

INTERGOVERNMENTAL AGREEMENT
Phase 1 Joint Study
OR 99W/SW Gaarde Street/SW McDonald Street Intersection

THIS AGREEMENT is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "ODOT"; and the CITY OF TIGARD, acting by and through its elected officials, hereinafter referred to as "CITY," both herein referred to individually or collectively as "Party" or "Parties."

RECITALS

1. Pacific Highway West (99W) is a part of the state highway system under the jurisdiction and control of the Oregon Transportation Commission (OTC). SW Gaarde and SW McDonald Streets are part of the CITY street system under the jurisdiction and control of CITY.
2. By the authority granted in Oregon Revised Statute (ORS) [190.110](#), state agencies may enter into agreements with units of local government for the performance of any or all functions and activities that a party to the agreement, its officers, or agents have the authority to perform.
3. The 2003 Oregon Transportation Investment Act Program (OTIA), hereinafter referred to as the "2003 OTIA Modernization Program", provides funding for modernization projects chosen by the Oregon Transportation Commission.
4. In August 2005, the Oregon Transportation Commission approved the projects to be funded under the 2003 OTIA Modernization Program as part of the 2006-2009 Statewide Transportation Improvement Program (STIP) development process. The I-5 OR 99W Tualatin-Sherwood Connector project was included in said STIP, but that project has now been cancelled, and a portion of that approved OTIA funding, in the amount of \$1,000,000, has been applied to a proposed project: OR 99W/SW Gaarde Street/SW McDonald Street Intersection by OTC approval, January 14, 2010, Item I.
5. Considering that the accepted CITY proposed project mentioned above is to improve safety and capacity in a heavily congested intersection of 99W and considering the fact that the new arterials proposed for addressing traffic demand from 99W to I-5 are likely a number of years away, it is important for the success of the proposed project so that the existing route function as safely and efficiently as possible. Consequently, the OTC determined, as a requirement for OTIA funding, that before preliminary engineering and construction begins, a joint ODOT/CITY study for the proposed project should be developed. The purpose of this Agreement is to address the OTC requirement for the study prior to the commencement of project activities for the 99W/Gaarde project and the payment for those services from the granted funding. The OTIA funding will be

CITY OF TIGARD/ODOT
Agreement No.26,629

allocated as follows: \$850,000 being awarded toward funding of the design and construction of the proposed project and \$150,000 to being managed by ODOT for the Study.

NOW THEREFORE, the premises being in general as stated in the foregoing Recitals, it is agreed by and between the Parties hereto as follows:

TERMS OF AGREEMENT

1. Under such authority, CITY wishes to retain the services of ODOT to be the lead agency for the Phase 1 Joint Study for the proposed 99W/SW Gaarde Street SW McDonald Street Intersection, hereinafter referred to as "99W/Gaarde" and to perform the work to complete the study, hereinafter referred to as "Study". A description of the Study Scope, Schedule and Budget are shown in Exhibit A, attached hereto and by this reference made a part hereof. The estimated cost of the Study is \$150,000. Funding for the Study shall come from the allocated OTIA funding available to the CITY and as shown in Exhibit A.
2. Should Study costs exceed the estimated cost an amendment to this Agreement is required prior to incurring such additional costs. Should the cost of the Study be less than \$150,000, all remaining funding beyond the cost of the Study shall be available to CITY for all actual and eligible costs for the proposed future 99W/Gaarde project.
3. The term of this Agreement shall begin on the date all required signatures are obtained and shall terminate six (6) months after the execution of this Agreement and final payment. Only work begun after the effective date of this Agreement is eligible for reimbursement with 2003 OTIA Modernization Program funds.
4. The funds available under the 2003 OTIA Modernization Program are State Highway Funds. To be eligible for reimbursement under the 2003 OTIA Modernization Program, expenditures must comply with the requirements of Article IX, Section 3a of the Oregon Constitution.
5. CITY and ODOT have a joint obligation to ensure timely expenditure of 2003 OTIA Modernization Program monies and to comply with the provisions of the bonds that finance the 2003 OTIA Modernization Program.

ODOT OBLIGATIONS

1. ODOT shall, at Study expense, perform the work described in Exhibit A.
2. ODOT shall keep accurate cost accounting records for ODOT and consultant services. ODOT shall provide detailed reports of such services directly to CITY's Project Manager upon request. Under no conditions shall the Study's costs exceed \$150,000, including all Study (ODOT/Consultant/CITY) expenses, without an amendment to this Agreement.

CITY OF TIGARD/ODOT
Agreement No.26,629

3. ODOT shall reimburse CITY for eligible, actual costs incurred by the CITY on behalf of the Study as described in Exhibit A. Payment will be made within forty-five (45) calendar days from receipt of the invoice.
4. The estimated total cost of the Study is \$150,000 of 2003 OTIA Modernization Program funds committed for the Study. Under no conditions shall State's total obligation exceed \$150,000, including all expenses.
5. ODOT shall not enter into any subcontracts for any of the work scheduled under this Agreement without obtaining prior written approval from CITY.
6. ODOT certifies and represents that the individual(s) signing this Agreement has been authorized to enter into and execute this Agreement on behalf of ODOT, under the direction or approval of its governing body, commission, board, officers, members or representatives, and to legally bind ODOT.
7. ODOT's Project Manager for this Project is Tim Wilson, 123 NW Flanders Street, Portland, OR 97209-4012, 503-731-8534, timothy.j.wilson@odot.state.or.us, or an individual designated by the ODOT's Region 1 Manager in the event of the unavailability of the aforementioned individual.

CITY OBLIGATIONS

1. Should Study costs exceed \$150,000, an amendment to this Agreement is required prior to incurring said additional costs.
2. CITY staff shall also participate in Study as described in Exhibit A. CITY may charge to the cost of the Study for their staff participation described in Exhibit A. CITY shall prepare and submit monthly itemized, progress invoices for the Study directly to ODOT's Project Manager for review and approval. Such invoices will be in a form identifying the Project, the Agreement number, the invoice number or the account number or both, and will itemize all expenses for which reimbursement is claimed.
3. CITY shall comply with all federal, state, and local laws, regulations, executive orders and ordinances applicable to the work under this Agreement, including, without limitation, the provisions of ORS 279B.220, 279B.225, 279B.230, 279B.235 and 279B.270 incorporated herein by reference and made a part hereof. Without limiting the generality of the foregoing, CITY expressly agrees to comply with (i) Title VI of Civil Rights Act of 1964; (ii) Title V and Section 504 of the Rehabilitation Act of 1973; (iii) the Americans with Disabilities Act of 1990 and ORS 659A.142; (iv) all regulations and administrative rules established pursuant to the foregoing laws; and (v) all other applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations.

CITY OF TIGARD/ODOT
Agreement No.26,629

4. CITY shall perform the service under this Agreement as an independent contractor and shall be exclusively responsible for all costs and expenses related to its employment of individuals to perform the work under this Agreement including, but not limited to, retirement contributions, workers compensation, unemployment taxes, and state and federal income tax withholdings
5. Upon completion of the Study, any remaining OTIA funding dedicated to the Study will become available for the eligible and actual costs incurred by the CITY for all phases of the future 99W/Gaarde project upon entering into a separate OTIA Modernization Program Agreement with ODOT.
6. CITY's Project Manager for this Project is Michael McCarthy, Senior Project Engineer, 13125 SW Hall Blvd, Tigard, OR 97223 503-718-2462 mikem@tigard-or.gov or an individual designated by the CITY Public Works Director upon the aforementioned individual's absence. ODOT's Project Manager shall be notified in writing of any contact information changes during the term of this Agreement.

GENERAL PROVISIONS

1. This Agreement may be terminated by mutual written consent of both Parties.
2. ODOT may terminate this Agreement effective upon delivery of written notice to CITY, or at such later date as may be established by ODOT, under any of the following conditions:
 - a. If CITY fails to provide services called for by this Agreement within the time specified herein or any extension thereof.
 - b. If CITY fails to perform any of the other provisions of this Agreement, or so fails to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from State fails to correct such failures within ten (10) days or such longer period as State may authorize.
 - c. If ODOT fails to receive funding, appropriations, limitations or other expenditure authority sufficient to allow ODOT, in the exercise of its reasonable administrative discretion, to continue to make payments for performance of this Agreement.
 - d. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or ODOT is prohibited from paying for such work from the planned funding source.

CITY OF TIGARD/ODOT
Agreement No.26,629

3. CITY may terminate this Agreement effective upon delivery of written notice to ODOT, or at such later date as may be established by CITY, under any of the following conditions:
 - a. If ODOT fails to provide services called for by this Agreement within the time specified herein or any extension thereof.
 - b. If ODOT fails to perform any of the other provisions of this Agreement, or so fails to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from State fails to correct such failures within ten (10) days or such longer period as CITY may authorize.
4. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.
5. Both Parties shall, to the extent permitted by the Oregon Constitution and the Oregon Tort Claims Act, indemnify, defend, save and hold harmless each other, their officers and employees from any and all claims, suits, or actions of any nature arising out of activities of the indemnifying Party, its officers, employees or agents in their respective performance under this Agreement. Total liability shall not exceed the tort claims limits provided in Oregon Tort Claims Act, ORS 30.260 to 30.300, for 'local public bodies'.
6. Notwithstanding the foregoing defense obligations under the Paragraph above, no Party, or any attorney engaged by a Party, shall defend any claim in the name of any other Party or any agency/city/department/division of such other Party, nor purport to act as legal representative of any other Party or any of its agencies/departments/divisions, without the prior written consent of the legal counsel of such other Party. Each Party may, at anytime at its election, assume its own defense and settlement in the event that it determines that the other Party is prohibited from defending it, or that any other Party is not adequately defending its interests, or that an important governmental principle is at issue or that it is in the best interests of the Party to do so. Each Party reserve all rights to pursue any claims it may have against the other if it elects to assume its own defense.
7. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.
8. This Agreement and attached exhibits constitute the entire agreement between the Parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind either party unless in writing and signed by both Parties and all necessary approvals have been obtained. Such waiver, consent, modification or change, if made, shall be effective

CITY OF TIGARD/ODOT
Agreement No.26,629

only in the specific instance and for the specific purpose given. The failure of State to enforce any provision of this Agreement shall not constitute a waiver by State of that or any other provision.

THE PARTIES, by execution of this Agreement, hereby acknowledges that its signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

The funds for this Study were approved by the OTC on January 14, 2010 as an amendment to the 2008-2011 Statewide Transportation Improvement Program (Key #16968).

The Oregon Transportation Commission on December 29, 2008, approved Delegation Order No. 2, which authorizes the Director to approve and execute agreements for day-to-day operations. Day-to-day operations include those activities required to implement the biennial budget approved by the Legislature, including activities to execute a project in the Statewide Transportation Improvement Program.

On August 2, 2005, the Director, Deputy Director, Highways and Chief Engineer approved Subdelegation Order No. 5, in which the Director, Deputy Director, Highways and Chief Engineer delegate authority to the Region Managers to approve and sign intergovernmental agreements over \$75,000 up to a maximum of \$500,000 when the work is related to a project included in the Statewide Transportation Improvement Program (STIP) or in other system plans approved by the Oregon Transportation Commission or in a line item in the legislatively adopted biennial budget.

SIGNATURE PAGE TO FOLLOW

CITY OF TIGARD/ODOT
Agreement No.26,629

CITY OF TIGARD, by and through its
elected officials

By _____
Mayor

Date _____

By _____
Recorder

Date _____

**APPROVED AS TO LEGAL
SUFFICIENCY**

By _____
CITY Counsel

Date _____

CITY Contact:

Michael McCarthy
13125 SW Hall Blvd
Tigard, OR 97223
Phone: 503-718-2462
Email: mikem@tigard-or.gov

ODOT Contact:

Name/Title: Tim Wilson
123 NW Flanders Street
Portland, OR 97209-4012
Phone: 503-731-8534
Email: timothy.j.wilson@odot.state.or.us

STATE OF OREGON, by and through
its Department of Transportation

By _____
Region 1 Manager

Date _____

APPROVAL RECOMMENDED

By _____
Technical Services Manager/Chief Engineer

Date _____

By _____
Region 1 Planning Manager

Date _____

By _____
District 2A Manager

Date _____

**APPROVED AS TO LEGAL
SUFFICIENCY**

By _____
Assistant Attorney General

Date: _____

M. C. & A. No. 26,629
EXHIBIT A
SCOPE, SCHEDULE, BUDGET
OR 99W/SW Gaarde Street/SW McDonald Street Intersections
Joint Study
Conceptual Intersection Layout
Phase 1

PROJECT DESCRIPTION

1. This is Phase 1 of the 99W/SW Gaarde/SW McDonald Intersection Improvement Project in the CITY. Phase 1 is the initial conceptual layout phase to determine the technical feasibility of improvements to the intersection. It is a joint effort with the CITY and ODOT to analyze and develop potential intersection improvement concepts. This will be an internal technical analysis between ODOT technical staff and the CITY staff.
2. Phase 1 is being funded with \$150,000 of the \$1.0 million OTIA III funds allocated to the CITY by the Oregon Transportation Commission in January 2010 from the I-5/99W Connector project. The remaining funds from the \$1.0 million will be used by the CITY to develop the conceptual layout of Phase 1 into a development project.

Task 1: ADMINISTRATION

Task 1.1: Project Management

ODOT Staff will manage Phase 1 of the project, which will be funded with OTIA III funds received by the CITY. ODOT will provide on-going project management.

Deliverable:

Project Team will be formed to assist in the development of the project; the team will consist of ODOT Staff, CITY Staff, and a consultant.

Task 2: PROJECT INITIATION

Task 2.1: Project Kick-off

Project Team will meet to discuss the corridor context; identify project problems and parameters, and project area. Determine data needs for problem identification:

- a. Traffic data / analysis
- b. Accident history
- c. Existing mapping

Deliverables:

- a. Assignment of tasks for Data Collection.
- b. Selection of a Traffic Engineer consultant.

M. C. & A. No. 26,629
EXHIBIT A
SCOPE, SCHEDULE, BUDGET

Task 3: BACKGROUND ENGINEERING, TRAFFIC AND PLANNING REVIEW AND ANALYSIS

Task 3.1 Define Study Area

The Project Team will determine the area of impact and define project Study area. Subject to further analysis, Study area boundaries are tentatively established as the SW Gaarde Street and SW McDonald Street intersection with Highway 99W and the approaches to this intersection.

Task 3.2 Engineering Data Collection and Review

Task 3.2.1 Engineering Document and Data Review

Identify, collect, and review relevant engineering documents for the Study area including:

- a. ODOT Highway Design Manual
- b. ODOT Analysis Procedures Manual (TPAU)
- c. CITY Design Standards
- d. Metro Street Design Manual
- e. Current traffic counts

Task 3.2.2 Review of Existing Plans, Standards, and Policies

The Parties or their consultant shall collect, review, and document existing planning data and conditions for the purpose of general orientation of the project. This task will identify relevant plans, assumptions, timetables and outcomes that could affect the 99W/Gaarde/McDonald intersection area. The goal is to understand the planned land uses in the general project area, and the planned transportation network, and to review any previous studies regarding the transportation network and its relationship to land use. Existing plans and studies to be reviewed include, but are not limited to:

- a. 2035 Regional Transportation Plan (Metro January 2008)
- b. Washington 2020 County Transportation Plan (October 2002)
- c. Tigard Transportation Plan (2002) and Draft 2010 Tigard Transportation System Plan
- d. Tigard 99W Improvement and Management Plan – Final Report, July 2007 and adopting ordinances
- e. Plans for the Pacific Hwy 99W / Hall / Greenburg / Main project currently under construction.
- f. Project Team shall review and comment on existing planning data.

Deliverables:

- a. Preparation of a map of the Study area boundary.
- b. Preparation of a technical memo of the background engineering, traffic and planning data. The technical memo shall focus on the most relevant

M. C. & A. No. 26,629
EXHIBIT A
SCOPE, SCHEDULE, BUDGET

policies, standards, and recommendations, and serve as a tool when policy and improvement strategies are under consideration.

TASK 4 ENVIRONMENTAL BASELINE REPORT (EBR) (Contingency Task)

An Environmental Baseline Report shall be prepared for this Study. The EBR would result in an environmental assessment and constraints map to identify broad categories of environmental resources that occur in the general project area and to identify constraints and opportunities to be considered in the development of alternatives. Impact assessment will not be completed as part of this Study. The primary task is to collect existing information to document the environmental conditions and determine what gaps exist in the inventory.

Task 4.1 Prepare Technical Report

Consultant shall prepare a Technical Report according to ODOT Environmental Baseline Report Guidelines February, 2006.

- a. Technical Memos shall be produced for the following disciplines: Air Quality, Archeological Resources, Biology (e.g., plants, fisheries, wildlife, and noxious weeds), Hazardous Materials, Historic Resources, Land Use, Noise, Section 4(f)/6(f) resources, Socioeconomic (e.g., Environmental Justice and residential, business, community resources), Water Quality, Wetlands and other waters of the U.S. /State, and Visual Resources.
- b. Technical Memos shall be required for each discipline to demonstrate that a qualified professional surveyed the project area and to support conclusions, determinations, or recommendations included in the EBR.

Deliverables:

- a. Consultant shall prepare a Technical Report according to the format prescribed under the Content section of the ODOT Environmental Baseline Report Guidelines February, 2006.
- b. Consultant shall prepare the base maps for the EBR Baseline Map(s) shall be developed in accordance with Agency GIS Data Standards. A sufficient number of individual baseline maps (referred to as "maps") shall be produced to address each resource covered by the ODOT Environmental Baseline Report Guidelines February, 2006. With the exceptions of the disciplines, Archaeology and Wetlands and other Waters of the U.S. and State, more than one environmental discipline may be addressed in a single map as long as each issue is clearly delineated on the map and identified in the legend.
- c. ODOT Region Environmental Coordinator will coordinate, review, and approve the EBR.

TASK 5 EXISTING TRAFFIC CONDITIONS ANALYSIS

Task 5.1 Crash Data

M. C. & A. No. 26,629
EXHIBIT A
SCOPE, SCHEDULE, BUDGET

Current crash data over the most recent five-year period on Highway 99W as well as intersections on the local system within the Study area shall be compiled. Data compiled should include location, day of week, time of day, type of crash, types of vehicles involved, number of injuries and severity of injuries. Identify top 10 percent ODOT Safety Priority Index System (SPIS) sites in the Study area.

Task 5.2 Traffic Counts

Existing traffic count data shall be collected for the Study intersections, including freight, bicycle, and pedestrian data. The Study intersections will be identified based on the Study area defined in Task 2.1.

Task 5.2.1 Turning Movement Traffic Counts

Collect weekday midweek AM (7-9 AM) and PM (4-6 PM) peak periods turn movement counts at these intersections. Traffic volumes obtained must be adjusted to reflect the 30th highest annual hour of traffic volumes.

Task 5.2.2 Hose Tube Traffic Counts

Collect hose tube counts at an identified list of locations. Tube counts will include the breakdown of autos, light trucks and heavy trucks. Consultant shall confirm vehicle classification definition with ODOT.

Task 5.2.3 Effects of Nearby Construction

Intersection Improvements are currently under construction to increase capacity at the intersections of Pacific Hwy 99W with Hall Boulevard and with Greenburg Road / Main Street an estimate will need to be made of the change in traffic volumes at the 99W/Gaarde/McDonald intersection that will result from these capacity increases.

Task 5.3 Existing Operational Analysis

Using Synchro/Simtraffic, perform AM and PM peak hour intersection volume-to-capacity (v/c), level of service (LOS), and queuing analysis at Study intersections.

Deliverables:

- a. Consultant shall prepare a technical memo describing the existing and imminent traffic data and the operations of the facility. The technical memo shall identify safety and capacity deficiencies in the Study area.
- b. The Project Team will review and provide comments on the technical memo. Consultant shall revise technical memo to address comments.

M. C. & A. No. 26,629
EXHIBIT A
SCOPE, SCHEDULE, BUDGET

TASK 6 FUTURE 2035 NO-BUILD ANALYSIS

This task will include the simulation and analysis of conditions forecast to be present in 2035 under a No-Build scenario with only improvements in place from the financially constrained list in the Metro Regional Transportation Plan (RTP) for the Study area, not including improvements at the subject intersection.

Task 6.1 Travel Demand Model Review and Assessment

Review Metro 2035 travel demand model and associated land use assumptions and forecasts. Review Traffic Analysis Zones (TAZ) in the Study area boundaries and make recommendations on disaggregation to support future land-use assumptions.

Review the future no-build transportation model networks in the Metro travel demand model. Consultant's review must include level of network detail, travel speeds, link capacity, and assumptions on future improvement projects included in the model.

Task 6.2 Future Volume Development (2035)

Coordinate with Metro and develop 2035 travel forecasts for the Study area. Post-process 2035 travel forecast in accordance with National Cooperative Highway Research Program (NCHRP) Report 255 guidelines and develop 4-hour AM (6AM-10AM) and 5-hour PM (2PM-7PM) balanced traffic volumes, for the 99W/Gaarde/McDonald intersection. Other intersections in the Study area will require 1-hour AM and 1-hour PM peak period volume for analysis.

Task 6.3 Future No-Build Operational Analysis

Using Synchro/Simtraffic, perform traffic operational analysis for all Study intersections outside of the Vissim model. For the 99W/SW Gaarde/SW McDonald intersection area, traffic operational results including travel time, speed, delay, and queue length shall be presented. For all other intersections, traffic operational results including volume-to-capacity (v/c), level of service (LOS), and queue length shall be presented. Coordination and collaboration with CITY and ODOT technical staff will be required.

Deliverables:

- a. Consultant shall prepare a technical memo that reviews the Metro travel demand model and land use assumptions and forecasts.
- b. Consultant shall prepare a technical memo for the 2035 No-build operational analysis of the Study area, including documentation of the analysis methodology used. It is assumed the technical memo will incorporate analysis results for the 99W/Gaarde/McDonald intersection area and all other intersections within the Study area. The technical memo shall identify capacity and operational deficiencies in the Study area.

M. C. & A. No. 26,629
EXHIBIT A
SCOPE, SCHEDULE, BUDGET

TASK 7 DEVELOP AND EVALUATE FUTURE IMPROVEMENT CONCEPTS

TASK 7.1 Project Team Meeting/Brainstorming Session

For this task the Project Team will participate in a brainstorming session to develop a project problem statement and purpose and need statement based on the transportation system deficiencies and constraints based on the environmental and traffic background analysis. To assist the formulation of the project statements, the opportunities and constraints from Tasks 3, 4, and 5 will be delineated for the Study area.

Task 7.2 Alternative Concepts

The Project Team will develop screening criteria to compare alternative concepts and evaluate the technical feasibility policy conformity and the purpose and need of the project. ODOT Staff will develop alternative concepts for a range of improvements that address the needs of the 99W/Gaarde/McDonald intersection area. The Problem and Purpose and Need statements will be used to create a range of potential future improvements to be tested.

Based on the evaluation of the criteria, screen out improvements and selected the most promising improvement concepts to advance to the next level of analysis.

Deliverables:

- a. Project Team shall attend and participate in a brainstorming session to develop the purpose and need of the project.
- b. ODOT Staff will prepare sketch level layouts for the intersection improvements of the alternative concepts.
- c. Project Team shall meet and select a promising alternative(s).

TASK 8 EVALUATE SELECTED ALTERNATIVE(S)

With selected alternative concepts from Tasks 6.5, perform more detailed analysis for the future development of the intersection for the potential safety, roadway and operational improvements to address existing and future travel demand.

Task 8.1 Traffic Operational Analysis of Alternative Concepts

A more detailed traffic operational analysis of the selected improvements shall be performed. Each improvement shall be evaluated to determine if it can be implemented as a stand-alone project and how it will fit into the overall system wide improvement. Compare and prioritize alternative concepts.

Task 8.2 Project Cost Estimates and Environmental Classification

Prepare cost estimates for all improvements on the project list. These estimates can be an update of estimates contained in the 2035 RTP, or new estimates prepared using a comparably detailed estimation methodology.

Deliverables:

M. C. & A. No. 26,629
EXHIBIT A
SCOPE, SCHEDULE, BUDGET

- a. The Project Team shall develop alternative concepts for a range of improvements for the intersection and the local system that address capacity, connectivity and safety issues within the Study area.
- b. ODOT Staff shall develop a planning-level cost estimate for each concept. Consultant shall prepare a prioritized list of potential safety, roadway and operational improvements to address existing and future travel demand.

TASK 9 NEXT STEPS

Task 9.1 Develop an Outline

This task will outline the key steps required to develop a project for the intersection improvements. The key concerns for the project development should include the environmental classification, and the public involvement process.

Deliverables:

- The Project Team shall meet to discuss the project's next steps.

SCHEDULE

It is anticipated that this work could be completed in 4 to 6 months after the Notice to Proceed is authorized.

SCHEDULE AND BUDGET TABLE TO FOLLOW

M. C. & A. No. 26,629

EXHIBIT A

SCOPE, SCHEDULE, BUDGET

99W/Gaarde/McDonald
 Conceptual Intersection Layout
 Phase 1
 Schedule and Budget

Task

Schedule					
0 to 1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 6
months	months	months	months	months	months

Budget						Total Bu
ODOB	City of Tigard	Consultant Traffic	Consultant Environmental	Contingence		
Planning	PD	Traffic	Environ			

Task 1: ADMINISTRATION

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\$ 500						\$ 500	
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Task 2: PROJECT INITIATION

Task 2.1: Project Kick-off

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\$ 400	\$ 800	\$ 400				\$ 800	\$ 800	
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Task 3: BACKGROUND ENGINEERING, TRAFFIC AND PLANNING REVIEW AND ANALYSIS

Task 3.1 Define Study Area

Task 3.2 Engineering Data Collection and Review

Task 3.2.1 Review of Existing Plans, Standards and Policies

\$ 400	\$ 800					\$ 800	\$ 400	
\$ 400	\$ 3,000					\$ 1,000	\$ 400	
\$ 400	\$ 3,000					\$ 1,000	\$ 1,000	

Task 4: ENVIRONMENTAL BASELINE REPORT (EBR) (Contingency Task)

Task 4.1 Prepare Technical Report

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\$ 200	\$ 3,000		\$ 1,500	\$ 1,000		\$ 3,150	
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Task 5 EXISTING TRAFFIC CONDITIONS ANALYSIS

Task 5.1 Crash Data

Task 5.2 Traffic Counts

Task 5.2.1 Turning Movement Traffic Counts

Task 5.3 Existing Operational Analysis

\$ 800	\$ 2,000	\$ 500		\$ 1,000	\$ 1,000	
\$ 800	\$ 2,000	\$ 500		\$ 1,000	\$ 1,000	
\$ 800	\$ 2,000	\$ 500		\$ 1,000	\$ 1,000	
\$ 800	\$ 2,000	\$ 500		\$ 1,000	\$ 1,250	

Task 6 FUTURE 2035 NO-BUILD ANALYSIS

Task 6.1 Travel Demand Model Review and Assessment

Task 6.2 Future Volume Development (2035)

Task 6.3 Future No-Build Operational Analysis

\$ 1,000	\$ 4,000	\$ 500		\$ 1,000	\$ 3,500	
\$ 1,000	\$ 4,000	\$ 1,000		\$ 1,000	\$ 8,500	
\$ 1,000	\$ 6,000	\$ 500		\$ 1,000	\$ 7,500	

TASK 7 DEVELOP AND EVALUATE FUTURE IMPROVEMENT CONCEPTS

TASK 7.1 Project Team Meeting/Brainstorm Session

Task 7.2 Alternative Concepts

\$ 1,000	\$ 3,000	\$ 800		\$ 1,000	\$ 3,500	
\$ 1,000	\$ 10,000	\$ 800		\$ 1,000	\$ 2,000	

TASK 8 EVALUATE SELECTED ALTERNATIVE(S)

Task 8.1 Traffic Operational Analysis of Alternative Concepts

Task 8.2 Project Cost Estimates and Environmental Classification

\$ 1,500	\$ 9,000	\$ 400		\$ 1,200	\$ 2,000	
\$ 1,500	\$ 5,000	\$ 400		\$ 1,500	\$ 2,000	

TASK 9 NEXT STEPS

Task 9.1 Develop an Outline

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\$ 1,000	\$ 2,000	\$ 400		\$ 400	\$ 2,000	
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\$ 14,500	\$ 62,100	\$ 7,200	\$ 1,400	\$ 18,300	\$ 37,350	\$ 9,150	\$ 150,000
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