

January 30, 2013

Mr. David Whyte  
Kimley-Horn and Associates, Inc.  
Suite 400  
11400 Commerce Park Drive  
Reston, Virginia 20191

RE: Notice-to-Proceed for additional work on the Jackson Gateway Interchange Study

Dear Mr. Whyte:

This letter will serve as your Notice to Proceed for additional work on the Jackson Gateway Interchange Study. Per the attached scope, the cost for this work will not exceed \$45,000.

Thanks for your assistance in this matter.

Sincerely,



Tim Ware  
Executive Director

Cc: Contract Files  
Correspondence

attachment

**AMENDMENT NUMBER 2 TO THE AGREEMENT BETWEEN THE  
CLIENT AND KIMLEY-HORN AND ASSOCIATES, INC.**

AMENDMENT NUMBER 2 DATED January 30, 2013 to the agreement between the George Washington Regional Commission (GWRC), ("Client") and Kimley-Horn and Associates, Inc., ("Consultant") dated December 3, 2008 ("the Agreement") concerning the Interstate Access Study for I-95 in the Jackson Gateway Area (the "Project").

The Consultant has entered into the Agreement with Client for the furnishing of professional services, and the parties now desire to amend the Agreement to perform the Additional Scope of Services (described in the attached), the documentation from which will be included in the final deliverable of the Agreement.

Therefore, it is mutually agreed that the Agreement is amended to include Additional Services to be performed by Consultant and provisions for additional compensation by the Client to the Consultant, all as set forth in Exhibit A hereto. The parties ratify the terms and conditions of the Agreement not inconsistent with this Amendment, all of which are incorporated by reference.

CLIENT:

CONSULTANT:

GEORGE WASHINGTON  
REGIONAL COMMISSION

KIMLEY-HORN AND ASSOCIATES, INC.

By: 

By: \_\_\_\_\_

Title: Executive Director

Title: \_\_\_\_\_

Date: 1/30/13

Date: \_\_\_\_\_

### **Additional Services Project Understanding**

The purpose of this amendment is to supplement the I-95 Jackson Gateway Interstate Modification Report (IMR) by providing a traffic study focused on independent utility for separate components of the preferred alternative (as of November 2012) of the IMR. In terms of this analysis, the term independent utility refers to the ability for parts of the preferred interchange concept to be built independent of one another and provide benefit to interstate and ramp operations.

The goal of this effort is to determine if each component could be constructed as a standalone project in terms of its impact to interstate traffic operations. Ultimately, projects of independent utility would need to demonstrate that they “do no harm” to the interstate and provide benefit as compared to a no-build condition. Traffic operations analysis will be performed using the horizon year 2035 traffic projections from the IMR for the weekday AM and PM peak hours, but with traffic redistributed accordingly to reflect the revised roadway configuration of the independent phases to be studied. Consistent with review requirements by VDOT and FHWA, traffic analysis will be performed using CORSIM microsimulation software.

### **Additional Scope of Services**

#### ***Task 1 – Identify Independent Utility Projects and Prepare Forecasts***

Kimley-Horn will prepare future (2035) traffic volumes for the AM and PM peak hours for each independent utility project. Kimley-Horn will meet with the technical working group to review and receive approval on the traffic volumes prior to proceeding with Task 2.

Based on the discussions at the study work group meeting on November 29, 2012, the four projects to be analyzed will be as follows:

1. Rebuild the southbound I-95 exit ramp to Route 1
2. Build the southbound C-D Road from Exit 126 to south of Spotsylvania County Parkway
3. Build the northbound C-D Road from south of US 17 to Exit 126, relocate ramps on the northeast quadrant of Exit 126 to the Market Street intersection
- 3A. Relocate the relocate ramps on the northeast quadrant of Exit 126 to the Market Street intersection and build 2 auxiliary lanes along northbound I-95 from Exit 126 to north of the Courthouse Rd bridge

Results and documentation from Task 1 will be included as an Appendix to the final Jackson Gateway Interstate Modification Report (IMR).

#### ***Task 2 – Traffic Operations Analysis***

Kimley-Horn will modify the CORSIM networks used for the analysis of the preferred build alternative to create separate networks that reflect each of the independent utility projects. Up to

eight CORSIM networks will be created (four independent utility phases, AM and PM peak hours for each). Simulation results will be summarized in the following manner, using the same measures of effectiveness (MOEs) and reporting formats that were used to present the preferred build alternative in the IMR:

- Freeways: density and speeds by link
- Arterials: average vehicle delay at all signalized intersections

Analysis results will be compared with the no-build scenario to show the benefit that the independent utility project provides and its comparative effect on interstate operations. In addition to comparisons of density, speed, and delay, changes in volume throughput in the CORSIM model will also be reported to show how the independent utility project affects system capacity.

Following the completion of the traffic analysis, Kimley-Horn will present the results at a study work group meeting. Analysis results and documentation will be included as an Appendix to the final Jackson Gateway Interstate Modification Report (IMR).

***Task 3 – Planning-Level Construction Cost Estimates***

Kimley-Horn will update planning-level construction cost estimates prepared as part of the Jackson Gateway IMR process to reflect the agreed-upon projects of independent utility. These planning-level cost estimates will be presented at the meeting referenced in Task 2 using the same format and assumptions as were used in the Jackson Gateway IMR.

**Schedule**

Kimley-Horn will provide services as expeditiously as practicable to meet a mutually agreed-upon schedule. Kimley-Horn will complete Task 1 within 3 weeks from notice-to-proceed and Tasks 2 and 3 within 6 weeks of notice-to-proceed.

**Fee and Billing**

Kimley-Horn will perform the Additional Scope of Services on a not-to-exceed basis of \$45,000, inclusive of labor and expenses. The following summarizes the project fees for reference:

Task No.	Element of Work	Project Manager (hours)	Senior Engineer (hours)	Design Engineer (hours)	Project Engineer (hours)	Analyst Designer I (hours)	Tech/ Graphics (hours)	Clerical/ Admin (hours)	Total Labor
Task 1	Identify Independent Utility Projects and Prepare Forecasts	2	24	0	36	34	2	2	\$13,583.36
Task 2	Traffic Operation Analysis	4	40	48	72	30	2	3	\$29,180.12
Task 3	Planning-Level Construction Cost	4	0	0	0	8	0	1	\$ 1,755.26
Totals		10	64	48	108	72	4	6	
Rate		\$219.23	\$190.94	\$158.46	\$134.04	\$100.55	\$85.16	\$73.94	
Total Labor		\$ 2,192.30	\$12,220.16	\$ 7,606.08	\$14,476.32	\$7,239.60	\$340.64	\$ 443.64	\$44,518.74

**ESTIMATED EXPENSES** \$ 500.00  
**LABOR AND EXPENSES (rounded)** \$45,000.00

Fees will be invoiced monthly based upon services performed as of the invoice date. Payment will be due in accordance with Article 4, Section B of Kimley-Horn’s Agreement for Professional Engineering and Planning Services with the George Washington Regional Commission/ Fredericksburg Area Metropolitan Planning Organization, dated December 3, 2008.