

GEORGE
WASHINGTON
REGIONAL COMMISSION

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Dale W. Sisson, Jr.
Chairman

Robert H. Wilson, AICP
Executive Director

August 26, 2010

Mr. David Whyte
Kimley-Horn Associates, Inc
Herndon, Virginia 20171


RE: Amendment Number 1 to the Interstate Access Study for I-95 in the Jackson Gateway Area Contract

Dear Mr. Whyte:


After receiving concurrence from our partners at FHWA and VDOT regarding the attached amendment to the original contract and scope of work, dated December 3rd, 2008. The George Washington Regional Commission does hereby increase contract amount of the **Interstate Access Study for I-95 in the Jackson Gateway Area** by \$212,000 and extends the period of performance to March 31, 2011. This letter, dated August 26th, 2010, is to serve as the official Notice to Proceed.

Thank You.

IN WITNESS THEREOF, the parties sign and cause this agreement to be executed on this day of August 26, 2010.


GWRC


KH-A


Signature of Witness


Signature of Witness

CC:
FAMPO Policy Committee
Lloyd Robinson, FAMPO
Jamie Brown-Porter, VDOT
FAMPO Contract File

★G★W★R★C★

**AMENDMENT NUMBER 1 TO THE AGREEMENT BETWEEN THE
CLIENT AND KIMLEY-HORN AND ASSOCIATES, INC.**

AMENDMENT NUMBER 1 DATED August 10, 2010 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.

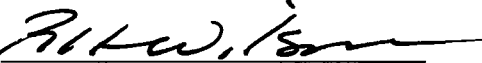
Therefore, it is mutually agreed that the Agreement is amended to include Additional Services to be performed by Consultant and provisions for additional compensation by the Client to the Consultant, all as set forth in Exhibit A hereto. The parties ratify the terms and conditions of the Agreement not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

Date: 8/26/2010

Date: 8/26/2010

Additional Scope of Services Assumptions

Kimley-Horn assumes the following:

- Interstate Access Study for I-95 in the Jackson Gateway Area study area will be expanded to include the following intersections:
 - Southpoint Parkway/American Family Fitness Driveway/Wal-Mart Driveway
 - Southpoint Parkway/Lowe's/Wal-Mart Driveway
 - Southpoint Parkway/Lowe's Driveway
- Jackson Gateway area study area will not be expanded to include or consider I-95 Exit 130 (Route 3)
- Overall Jackson Gateway area study schedule will be extended and the draft Interchange Justification Report will be submitted by the end of January 2011 barring unforeseen circumstances and delays out of Kimley-Horn's control
- A separate Interchange Modification Report (IMR) will not be prepared or submitted by Kimley-Horn for the consideration of a Conditional Approval by the Federal Highway Administration (FHWA) or the Virginia Department of Transportation (VDOT) for the I-95, Exit 126 southbound off-ramp modification.
- Project coordination meetings will be held at FAMPO's office

Additional Scope of Services

Since the Interstate Access Study for I-95 in the Jackson Gateway Area was originally scoped in November of 2008, conditions have changed that affect the originally scoped study process and timeline for completion. The potential for the implementation of modifications to the Exit 126 southbound off-ramp (that could be a phase of an ultimate interchange/interstate access modification) prior to construction of any new interchange; the need for significantly more technical coordination, reviews, reporting, and discussion with public agencies and stakeholders for the study; and the consideration of additional transportation network scenarios has expanded the Jackson Gateway area interstate access study and modified the original approach to the preparation of the study report and analyses.

The following additional scope of services describes work tasks associated with additional traffic analyses, study revisions, modeling, coordination, outreach, and geometric concepts and alternatives associated with Spotsylvania County-proposed Exit 126 modifications and additional services for the Interstate Access Study for I-95 in the Jackson Gateway Area Scope of Services (November 21, 2008). Task 1 describes services related to additional study of Exit 126 modifications and Task 2 describes additional services for the Interstate Access Study for I-95 in the Jackson Gateway Area Scope of Services (November 21, 2008).

Task 1 – Additional Exit 126 Ramp Modification Study

The following tasks describe services associated with the modification of the Interstate Access Study for I-95 in the Jackson Gateway area (scope prepared November 21, 2008). The tasks below are associated with the development of geometric concepts and alternatives for, and analytical consideration of, a modification of the southbound I-95 off ramp at Exit 126 that also could be a phase of an ultimate Exit 126 concept included in overall Jackson Gateway area interstate access modifications. The following describes coordination with current and additional stakeholders, expanded data collection and analysis, additional geometric concept development,

and additional and updated reporting to be performed to include consideration of phased Exit 126 southbound off-ramp modifications to the Jackson Gateway area interstate access study.

Task 1.1 - Project Management and Coordination

Kimley-Horn will perform and/or provide the following as to this task:

- One meeting or discussion with FHWA, VDOT, FAMPO, Spotsylvania County, and Vakos Companies to agree to the modified study process, study schedule, study milestones, and study coordination effort. Kimley-Horn assumes that meetings will be held at FAMPO's office.
- Two meetings with FAMPO and Vakos Companies to coordinate study efforts for the ramp modification. Kimley-Horn assumes that meetings will be held at FAMPO's office.
- One revision to the project schedule and milestones documents to include the study of the Exit 126 ramp modification study effort. Once the schedule and milestones document are updated by Kimley-Horn, they will be emailed to FAMPO in PDF format for review and comment.
- Additional coordination with the Jackson Gateway Technical Working Group (VDOT, FHWA, FAMPO, and Spotsylvania County) via email to provide the following:
 - Updated project schedule
 - Updated study milestones summary document
 - Updated coordination process overview
 - Study status update

Task 1.2 – Traffic Data Collection

Kimley-Horn will conduct weekday a.m. (6:30 to 8:30) and p.m. (4:30 to 6:30) peak period intersection turning movement counts at the following intersections:

- Southpoint Parkway/American Family Fitness Driveway/Wal-Mart Driveway
- Southpoint Parkway/Lowe's/Wal-Mart Driveway
- Southpoint Parkway/Lowe's Driveway

These counts will be used by Kimley-Horn to expand the project study area along Southpoint Parkway. Kimley-Horn also will conduct a site visit to the three study intersections to collect intersection traffic control (and signal phasing/timing), intersection laneage, note visually discernable deficiencies, take photos, and note the presence of pedestrian and/or bicycle facilities.

Task 1.3 –Project Documentation Revisions

Kimley-Horn will revise the following project documentation prepared by Kimley-Horn prior to June 15, 2010 for the Jackson Gateway area interstate access study to incorporate the intersections described in Task 1.2:

- Existing conditions section – text, tables, maps, and graphics
- Traffic volume scenarios section – text, tables, maps, and graphics
- CORSIM model/simulation and analysis section – text, tables, maps, and graphics
- 2035 No-build traffic volumes methodology section – text, tables, maps, and graphics

In the revision of the above-referenced documentation, Kimley-Horn will revise the analyses (findings/reports and software files), narrative text, tables, graphics, maps, and appendices to reflect the expansion of the project study area to include the intersections identified in Task 1.2. Kimley-Horn will provide the updated existing conditions, traffic volume scenarios, CORSIM simulation and analysis, and 2035 No-build traffic volumes methodology sections to FAMPO,

VDOT, FHWA, and Spotsylvania County in hard-copy and electronic (editable) format for use. At an already scheduled Technical Committee meeting, Kimley-Horn will update the Technical Committee as to changes in the documentation resulting from the inclusion of the intersections identified in Task 1.2.

Task 1.4 – Exit 126 NEPA Scoping Review and Environmental Fatal Flaw Review

Kimley-Horn will conduct a (from other interstate access modifications associated with the Jackson Gateway project) NEPA scoping review and environmental fatal flaw review of County-proposed Exit 126 ramp modification to identify potential environmental impacts as well as the scope/type of environmental document that would need to be prepared to pursue implementation of Exit 126 ramp modifications. Kimley-Horn will conduct a database review and field reconnaissance within the area of the proposed Exit 126 ramp modification (Figure 1). Kimley-Horn will perform field reconnaissance in combination with a review of aerial photography to develop an estimate of potential environmental impacts associated with the potential ramp modification.

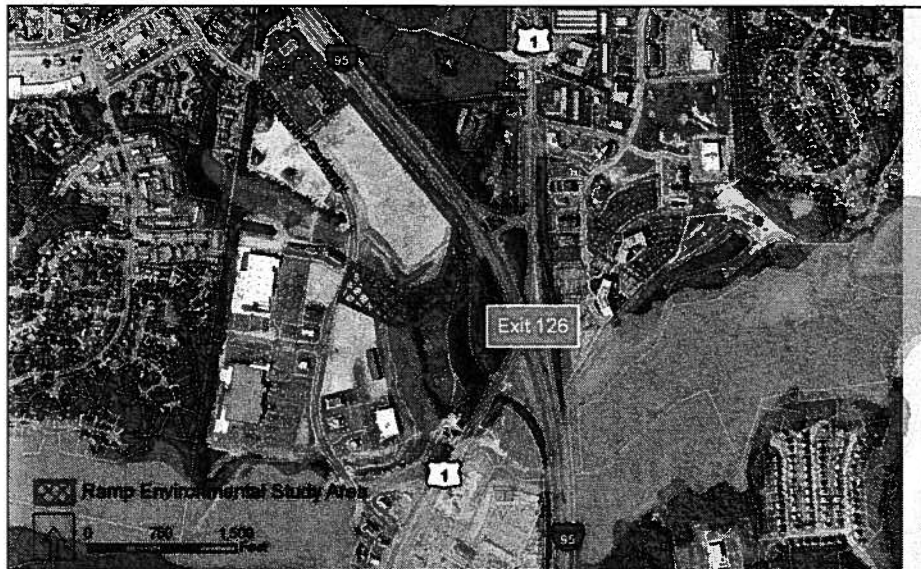


Figure 1 – Exit 126 Ramp Modification Area

Kimley-Horn will arrange for and participate in one meeting with VDOT (Environmental Division) and/or DCR to discuss issues related to the State Environmental Review Process (SERP) document and NEPA Concurrence Form. Kimley-Horn will prepare an EQ-429 document to be submitted for review to VDOT.

Kimley-Horn will update the currently developed Jackson Gateway area interstate access study purpose and need statement to account for the inclusion of the proposed Exit 126 ramp modification, in addition to other potential interstate access modifications in the Jackson Gateway area. Kimley-Horn will provide the updated purpose and need statement to FAMPO, VDOT, FHWA, and Spotsylvania County for review and comment. Upon the receipt of consolidated comments, Kimley-Horn will revise the purpose and need statement and include it in the interchange justification report for the Jackson Gateway area interstate access study.

Upon approval of the purpose and need statement by FAMPO, FHWA, VDOT, and Spotsylvania County, Kimley-Horn will prepare a NEPA Concurrence Form in accordance with the

requirements of VDOT and FHWA. The NEPA Concurrence Form prepared by Kimley-Horn will describe the Exit 126 ramp modification project, summarize its purpose and need, identify potential environmental impacts, and recommend the type of NEPA document required for the Exit 126 ramp modification project.

Kimley-Horn will summarize the results of the environmental research and field reconnaissance in a table of potential impacts on key natural resources. The environmental review will be summarized in a brief memorandum, which will include the table of potential impacts. The memorandum will be submitted via email to FAMPO, FHWA, VDOT, and Spotsylvania County.

Task 1.5 – Additional Jackson Gateway Area Study Traffic Analysis

Kimley-Horn assumes that no analyses will be performed for the I-95 Exit 130 interchange as a part of this additional scope of services. While Kimley-Horn's scope of services for the Interstate Access Study for I-95 in the Jackson Gateway Area (November 21, 2008) includes the study of ramp modifications at Exit 126, the current county-proposed ramp modifications require an expansion of the study area. This expansion of the study area and accompanying analyses is to account for additional local street impacts and considerations; potential additional I-95 mainline impacts; and the approach being considered for ramp modification phasing and implementation. Kimley-Horn will prepare/provide the following related to the County-proposed Exit 126 Ramp modifications:

- Expand the existing conditions Jackson Gateway area Synchro and CORSIM models to include the intersections identified in Task 1.2
- Perform existing and future traffic operational analyses (level of service, delay, and queues) and report outputs/results for the three intersections identified in Task 1.2
- Expand and recalibrate the existing CORSIM model to include the three intersections identified in Task 1.2
- Expand the scale/study area for the future CORSIM models to include the three intersections identified in Task 1.2
- Revise and expand future traffic volume (2035) assumptions, forecasts, and documentation for the Jackson Gateway interstate access study to include the three intersections identified in Task 1.2
- Expand the currently scoped Jackson Gateway area future traffic analysis to include the three additional intersections (Task 1.2), modified diverge along I-95 for the Exit 126 ramp modifications, and diverge (ramp split) associated with the Exit 126 ramp modification
- Prepare a future traffic volume scenario, Synchro model, CORSIM model, and analyses that include only the implementation of the county-proposed ramp modification
- Document the future traffic volume scenario that includes on the implementation of the county-proposed ramp modification

Task 1.6 – Expanded Exit 126 Ramp Modifications Geometric Evaluation

Kimley-Horn will expand the currently scoped Jackson Gateway area interstate access study to include a geometric evaluation and alternatives development for proposed modifications to Exit 126. These modifications to Exit 126 could be a phase of, or an additional scenario to, other Exit 126 ramp modifications included in the Jackson Gateway area interstate access modifications. Kimley-Horn will provide the following:

- Exit 126 ramp modification concepts (up to 3) for the implementation of southbound off-ramp modifications as a phase to overall Jackson Gateway area interstate access

modifications or in addition to other interstate access modifications in the Jackson Gateway area

- Expanded Jackson Gateway area alternatives evaluation matrix to include proposed Exit 126 ramp modifications
- Up to three geometric concepts for Exit 126 ramp modifications prepared on an aerial photo base (or other base mapping as provided by FAMPO, VDOT, or Vakos Companies)
- Preferred (identified by an agreement among VDOT, FAMPO, FHWA, Spotsylvania County, and Vakos Companies) alternative for Exit 126 ramp modifications prepared on an aerial photo base (or other base mapping as provided by FAMPO, VDOT, or Vakos Companies)

Task 1.7 – Expanded Jackson Gateway Area Study Interchange Justification Report

Kimley-Horn will expand Task 8 of the Interstate Access Study for I-95 in the Jackson Gateway Area Scope of Services (November 21, 2008) document to include consideration of County-proposed Exit 126 modifications. Kimley-Horn will organize the analysis and narrative to discuss the Exit 126 ramp modifications as an individual scenario and phase of (ultimate) interstate access modifications a part of the Jackson Gateway area. Kimley-Horn assumes that the inclusion of the Exit 126 ramp modification technical analyses, concepts, graphics, figures, and narrative in the Jackson Gateway interchange justification report will not require additional submittals or revisions by Kimley-Horn or review cycles by VDOT, Spotsylvania County, FAMPO or FHWA.

Task 2 – Jackson Gateway Area Interstate Access Study Additional Services

The following tasks describe services Kimley-Horn has already (as noted as of June 15, 2010) or will perform in addition to services described in the Interstate Access Study for I-95 in the Jackson Gateway Area Scope of Services, dated November 21, 2008.

Task 2.1 – Additional Meetings and Project Coordination

The following describes additional (to the November 21, 2008 scope of services) coordination, meetings, review, and correspondence Kimley-Horn has or will perform and/or provide:

- General project management, routine project coordination, correspondence, and communications for the extension of the project’s schedule by approximately 16 months from the originally identified schedule for the project
- Revisions to the project schedule documents and process to account for technical coordination process changes, scope modifications, additional technical reviews, and project delays out of Kimley-Horn’s control
- One meeting with Michael Baker Corporation, FAMPO, VDOT, and FHWA regarding model forecasts and methodology in Richmond (at Baker’s office)
- Two conference calls and email correspondence (and preparation) with Michael Baker Corporation, FAMPO, VDOT, and FHWA regarding model forecasts and methodology
- Formation of a Jackson Gateway Technical Working Group (VDOT, FHWA, FAMPO, and Spotsylvania County) in addition to a project advisory committee (renamed as a stakeholder group)
- Provision and transmittal of organized (in a tabbed binder) hard copy documents for each Technical Committee meeting for the study
- Coordination with the Jackson Gateway Technical Working Group (VDOT, FHWA, FAMPO, and Spotsylvania County) to provide electronic report materials of technical documentation, technical report outputs from traffic software, software analysis files

- (Synchro, CORSIM, and HCS), and raw traffic data for each Technical Committee meeting for the study
- Up to six technical coordination meetings (and preparation) with the Jackson Gateway Technical Working Group (VDOT, FAMPO, FHWA, and Spotsylvania County) at FAMPO's office to facilitate technical reviews, accommodate study coordination/discussion among affected agencies, and to receive comments on analyses, concepts, recommendations, and other aspects of the Jackson Gateway study

Task 2.2 – Data Collection and Analyses

Kimley-Horn has or will perform and/or provide the following as to this task, which is in addition to the Interstate Access Study for I-95 in the Jackson Gateway area scope of services, dated November 21, 2008:

Traffic Data Collection

- Collection of weekday off-peak travel time runs for the following routes (in addition to peak travel time runs identified in the original scope of services):
 - I-95 from Exit 130 (Route 3) to Mudd Tavern Road (Exit 118)
 - US 1 from Harrison Road to Mudd Tavern Road
 - US 17 (Mills Drive) from US 1 to Route 2
 - Spotsylvania Parkway (and sections of Smith Station Road) from Courthouse Road to US 17
- Collection of weekday a.m. and p.m. peak hour turning movement counts at three additional locations (original scope specified 7 locations) to meet reviewer comments as to study data needs and study area
- Collection of one additional daily traffic volume (tube count) count (original scope specified 2 locations) to meet reviewer comments
- Request, collection, processing, evaluation, and documentation of detailed traffic volume data (annual continuous traffic volume count station data) for the I-95 mainline to address reviewer comments on existing conditions traffic volumes review and agreement
- Field review and documentation of the following 13 additional intersections in the Jackson Gateway study area to meet reviewer comments as to the extent of the study area and the need for the inclusion of minor street intersections (reviewer comment) on major road corridors in the study area:
 - US 17/Germana Drive
 - US 17/Old Dominion Parkway/Cosner Drive
 - US 17/Massaponax Church Road/Lee Hill School Drive
 - US 17/Benchmark Road/Crossroads Parkway
 - US 17/Thorton Rolling Road/Jim Morris Boulevard
 - US 1/Truck Stop/KFC Driveway
 - US 1/Guinea Station Road
 - US 1/River Run Parkway/School Driveway
 - US 1/North Roxbury Mill Road
 - US 1/North Point Drive/Larkinchev Road
 - US 1/Morris Road/Mudd Tavern Road
 - Southpoint Parkway/Wal-Mart Driveway (volumes estimated)
 - Southpoint Parkway/Atlantic/Pacific Drive (volumes estimated)
- Request of 13 additional signalized intersection traffic signal timing data and background information sets to be consistent with the expansion of the study area
- Update of estimated and actual (counted) traffic volume information for intersections to 2010 through traffic volume growth research and volume factoring

Existing Conditions Analysis and Documentation

- Compilation of traffic data; review of existing conditions; and level of service, queue, and delay analysis inclusion into study documentation for existing weekday a.m. and p.m. peak hours for the additional 13 locations to meet reviewer comments as to project study area and intersections
- Expansion of the existing CORSIM and Synchro models to accommodate the 13 additional intersections identified above
- Calibration of the existing CORSIM model to include the 13 additional intersections

Design Year (2035) Traffic Analysis and Documentation

- Design year traffic (2035) analysis consistent with Task 4 of Interstate Access Study for I-95 in the Jackson Gateway Area (November 21, 2008) for the 13 additional intersections identified above
- Design year traffic (2035) forecast preparation for the 13 additional intersections identified above (consistent with scenarios identified in the Interstate Access Study for I-95 in the Jackson Gateway Area Scope of Services, dated November 21, 2008)
- Review of the forecast methodology and future traffic volume forecasts prepared for the Rest Area study
- Coordination with the forecast methodology and future traffic volumes prepared for the Rest Area study

Task 2.3 – Arterial Roadway Connection Considerations

Kimley-Horn will expand the currently scoped Jackson Gateway area interstate access study to consider the traffic effects on the Jackson Gateway interchange, the arterial (potential toll) road connection between the future Jackson Gateway interchange and Route 3 in the vicinity of Gordon Road. In consideration of the arterial road connection, Kimley-Horn will provide the following:

- Preparation of a future traffic volume forecast (2035), future analysis, and summary analysis/report information for the additional future transportation network scenario taking into consideration the arterial road connection
 - Expansion/modification of future (2035) Synchro network to include the arterial road connection
 - Additional HCS analyses (weave, merge, diverge) to report the effect of the arterial road connection
 - Preparation of additional CORSIM model to include the arterial road connection
 - Expansion of report summary text, figures, tables, and graphics to encompass the additional traffic volume scenario and analysis
- Expanded alternatives evaluation matrix to include the arterial road connection scenario
- General geometric concepts for the arterial roadway's connection/configuration at US 1 for use in future network scenarios (consistent with the level of detail for concepts and alternatives identified in the Interstate Access Study for I-95 in the Jackson Gateway Area Scope of Services, dated November 21, 2008) for the Jackson Gateway interchange
- Documentation of the preferred (identified by an agreement among VDOT, FAMPO, FHWA, and Spotsylvania County) connection concept and configuration of the arterial roadway corridor as it relates to the Jackson Gateway project

Task 2.4 – Expanded Jackson Gateway Area Study Interchange Justification Report

Kimley-Horn will expand Task 8 of the Interstate Access Study for I-95 in the Jackson Gateway Area Scope of Services (November 21, 2008) document to include graphics, narrative text, analyses, and recommendations for the arterial roadway connection (at US 1) described in Task

2.3 (above) and the expanded study area described in Task 2.2 (above). Kimley-Horn assumes that the inclusion of the arterial roadway connection (at US 1) and expanded study area technical analysis, concepts, graphics, figures, and narrative in the Jackson Gateway interchange justification report will not require additional submittals or revisions by Kimley-Horn or review cycles by VDOT, Spotsylvania County, FAMPO or FHWA.

Period of Performance

Given notice to proceed, Kimley-Horn will perform services on a mutually agreed upon schedule. Based on discussions with FAMPO and barring delays out of Kimley-Horn's control, the following schedule is anticipated:

- Draft (for agency review) IJR submittal – January 2011
- Final IJR submittal – February or March 2011 (dependent upon review and revisions timelines)

Fee and Billing

Kimley-Horn will perform the Additional Scope of Services for \$212,000 on a not-to-exceed basis inclusive of labor and expenses as summarized below and shown in Attachment 1. A summary of project fees is provided below for reference.

- Task 1 – Exit 126 Ramp Modification Study – \$112,000
- Task 2 – Jackson Gateway Area Interstate Access Study Additional Services - \$100,000

Fees will be invoiced monthly based upon services performed as of the invoice date. Payment will be due in accordance with 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.



Memorandum

To: Lloyd Robinson
Fredericksburg Area Metropolitan Planning Organization

Jamie Brown-Porter
Virginia Department of Transportation

From: David Whyte
Kimley-Horn and Associates, Inc.

Date: August 10, 2010

Subject: **Jackson Gateway Interstate Access Modification Study
Response to Comments on Amendment 1**

■
Suite 400
13221 Woodland Park Road
Hemdon, Virginia
20171

Introduction

This memorandum summarizes Kimley-Horn's response to comments provided by the Virginia Department of Transportation (VDOT) and Federal Highway Administration (FHWA) on Amendment 1 for the Jackson Gateway Interstate Access Modification Study. The following provides responses to each comment provided in a comment-response format.

Comments and Responses

Comment 1: Is this a cost-plus-fixed-fee contract or a lump sum contract? If it is a lump sum, then state regulations dictate that the contract amount cannot be increased by more than \$50,000 or 25% (whichever is greater) without advanced written approval of the governor or his designee. This does not apply to cost-plus-net-fee contracts.

Response 1: The contract is on a not-to-exceed basis. The original language provided by FAMPO stated Lump Sum; however, at FAMPO's request, Kimley-Horn is executing the project on a cost-plus to a maximum fee (not-to-exceed) basis.

Comment 2: It is clearly stated in the amendment that a separate Interstate Modification Report (IMR) will not be prepared by Kimley-Horn for the additional ramp analysis at exit 126. And it further specifies that it will be considered a phase of the "ultimate interstate modifications for the Jackson Gateway Area". Considering these statements, how is the exit 126 modification a "stand-alone" modification (referenced as such throughout the document)? The stand-alone reference should be dropped. It sounds like the IJR for Jackson



Gateway will include the modifications at 126, and if the modifications at 126 are needed to make the new interchange work, they will be required by FHWA.

Response 2: The language in Amendment 1 has been modified to drop the stand-alone reference.

Comment 3: Considering that the Rte 1/I-95 interchange is within the existing study area, and was included for detailed traffic analysis in the original scope, a \$112,000 supplement seems high for additional ramp alternative analysis—was the original cost estimate that grossly underestimated, or has the scope and complexity of the work increased that dramatically? If it has changed significantly, may want to provide some additional detail.

Response 3: The addition of the particular ramp modification for Exit 126 that is being discussed (proposed by Spotsylvania County) for Exit 126 requires an expansion of the original study area (which did include Exit 126) for the project in addition to revisions to analytic tools that had already been developed, report documents, figures, and other study assumptions due to its potential terminus. The original study cost estimate was developed based on the (then) understanding of the project, study area, the level of coordination and analysis that would be required, and the scenarios that were to be considered. Since the project was originally scoped and started, nearly two years ago, a more rigorous, time-intensive, drawn-out process has emerged and the level of effort associated with this process is more significant than originally estimated. Additional stakeholders continue to join the process and meetings in-excess of those scoped have already been and are expected to continue to be conducted to involve necessary persons in the process. The additional coordination and communication entails significantly more effort than originally proposed.

Comment 4: Provide all data and modeling in an electronic, editable format to all parties. Task 1.3 states it will be provided in hard copy.

Response 4: Scope changed to reflect the request for data in electronic editable formats as well as hard copy format.

Comment 5: Task 1.4 - Ensure VDOT Environmental Division and/or DCR is involved.

Response 5: Scope language modified to clarify that VDOT Environmental Division and/or DCR is involved in efforts associated with Task 1.4.

Comment 6: Provide fee and billing schedule

Response 6: Fee and billing information as requested is provided as Attachment 1 to Amendment 1 and summarized in the "Fee and Billing" section of Amendment 1.



Comment 7: Use visual mapping and diagramming to the greatest extent possible, including GIS tools.

Response 7: Maps and graphics (GIS and other) will be produced as a part of the study documentation.

Comment 8: Why such a long stretch of Route 1 (Harrison to Mudd Tavern)? The southern limit (Mudd Tavern) seems reasonable, but Harrison is several large intersections north of exit 126.

Response 8: At the kick-off meeting (early in 2009) for the project, Kimley-Horn proposed the study area extending to Hood Drive and was asked at the same meeting to extend the study area further north along US 1.

Comment 9: Task 2.3/2.4 relates to the arterial roadway connection to Gordon, possibly a toll road. Is this in the Spotsy LRP? If not, can it be studied?

Response 9: Based on conversations and correspondence with FAMPO and Spotsylvania County, it is understood that the County intends to discuss the arterial roadway connection to Gordon Road at its Board of Supervisors (BOS) meeting. It is understood that if the BOS state their desire to study the arterial roadway connection (likely a toll road) and amend their Comprehensive Plan, then FAMPO staff will propose to the Policy Committee that the 2035 LRTP be amended to include the new toll road, the same as the FAMPO LRTP was amended to add the I-95 HOT Lanes. The potential addition of the arterial toll road connection to the Jackson Gateway study is consistent with the discussion at the May Jackson Gateway technical committee meeting where the arterial toll road was discussed and the process for including it in the Jackson Gateway study was debated.

Comment 10: While the overall fee is not excessive, the fee is almost doubling at the start and some of the tasks should have been in the original scope.

Comment 10: The fee is increasing due to a number of factors described in Amendment 1. The project has been ongoing for nearly 18 months and was originally scoped for an 8-month schedule. The fee increase is attributable to an increase in complexity of the process (technical and coordination) that is being followed, the addition of study area and analysis, lengthening of the project schedule, unforeseen delays, increased coordination with other regional study efforts, and increased modeling and analysis required by the process.

Kimley-Horn appreciates the opportunity to continue to work with FAMPO, VDOT, and FHWA on the Jackson Gateway project. Please let us know if we can be of further assistance with regard to the matters described above.