

COOPERATIVE AGREEMENT GCA 5750

SR 9 CORRIDOR STUDY (PHASE 2) ROUTE DEVELOPMENT PLAN AMENDMENT –ADDITIONAL INTERSECTION EVALUATION

This Agreement is made and entered into between the STATE OF WASHINGTON Department of Transportation, hereinafter the “STATE,” and the City of Snohomish, hereinafter the “CITY.”

WHEREAS, Snohomish County has conducted State Route 9 Corridor Study Phase 1, that included a general roadway inventory assessment, safety evaluation, traffic data collection and analysis, and an investigation of existing peak period traffic conditions for a 30 mile segment of State Route 9 located between SR 522 and Schloman Road, and

WHEREAS, the STATE, through its consultant, is currently conducting State Route 9, Corridor Study Phase 2, (Consultant Agreement Y-9318) which involves the preparation of a Route Development Plan (RDP) for the 30-mile segment between SR 522 and Schloman Road, which assesses current and long-range transportation needs along the corridor and provides recommendations to address potential short-term and long-term safety and mobility deficiencies, and

WHEREAS, the RDP is a planning level study that forecasts future traffic and population growth, identifies current and future safety and mobility deficiencies, and proposes transportation improvements that could be implemented over a specified time period (typically 20 years or more), as funding becomes available. The SR 9 RDP shall identify deficiencies and propose a potential set of short-term and long-term improvement options related to safety, mobility, capacity, and freight needs, and

WHEREAS, the current scope of the work to be accomplished in the RDP includes the evaluation of ten (10) intersections for improvement recommendations, and

WHEREAS, the STATE has identified an additional intersection for evaluation to become part of the RDP, and shall amend the original scope of work with its consultant to include one (1) additional intersection located at State Route 9/US 2, resulting in a total of eleven (11) intersections, and

WHEREAS, the STATE, with cooperation from the CITY, Snohomish County and City of Lake Stevens has prepared an amended RDP consultant Scope of Work which is described in Exhibit A, attached hereto, and by this reference made part of this Agreement, and

WHEREAS, because of the mutual benefits of local and state road planning to provide corridor wide recommendations to State Route 9, the CITY agrees to further participate by providing funding toward the additional costs of the study to the STATE and the amended RDP consultant Scope of Work and other responsibilities herein described,

NOW, THEREFORE, pursuant to chapter 39.34 RCW and in consideration of the terms, conditions, and performances contained herein, or attached and incorporated and made a part hereof, IT IS MUTUALLY AGREED AS FOLLOWS:

1. PURPOSE

- 1.1 The purpose of this Agreement is to set forth the mutual obligations, rights, and responsibilities of the STATE and the CITY with respect to the activities to be performed in accordance with the amended RDP consultant Scope of Work described in Exhibit A.

2. STATE RESPONSIBILITIES

- 2.1 The STATE shall remain as the manager of the RDP, including administration of the consultant contract, managing the RDP budget, and any other tasks necessary to complete the RDP.
- 2.2 The STATE will, through its consultant, perform the amended consultant Scope of Work outlined in Exhibit A. The STATE will provide the CITY with an opportunity to review the amended consultant Scope of Work and comment on it.

3. CITY RESPONSIBILITIES

- 3.1 The CITY will participate in the RDP by providing review and comment on the RDP and the analysis performed by the STATE and its consultant as outlined in the amended consultant Scope of Work at no cost to the STATE.
- 3.2 The CITY agrees to contribute to the amended RDP consultant Scope of Work and the STATE's cost of administration of the consultant contract, as described in Subsection

2.1, of this Agreement. The total amount of the contribution shall be Ten Thousand Dollars (\$10,000.00) in accordance with Section 4 of this Agreement.

4. PAYMENT

4.1 The STATE shall, upon execution of this Agreement, provide an invoice to the CITY for its full contribution of Ten Thousand Dollars (\$10,000.00). The CITY agrees to pay the STATE within thirty (30) days from receipt of the invoice from the STATE.

4.2 The STATE will send an invoice to the following address:

City of Snohomish Public Works Director

Tim Heydon

116 Union Avenue

City of Snohomish, WA 98290

heydon@ci.snohomish.wa.us

5. AMENDMENT

5.1 This Agreement may be amended by the mutual agreement of the Parties. Such amendments or modifications shall not be binding unless they are in writing and signed by authorized representatives of the Parties.

6. VENUE

6.1 In the event either Party deems it necessary to institute legal action or proceedings to enforce any right or obligation under this Agreement, the Parties hereto agree that any such action or proceedings shall be brought in the superior court situated in Thurston County, Washington.

7. DURATION AND TERMINATION

7.1 This Agreement shall become effective upon execution by the Parties and shall remain in effect until June 30, 2009 unless terminated earlier as provided herein.

7.2 Either Party may terminate this Agreement upon thirty (30) days prior written notification to the other Party. If this Agreement is so terminated, the CITY shall be liable only for its proportionate share of the performance rendered or costs incurred in

accordance with the terms of this Agreement prior to the effective date of termination, including all non cancelable obligations.

7.3 Should this Agreement be terminated prior to June 30, 2009, the CITY's proportional share of funds not expended shall be returned to the CITY upon termination of this Agreement.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the date last written below.

CITY OF SNOHOMISH

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

Signature: [Handwritten Signature]
CITY OF SNOHOMISH

Signature: [Handwritten Signature]
URBAN PLANNING
MANAGER

Printed name:

Printed name: CHRIS PICARD

Date Signed: 8/26/08

Date Signed: 7/24/08

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Signature: [Handwritten Signature]

Signature: [Handwritten Signature]

Name (print): Grant K. Weed
CITY Attorney

Name: ANN E. SALAY
Assistant Attorney General

Date Signed: 8-4-08

Date Signed: 7-3-08

SR 9, Route Development Plan

Scope of Work – Added Interchange Analysis

MP 0.00 to MP 30.00

Background

This scope amendment summarizes additional SR 9 Route Development Plan (RDP) work items related to the analysis and development of intersection improvement options for the SR 9 / US 2 interchange. The SR 9 / US 2 Interchange will be added to the original list of 10 intersections to be evaluated, resulting in a total of 11 intersections. While the SR 9 / US 2 Interchange comprises of two existing ramp termini intersections, they function as a system and therefore shall be considered a single intersection for the purposes of this scope. The work involved with this evaluation shall include items related to traffic analysis, environmental review, conceptual design, and screening / scoring of the proposed improvement options. Work elements relevant to this effort are listed and described below.

WORK ELEMENT 1

CONSULTANT Project Management & Administration

The CONSULTANT shall continue to provide necessary management and administration of task work activities in accordance with the original agreement but will expand these responsibilities based on work related to the SR 9 / US 2 Interchange evaluation.

1.4 CONSULTANT Team Coordination

The CONSULTANT shall expand the level of communication within the CONSULTANT team and with STATE staff via scheduled meetings, phone calls, and emails.

The CONSULTANT shall meet with the STATE as needed for coordination of task administration and management. This shall include up to three (3) additional status meetings with the STATE (meetings may be in-person or by “teleconference”) including preparing meeting agendas and summaries.

Deliverables

- Meeting agendas and minutes (one (1) electronic copy each) for up to three (3) status meetings

1.6 Prepare Monthly Progress Reports and Invoicing

The CONSULTANT shall expand the reporting of work progress to include the tasks associated with the SR 9 / US 2 interchange in the monthly progress reports and invoices. These reports shall also identify the percentage of work accomplished in a given month and shall list project activities that shall be conducted in the following reporting period.

WORK ELEMENT 2

Project Summary

2.2 Summary Document

The CONSULTANT shall add the SR 9 / US 2 Interchange improvement option to the Draft and Final Technical Reports which summarize the guiding methodologies and outcomes of the study and describe the improvement strategies in detail. The expanded work for this task shall include descriptions of the SR 9 / US 2 analyses and the development of design concepts.

Assumptions

- * The original scope of work from Y-9318, Task AC, Amendment 1 for the Summary Document is retained for this work element but shall be amended to include descriptions of the SR 9 / US 2 analysis / design elements.

2.3.2 Assess Environmental Impacts

The CONSULTANT shall expand the assessment of potential environmental impacts to include the SR 9 / US 2 Interchange area. This assessment shall be based on the GIS mapping data developed as part of the original scope in Amendment 1. The level of detail for reporting potential environmental impacts for the SR 9 / US 2 Interchange shall be consistent with a concept-level of design.

2.3.3 Identify Required Mitigation

Using the same process described in the original scope of work in Amendment 1, the CONSULTANT shall identify required mitigation for the environmental impacts identified in Work Element 2.3.2, specifically for the SR 9 / US 2 Interchange.

2.3.4 Prepare Technical Memorandum

The CONSULTANT shall include descriptions of SR 9 / US 2 Interchange improvement development and evaluation in the Technical Memorandum which was scoped originally under Amendment 1. The memo as scoped under Amendment 1 summarizes the environmental overview and identifies key environmental issues and constraints which may affect the engineering concepts at the various intersections, and will now include the SR 9 / US 2 Interchange.

WORK ELEMENT 4

Traffic Analysis

4.1 Travel Demand Model & Forecasts

4.1.2 Future 2030 Baseline Volume Forecasts

In addition to the work scoped under Amendment 1, the CONSULTANT shall review the future 2030 AM, PM, Off-Peak Period traffic volumes as well as daily (24-hour) traffic levels for links related to the SR 9 / US 2 ramp interchange area. Link-level growth rates shall be reviewed for

all SR 9 segments and US 2 ramp approaches near the interchange area by comparing 2030 baseline model volumes to existing model volumes.

Assumptions

- Link-level traffic forecasts shall be based on work previously completed for the SR 9 RDP and shall reflect Snohomish County, City of Snohomish and City of Lake Stevens comprehensive plan land use assumptions.
- Trip distribution estimates shall also be based on previous traffic forecasting work.

Deliverables

- Email summary which shows growth rates between existing conditions and 2030 baseline conditions for roadway segments included in the SR 9 / US 2 Ramp Interchange area.

4.1.4 Review Post-Processed Turning Movement Volumes

Link volumes developed from Work Element 4.1.2 that were previously post-processed and translated into AM and PM peak hour turning movement volumes for the SR 9 / US 2 Interchange area shall be reviewed as part of this work element. The CONSULTANT shall review the process used to prepare growth factors between existing conditions model output and 2030 baseline model output and reexamine the application of these factors to existing field-collected traffic counts to arrive at suitable 2030 volume projections at the SR 9 / US 2 Interchange. These growth factors shall be incorporated for both mainline SR 9 link volumes and US 2 ramp approach volumes. The CONSULTANT shall update the turning movement volumes, as needed, based on additional post-processing and adjustments. Final traffic volume forecasts shall be highlighted in a summary graphic that shows volumes by specific intersection movement.

Assumptions

- Post processing shall be based on previous traffic volume refinements and updated as deemed necessary.
- 2030 Baseline forecasts shall be prepared for all vehicle turning movements at the SR 9 / US 2 ramp intersections.

Deliverables

- Graphical summary of turning movement volumes for each of the SR 9 / US 2 ramp intersections.

4.2 Long Range 2030 Transportation Analysis

4.2.1 Future 2030 Baseline Intersection Analysis

As part of this task amendment, the CONSULTANT shall review the previous Synchro analysis for future 2030 AM and PM peak hour traffic conditions which were performed by incorporating the revised link-level and intersection-level traffic volume forecasts for the SR 9 / US 2 Interchange area. Signal timing inputs for each interchange improvement option shall be reviewed and updated, as necessary, to achieve a reasonable balance of approach delays.

Assumptions

- Traffic volume inputs shall be taken from the forecasting work conducted in Work Element 4.1, specifically for the SR 9 / US 2 Interchange area
- Intersection configurations and lane geometry inputs for the SR 9 / US 2 Interchange intersections shall be based on planned and programmed “background” conditions for the 2030 horizon year.
- The traffic analysis for the SR 9 / US 2 Interchange area shall be updated only as needed to reflect the most recent coding inputs (if different from the original 2030 baseline analysis).

Deliverables

- * Summary of the Synchro analysis specifically for the SR 9 / US 2 Interchange ramp intersections (AM and PM peak hours) which highlights delays and level of service (one (1) electronic copy).
- Updated 2030 Baseline Synchro files (if changes are made to the original files) that include updates to the SR 9 / US 2 Interchange ramp intersections, AM and PM peak hours (one (1) electronic copy).

WORK ELEMENT 5 Recommendations Assessment

5.2 Concept-Level Engineering and Cost Estimating

5.2.5 Prepare Concept-Level Design Plans

The CONSULTANT shall provide design, at a conceptual level of detail, to describe the various intersection improvement options at the SR 9 / US 2 Interchange. This work shall be performed in accordance with Work Element 5.2.5 of Amendment 1.

Assumptions

- Up to three (3) improvement options shall be developed at the SR 9 / US 2 Interchange.
- Improvement footprints shall be estimated based on the proposed pavement area. Cut and fill catch lines shall not be developed.

Deliverables

- Corridor-level map identifying proposed improvement areas in MicroStation expanded-level format.
- One (1) set of improvement option plans in MicroStation expanded-level format sized to fit an 11” x 17” page.

5.2.6 Prepare Concept-Level Cost Estimates

The CONSULTANT shall develop cost estimates for each proposed improvement option at the SR 9 / US 2 Interchange area. Cost estimates for all improvement options in the RDP shall be developed using select pay items or categories with unit prices established from WSDOT Unit Bid Analysis data, percentage of construction cost, and other sources.

Assumptions

- Cost Risk Assessment shall not be performed on the options developed.
- Cost estimates shall be developed and revised in response to comments from STATE, Project Team and Corridor Working Group.

Deliverables

- Proposed Concept-level Design Option cost estimate specifically for the SR 9 / US 2 improvement options, to be included in the Concept Level cost estimate as scoped under Amendment 1.

5.3 Improvement Strategy Screening

The CONSULTANT shall assemble the background data necessary to screen the various improvement strategies at the SR 9 / US 2 Interchange using the results of the technical studies in other work elements. The CONSULTANT shall then score each SR 9 / US 2 improvement strategy against the screening criteria developed under Amendment 1 and based on the data assembled along with input from the STATE and the local agencies comprising the SR 9 RDP Corridor Working Group.

Assumptions

- Input from the local agencies shall be accomplished via e-mail.

Deliverables

- SR 9 / US 2 interchange information added to the strategy screening matrix originally authorized in Amendment 1.

5.4 Cost Effectiveness Analysis

The CONSULTANT shall apply the previously prepared cost-effectiveness evaluation approach (from the original scope of work in Amendment 1) to the options developed for the SR 9 / US 2 Interchange. The CONSULTANT shall perform the cost-effectiveness analysis for the SR 9 / US 2 options and include the findings in the summary memorandum originally scoped under Amendment 1.

5.5 Prioritization Criteria and Documentation

Based on the screening results by the Project Team, the CONSULTANT shall add the SR 9 / US 2 improvement option to the compilation of resulting strategies by corridor segment and refine them by adding any “missing link” improvements specifically related to roadway widening of SR 9 between intersections. The targeted corridor segments shall be determined by the Project Team. These added strategy elements shall be reflected in the 2030 Build arterial segment forecast to evaluate broad-level performance measures such as average speeds and travel times (refer to Work Element 4.2.4 for greater detail). The CONSULTANT shall provide a list of improvement options to the STATE with results of the Cost Effectiveness Analysis performed in Work Element 5.4.

Schedule

The duration of work related to this amendment shall be approximately 10 weeks and shall require extension of the original RDP schedule to accommodate the extra effort.