employs over 60 professionals across offices in Helena, Bozeman, and Kalispell. RPA is well known and highly regarded across the region for our innovative and detail-oriented work. We strive not only to anticipate trends in transportation, but also to develop safe, innovative, and practical solutions to transportation-related problems. Our company was built on providing excellent engineering services with many of our key staff having more than 15 years of experience in the industry.

Since opening their Missoula office in 1995, **HDR** has been vested in completing projects throughout Montana, especially throughout the Bitterroot Valley, and recently completed transportation projects in Stevensville, Hamilton, Missoula, and Missoula County. HDR has a local presence and small-town work ethic, constantly seeking opportunities to help improve local communities. HDR's 250 Montana-based employees, located in Missoula, Billings, Bozeman, Butte, and Helena, are supported by over 10,000 employees in 225 locations worldwide.

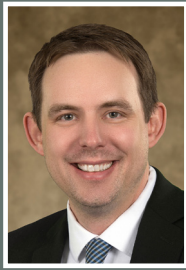
For the *Town of Stevensville Transportation Master Plan*, we have carefully assembled a team that leverages the technical strengths and transportation planning experience of RPA and the local knowledge and strong working relationships of HDR to best meet the needs of the project. RPA will serve as the prime consultant and will lead the project management, multimodal planning, and capital improvement efforts. Our technical expertise and long history of delivering similar projects will prove valuable to this project. Our robust qualifications will be further enhanced by HDR whose understanding of the local environment, rapport with key stakeholders, and ability to connect with the community of Stevensville will bolster our team's public involvement efforts to deliver a plan that fully encapsulates the vision of the Town.

## KEY PERSONNEL

We have carefully assembled a team with specific experience and expertise to meet the needs of this project. Our approach is to utilize a small core team, which is supported by technical and area experts. All key staff members of the RPA-HDR team have the time, availability, and experience to successfully complete the project. While each of the proposed team members has an existing workload, there are no current or anticipated commitments that would prevent them from fulfilling their role on this plan within the proposed time frame. The following highlights our key personnel, their qualifications, key experience, anticipated roles, and availability. Resumes with detailed information for key personnel can be found in **Appendix A**.

35%  
AVAILABLE

20%  
TIME TO  
COMPLETE



**Scott Randall, PE, PTOE**

MT #18127, PTOE #3237  
Helena, MT

**Experience:** 18 years  
**Role:** Project Manager

Scott has spent the past 18 years in the transportation industry. Scott's career has been focused on identifying the right solutions to complex challenges. His unique blend of experience in transportation design, planning, traffic engineering, and public involvement helps ensure that all aspects of project development are thoughtfully considered and appropriately addressed. Scott and his staff use a tailored approach to identify context-sensitive recommendations that are feasible to implement. His broad experience and attention to detail ensure that quality projects free of errors are delivered.

**RELEVANT EXPERIENCE (ROLE)\***

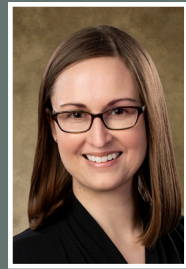
- 11 Long Range Transportation Plans (PM, TP, TE)
- 8 Corridor Studies (PM, TE)
- 4 Road Safety Audits (PM, TE)
- Montana Pedestrian and Bicycle Plan (PM)
- Missoula Community Transportation Safety Plan (PM)

**ROLE AND RESPONSIBILITIES**

- Serve as project manager and main point of contact
- Provide public involvement and meeting facilitation
- Provide technical expertise and QA/QC

30%  
AVAILABLE

15%  
TIME TO  
COMPLETE



**Sarah Nicolai, PE, PTP**

MT #32812, PTP #655  
Helena, MT

**Experience:** 16 years  
**Role:** Senior Planner/Public Involvement

Sarah brings over 16 years of experience in transportation planning, public/stakeholder involvement, and environmental resource investigation and documentation. Sarah's experience as both a professional engineer and a professional planner enables her to understand and navigate project challenges and lead multi-discipline teams to achieve project goals. Her diverse background will ensure that all voices are heard and that public concerns and goals are appropriately identified and addressed.

**RELEVANT EXPERIENCE (ROLE)\***

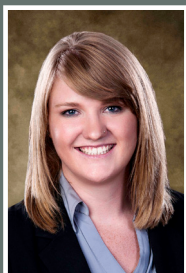
- TranPlanMT - Statewide Transportation Plan (PM)
- Chippewa Cree Tribe Long Range Transportation Plan (TP)
- 8 Corridor Studies, including US 93 Missoula to Florence Corridor Study (PM, TP)
- Montana ADA Inventory and Transition Plan (PM)
- Billings Community Transportation Safety Plan (PM)

**ROLE AND RESPONSIBILITIES**

- Develop transportation goals and objectives in coordination with Town of Stevensville
- Provide public involvement support
- Ensure analysis and recommendations are sensitive to all transportation modes

40%  
AVAILABLE

30%  
TIME TO  
COMPLETE



**Kerry Pedersen, PE**

MT #722323  
Bozeman, MT

**Experience:** 6 years  
**Role:** Transportation Planner

Kerry is a professional transportation engineer/planner with 6 years of experience involving the development of transportation plans, corridor studies, feasibility studies, traffic engineering studies, and environmental documentation. Kerry's background as a Western Transportation Institute Research Assistant provides her with the skills to meticulously analyze traffic and safety data in support of improvement identification. She also specializes in development of maps, graphics, and narratives to communicate this technical information to non-technical audiences.

**RELEVANT EXPERIENCE (ROLE)\***

- Greater Triangle Area Transportation Plan (TP)
- Belgrade Long Range Transportation Plan (TP)
- Great Falls Transportation Plan (TP)
- Montana Pedestrian and Bicycle Plan (TP)
- US 191 Corridor Study (TP)
- Missoula Community Transportation Plan (TP)

**ROLE AND RESPONSIBILITIES**

- Evaluate transportation and safety conditions
- Perform data analysis and review
- Ensure alignment with relevant planning documents
- Report preparation

**\*Project Team Role Legend:** Field Data Collection (DC); Project Manager (PM); Public Involvement (PI); Roadway Engineer (PE); Transportation Engineer (TE); Transportation Planner (TP); Quality Assurance/Quality Control (QC)

40%  
AVAILABLE

25%  
TIME TO  
COMPLETE

RPA



Shane Forsythe, PE

MT #49469

Helena, MT

Experience: 7 years

Role: Active Transportation /  
Traffic Engineering

Shane has spent the past 7 years with RPA contributing both technical knowledge and firsthand experience in bicycle and pedestrian planning and design. He combines his experience as an avid cyclist with the technical skills gained while completing a master's degree in transportation engineering to plan for and design well thought out active transportation systems. While he recognizes the importance of cars as a primary mode of transportation, he strives to improve the opportunity for mode choice by making the interactions of non-motorized and motorized users safer and more desirable for vulnerable users.

**RELEVANT EXPERIENCE (ROLE)\***

- Bozeman Transportation Master Plan (TE)
- Belgrade Long Range Transportation Plan (TE)
- Greater Helena Area Transportation Plan (TE)
- Great Falls Long Range Transportation Plan (TE)
- Montana Bicycle and Pedestrian Plan (TE)

**ROLE AND RESPONSIBILITIES**

- Provide technical support for evaluating transportation considerations
- Active transportation route planning and needs assessment
- Assist in identification of transportation improvements
- Collect and analyze traffic data

15%  
AVAILABLE

5%  
TIME TO  
COMPLETE

HR



Craig Caprara, PE

MT #10147

Missoula, MT

Experience: 36 years

Role: Local Liaison

Craig is a professional civil engineer with 36 years of experience in the planning, design, and construction of public works facilities. His experience includes project management, design, and construction administration of a wide range of multi-million dollar advanced wastewater treatment plant projects; water system conveyance, pumping, treatment, and storage projects; sewer system conveyance and pumping projects; and water, sewer, and storm drainage utility planning.

**RELEVANT EXPERIENCE (ROLE)\***

- Stevensville, Phase IV Water System Improvements (QC)
- Stevensville, Wye Annexation Study (PM)
- Stevensville, WWTP Phase 2 Improvements (PM)
- Stevensville, School Campus Site Improvements (QC)
- Stevensville, Water Rights Need Assessment (PM)

**ROLE AND RESPONSIBILITIES**

- Provide public involvement and stakeholder engagement support
- Assist with identification of issues and needs for planning area

45%  
AVAILABLE

35%  
TIME TO  
COMPLETE

HR



Lisa Gray

Billings, MT

Experience: 25 years

Role: Public Engagement

Lisa provides over 25 years of experience in the communications field. Her areas of expertise include stakeholder and tribal engagement, media and communications training, NEPA, socioeconomic analysis, workforce and business development, and strategic community investments. She has demonstrated experience in the design and implementation of complex stakeholder engagement and training programs and is highly skilled at presenting key messaging, facilitating community meetings, and reaching stakeholder consensus.

**RELEVANT EXPERIENCE (ROLE)\***

- MDT, Salmon Lake (PI)
- MDT, Cougar Cr – 7M N of W Yellowstone (PI)
- MDT, Divide West Public Involvement Services (PI)
- MDT, Main St – Winnett (PI)
- MDT, Public Involvement Services for Timber Bridge Structures (PI)

**ROLE AND RESPONSIBILITIES**

- Coordinate and facilitate public involvement activities
- Assist with socioeconomic analysis and identifying community goals

**\*Project Team Role Legend:** Field Data Collection (DC); Project Manager (PM); Public Involvement (PI); Roadway Engineer (PE); Transportation Engineer (TE); Transportation Planner (TP); Quality Assurance/Quality Control (QC)

45%  
AVAILABLE

20%  
TIME TO  
COMPLETE



**Riley Lubbers, PE**

MT #72244 | Missoula, MT

**Experience:** 11 years

**Role:** Field Data Collection /  
Local Liaison

Riley is a collaborative team member who brings consistency across HDR's transportation design projects. His hands-on knowledge of municipal and MDT design development process and expectations have provided constructible solutions across Montana. His comprehensive experience includes ADA design, roadway and trail geometrics, traffic signal, street lighting and signing/stripping design.

**RELEVANT EXPERIENCE (ROLE)\***

- Town of Stevensville, 3rd/5th Street Improvements (PM, DC)
- Polson Road Condition Assessment (DC)
- Billings Midland Road Improvements (RE)
- MDT, Warm Springs - SW Resurfacing (PM, DC)
- MDT, Wisdom West (PM, DC)

**ROLE AND RESPONSIBILITIES**

- Assist with data collection effort
- Assist in identification of transportation improvements with attention to design standards and maintenance needs

**ADDITIONAL STAFFING NEEDS**

Good data is the basis for a complete analysis of transportation conditions. Our team proposes a thorough field review and traffic data collection efforts. This data is needed to understand general transportation activity, traffic patterns, mode choice, and maintenance needs. Besides the key project team members listed, additional support staff will be used to complete field review and data collection efforts as shown below.



**Teichrow Hochhalter, EI**, *Field Data Collection*, Missoula, MT [HDR]

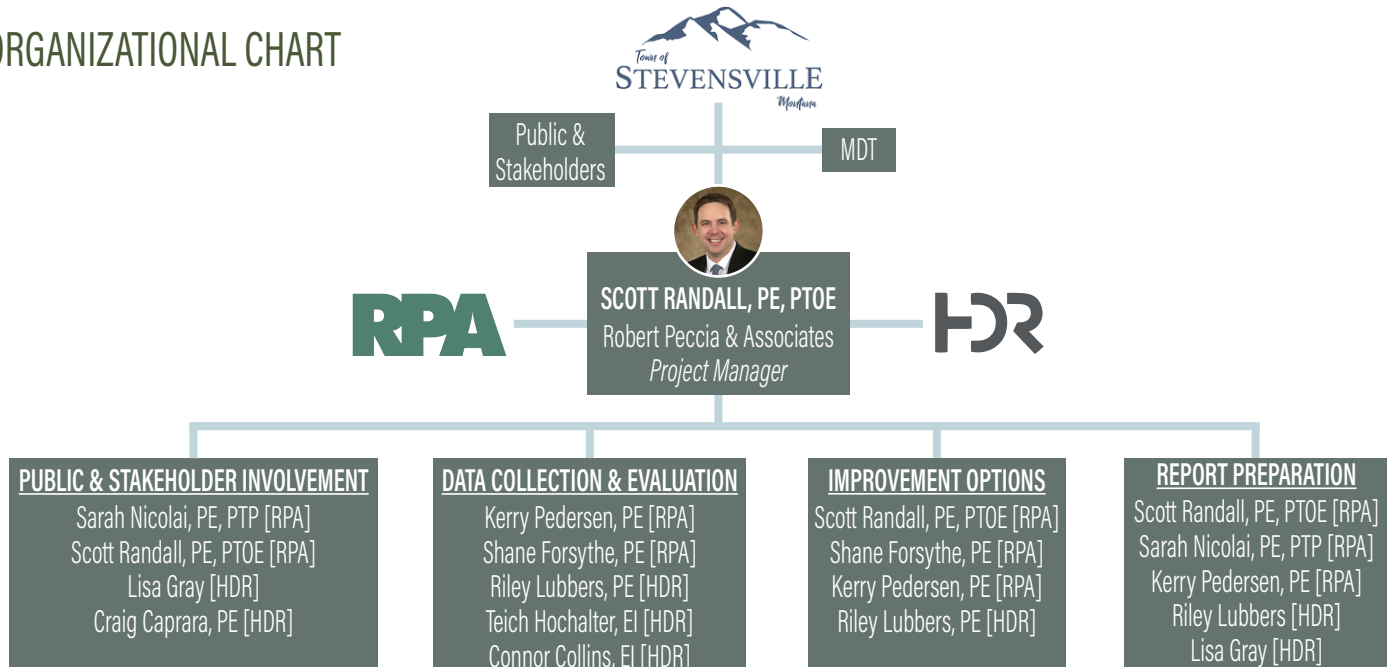
With eight years of experience, Teich has a wide range of expertise in construction inspection, power distribution design, traffic signal design, and roadway lighting analysis and design. Teich provided field data collection for Stevensville's recent 3rd/5th Street Improvements Project and HDR's *Hwy 93 Corridor Safety Study*.



**Connor Collins, EI**, *Field Data Collection*, Missoula, MT [HDR]

Connor has experience ranging from field data collection, construction inspection, and survey to roadway and site civil design for multiple DOT's and municipalities. His roadway design experience includes urban and rural facilities, signing and striping, construction traffic control, and ADA facilities. Connor recently provided field data collection and on-site construction oversight for Stevensville's 3rd/5th Street Improvements Project.

**ORGANIZATIONAL CHART**





## PROJECT APPROACH AND UNDERSTANDING

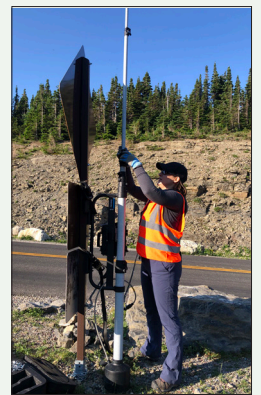
Our team understands how crucial proper transportation planning is to accommodating existing and future concerns. We believe that this update of the *Transportation Master Plan* will require creativity and balance. The prior plan was completed 15 years ago; changed conditions and renewed priorities necessitate an update. As new development occurs and the Town's population continues to increase, coordinated infrastructure improvements and upgrades will be essential for maintaining sustainable growth. Stevensville has recently completed its *2021/2023 Strategic Plan* which establishes a renewed focus on mobility, livability, accessibility, equity, and innovation for continued prosperity and enhanced quality of life for its citizens. The Town also continues to place more emphasis on accommodations for all travel modes, not just vehicles, and the anticipation of emerging technologies. This transportation plan update is intended to facilitate community goals and improve the transportation infrastructure and services within the planning area.

### DATA COLLECTION NEEDS

Collecting data in a timely fashion and the ability to field-verify information is critical to a successful planning process. RPA has collected traffic data across the state in support of numerous transportation planning efforts using specialized Miovision cameras. Our data collection staff are highly skilled and efficient. HDR's staff is experienced in GIS and other data collection tools and all members of their data collection team are located in the Bitterroot Valley. This allows them to collect information in a timely manner and they will be available for quick site visits to capture anything additional if needed.

### WORKPLAN

The scope of this project would be accomplished through a series of distinct work tasks, each one building on the work completed previously. The following work tasks are based on our team's expertise in transportation planning and on what has been known to work well on past transportation planning projects. These tasks are preliminary and if selected for the project would need to be revisited prior to a contract's development and execution.



RPA owns four Miovision cameras that can be used to collect traffic counts.

## TASK 1: PROJECT MANAGEMENT AND ADMINISTRATION

### DELIVERABLES:

- Scope, Schedule, and Cost Estimate
- Planning Team Meeting Materials
- Monthly Invoices and Progress Reports – 8

This task includes overall project management aspects associated with managing this plan. Included is the effort required to develop monthly progress reports and invoices. General management and coordination duties include correspondence with the public and the Town of Stevensville; informal meetings in addition to regularly scheduled meetings; internal project management duties to monitor scope, schedule and budget; and project setup and closeout activities. This task also includes time to prepare for and facilitate planning team meetings throughout the planning duration to review deliverables and discuss progress. It is anticipated that up to five (5) planning team meetings would be held during the planning process either in person or via remote accommodations depending on COVID-19 restrictions at the time.

## TASK 2: PUBLIC AND STAKEHOLDER INVOLVEMENT

### DELIVERABLES:

- Website and Social Media Content
- Wikimap Commenting Platform
- Public Survey
- Various Meeting Materials as Needed
- Public Comment Matrix

This task includes time to prepare for, facilitate, and travel for all meetings and outreach events as needed. For this plan, we propose the following engagement strategies designed to reach the most people possible and elicit meaningful participation:

**ELECTRONIC MEDIA:** Our team will develop content for a plan website to be incorporated into the Town's existing website. The website will serve as the main platform to provide information and solicit feedback during the planning process. Leveraging the Town's existing website will help us reach an expanded audience and support Town branding. We will also provide updates and announcements to promote engagement opportunities to post to the Town's social media channels.

**WIKIMAP:** We will develop a project Wikimap which will be used as an interactive commenting platform for users to provide feedback on the needs within the study area. Visitors to the platform will be able to leave notes, draw features, and identify areas of concern just as if they were present at an in-person event.

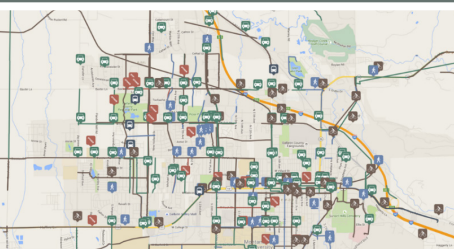
**SURVEY:** We will develop an online survey to supplement the Wikimap. The survey will be easy to distribute and accessible to a broad audience including less technologically inclined individuals.

**STAKEHOLDER OUTREACH:** A key component for this plan will be to reach out to stakeholders early in the process to open dialogue, build trust, and understand their needs. We will develop a list of key stakeholders and interested parties including agencies, business owners, special interest groups, and key officials. Updates will be sent to these stakeholders at key milestones during the planning process. Our team will also facilitate up to two (2) stakeholder outreach meetings to more directly discuss and collaborate with key groups including Bike Walk Bitterroot and the Stevensville School District.

**PUBLIC OPEN HOUSES:** Our team will host two public open houses during the planning process. The first open house will be conducted near the beginning of the process to engage the community in identifying areas of concern and opportunities for improvement. Our team will host a second open house during the public review period to share the recommendations and solicit feedback on improvements. The meetings will be conducted in person if local health guidelines allow. Otherwise, the outreach will be conducted virtually with online engagement tools and/or virtual presentations.

**PUBLIC COMMENTS:** We will encourage input from community members throughout the planning process by making our project manager available for comments and general inquiries. After releasing the draft *Transportation Master Plan*, we will offer a formal 30-day public review period. Comments made during this period will be compiled into a public comment matrix and considered in the final plan.

**PUBLIC HEARING:** Our team will make a formal presentation to the Town Council as part of the approval/adoption process.



The wikimap platform was well received during development of *Bozeman Transportation Master Plan*. In total, over 550 unique comments and more than 930 likes or dislikes were received.



## TASK 3: EXISTING AND PROJECTED CONDITIONS

### DELIVERABLES:

- Traffic Data and Operational Analysis
- Existing and Projected Conditions Technical Memorandum

Also included in our data collection efforts will be high-level evaluation and analyses of several existing conditions and transportation considerations including the following:

- Socioeconomic conditions and land use information
- Existing non-motorized facilities (including identification of gaps in the network)
- Mobility and access to schools
- Freight and goods movement network



This task includes a review of the 2006 study area boundary and a recommendation of any possible changes. It is important that the study area include all outlying land that is expected to develop during the 20-year planning horizon while also including areas where transportation issues are expected to impact or influence the regional community growth.

This task also involves collecting, reviewing, and developing data that relates to the transportation planning process. We will acquire and evaluate information and data that is already available and will collect or develop any additional information required to develop the plan. Existing local documents such as the *Stevensville Street Master Plan*, *Stevensville Growth Policy*, *Stevensville Strategic Plan*, *Stevensville Capital Improvements Plan*, *Bitterroot Valley Natural Resource Use Policy*, and any relevant subdivision plans or traffic impact studies will be reviewed for existing information, future forecasts, and recommended improvements. We will compile and review existing traffic data that is available through the Town of Stevensville, Ravalli County, and MDT. We will conduct an analysis of the existing traffic conditions in the project study area based on existing and historic traffic volume counts, combined with new traffic count data that will be collected as part of this task.

RPA will collect turning movement data at up to eight (8) major intersections over a 24-hour period (to be determined in conjunction with the planning team). The counts will provide peak-hour turning movement volumes and roadway daily traffic on each leg of the intersections. In addition, we will utilize any recent turning movement counts collected by MDT and others to supplement our data. At the same time, we will also collect information at each intersection relating to truck traffic, bicycle traffic, and pedestrian use. Other information such as signal timing, phasing and land use, and special intersection geometrics would also be collected at each intersection. This information is essential in the evaluation of intersection and corridor operations.

During data collection efforts, we will also conduct a field review to observe and document additional information pertaining to transportation conditions, including driver behaviors, vehicle queuing, parking utilization, roadway lighting and signing, pavement condition, nonmotorized activity, and other site-specific information. HDR's local engineers can help provide existing condition evaluations and collect data quickly. We will also be available to meet with key stakeholders and Town Representatives to discuss current challenges that could help determine additional characteristics or existing conditions that should be documented in the plan.

Historic crash data for the past five years will be obtained from MDT and analyzed by the planning team. This information will be used to identify locations that have a high crash frequency or high crash severity. We will assess crash data at major intersections and at a system-wide level. The crash analysis will result in a listing of major transportation safety considerations, the underlying contributing factors, and the actions and policies that might be appropriate for addressing the factors.

An analysis of the projected transportation system will be performed to estimate how traffic patterns and characteristics may change from the existing conditions over the planning horizon. Future conditions will be assessed using housing and employment forecasts, projected development, and anticipated traffic growth. This effort will help the planning team identify areas of the transportation system where growth and congestion may occur due to anticipated development and identify which roads need additional investment to accommodate future growth.

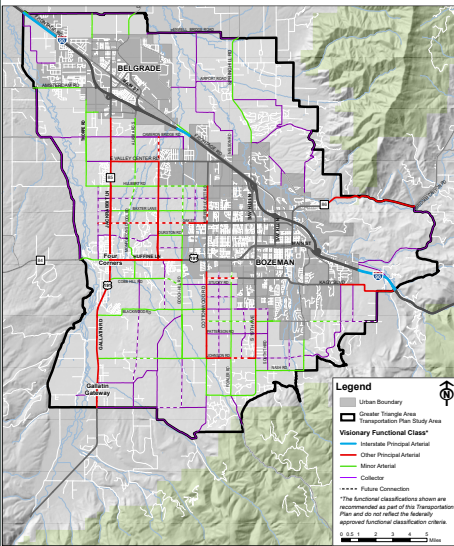
A summary of the collected data and associated traffic and safety analyses will be summarized in an Existing and Projected Conditions Technical Memorandum. This memorandum will help the planning team identify potential areas of concern to address with recommendations developed in the next task.



# TASK 4: TRANSPORTATION MASTER PLAN

## DELIVERABLES:

- Visionary Major Street Network
- Visionary Non-motorized Network
- Planning Level Cost Estimates
- Draft and Final Transportation Master Plan



This task includes development of recommendations and improvement projects for the transportation system as well as preparation of the *Transportation Master Plan*. The plan will include the results of all aspects of the planning process, address all of the issues identified during the process, and list recommended improvement projects and programs.

Recommendations will include smaller, less expensive needs such as intersection improvements, pavement markings, signing, traffic calming, and other roadway features that complement the basic street system, along with long-term major infrastructure modifications such as full roadway reconstruction or new roads and connections. Roadway maintenance and pavement preservation methods will be analyzed to determine if opportunity exists to enhance current techniques. Roadway maintenance activities such as surface treatments, striping, and signing will be examined. A visionary major street network will be created to help plan for long-term roadway needs and guide development and land-use changes.

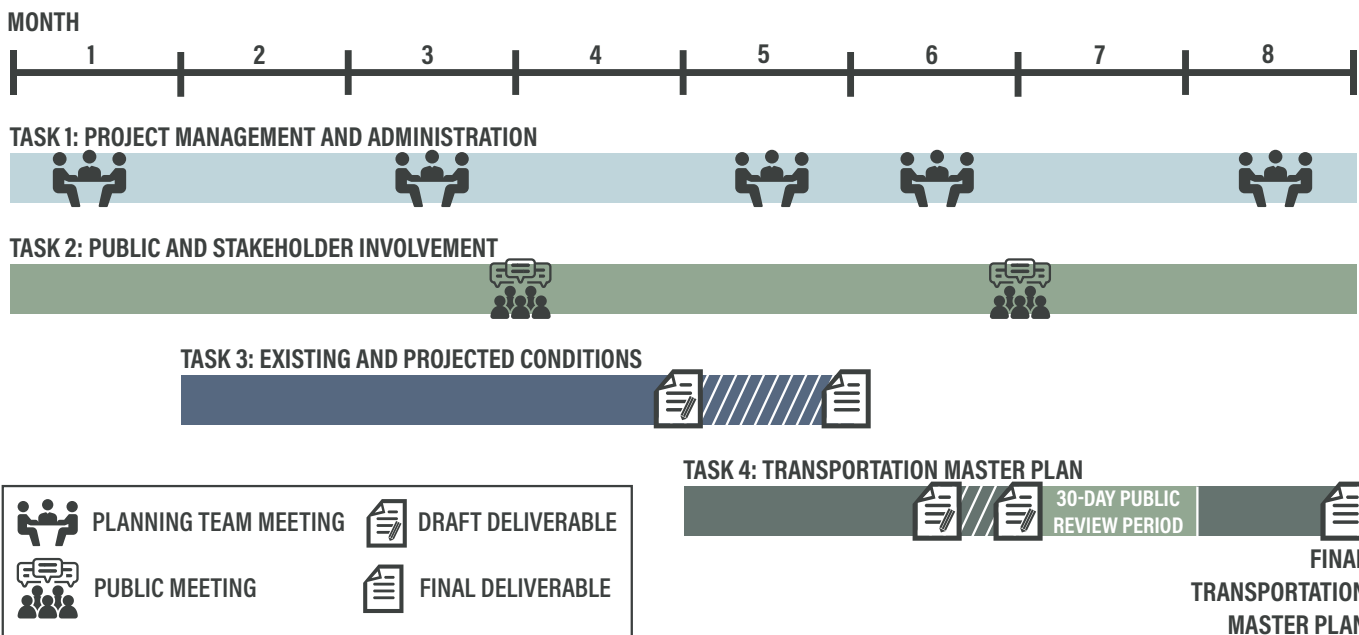
Transportation network recommendations will be complemented by applicable bicycle/pedestrian improvements. The recommendations will be used to help guide development of a full, connected multimodal network. A visionary non-motorized network will be developed to help establish infrastructure needs and plan for future investments.

All recommendations will be evaluated in terms of financial feasibility. This task will involve a review of federal, state, and local funding sources including criteria utilized in distributing funds, anticipated funding available over time, matching requirements, and restrictions on the use of program funds. Engineering and construction cost estimates will be developed based on current construction costs from similar projects recently bid in the area.

This task will culminate in development of the *Transportation Master Plan*. The plan will rely upon quality graphics to present all previously completed efforts in a concise and easy to understand format. A draft *Transportation Master Plan* will be made available for public review and comment prior to finalizing and the adoption process.

## SCHEDULE

The following shows completion of the proposed tasks over an 8-month timeframe. We anticipate developing a draft report within 6 months after notice to proceed is issued. This allows two months for public review and the adoption process.





## RELATED EXPERIENCE

*Our key staff have dedicated their careers to developing transportation plans, corridor studies, traffic engineering studies, and roadway designs and providing public involvement services for state, municipal, and federal clients.*

RPA has completed an extensive list of transportation planning and engineering analyses, corridor studies, traffic and transit studies, parking studies, urban transportation planning projects, traffic safety evaluations, and roadway designs across the Northwest. Our work on these projects typically includes collecting traffic data, compiling and reviewing crash data, conducting field traffic studies, observing traffic operations, evaluating roadway conditions, identifying probable causes of operational and safety problems, evaluating the availability and effectiveness of various modes of transportation, developing recommended improvements, assessing costs and possible funding sources for transportation system improvements, and engaging the local community throughout.

HDR's team supplements RPA's planning expertise with broad experience in engineering design, construction, and inspection services. Their comprehensive experience includes ADA design, roadway and trail geometrics, traffic signal, street lighting, and signing/stripping design. Their work is often paired with community engagement activities including facilitating public meetings, informing and educating the public, proactively seeking community input, and reaching consensus among stakeholders.

For the *Town of Stevensville Transportation Master Plan*, our team will apply our combined local knowledge and broad experience to develop a high-quality plan that is specific to the community and transportation users. Contact information for similar projects completed by our team is included in the attached Experience Statements.

## COMMUNITY LONG RANGE TRANSPORTATION PLANS

Our team has a long history of completing transportation plans throughout Montana. These projects required comprehensive analysis of existing traffic conditions, working closely local and state jurisdictions to plan and evaluate future land use, finding solutions that meet the needs of all roadway users, developing conceptual designs for recommended improvements, and estimating costs for proposed construction projects. Because of the far-reaching effects of these transportation plans, our efforts always include extensive public outreach and coordination with local and state officials. We work with these groups to identify problems, solicit ideas, define potential projects, and address concerns as part of our analysis and service to the client.

Most recently, RPA has been working on the *Greater Triangle Area Transportation Plan* for Gallatin County. This plan includes the areas between Four Corners, Belgrade, and Bozeman where recent suburban development has occurred and is anticipated to occur in the future. In preparing recommendations, RPA focused on strengthened corridor connections and alternate routes in high density development areas; investment in existing infrastructure through preservation and maintenance; improved multimodal accommodations and connectivity; and both site-level and systemic safety improvements. The intent of the plan is to integrate with and expand upon the past transportation planning efforts of Bozeman and Belgrade to prepare the suburban area for the potential future incorporation into a Metropolitan Planning Organization with these cities.

RPA has completed the numerous long range transportation plans for Montana clients including:

- Gallatin County (2021)
- City of Belgrade (2018)
- City of Bozeman (2017)
- Montana State University (2017)
- Great Falls Area (2018, 2014, 2003)
- Greater Helena Area (2014, 2004)
- City of Laurel (2014)
- Flathead County (2010, 2007)
- Whitefish (2010)
- Greater Bozeman Area (2007, 2001)

RPA has completed the following statewide multimodal planning studies.

- Montana ADA Transition Plan Update
- Montana Pedestrian and Bicycle Plan
- MDT Smart Transportation and Land Use Planning Research Project
- Montana Safe Routes to School Guidebook
- Montana Bicycle Safety Study
- MDT Major Collector Study
- MDT Speed Zone Studies

## MULTIMODAL PLANNING STUDIES

RPA has completed a variety of statewide multimodal planning studies in recent years. These plans have focused on developing changes to policy and guidelines aimed at improving multimodal accommodations across Montana. Each study required comprehensive analysis of existing conditions, working closely with local and state jurisdictions, identifying goals and objectives, and developing solutions to improve multimodal transportation by meeting the needs of all users.

In addition to developing statewide multimodal studies, RPA also has extensive experience completing multimodal plans for recreation areas and public lands. We recently developed the *Silos Recreation Area Master Plan*, which focused on identifying infrastructure improvements based on community and stakeholder feedback at the recreation area on Canyon Ferry Reservoir in Broadwater County, MT. We are also currently working on the *Yaquina Head Traffic Study* in Newport, OR, and the *Going-to-the-Sun Road User Safety Study* in Glacier National Park. These studies are focused on identifying improvements to safely accommodate increasing traffic volumes and non-motorized activity in the Yaquina Head Outstanding Natural Area and Glacier National Park, respectively.





## TRANSPORTATION PLANNING AND ANALYSIS

RPA has completed multiple corridor planning studies throughout Montana in coordination with local agencies, MDT, and FHWA. The corridor studies required RPA to develop mapping, collect and analyze data, identify and evaluate a full range of transportation and design options, work closely with a multitude of stakeholders and agencies, and conduct extensive public outreach. Our emphasis for corridor planning services is to identify and bring decision makers together with key stakeholders to make sound transportation decisions. We solicit public input and convey project findings through a variety of outreach efforts like project-specific websites, newsletters, mailings, interactive mapping, community meetings, and visioning workshops. We have conducted the following corridor studies over the past few years:

- **US 191 Corridor Study**, Gallatin County, MT (2020)
- **Roosevelt Drive Upgrade Study**, Butte-Silver Bow, MT (2019)
- **Shields River Road Planning Project**, Park County, MT (2019)
- **Mountain Loop Highway Feasibility Study**, Snohomish County, WA (2019)
- **Belgrade to Bozeman Frontage Road**, Gallatin County, MT (2017)
- **River Drive North - 15th St N. to 38th St N.**, Great Falls, MT (2016)
- **I-15 - Gore Hill to Emerson Junction**, Great Falls, MT (2015)
- **Paradise Valley - US 89 Gardiner to Livingston**, Park County, MT (2014)
- **Maclay Bridge**, Missoula County, MT (2013)
- **S-332, Tongue River Road**, Custer and Rosebud County, MT (2012)
- **MT-1 West of Anaconda to Georgetown Lake**, Deer Lodge County, MT (2011)
- **Whitefish Urban Corridor Study of US 93**, Whitefish, MT (2010)

## TRAFFIC AND SAFETY ENGINEERING

RPA has extensive experience performing engineering studies directed at traffic operations, safety, design, and planning of traffic control systems. These projects require technical acumen and attention to detail. Services provided on these projects include existing operational performance analysis; identification of problem areas; crash data analysis; future operations assessment; alternatives analysis; and recommendations for improvements. We have completed the following traffic and safety engineering projects over the past few years:

- **US 93-Ninepipe Feasibility Study**, Lake County (Ongoing)
- **Downtown Whitefish Highway Study**, Whitefish (Ongoing)
- **City of Helena Multimodal Traffic Study**, Helena (2021)
- **Missoula Area Community Transportation Safety Plan**, Missoula MPO (2019)
- **Custer Avenue Traffic Engineering Study**, Helena (2019)
- **Gore Hill Interchange Traffic Engineering and Design**, Great Falls (2019)
- **Kalispell Courthouse Couplet Traffic Engineering Study**, Kalispell (2017)
- **Bozeman Valley West Corridors (Cottonwood, Durston, Baxter)**, Bozeman (2015)
- **MT 200 Road Safety Audit**, East Missoula (2015)
- **US Highway 93 Road Safety Audit**, Flathead Indian Reservation (2015)
- **Lincoln Interchange Traffic Engineering and Design**, Helena (2014)
- **US Highway 212 Road Safety Audit**, Northern Cheyenne Reservation (2013)
- **Brooks Street Road Safety Audit**, Missoula (2012)
- **College Street - 19th to Main Traffic Engineering and Design**, Bozeman (2011)

## PUBLIC AND STAKEHOLDER INVOLVEMENT

With every plan we develop, public and stakeholder involvement is crucial to the development process. Implementing a tailored public engagement plan is critical to help build consensus and to ensure barriers to development are identified early in the process. RPA and our subconsultant HDR are recognized leaders in public engagement and agency coordination. RPA brings a strong history of working with local communities and agencies across the state to develop and execute meaningful public involvement plans. As a local firm, HDR has extensive experience working with the Stevensville community. HDR's communication specialists understand how to plan and facilitate effective public meetings and are adept at managing the public comment process in support of a defensible and transparent decision-making process. Together, the RPA-HDR team will provide a comprehensive and innovative public and stakeholder involvement strategy focused on gaining meaningful input from a diverse cross section of individuals and groups.

Although the COVID-19 pandemic has unquestionably burdened our society as a whole, a silver-lining from this experience may be how it has prompted change in the way the world does business. While difficult to truly replicate the intangible value of in-person engagement, we have seen a greater willingness of community members to utilize virtual and online engagement tools enabling a broader audience through more flexibly timed opportunities. This has allowed for the ability to cost-effectively increase our outreach scale and focus on multiple engagement methods to engage in ways that are convenient to the public.

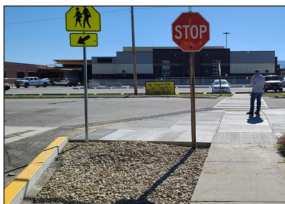
As part of the *Greater Triangle Area Transportation Plan*, RPA developed content for a month-long public meeting to gather community feedback and identify areas of concern. Due to health and safety concerns, a virtual open house format was utilized. The open house employed several online interactive engagement tools housed on the plan website to promote participation. The tools included a public opinion survey, interactive Wikimap, Mentimeter poll, photo log, informational sheets highlighting key information, and a short video explaining the planning process. The open house was well received by the public and stakeholders and helped us focus our efforts on the most important transportation needs of the community.

## LOCAL KNOWLEDGE AND EXPERIENCE

HDR's past and ongoing experience on local engineering and design projects gives the team first-hand knowledge of the community and political environment by leveraging existing relationships with the public and key stakeholders. HDR's local experience includes a wide range of projects such as traffic and safety studies, street improvements, public involvement, water and wastewater infrastructure upgrades, and general site improvements. Recent projects in Stevensville include the following.



**3RD AND 5TH STREET IMPROVEMENTS:** HDR designed street improvements and provided construction engineering services along East 3rd Street from Main Street to Park Avenue, including sidewalk replacement and ditch grading from Pine Street to Spring Street. Improvements to West 3rd Street included new sidewalk and necessary pavement resurfacing from Main Street to Park Avenue. 5th Street improvements included conversion of angled parking to parallel parking near the intersection of Park Avenue, replacing existing sidewalk, and adding new ADA compliant pedestrian crossings to the school.



**STEVENSVILLE PARK AVENUE MAIN EXTENSION:** HDR is providing engineering, bidding, and construction services for 1,300 linear feet of 8-inch gravity sewer main extension, which includes the installation of sanitary services to the property line for existing homes along the new gravity sewer main route, the installation of 60 linear feet of sanitary service for the connection of the proposed Stevensville Community Center, and a new water main tap and service for an existing community well system.



**POLSON STREET CONDITION ASSESSMENT:** HDR developed a street management program by establishing a rating system, assessing the existing street conditions, and working with the City to establish a road inventory and prioritized work plan. The expert GIS team at HDR created a rating system template and project specific GIS gallery that field crews were able to efficiently use to document existing conditions and upload data, notes, and pictures in real time. Field work included assessing existing roadway surfacing, drainage patterns, ADA compliance, and identifying areas for supplemental geotechnical investigation. The maintenance plan included road treatments based on assessed conditions, preliminary construction plans, and a prioritized list of future improvements.



# APPENDIX A

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## STAFF RESUMES

## RESUME

### Scott P. Randall, PE, PTOE

*Transportation Planning and Operations Group Manager*

#### Education

Bachelor of Science, Civil Engineering with emphasis in Transportation and Structures, 2007, Montana State University (MSU), Bozeman, MT

#### Registration

Professional Engineer, Montana No. 18127

#### Certification

Professional Traffic Operations Engineer (PTOE), No. 3237

#### Affiliations

American Council of Engineering Companies (ACEC)

Institute of Transportation Engineers (ITE) – Montana Section Vice President

Transportation Research Board (TRB)

Montana Association of Planners (MAP)

Montana Association of Geographic Information Professionals (MAGIP)

#### Continuing

##### Education/Training

Design and Modal Considerations for Roundabouts (TRB)

Safety Management Data Analytics (TRB)

North American Roundabout Training Workshop (GHD)

Accommodating Large Trucks and Oversize Loads at Roundabouts (TRB)

Safe Routes to Schools (Institute of Transportation Engineers)

Improving Intersection Safety and Efficiency (University of Wisconsin)

Complete Streets (American Planning Association)

Designing and Implementing Roundabouts (University of Wisconsin)

On-Site Circulation Design (American Society of Civil Engineers)

Modern Roundabouts (National Highway Institute)

Spatial Analysis (Idaho State University)

Geoprocessing CAD Data with ArcGIS (ESRI)

GIS for Managers (ESRI)

#### Specialties

- Project Management
- Traffic Engineering
- Transportation Planning
- Public Facilitation
- Traffic Modeling, Analysis, and Simulation
- Transportation Safety

#### Experience

Mr. Randall has spent the past 18 years in the transportation field, 14 of which have been with RPA. He began his career as a transportation planner at MDT, then started with RPA as a traffic engineer in 2007, and is now leading RPA's Transportation Planning and Operations Group. Scott is a certified Professional Traffic Operations Engineer (PTOE) and provides traffic engineering, transportation planning, and project management expertise on projects throughout the northwest. His work includes traffic studies, safety projects, transportation plans, traffic simulation, corridor studies, safety audits, urban planning, and various other transportation-related projects. Scott has managed, or been a key team member, on the following recent and ongoing projects:

#### TRANSPORTATION PLANNING

- **Greater Triangle Area Transportation Plan**, Gallatin County, MT
- **US 93-Ninepipe Feasibility Study**, Lake County, MT
- **US 191 Corridor Planning Study**, Gallatin County, MT
- **I-15 Gore Hill to Emerson Junction Corridor Planning Study**, Great Falls, MT
- **Maclay Bridge Planning Study**, Missoula, MT
- **Paradise Valley Corridor Planning Study**, Park County, MT
- **MT-1 Corridor Planning Study**, Deer Lodge County, MT
- **Missoula Area Community Transportation Safety Plan (2018)**, Missoula, MT
- **Montana Pedestrian and Bicycle Plan**, Montana
- **Belgrade Transportation Plan Update (2017)**, Belgrade, MT
- **Belgrade to Bozeman Frontage Road Corridor Study**, Gallatin County, MT
- **River Drive Corridor Study**, Great Falls, MT
- **Bozeman Transportation Master Plan**, Bozeman, MT
- **MSU Comprehensive Parking and Transportation Plan**, Bozeman, MT
- **Greater Helena Area Long Range Transportation Plan – 2014**, Helena, MT

#### TRAFFIC ENGINEERING

- **Downtown Whitefish Highway Study**, Whitefish, MT
- **Batavia Intersection Improvements**, Kalispell, MT
- **Gore Hill Interchange**, Great Falls, MT
- **Dern/Spring Reconstruct**, Kalispell, MT
- **Custer Avenue Traffic Engineering Study**, Helena, MT
- **Courthouse Couplet**, Kalispell, MT
- **Durston and Cottonwood Roads**, Bozeman, MT
- **East Missoula (MT 200) Road Safety Audit**, East Missoula, MT
- **Sidney Roundabout**, Sidney, MT
- **US Highway 93 Safety Audit**, Flathead Indian Reservation, MT
- **Lincoln – Montana Interchange**, Helena, MT
- **Lame Deer Roundabout**, Lame Deer, MT
- **Highway 212 Corridor Safety Audit**, Northern Cheyenne Indian Reservation, MT
- **Rocker Interchange**, Rocker, MT
- **Brooks Street Corridor Safety Audit**, Missoula, MT
- **FHWA Oregon Project Identification Reports (PIRs)**, Various, OR
- **FHWA Road Improvements Impact Study**, Various, MT

Mr. Randall is skilled in Vissim, Vistro, SIDRA, Synchro, TransCAD, HCS, Sketchup, ArcGIS, MicroStation, AutoCAD, and Microsoft Office software.

## RESUME

### Sarah W. Nicolai, PE, PTP

Transportation Planning and Operations Group Assistant Manager

#### Education

Bachelor of Arts, Civil Engineering, 2009,  
Carroll College, Helena, MT

Bachelor of Arts, Liberal Arts, 2000,  
Carleton College, Northfield, MN

#### Years of Experience

15 Total; 11 Years of PM Experience

#### Registration

Professional Engineer,  
Montana No. 32812  
Washington No. 55278

#### Certification

Professional Transportation Planner,  
No. 655

#### Continuing

##### Education/Training

Using Data Visualization to Humanize  
Large Datasets, APWA

Best Practices for Bike Facilities, APWA

Asset Management for Facilities, APWA

Planning and Funding Transportation,  
APWA

Local Road Safety Plans, ITE

Setting Speed Limits, ITE

ADA Transition Planning, ITE

Public Outreach, ITE

#### Affiliations

Institute of Transportation Engineers (ITE,  
Board Member)

Montana Association of Planners (MAP)

Helena Engineers Club

City of Helena/Lewis and Clark County  
Planning (Former Board Member)

#### Volunteer

Exploration Works Girls' STEM Roundup

### Specialties

- Alternatives Analysis and Problem-Solving
- Written/Spoken Communication, Public Speaking, Technical Writing
- Transportation Planning
- Environmental Planning and Permitting
- Public/Stakeholder Outreach

### Experience

Sarah is a seasoned project manager with 16 years of experience serving federal, state, and local agencies across the northwest. Sarah is skilled in managing multi-discipline teams to identify transportation design concepts; consider the environmental effects of project decisions; perform alternatives analysis and screening; facilitate public, stakeholder, and resource agency involvement; and develop environmental compliance documentation. Sarah's strong communication, organization, and problem-solving skills enable her to successfully address project needs while delivering high-quality services within schedule and budget constraints. Sarah has provided professional transportation planning services for the following MDT projects since joining RPA:

- **Greater Triangle Area Transportation Plan**, Gallatin County, MT
- **ADA Inventory and Transition Plan**, Statewide, MT
- **US 93-Ninepipe Feasibility Study**, Lake County, MT
- **Yaquina Head Outstanding Natural Area Traffic Study**, Newport, OR
- **Going-to-the-Sun Road User Safety Study**, Glacier National Park, MT
- **Whitefish Urban Study**, Whitefish, MT
- **Silos Recreation Area Master Plan**, Broadwater County, MT
- **Batavia Intersection Improvements**, Kalispell, MT
- **US 191 Corridor Study**, Four Corners to Big Sky, MT
- **Gore Hill Interchange**, Great Falls, MT

Additionally, Sarah served as project manager (\*) or as a key contributor on the following MDT projects while under previous employment:

- **Battlefield Rest Area**, Crow Agency, MT
- **Billings Area Interstate 90 Corridor Planning Study**, Billings, MT\*
- **Bonner I-90 Bridge Study**, Bonner, MT\*
- **Boulder South – Environmental Assessment**, Boulder, MT
- **Bozeman Storm Water Pollution Prevention Plans (SWPPs)**, Bozeman, MT\*
- **Bridger Canyon Corridor Planning Study**, Bozeman, MT\*
- **Community Transportation Safety Plan**, Billings, MT\*
- **Environmental Term Contract Documentation**, Various Locations, MT
- **Fairview Corridor Planning Study**, Fairview, MT\*
- **Gold Creek Safety Rest Area Study**, Gold Creek, MT\*
- **Grayling Creek Environmental Assessment**, Near West Yellowstone, MT
- **Greycliff Rest Area Rehabilitation**, Big Timber, MT
- **Interstate 94 Rest Area Corridor Study**, I-94, MT\*
- **Livingston Railroad Grade Separation**, Livingston, MT
- **Missoula Bridges Planning Study**, Missoula, MT\*
- **Montana Rest Area Plan Update**, Statewide, MT\*
- **MT 16/MT 200 Corridor Planning Study**, Glendive to Fairview, MT\*
- **NCDP 56(55) Billings Bypass**, Billings, MT
- **Old Highway 312 Study**, Huntley and Worden, MT\*
- **Rouse Avenue Reconstruction**, Bozeman, MT
- **Russell Street/South 3<sup>rd</sup> Street Environmental Impact Statement**, Missoula, MT
- **Sidney Bypass Study**, Sidney, MT
- **Sidney to Fairview Montana Highway 200 Reconstruction**, Sidney, MT
- **TranPlanMT**, Statewide, MT\*
- **US 2 – Badrock Canyon Corridor Planning Study**, Hungry Horse, MT\*
- **US 2 Rest Area Siting Study**, Troy to Culbertson, MT\*
- **US 93 Corridor Study**, Missoula to Florence, MT\*





## RESUME

### Kerry Pedersen, PE

Transportation Engineer/Planner

#### Education

Bachelor of Science, Civil Engineering,  
Honors Degree, 2017, Montana State  
University

#### Registrations

Professional Engineer  
Montana No. 72223

#### Continuing Education/Training

Project Management Bootcamp, PSMJ,  
2021

Planning and Delivering Presentations,  
MDT, 2019

Wildlife and Roads, MDT, 2019

Tools of the Trade Conference on  
Transportation Planning for Small and  
Medium Sized Communities, TRB, 2018

Preconstruction Conference, Multiple  
Sessions, MDT, 2018

#### Affiliations

Chi Epsilon Honor Society

Institute of Transportation Engineers (ITE)

American Society of Civil Engineers  
(ASCE)

#### Awards

Provost Scholar at Montana State  
University

Women in Transportation Initiative (WITI)  
Recognition

#### Volunteer

Engineers Without Borders – Project  
Manager in Western Kenya

Expand Your Horizons – Group Leader for  
Middle School Girls STEM fields

Science Matters – Teacher in After School  
Programs

#### Specialties

- Transportation Planning
- Traffic Data Collection and Analysis
- Transportation Safety
- Traffic Modeling, Analysis, and Simulation
- Travel Demand Forecasting

#### Experience

Ms. Pedersen is a team member in Robert Peccia and Associates' (RPA) Traffic and Transportation Group in the Bozeman office. She is a graduate of Montana State University with a Bachelor of Science degree in Civil Engineering as well as a separate Honors Degree.

During her academic career, Ms. Pedersen served as a Student Research Assistant at the Western Transportation Institute in Bozeman, Montana. She assisted with long-term projects involving traffic data collection and analysis, and her research included how to effectively incorporate livability principles into a travel demand forecasting model. Ms. Pedersen adapted urban travel demand forecasting methods for use in small urban and rural area planning efforts.

At RPA, Ms. Pedersen assists with transportation engineering and planning projects that include transportation plans, traffic studies, urban planning, safety projects, traffic simulation, corridor studies, safety audits, and various other transportation-related projects. She has been a transportation planner for the following projects.

- **Greater Triangle Area Transportation Plan:** Coordinated transportation planning of the “triangle area” of Gallatin County, between Bozeman, Belgrade, and Four Corners.
- **Great Falls Long Range Transportation Plan:** Update to the previous long range transportation plan for federal compliancy. Great Falls, MT.
- **Belgrade Long Range Transportation Plan:** Long range transportation plan update with a focus on non-motorized transportation. Belgrade, MT.
- **Going-to-the-Sun Road User Safety Study:** Analysis of bicycle policy within Glacier National Park and development of safety improvements for non-motorized users.
- **Yaquina Head Traffic Study:** Traffic circulation and multimodal safety improvement identification within the 100-acre Outstanding Natural Area in Newport, OR.
- **ADA Transition Plan:** Update to MDT’s ADA Transition Plan and inventory and scoring processes aimed at removing accessibility barriers across the state.
- **Whitefish Urban Study:** Evaluation of improvement options for US 93 through the City of Whitefish, MT.
- **US 191 Corridor Planning Study:** Evaluation of existing conditions and improvement options for 37-mile corridor between Four Corners and Big Sky in Gallatin County, MT
- **City of Helena Traffic Study:** Study of five-point intersections in Helena, MT and investigation into conversion of Last Chance Gulch from a one-way to two-way street.
- **Montana Statewide Pedestrian and Bicycle Plan:** MDT’s effort to address non-motorized transportation policy and planning across the state. Statewide, MT.
- **Missoula Community Transportation Safety Plan:** Community wide safety plan for the Missoula Metropolitan Planning Organization to address crash trends over the past five years.
- **Gore Hill Interchange:** Evaluation of interchange improvement options to address traffic and safety needs. This MDT project is located immediately south of Great Falls on Interstate 15, Great Falls, MT.
- **Montana Department of Transportation (MDT) Traffic & Safety Engineering Term Contract,** Task Orders as Assigned, Statewide, MT.

Ms. Pedersen is skilled in ArcGIS Pro, ArcGIS, Adobe Indesign/Illustrator/Photoshop, PTV Vistro/Vissim, Microstation, TransCAD, AutoCAD, MATLAB and Microsoft Office software.

Rev 10/2021)

## RESUME

### Shane Forsythe, PE

Traffic Engineer

#### Education

Master of Science, Civil Engineering with Honors, 2014, Montana State University

Bachelor of Science, Civil Engineering, 2012, Montana State University

#### Registration

Professional Engineer (PE): 2017  
Montana No. 49469

#### Affiliations

Institute of Transportation Engineers (ITE); Former President of ITE Student Chapter

#### Awards

Ronald E. McNair Scholar, 2012,  
Montana State University

#### Specialties

- Traffic Data Collection
- Transportation Planning
- Traffic Modeling, Analysis, and Simulation
- Transportation Safety
- Travel Demand Forecasting

#### Experience

Mr. Forsythe joined Robert Peccia and Associates (RPA) upon graduation from Montana State University's Master of Science program for Civil Engineering. During his academic career, Mr. Forsythe served as a Graduate Research Assistant at the Western Transportation Institute in Bozeman, Montana. He assisted with long-term projects involving traffic data collection and analysis. As an undergraduate McNair Scholar, he had the opportunity to conduct research on the increasing traffic volumes traveling through the small communities along US Highway 93 between Lolo and Hamilton, Montana.

At RPA, Forsythe has assists with engineering and planning that includes the following traffic studies, safety projects, transportation plans, traffic simulation, corridor studies, safety audits, urban planning, and various other transportation-related projects. Below is a listing of his relevant project experience.

- **Downtown Whitefish Highway Study:** Detailed multimodal traffic simulation modeling and alternatives analysis for US 93 and associated roadways through downtown Whitefish.
- **Belgrade Long Range Transportation Plan – 2017:** Long range transportation plan update with focus on mobility for all transportation modes. Belgrade, MT.
- **Bozeman Transportation Plan – 2017:** Long range transportation plan update for Bozeman with a focus on non-motorized transportation. Bozeman, MT.
- **Montana State University Transportation Plan:** Transportation plan for Montana State University campus in Bozeman, MT. The plan focused on vehicular and pedestrian traffic flows in and around campus.
- **Greater Helena Area Long Range Transportation Plan – 2014:** Long range transportation plan for the greater Helena area with a focus on non-motorized transportation. Helena, MT.
- **Going-to-the-Sun Road User Safety Study:** Development of conceptual renderings of safety improvements for non-motorized users. Glacier National Park, MT.
- **Yaquina Head Traffic Study:** Traffic circulation and multimodal safety improvement identification within the 100-acre Outstanding Natural Area in Newport, OR.
- **Montana Statewide Pedestrian and Bicycle Plan:** Statewide policy plan with a focus on non-motorized users.
- **Belgrade to Bozeman Frontage Road Corridor Planning Study:** Bozeman, MT
- **Interstate 15 Corridor Planning Study:** Detailed corridor study identifying possible issues and concerns with the I-15 corridor through Great Falls, MT
- **US Highway 93 Safety Audit:** A safety analysis of a 53-mile corridor of US 93 to determine potential safety issues and recommendations. Also, includes a safety analysis of before and after highway reconstruction.
- **East Missoula Safety Audit:** A safety analysis of Main Street to determine potential safety issues and recommendations. East Missoula, MT.
- **Mountain Loop Road:** Detailed assessment of existing geometric conditions, traffic operations, and other traffic issues on Mountain Loop Road near Darrington, WA.
- **Custer Avenue:** Detailed traffic simulation and alternatives analysis for the Custer Avenue corridor in Helena, MT
- **Gore Hill Reconstruction:** Alternatives analysis and traffic simulation for the Gore Hill interchange near Great Falls, MT.
- **Lincoln Interchange:** Traffic simulation and public outreach. Helena, MT

Mr. Forsythe is skilled in Synchro, SimTraffic, SIDRA, Vissim, Vistro, TransCAD, HCS, ArcGIS, AutoCAD, and Microsoft Office software.



## Riley Lubbers, PE

Field Data Collection/Local Liaison

### EDUCATION

Bachelor of Civil Engineering, Civil Engineering, Rose-Hulman Institute of Technology, 2010

### REGISTRATIONS

Professional Engineer - Civil, MT, No. PEL-PE-LIC-72244

Riley is a collaborative team member who brings consistency across our transportation design projects. His hands-on knowledge of municipal and MDT design development process and expectations have provided constructible solutions across Montana. His comprehensive experience includes ADA design, roadway and trail geometrics, traffic signal, street lighting and signing/stripping design.

### Town of Stevensville, 3rd/5th Street Improvements

HDR designed street improvements and provided construction engineering services along East 3rd Street from Main Street to Park Avenue, including sidewalk replacement and ditch grading on the north side of East 3rd Street from Pine St. to Spring St. Improvements to West 3rd Street included new sidewalk and necessary pavement resurfacing on the north side of West 3rd Street from Main Street to Park Avenue. 5th Street improvements included conversion of angled parking to parallel parking along 5th Street near the intersection of Park Avenue, replacing existing sidewalk, and adding new ADA compliant pedestrian crossings to the school.

### City of Polson, Road Condition Assessment

HDR developed a street management program by establishing a rating system, assessing the existing street conditions, and working with the City to establish the simple structure for a road inventory and a prioritized work plan. Field data collection played an integral role in assessing the existing streets. The expert GIS team at HDR created a rating system template and project specific GIS gallery that field crews were able to efficiently use to document existing conditions and upload data, notes, and pictures in real time. Field work included assessing existing roadway surfacing, drainage patterns, ADA compliancy, and identifying areas where supplemental geotechnical investigations were needed. The road maintenance plan included road treatments based on the assessed road conditions, preliminary construction per block, and a prioritized list for

consideration when planning future capital improvement plans.

### City of Billings, Midland Road Improvements

HDR provided engineering services for one mile of roadway upgrades in a light industrial district of Billings upgrading a minor arterial roadway. The updates included: widening the existing roadway, a multi-use path, sidewalk, irrigated boulevard, 36 new driveway approaches, replacement and upgrade of street lighting and signals, new storm drain system meeting MS4 requirements, and an abandonment of existing sanitary sewer.

### Montana Department of Transportation, Warm Springs - SW Resurfacing

HDR provided signing, striping, and delineation upgrades for nearly seven miles of secondary highway to improve safety. HDR designed traffic plans and utilized GIS sign inventories shared with MDT for added documentation of existing conditions. The project included a field data collection, sign inventory, traffic plans, project specifications and construction cost estimate.

### Montana Department of Transportation, Wisdom West

HDR designed project pavement markings and signing and delineation upgrades for over 18 miles of roadway in Beaverhead County in support of MDT's Wisdom-West project. The project included field data collection, a sign inventory, signing and striping plans, and cost estimates.



## Lisa Gray

Public Engagement

Lisa provides over 25 years of experience in the communications field. Her areas of expertise include stakeholder and tribal engagement, media and communications training, NEPA, socioeconomic analysis, workforce and business development, and strategic community investments. She has demonstrated experience in the design and implementation of complex stakeholder engagement and training programs and is highly skilled at presenting key messaging, facilitating community meetings, and reaching stakeholder consensus.

### EDUCATION

Master of Science,  
Natural Resources,  
Washington State  
University (WSU),  
1998

Bachelor of Science,  
Sociology, Oregon  
State University, 1987

### Montana Department of Transportation, Salmon Lake

HDR is designing reconstruction of four miles of roadway, including public involvement. The Public Involvement Plan is an extension of the technical work and offers the public clear and concise opportunities to participate at specific points in the project. Due to COVID-19 restrictions the first public meetings were successfully held online, with follow up in-person meetings. Other tools and techniques included a project website, branding, and attendance at local farmer's markets and festivals.

### Montana Department of Transportation, Cougar Cr - 7M N of W Yellowstone

HDR is designing a bridge replacement for the existing structure on US Highway 287/191 over Cougar Creek. The project public involvement services include an engagement strategy that coordinates local, state and federal agencies, and Tribes. In addition to local stakeholders, park visitors from outside the area will need to be informed about construction delays, detours, and alternative routes. Creative branding and outreach strategies were important to the client.

### Montana Department of Transportation, Divide West Public Involvement Services

HDR provided public involvement services for MDT's Divide West project include Informing and educating the public; building relationships; proactively seeking public input during project planning and development; and minimizing confusion and conflict resulting in enhanced public/client

satisfaction. HDR used this project as an opportunity to educate the public about transportation and safety issues such as use of rumble strips, snow fences, and MDT's Vision Zero initiative. The target audience included folks in and around Lewistown, in addition to local government officials, business owners, and other stakeholders impacted by the project

### Montana Department of Transportation, Main St - Winnett

HDR is designing the reconstruction/resurfacing of Main Street through the Town of Winnett. Improvements along the project will include new curb and gutter, sidewalk, and stormwater drainage for that portion of town. The project included coordination with MDT staff and developing a Public Involvement Plan to engage the community, local government, and stakeholders.

### Montana Department of Transportation, Public Involvement Services for Timber Bridge Structures

HDR is providing a public involvement and communication plan for the statewide bridge load posting program and timber bridges. The plan provides for early notice of stakeholder concerns and issues that may impact the project, promotes coordination and development of responses, and is foundational to consistent, project-driven messaging. Public education, engagement, and communications is a critical component of the multi-year program and will remain a focal point moving forward throughout each project phase.



**Craig Caprara, PE**  
Local Liaison

Craig is a professional civil engineer with 36 years of experience in the planning, design, and construction of public works facilities. His experience includes project management, design, and construction administration of a wide range of multi-million dollar advanced wastewater treatment plant projects; water system conveyance, pumping, treatment, and storage projects; sewer system conveyance and pumping projects; and water, sewer, and storm drainage utility planning. In addition, Craig has assisted numerous clients with evaluation of discharge permit and TMDL requirements and impacts.

**EDUCATION**

Bachelor of Science,  
Construction Engineering,  
Montana State University,  
Bozeman, 1984

**REGISTRATIONS**

Professional Engineer,  
MT, No. 10147

**Town of Stevensville, Phase IV Water System Improvements**

HDR is assisting the Town in planning and scheduling their Phase IV Water System Improvements. The project includes: evaluating the Town's water rights and providing a schedule for updating and completing the Town's water rights; evaluating and quantifying system leakage and providing a prioritized plan for addressing leaks; evaluating the status of the Town's water utility and this project's impacts to rates and cash flow; updating the Capital Improvement Plan; evaluating options for rehabilitating Well No. 2; performing a pump test on Wells No. 1, 3, and 4 to evaluate pump condition; and evaluating potential grant and loan programs and providing a summary of requirement and schedule of tasks to complete to maximize grant competitiveness.

**Town of Stevensville, Wye Annexation Study**

HDR developed an annexation study to assist the Town in determining water and sewer infrastructure needs associated with annexing commercial properties at the Stevensville Wye (intersection of US Highway 93 and State Highway 269). Project included development of water demand and wastewater flow estimates; water system, wastewater facility, and stormwater analyses, and provided a report detailing existing conditions, expected flow, required infrastructure to serve the development, and impact on existing utility services.

**Town of Stevensville, WWTP Phase 2 Improvements**

HDR designed upgrades to Stevensville's WWTP to meet the requirements of its MPDES discharge permit. The improvements were extensive and due to funding constraints required a phased approach over the next 10 years. These improvements will: provide redundancy for critical treatment plant components to reduce the chance for discharging substandard treated effluent to the Bitterroot River; provide system upgrades to reduce the risk of plant upsets health and safety concerns and excessive maintenance requirements at the WWTP; and provide enhanced treatment systems to reduce nutrient loading and pathogens to the Bitterroot River. The Phase 2 Improvements include: upgrading the secondary treatment process to meet the nitrate limit and providing a new headworks facility with screenings and grit removal.

**Town of Stevensville, School Campus Site Improvements**

HDR assisted the Town in reviewing the school's campus site improvements based on the Town's Development Code and providing review comments.

**Town of Stevensville, Water Rights Need Assessment**

HDR utilized population projections and per capita water demand factors, developed as part of HDR's Water System PER, to establishing planning year 2072 water rights needs for the Town's drinking water system.



## Teich Hochhalter, EI

Field Data Collection

With eight years of experience, Teichrow has a wide range of expertise in construction inspection, power distribution design, low voltage design, traffic signal design, and roadway lighting analysis and design. He is proficient in the use of CADD applications such as AutoCAD and MicroStation as well as lighting design software such as AGI32 and Visual 2020.

### EDUCATION

Bachelor of Engineering,  
General Engineering,  
Montana Tech of The  
University of Montana,  
2012

### **Town of Stevensville, 3rd/5th Street Improvements**

HDR designed street improvements along East 3rd Street from Main Street to Park Avenue, including sidewalk replacement and ditch grading on the north side of East 3rd Street from Pine St. to Spring St. Improvements to West 3rd Street included new sidewalk, curb and gutter, street lighting, and necessary pavement resurfacing on the north side of West 3rd Street from Buck Street to Main Street. 5th Street improvements included conversion of angled parking to parallel parking along 5th Street near the intersection of Park Avenue, replacing existing sidewalk, and adding a new pedestrian crossing to the school sidewalk.

### **MDT, US 93 S Corridor Safety**

HDR conducted a follow-up safety analysis and provided recommendations for US Highway 93 south between Florence and Lolo. The Preliminary Safety Report identified and compared roadway typical section alternatives, focused on comparing the overall safety (crash reduction) expected from short-term improvements while taking into consideration intersection tie-ins and future improvement options. HDR performed all field data collection and utilized GPS enabled tablets to upload geographic locations and pictures of existing conditions to a project specific GIS gallery which was shared with staff across multiple office locations as well as the client. HDR analyzed traffic volumes (existing and forecasted), existing traffic control features (pavement width, striping and signing, and traffic signs/signals), and crash data (contributing factors, currently identified crash countermeasures). HDR developed a decision matrix and

evaluation criteria for MDT approval, including 10 criteria for rating alternatives. Rating criteria included estimated crash reduction, maintenance cost, construction cost, accommodating existing pavement width, eligibility for safety funds, unintended consequences, maintaining public and private access, operational considerations, and transitions at intersections. Construction cost estimates were prepared for three preferred alternatives.

### **Heggen Subdivision Traffic Impact Analysis**

HDR conducted field data collection, completed a traffic impact analysis, and prepared a design report in support of a planned 5-lot subdivision. HDR analyzed impacts to all transportation facilities, including the intersection of Fairview Lane and Eight Mile Creek Road.

### **Missoula Redevelopment Agency, Front Street/Main Street Two-way Conversion and Kiwanis Neighborhood Access and Circulation Design**

HDR is providing engineering, design, land surveying, land use planning, and public information gathering and communication services resulting in final design drawings for conversion of Front and Main Street in downtown Missoula from one-way to two-way streets and providing improved access and circulation in the Kiwanis neighborhood. Design is based on HDR's 2015 Front Street/Main Street Two-Way Conversion Feasibility Study's preferred alternative. Work included an updated traffic study to include existing traffic count and projected traffic for design year 2042, street lighting design, and utility and drainage design.



## Connor Collins, EI

Field Data Collection

Connor has experience ranging from construction inspection, field data collection, and survey to roadway and site civil design for multiple DOT's and municipalities. His roadway design experience includes urban and rural facilities, signing and striping, construction traffic control, and ADA facilities. Connor also has experience with large earthwork projects, water/wastewater facilities, electrical/lighting layouts, right-of-way plan preparation, and LiDAR data collection/manipulation and surface creation. He has experience using many design programs such as Civil3D, Revit, Inventor, InfraWorks, ReCap, Microstation, GIS, and GEOPAK.

### EDUCATION

Bachelor of Science,  
Civil Engineering, Carroll  
College, 2017

#### **Town of Stevensville, 3rd/5th Street Improvements**

HDR designed street improvements and provided construction engineering services along East 3rd Street from Main Street to Park Avenue, including sidewalk replacement and ditch grading on the north side of East 3rd Street from Pine St. to Spring St. Improvements to West 3rd Street included new sidewalk and necessary pavement resurfacing on the north side of West 3rd Street from Main Street to Park Avenue. 5th Street improvements included conversion of angled parking to parallel parking along 5th Street near the intersection of Park Avenue, replacing existing sidewalk, and adding new ADA compliant pedestrian crossings to the school.

#### **Seeley Lake RV Park Traffic Impact Analysis**

HDR conducted field data collection and prepared a traffic impact analysis, and design report for a 100-unit RV park. Three intersections were evaluated and average daily and peak hour traffic volumes were analyzed.

#### **South Dakota Dept of Transportation, US14-US14B Corridor Bypass Study**

HDR prepared a corridor study which includes developing existing traffic volumes, traffic forecasts, preliminary analysis of existing conditions and future No-Build conditions. HDR also reviewed corridor crash history to identify crash trends and safety needs at several locations along the corridor.

#### **City of Billings, Midland Road Improvements**

HDR provided engineering services for one mile of roadway upgrades in a light industrial district of Billings upgrading a minor arterial roadway. The updates included: widening the existing roadway, a multi-use path, sidewalk, irrigated boulevard, 36 new driveway approaches, replacement and upgrade of street lighting and signals, new storm drain system meeting MS4 requirements, and an abandonment of existing sanitary sewer.

#### **City of Billings, Monad & 19th/20th St W Intersection**

HDR performed an alternatives analysis with traffic analysis to determine a preferred alternative for reconstruction of Monad Road between 19th Street West and 20th Street West. The existing intersections are offset with unique traffic patterns requiring innovative alternatives to find solutions to handle future traffic volumes. HDR developed five different build alternatives including R-Cut, single/multi-lane/turbo roundabouts, displaced left turn configurations, and signalized intersections. The alternative solutions were analyzed with Synchro to determine fatal flaws with future volumes, and further analyzed with VISSIM to develop micro-simulation models and visualizations to determine the preferred alternative.



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