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Matthew J. Kelly
Chairman

Robert H. Wilson, AICP
Executive Director

December 4, 2008

Mr. David Whyte, P.E.
Kimley-Horn and Associates, Inc.
13221 Woodlawn Park Road, Suite 400
Herndon, Virginia 20171

Notice-to-Proceed for Professional Engineering and Planning Agreement: Jackson Gateway Area I-95 Access Feasibility Study and Interchange Justification Report (IJR)

Dear Mr. Whyte:

Effective today we are issuing your notice-to-proceed for the referenced and attached Agreement.

Thanks for your assistance in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "R. H. Wilson", with a long horizontal flourish extending to the right.

Robert H. Wilson, AICP
Executive Director

Attachment

**Cc: Contract File
FAMPO Board**



**STANDARD AGREEMENT
FOR PROFESSIONAL ENGINEERING AND PLANNING SERVICES**

This AGREEMENT made and entered into this 3 day of DECEMBER 2008, by and between GEORGE WASHINGTON REGIONAL COMMISSION/FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION, hereinafter referred to as the "CLIENT" and Kimley-Horn and Associates, Inc. (hereinafter referred to as the "CONSULTANT") with an office located at 13221 Woodland Park Road, Suite 400, Herndon, Virginia 20171.

WITNESSETH:

WHEREAS, the CLIENT desires to engage the services of the CONSULTANT to develop a feasibility study for I-95 access in the Jackson Gateway of Spotsylvania County, leading to an Interchange Justification Report (IJR) and the CONSULTANT has agreed ~~signified its willingness~~ to furnish professional engineering and planning services to the CLIENT:

NOW THEREFORE, the parties hereto do mutually agree as follows:

Article 1: Scope of CONSULTANT'S Services

The CONSULTANT agrees to perform in a good and professional manner those services requested by the CLIENT and delineated in Attachment A, which is attached hereto and incorporated in the AGREEMENT.

Article 2: Information and Services to be Provided by the CLIENT

The completion of the services to be performed by the CONSULTANT under the AGREEMENT is contingent upon the timely receipt from the CLIENT, at no cost to the CONSULTANT, of services, data, and reports which is incorporated in the AGREEMENT.

Article 3: Time of Performance

The services of the CONSULTANT will begin upon receipt of a written Notice to Proceed and will expire eight months from the date of Notice to Proceed, except that, by mutual agreement in writing, the CLIENT and the CONSULTANT may extend the time of performance.

Article 4: Compensation

A. CONSULTANT'S Compensation

The CONSULTANT shall be compensated for services rendered under this Agreement on a lump sum basis which shall include labor, burden, direct expenses and profit.

Compensation shall be paid in accordance with Attachment B, which is attached hereto and incorporated in the AGREEMENT.

The overhead rates charged by the CONSULTANT for staff services expenses shall be those approved by the Virginia Department of Transportation.

B. Method of Payment

Payment shall be made in response to monthly invoices and documentation of costs, based on demonstrated progress in completing the Scope of Services delineated in Attachment A. The CLIENT shall reimburse CONSULTANT within thirty (30) days of receipt of the approved invoice.

Article 5: Additional Work/Changes

Work not specifically described under ~~“Task Orders”~~ in Attachment A must be approved by supplemental agreement ~~to those Task Orders~~ by the CLIENT **in writing** before it is undertaken by the CONSULTANT. Special cases may arise under this contract where a supplemental agreement covering such change cannot be processed and delays to CLIENT would result. Such work in these cases can be authorized by a letter from the CLIENT, to be followed by the supplemental agreement. If the CONSULTANT is of the opinion that any work it has been directed to perform is beyond the scope of this agreement and constitutes extra work, the CONSULTANT shall promptly notify the CLIENT in writing. In the event the CLIENT finds that such work does provide extra compensation to the CONSULTANT for doing this work, **CONSULTANT shall be compensated** on the same basis as covered under “Compensation” and as provided under a written Amendment to this Agreement.

Article 6: Records/Audits

The CONSULTANT shall maintain complete and accurate books, documents, papers, accounting records, and other evidence with respect to allowable costs incurred and manpower expended under this AGREEMENT. All such records shall be maintained on the basis of generally-accepted accounting principles and shall be clearly identified and readily accessible. The CONSULTANT shall provide access during regular business hours to authorized representative of the CLIENT to such data and records, and the right to inspect and audit all data and records of the CONSULTANT relating to its performance under the AGREEMENT.

Article 7: Ownership of Documents

Upon completion or termination of this contract, all documents prepared by the CONSULTANT or furnished to the CONSULTANT by the CLIENT shall be delivered to and become the property of the CLIENT. All calculations, plans, specification and other data prepared under this contract shall be made available, upon request, to the CLIENT without restriction or limitation on this further use.

The CONSULTANT may, at its own expense, have copies made of the documents or any other data it has furnished the CLIENT under this contract without restriction or limitation on their further use by the CONSULTANT.

The CONSULTANT shall not be liable for use by the CLIENT of said plans, documents, or other data for any purpose other than for the purpose for which this AGREEMENT has been exhausted.

Article 8: Termination

The CLIENT and the CONSULTANT will have the mutual right to terminate the AGREEMENT by written notice to the other party at least Ten (10) days prior to the specified effective date of such termination. In such event, all finished and unfinished documents and work papers prepared by the CONSULTANT under this AGREEMENT will, at the option of the CLIENT, become the CLIENT's property, and the CONSULTANT will be paid for services satisfactorily rendered up to the date of such termination, plus reasonable termination costs. Neither lost profit nor anticipatory profit will be paid.

Article 9: Excusable Delays

The CONSULTANT will not be in default by reason of any failure in performance of this AGREEMENT in accordance with its terms (including any failure by the CONSULTANT to make progress in the "prosecution of the work hereunder which endangers such performance) if such failure arises out of causes beyond the control and without the fault or negligence of the CONSULTANT. Such causes may include, but are not restricted or limited to, acts of God, or of the public enemy, acts of the government in either its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather but in every case the failure to perform must be beyond the control and without the fault or negligence of the CONSULTANT. An excusable delay will permit CONSULTANT an extension of time for such reasonable period as may be mutually agreed upon between the parties.

Article 10: Indemnification

The CONSULTANT shall hold harmless and indemnify the CLIENT, its officers, directors, and employees from and against loses, liabilities, expenses, and costs, including, without limitation, reasonably attorney's fees and costs, that may be based on any injury to person's or property to the extent caused by the negligent performance of services under this AGREEMENT by the CONSULTANT or any person employed by the CONSULTANT.

Article 11: Contingent Fees

The CONSULTANT shall ~~warrants that is has~~ not employed or retained any company or person, other than a bonafide employee working solely for the

CONSULTANT, to solicit or secure this contract and that it has not paid or agreed to pay any company or person, other than a bonafide employee working solely for the CONSULTANT, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this contract. For breach or violation of this **representation warranty**, the CLIENT shall have the right to annul this contract without liability.

Article 12: Conflict of Interest

The CONSULTANT certifies that to the best of its knowledge no CLIENT employee or office of any public agency interest in the AGREEMENT has any pecuniary interest in the business of the CONSULTANT and that no person associated with the CONSULTANT has any interest that would conflict in any manner or degree with the performance of the AGREEMENT.

Article 13: Compliance with Laws

The CONSULTANT shall at all times observe and comply with all **requisite** laws, ordinances, and regulations of the state, federal, county and city governments which may, in any manner, affect the performance of the AGREEMENT.

Article 14: Assignability

The CONSULTANT shall not assign any interest in the AGREEMENT and shall not transfer any interest in the same (whether by assignment or novation), without prior written consent of the CLIENT; provided, however, that claims for money due or to become due to the CONSULTANT from the CLIENT under this AGREEMENT may be assigned to any commercial bank or other financial institution without such approval.

Article 15: Personnel

All of the services will be performed by the CONSULTANT; and none of the work or services covered by this AGREEMENT will be subcontracted without prior written approval of the CLIENT. The CONSULTANT represents that it has, or will secure at its own expense, all personnel required to carry out and perform the Scope of Services of this AGREEMENT. Such personnel will not be employees of or have any relationship with any of the members of the Client. Such personnel will be fully qualified and will be authorized under state and local law to perform such services.

Article 16: Discrimination

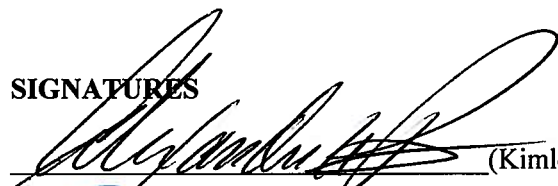

Employment discrimination by the CONSULTANT is prohibited. During the performance of this contract, the CONSULTANT agrees (i) to not discriminate against any employee or applicant for employment because of race, religion, color, sex, national origin, age, disability, or other basis prohibited by state law relating to discrimination in employment, except where there is a bona fide occupational qualification reasonably necessary to the normal operation of the contractor. The CONSULTANT agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provisions of this nondiscrimination clause; (ii) in all solicitations or advertisements for employees placed by or on behalf of the CONSULTANT, will state that such CONSULTANT is an equal opportunity employer; and (iii) all notices, advertisements and solicitations placed in accordance with federal law, rule or regulation shall be deemed sufficient for the purpose of meeting the requirements of this section.

Article 17: Drug-Free Workplace

A drug-free workplace will be maintained by CONSULTANT. During the performance of this contract, the CONSULTANT agrees to (i) provide a drug-free workplace for the CONSULTANT 's employees; (ii) post in conspicuous places, available to employees and applicants for employment, a statement notifying employees that the unlawful manufacture, sale, distribution, dispensation, possession, or use of a controlled substance or marijuana is prohibited in the contractor's workplace and specifying the actions that will be taken against employees for violations of such prohibition; (iii) state in all solicitations or advertisements for employees placed by or on behalf of the CONSULTANT that the CONSULTANT maintains a drug-free workplace; and (iv) include the provisions of the foregoing clauses in every subcontract or purchase order of over \$10,000, so that the provisions will be binding upon each subcontractor or vendor.

IN WITNESS WHEREOF, the CLIENT and the CONSULTANT have executed this AGREEMENT on the date and year first above written.

CLIENT:	CONSULTANT:
George Washington Regional Commission/ Fredericksburg Metropolitan Planning Organization	Kimley-Horn, Inc.

SIGNATURES
 (Kimley-Horn)
 (GWRC/FAMPO)

TYPED NAMES
ALEXANDER W PIPER (Kimley-Horn)
ROBERT H. WILSON (GWRC/FAMPO)

TITLES
REGIONAL BUSINESS MANAGER (Kimley-Horn)
EXECUTIVE DIRECTOR (GWRC/FAMPO)

Attachment A

Interstate Access Study for I-95 in the Jackson Gateway Area

Introduction

Kimley-Horn and Associates, Inc. ("Kimley-Horn") is pleased to present this scope of services to the Fredericksburg Area Metropolitan Planning Organization ("FAMPO" or the "Client") for providing professional planning and engineering design services for the study of a potential new interchange on I-95 in the Jackson Gateway Area of Spotsylvania County. Working directly with FAMPO and coordinating with Spotsylvania County, the Virginia Department of Transportation (VDOT), and the Federal Highway Administration (FHWA), Kimley-Horn will perform an Interstate Access Study and provide a report which contains all of the elements necessary to assemble an Interchange Justification Report (IJR), which FAMPO intends to submit to VDOT, in conformance with VDOT Instructional and Informational Memorandum (IIM-LD-200.3), "Development of Justification for Additional or Revised Access Points: Creation of Interchange Justification/Modification Reports." The study will contain traffic analyses documenting a preferred approach to providing improved access to I-95 in the Jackson Gateway area.

Project Understanding

The pressures of growth continue to challenge the transportation system in the Fredericksburg region. The I-95 corridor is heavily burdened; some arterials are significantly congested during many periods of the day; and the costs of improving the transportation system to provide adequate levels of service and mobility are significant. Spotsylvania County continues to experience rapid development. Homes, offices, a major medical institution, and significant retail development, if not completed already, will soon populate the Jackson Gateway area and bring more people, and cars, to the area.

While growth brings new living opportunities, services, jobs, and prosperity to the region, it also carries with it significant transportation impacts. These include considerable traffic growth on surface streets, at interchanges, and on I-95. In response to traffic growth, as land develops, the formerly rural transportation network is being adapted; however, access to the region's interstate corridor remains unchanged and in need of improvement.

The US 1/I-95 interchange (Exit 126) continues to provide the primary regional access to I-95. While an interchange does exist in Thornburg at Exit 118 (Mudd Tavern Road), the vast majority of demand is directed toward US 1 at Exit 126. FAMPO, Spotsylvania County, VDOT, and major developers, understanding the pressure that has accumulated at this interchange, have begun discussions about a new interchange in the Jackson Gateway area between Exit 118 and Exit 126.

It is anticipated that in the general vicinity of US 17, improved interstate access would serve well the needs of the traveling public and existing and planned development. Improved interstate access also would decrease pressure and congestion on Exit 126, US 1, and other major surface streets. The idea of a new interchange in the Jackson Gateway area has some support; however, there is no broad agreement as to its location or configuration. Concepts to improve existing Exits 126 and 118 will be studied along with the potential to provide a new interchange in the vicinity of US 17.

FAMPO has selected Kimley-Horn to work with stakeholders and decision-makers—both public and private—to build consensus, develop and analyze interchange and surface street network concepts, and develop a FHWA compatible study interstate access modifications that can be submitted by FAMPO as an IJR/IMR at the conclusion of the study.

Project Purpose

The overarching purpose of this project is to identify the most appropriate type and location for improved interstate access in the Jackson Gateway area. The first step in this process will be to identify specific access needs and possible solutions to serve those needs. Once needs are understood, alternatives to meeting those needs studied, and specific concepts developed, a traffic analysis and report will be prepared for FAMPO to be submitted to VDOT for review and approval.

Study Area

The study area for the transportation study portion of this scope of services is I-95 from Exit 126 (US 1) to Exit 118 (Mudd Tavern Road) and includes the following sections of arterial roadways:

- US 17 (Mills Drive) from US 1 to Route 2
- US 1 from I-95 northbound ramps to Mudd Tavern Road/Morris Road (State Route 606)
- Spotsylvania County Parkway (and portions of Smith Station Road) from US 17 (Mills Drive) to Courthouse Road

The study area for the development of concepts for a new interchange is I-95 from US 17 to Massaponax Church Road, further limited by the extents of that future interchange. For the CORSIM modeling, the study area is limited to the following major roadways and major intersections and interchanges along those roadways:

- I-95 from immediately north of Exit 126 to immediately south of the proposed new interchange (if determined to be a reasonable alternative)
- US 1 from immediately north of Exit 126 to Massaponax Church Road
- US 17 from US 1 to Massaponax Church Road
- Spotsylvania County Parkway from US 1 to US 17 (Mills Drive)
- Mill Road from US 1 to US 17 (Mills Drive)

Project Activities Summary

To accomplish this project, Kimley-Horn assumes that the scope of services (presented in further detail below) will consist of the following general activities:

- Compilation of base mapping, engineering evaluations, traffic analysis, coordination with the client and with stakeholders, and the development of the interstate access study (further detailed in scope of services)
- Evaluation of alternative configurations of existing and new interstate access within the Jackson Gateway area:
 - No-Build Alternative (improvements to existing interchanges)
 - Transportation System Management (TSM) Alternative
 - Build Alternatives (new interchange)

- Completion of the interstate access study report in accordance with VDOT Instructional and Informational Memorandum (IIM) on such reports (IIM-LD-200.3) and submittal of that report to FAMPO

Scope of Services

In preparing an Interstate Access Study for I-95 in the Jackson Gateway area, the Kimley-Horn team will complete the following tasks, as further described below:

Task 1 – Kickoff Meeting / Project Management

Task 2 – Field Review

Task 3 – Project Coordination

Task 4 – Transportation Analysis

Task 5 – Environmental Due Diligence

Task 6 – Alternatives Analysis

Task 7 – Preferred Alternative

Task 8 – Interchange Justification Report

Task 1 – Kickoff Meeting/Project Management

1.1 Kickoff Meeting with the Client. To begin the project, key staff from the Kimley-Horn team will participate in a kickoff meeting with the Client and persons invited by the Client to discuss the purpose, goals, scope, schedule, and milestones of the project. Dates for major milestones and other meetings will be established at this meeting. The meeting participants will review and confirm the project's study area as described above. The scope and approval process and draft Purpose and Need Statement also will be discussed. The results of initial existing conditions evaluations and data collection efforts also will be discussed. Kimley-Horn will prepare and submit meeting notes from this meeting to the Client for review and use.

1.2 Project Management. Kimley-Horn will manage this project and subconsultants as well as monitor the overall progress of the project. This task provides an amount of time to administer the project including contracting, internal coordination, supervision, general quality control, project accounting, work coordination, and project scheduling. For this task, Kimley-Horn also will document project progress to accompany monthly invoices.

Task 1 Deliverables

- Kickoff Meeting materials and minutes
- Monthly Progress Reports

Task 2 – Field Review

Field Review. Kimley-Horn will conduct a field review and reconnaissance to better understand the project area; observe existing vehicular, pedestrian, and bicycle activity; and correlate base map information to observable field conditions. Kimley-Horn will visually review potential interchange locations within the study area and consider potential right-of-way and utility

relocation needs and possible challenges with sight distance, grades, intersections, and ramp termini. It is anticipated that this field review will be conducted after receipt of base mapping. The Kimley-Horn team will rely on the Client-provided GIS mapping and digital aerial photography in this study and to record findings. Kimley-Horn will prepare field review summary map to document conditions observed in the field. In addition, Kimley-Horn will draft and submit notes from this field review for use by the Client.

Task 2 Deliverables

- Field review map and summary text

Task 3 - Project Coordination

A key component of this project will be the development of consensus on an interchange location and configuration in the Jackson Gateway area. To build this consensus, meetings will be conducted with a project committee, FAMPO staff, FAMPO's Board, Spotsylvania County staff, Spotsylvania County's Board, VDOT, FHWA, and a select group of additional stakeholders. No public involvement will be conducted as a part of this scope of services. The preferred interchange concept will need to be approved by FAMPO, Spotsylvania County, VDOT, and FHWA officials. Kimley-Horn will lead a project coordination effort with substantial support from FAMPO to include the meetings/efforts described in the tasks below:

3.1 Project Advisory Committee (PAC) Meetings. FAMPO will create a project advisory committee for this project. Kimley-Horn will coordinate with and discuss results of the project with the PAC a maximum of five times during the study. It is anticipated that the agenda for the first meeting will include confirmation of the project scope, purpose, and goals and discussion/confirmation of the IJR and NEPA processes and Purpose and Need Statement. Subsequent meetings will be held at key milestones during the course of the project. It is assumed that this project will require up to five (5) PAC meetings. It is also assumed that VDOT and FHWA will participate in this project from the beginning, receiving interim study deliverables and providing feedback to FAMPO and the Kimley-Horn team over the course of the project.

3.2 Concept Design Workshop. Kimley-Horn will help FAMPO lay the groundwork for consensus on concepts by facilitating a working meeting with key stakeholders. It is assumed that FAMPO, Spotsylvania County, and VDOT staff would participate in this meeting with these stakeholders. The agenda would include a presentation and discussion of transportation analysis results and draft concepts, followed by a design session to refine the alternatives. Kimley-Horn will prepare for and facilitate the workshop, which should last less than 4 hours. This workshop could be combined with a project PAC meeting.

3.3 Stakeholder interviews. KHA will prepare for and conduct up to three (3) interviews (approximately one hour each) with project stakeholders as identified by the PAC and/or FAMPO and County staff. Following the interviews, a brief narrative or tabular summary will be compiled by Kimley-Horn to present the substantive points from the interviews. Summaries will identify information such as the stakeholder's name, organization, day of interview, and key points gathered in the interview.

3.4 Concept Design Presentation. Upon completion of the draft transportation study report, including refined concepts, Kimley-Horn will prepare for and facilitate a presentation of the concept designs for PAC members, staff, and other stakeholders. At the meeting, the

objective will be to develop consensus from the attendees on a preferred alternative, which will form the basis for completion of the study.

3.5 Additional Meetings. It is assumed that several additional meetings will be necessary to complete this project. Three (3) additional meetings lasting approximately two-hours are included in this scope of services.

Task 3 Deliverables

- Materials/minutes for PAC meetings
- Interview summaries
- Workshop materials
- Presentations

Task 4 - Transportation Analysis

Kimley-Horn will undertake a transportation study of the project area for the interstate access study. Available traffic data from VDOT, FAMPO, and Spotsylvania County will be compiled and new traffic volume data will be collected as identified below. In addition, travel time information on major roadways and crash data from VDOT will be obtained for the study area. Kimley-Horn will evaluate AM and PM peak period travel conditions for the current year, the year the facility is expected to open and the forecast year (projected advertisement date plus 22 years), assumed to be 2035. Traffic analysis will be performed using CORSIM (TSIS 6.0), Synchro (6.0), and Highway Capacity Software (using Highway Capacity Manual methodologies).

It is assumed that Kimley-Horn will coordinate closely with the Client in the use of FAMPO's regional travel demand model (Version 3.0) to accomplish the travel forecasting for this project. Kimley-Horn will use traffic forecast data to determine appropriate measures to improve interstate access, identify whether a new interchange is beneficial (or has negative impacts), understand the most appropriate location for a new interchange, and evaluate the operating characteristics for alternative design configurations developed for a new or modified (existing) interchange. The evaluation will consider traffic movements including interaction between interstate ramps and the I-95 mainline and ramps and the surface street network. For the purposes of the TSM alternative, the implementation of Intelligent Transportation System devices as well as pedestrian, bicycle, and transit modes will be considered as a potential method of accommodating traffic in the Jackson Gateway Area.

4.1 Existing Documentation and Data Assembly. For this task, Kimley-Horn will obtain documentation and data related to existing and historical conditions for the study area. Kimley-Horn assumes that the Client, Spotsylvania County, or VDOT will provide, or facilitate the provision of, the following information to Kimley-Horn (if relevant to this study):

- Roadway plans for previous, on-going, and planned projects
- Traffic volumes from recent traffic counts or Automatic Traffic Recorders
- Traffic studies for the corridor and surrounding roadways/areas
- Traffic studies for land development projects
- Crash data, including the location, type, date and time, crash severity, and collision diagrams

- Base mapping (to be defined at the onset of the study)

Based on the review and inventory of the existing documentation and data, Kimley-Horn will confirm the additional data required to complete the study. Kimley-Horn will coordinate with the Client the need to collect additional information.

4.2 Data Collection. To supplement data gathered in Task 4.2, and based on the scope of the transportation study as approved by the Client and VDOT, the Kimley-Horn team, with Peggy Malone and Associates (DBE) as our subconsultant, will collect traffic volumes during the school year to capture typical travel conditions in the study area as follows:

- **Classification and volume tube counts** for four (4) full, consecutive, 24-hour days (Monday through Thursday) at one (1) location
- **Volume tube counts** for four (4) full, consecutive 24-hour days (Monday through Thursday) at two (2) locations
- **Intersection turning movement counts** on a Tuesday, Wednesday, or Thursday from 6:30 a.m. to 8:30 a.m. and from 4:30 p.m. to 6:30 p.m. at up to seven (7) locations

Kimley-Horn and Peggy Malone will perform additional counts at the direction of FAMPO as an additional service.

4.3 Safety Analysis. To obtain crash data, Kimley-Horn will contact VDOT and request the three most recent years of accident data available for the study area. Kimley-Horn will summarize the data in tables (or figures). Kimley-Horn will evaluate vehicular, bicycle, and pedestrian crash data within the interchange area by reviewing the three most recent years of crash data available from VDOT. Kimley-Horn will rely on engineering best practices as well as input from the Client in further identifying and understanding safety issues in the study area. The alternatives analysis will include an assessment of the potential safety benefits associated with each interchange alternative.

4.4 Travel Time Runs. Kimley-Horn will collect travel times and average travel speeds to be used in understanding the study area network and in calibrating the base models. The travel times will be collected during the a.m. peak period (6:30-8:30 a.m.) and p.m. peak period (4:30-6:30 p.m.). Travel time runs will be conducted on the following travel routes:

- 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

Three (3) runs will be conducted in each direction for each route during each peak period.

4.5 Travel Forecasting. For this task, Kimley-Horn will coordinate with the Client to receive their travel demand model (TDFM 3.0 Beta). Output developed from this model will be in the form of traffic volumes for the network links (roadways) within the study area for the following scenarios:

- Model base year conditions (no Jackson Gateway area interchange)
- Model horizon year (2035) conditions – No build option

- Model horizon year (2035) conditions – Build options (2 options, assumed to be one with collector/distributor (C/D) roads and one without C/D roads)

For the model base year conditions run, the traffic volumes from the model will be summarized on base mapping for each direction of travel for the network links within the study area. Model output will be compared to existing traffic data compiled. A qualitative review will be performed by Kimley-Horn to note traffic assignment differences between the model and actual conditions.

It is assumed (and confirmed from discussions with FAMPO staff) that only minor study area model network refinements will be necessary to produce reliable forecasts for the study area. Kimley-Horn anticipates up to two iterations of network scenarios to evaluate build options for this project. This task assumes that no large-scale revisions to the regional model network or socioeconomic data will be required. FAMPO will assign a staff member (David Lee) to assist the consultant team in preparing travel demand forecasts for the study.

As a part of preparing forecasts for build and no-build scenarios, a select link analysis will be performed using the regional travel demand model. This analysis will “select” a key link at Exit 118, Exit 126, Exit 130, and Exit 133 to understand general origin and destination patterns of trips using the interchange—which will assist in identifying the appropriate location for an interchange. For one build option, a key link in the proposed Jackson Gateway interchange will be selected to understand the general origin and destination patterns of trips that would potentially use the new interchange.

4.6 CORSIM Model Alternatives and Analysis. With existing and projected traffic, Kimley-Horn will develop peak hour simulations for the current year (2008) and design year (2035), using CORSIM, Synchro, and HCM software packages, and will perform level of service (LOS) analyses for the existing conditions and the interchange alternatives, as well as proposed improvements to at-grade intersections in the study area. These analyses will help develop and evaluate interchange design parameters, such as the number of lanes for the mainline and ramps, as well as the lengths of acceleration/ deceleration lanes, weaving areas, and potential queues.

Prior to CORSIM modeling being undertaken, the larger group of possible interstate access alternatives will be evaluated to reduce the number of concepts (to two) to be modeled in CORSIM. CORSIM (TSIS 6.0) modeling will involve the development of a base year (2008) network for existing geometric and a peak hour traffic conditions. The base year network will be calibrated based on field observations (including travel time runs), field data collection, and professional engineering judgment. Kimley-Horn will submit a traffic performance output from base model network calibration to the Client for review. Upon approval of the base model network from the Client, Kimley-Horn will proceed to develop the proposed network models for the following configurations:

- Existing (2008) conditions
- Design year conditions – No build option (improvements to existing interchanges)
- Design year conditions – Build options (2 configurations)

A depiction of the existing roadway appropriate for traffic analysis will be coded into CORSIM using base mapping compiled for this project. For the existing and design year conditions models, the model's extent will be limited to the following:

- I-95 from immediately north of Exit 126 to immediately south of the proposed new interchange (if determined to be a reasonable alternative)
- US 1 from immediately north of Exit 126 to Massaponax Church Road
- US 17 from US 1 to Massaponax Church Road
- Spotsylvania County Parkway from US 1 to US 17 (Mills Drive)
- Mill Road from US 1 to US 17 (Mills Drive)

4.6.1: Building of 2008 Base Model. Kimley-Horn will provide the Client with the balanced traffic dataset, link-node, and lane schematic for the base model and CORSIM (*.trf) files for review and approval. Following this approval, the development of the base model will consist of the following tasks:

- Build the existing network using CORSIM
- Enter volume and signal data into the base model for the a.m. and p.m. peak hours. It is assumed that traffic signal data will be based on existing signal timing plans provided by VDOT and localities controlling signals within the study area
- Prepare CORSIM network link-node diagram
- Prepare lane schematic consistent with base year CORSIM network
- Verify that network data coding and develop a quality control worksheet for the a.m. and p.m. base models.

4.6.2: Base 2008 Model Calibration. Base models will be calibrated according agreed upon (between KHA and the Client) calibration/validation procedures. Model calibration will consist of the following:

- Graph simulated volumes
- Visually inspect graphs for large differences in volumes and for simulation delays
- Calculate residual errors between simulation volumes and collected traffic volumes
- When the residual errors are equal to or less than 10% of the collected traffic volume, the simulated volumes will be considered acceptable. Develop tables showing the simulated volume, the collected volume, and the percent difference between the two values.
- Comparison of mainline speeds from data collection stations against simulation average speeds. Validate if the model is reflecting the same congestion levels as actual conditions. When the simulated speeds are within 20% of the detector station speeds, the speeds are considered acceptable. Develop tables showing the simulated speed, the average travel speed, and the residual error between the two values.
- *Submit the calibrated 2008 model and support materials to the Client for review and approval.*

4.6.3: Proposed Design Year Model. Upon the approval of the calibrated 2008 base year model, Kimley-Horn will revised the coded depiction of the existing roadway network to reflect the no build and two build options for the future. The future networks will include committed transportation projects in the study area. Kimley-Horn will provide the Client with the balanced traffic dataset, link-node and lane schematic for the base model and CORSIM (*.trf) files for review and approval prior to beginning analysis. This development of the design year model will consist of the following tasks:

- Build the proposed geometrics of the corridor into CORSIM
- Committed roadway network, existing traffic distribution patterns, traffic volumes will be loaded into the CORSIM model for the a.m. and p.m. peak hours. Two simulation runs for each scenario, one each for a.m. and p.m. peak hour will be executed. Kimley-Horn

will fine tune/calibrate the model assumptions to determine needed adjustments to achieve acceptable outputs—those that compares favorably to measures used to calibrate the existing conditions model.

- Enter the volume and signal data into the base model for the a.m. and p.m. peak periods.
- Prepare revised CORSIM network link-node diagram.
- Prepare updated lane schematic consistent with proposed design year network.
- Verify that the network data has been coded correctly and develop a quality control worksheet.

4.6.4: Design Year Traffic Analysis. Using the proposed design year roadway networks (no build and two build options), design year traffic volumes will be assigned to the network and loaded into the CORSIM model for peak hours. Two simulation runs (i.e., a.m. and p.m. peak hours) will be executed. Using parameters determined in the previous step, Kimley-Horn will fine tune the model to achieve acceptable operations on critical areas of the study network. Analysis and findings from the two simulation runs will be tabulated for comparison purposes using agreed upon measures of effectiveness (e.g., vehicle density per lane (v/c ratios), vehicle delay at signalized intersections, vehicle queue lengths, average travel speed, etc). Overall levels of service for through lanes, ramps, merge and weave areas will be documented for the mainline (I-95) using highway capacity manual methodologies. Operational and geometric issues will be identified together with potential causes and resolution measures.

4.7 HCS and Synchro Operations Analyses. In addition to the CORSIM runs, Kimley-Horn will conduct additional traffic operations analyses for the no build and two build options as follows:

4.7.1: Freeway Analysis. Using HCS+, Kimley-Horn will perform a freeway analysis of I-95 mainline operations within the study area at the following locations:

- I-95 northbound – north of Exit 126
- I-95 southbound – north of Exit 126
- I-95 northbound – between Exit 126 and Exit 118
- I-95 southbound – between Exit 126 and Exit 118
- I-95 northbound – south of Exit 118
- I-95 southbound – south of Exit 118

4.7.2: Weave & Merge/Diverge Analysis. Using HCS+, Kimley-Horn will perform weave analysis (if appropriate) and ramp junction (merge/diverge) analysis to assess mainline and interchange operations within the study area. Using the data collected, Kimley-Horn will perform applicable weave, merge, and diverge analysis for the following three (3) interchanges:

- I-95/US 1 interchange (Exit 126)
- I-95/Thornburg interchange (Exit 118)
- I-95/Jackson Gateway interchange

4.7.3: At-Grade Intersection Analysis. Using Synchro 6 and HCS+, Kimley-Horn will perform level-of-service analysis for the existing and future at-grade intersections at the existing and proposed ramp intersections as well as the nearest adjacent intersection for the new Jackson Gateway interchange, the US 1 (Exit 126) interchange, and the Thornburg

(Exit 118) interchange for the a.m. and p.m. peak periods. Optimal timing and phasing information generated by Synchro will be used in the HCS analysis. This scope assumes analysis of up to nine intersections. These intersections will be evaluated for the following scenarios:

- Existing 2008 Conditions (without Jackson Gateway interchange)
- Design year - No build option
- Design year - Build options (2 concepts)

4.8 Coordination and Draft Technical Memorandum. Kimley-Horn will coordinate procedures, analysis, and findings with the Client as described in the following:

4.8.1: Meetings: It is anticipated that Kimley-Horn will participate in up to two (2) meetings with the Client during the CORSIM modeling and the other efforts during this task. At the meetings, the participants will discuss the intermediate progress, make decisions on analytical assumptions and procedures, and gain direction as to further modeling or traffic analysis.

4.8.2: Draft Technical Memorandum. After incorporation of input from the Client with regard to the output of the CORSIM modeling and other findings, Kimley-Horn will submit a draft summary technical memorandum in hard copy and electronic (PDF) formats to the Client that will include output and findings from the CORSIM modeling, as well as the HCS and Synchro operations analysis. It is anticipated that this memo will be a chapter of the final report. Comments from the Client on the draft memo will be incorporated into the final report.

Task 4 Deliverables

- Final Transportation Analysis Scope, including a documented scope approval
- Graphic illustrating study area data collected
- Graphic illustrating study area crash summary
- CORSIM model simulation files
- Draft Technical Memorandum summarizing analysis methodologies, procedures, analysis, and findings (up to 20 copies)

Task 5 - Environmental Due Diligence

Kimley-Horn will conduct an environmental study to provide due-diligence level information to support establishment the location of the interchange, secure acceptance of the purpose and need statement, confirm the type of NEPA document required for the project, participate in discussions with key stakeholders regarding issues of concern, and develop a preliminary estimate of impacts to natural resources. The following tasks are intended to accomplish this environmental due diligence effort. Preparation of a NEPA document is not included in this scope of services.

5.1 Data Review/Field Reconnaissance / Alternatives Review. Kimley-Horn will conduct a database review and due-diligence level field reconnaissance of existing environmental resources. The data reviewed will identify potential wetlands and other natural resources based on the possible interchange locations. A field reconnaissance also will be performed and serve

in combination with a review of aerial photography to approximate relative impacts between feasible interchange alternatives.

5.2 Purpose and Need Statement. Kimley-Horn will coordinate with the Client to establish a purpose and need (P&N) statement for the proposed interstate access condition. The P&N statement will include a summary of project benefits, supported by analysis, as well as a summary of why the existing highway network does not adequately serve the community and why it cannot be improved to satisfactorily accommodate the design-year traffic demands. Further, origin/destination patterns will be considered in the drafting of the P&N statement. The statement also will include an overview of how the proposed project conforms to applicable land use and transportation plans (local, state and regional) and whether the project is, or will need to be, included in the regional air quality analysis. It is anticipated that Kimley-Horn will iterate up to three drafts of the P&N statement through the Client. The statement will follow VDOT guidance on the development of such statements. This statement and accompanying information will serve as a basis for the IJR and NEPA document.

5.3 SERP & NEPA Concurrence

5.3.1: VDOT Environmental Meeting / SERP. Kimley-Horn will arrange for and participate in one (1) meeting with VDOT environmental staff to discuss issues related to the development of the Purpose and Need Statement, State Environmental Review Process (SERP) document, and NEPA Concurrence Form. The SERP will be designed to solicit key information from state resource and regulatory agencies regarding project issues and potentially affected resources. In addition, an EQ-429 document will be produced and submitted to the Client for submission to VDOT.

5.3.2: NEPA Concurrence Form. Upon approval of the P&N Statement, KHA will prepare a NEPA Concurrence Form in accordance with the requirements of VDOT and FHWA. The NEPA Concurrence Form will describe the project, summarize its purpose and need, identify potential impacts, and recommend the type of NEPA document required for the project (assumed to be an Environmental Assessment). It is assumed that Kimley-Horn will coordinate with VDOT and FHWA during this task via teleconference only.

5.4 Meetings with Other Agencies. Kimley-Horn environmental staff will participate in separate meetings with the following agencies for a total of two (2) meetings:

- U.S. Army Corps of Engineers (Norfolk District)
- Virginia Department of Environmental Quality (Regional Office)

5.5 Environmental Due Diligence Memorandum. The results of the background research and field reconnaissance will be summarized in a table of potential impacts on key natural resources that will be used to provide recommendations in support of the development of alternatives for the Jackson Gateway interchange to reduce impacts on wetlands or other key resources. The environmental due-diligence review will be summarized in a brief memorandum, which will include the table of potential impacts.

Task 5 Deliverables

- Draft and final Purpose and Need Statement
- EQ-429 (SERP)
- NEPA Concurrence form
- Environmental Due Diligence Memorandum with table of potential impacts

Task 6 – Alternatives Analysis

At a planning level, Kimley-Horn will assess a range of reasonable and practical design alternatives for a future interchange, including the evaluation of previous design concepts developed for this location (provided by VDOT, the Client, and Spotsylvania County). It is assumed that the analysis of interchange alternatives will progress from a qualitative study of many alternatives to a quantitative analysis of two (2) distinct build alternatives. In addition, to comply with IJR guidelines, Kimley-Horn will analyze a no-build alternative and an alternative focusing on Transportation Systems Management (TSM) solutions.

6.1 Evaluation Criteria and Matrix. Kimley-Horn will coordinate with FAMPO and the PAC to establish design and performance evaluation criteria for the various alternatives for this project. The evaluation also will address nontechnical criteria (such as aesthetics and changes to adjacent property access). Prior to analyzing the alternatives, Kimley-Horn will submit a recommended set of criteria and a draft matrix to FAMPO for approval prior to performing the alternatives analyses listed below. Criteria may include:

- Level of service (improvements to traffic conditions)
- Other measures of effectiveness, e.g., as vehicle miles traveled (from CORSIM analysis)
- Safety
- Constructability
- Environmental considerations
- Economy of maintenance
- Transportation Management Plans (TMP's), per VDOT IIM-LD-241.2
- Right-of-way impacts
- Pedestrian/bicycle access
- Aesthetics
- Estimate cost of construction, including right-of-way and utility relocations
- Feedback during public information sessions

6.2 No-Build Alternative Analysis. In this analysis, Kimley-Horn will focus on an analysis of the existing highway network and its ability or inability to provide the access necessary to meet adopted land use and transportation goals and objectives, as well as satisfactory levels of service (LOS) to accommodate the AM/PM peak hour design year traffic demands.

6.3 Transportation System Management (TSM) Alternative Analysis. In this analysis, Kimley-Horn will consider a systems management approach to improving the corridor to meet future year demands.

6.3.1: Develop TSM Alternative. Kimley-Horn will utilize transportation planning, roadway design, and intelligent transportation system (ITS) staff to develop a conceptual TSM alternative for the Jackson Gateway study area. It is anticipated that such an alternative would consider such measures as high-occupancy vehicle accommodations, ITS devices, ramp metering, and improved transit, bicycle, and pedestrian facilities.

6.3.2: Analyze and Evaluate TSM Alternative. Kimley-Horn will analyze the TSM alternative, assessing the appropriateness and effectiveness of the installation of measures as to the impact on the performance of the study transportation network.

6.4 Interchange Concepts. Kimley-Horn will develop and analyze up to six (6) possible interchange configuration concepts.

6.4.1: Development of Interchange Concepts. Kimley-Horn will develop the concepts and create plan-view sketches on aerial photography of each concept. Elements shown on the sketches will include horizontal alignments, travel/auxiliary lanes, outlines of bridge structures, potential retaining walls, and ramps (including radii, lengths of acceleration and deceleration lanes, tapers, and weaving areas). The sketches will also include very preliminary elements and notes showing potential environmental features/impacts, right-of-way requirements, access control limits, and planning-level diagrammatic traffic control information. It is anticipated that the development of the concepts would correspond with the Concept Design Workshop.

6.4.2: Analysis of Concepts. Kimley-Horn will analyze the concepts, using the evaluation criteria identified in Task 6.1 and through work with the Client and the PAC. Through the analysis, the field of up to six alternatives will be narrowed to two distinct solutions.

6.4.3: Technical Memorandum on Interchange Concepts. Kimley-Horn will provide a summary of the analysis of the concepts to the Client in a brief memorandum. The memo will document the development of the alternatives considered (i.e., diamond interchange, single point urban, directional ramps, split interchange, etc.). The memo will also list the qualitative evaluation criteria used for reducing the wide range of alternatives to a manageable group of practical solutions and recommend which alternatives should be studied further. Accompanying the memo will be the concept sketches and similar graphics (in 11"X17" format) of the possible solutions on aerial background. The memo will be a section of the final report and comments from the Client and PAC will be incorporated in the final documents. It is assumed that the Client and PAC will provide direction to Kimley-Horn to further develop two (2) alternatives.

6.5 Interchange Alternatives. Based on the results of Task 6.4 and on the direction of the Client, Kimley-Horn will develop concept plans for two (2) interchange alternatives (the "build options"). The concept plans will depict additional detail for use in evaluating the preferred option. Plan elements will consist of the following:

6.5.1: Base mapping (from FAMPO, VDOT, and Spotsylvania County GIS sources). Kimley-Horn will assemble base sheets that will include mapping information, inclusive of (if available) property information, overhead and underground utilities, topography, drainage features, environmental considerations (e.g., potential wetlands), traffic control devices, pavement, bicycle and pedestrian features, and existing structures.

6.5.2: Conceptual layout. Kimley-Horn will develop the horizontal layout, as well as typical cross sections for I-95 and the new arterial roadway crossing of I-95.

6.5.3: Conceptual structures. Kimley-Horn will identify limits for bridge structures within each alternative.

6.5.4: Identification of ROW impacts. Based on the conceptual design and assumed project limits, Kimley-Horn will identify potential requirements for additional right-of-way and outline the approximate acreage needed from each existing property parcel.

6.5.6: Planning-level opinions of probable cost. Based on the conceptual design and assumed project limits, Kimley-Horn will develop opinions of probable cost for construction, as well as potential right-of-way costs. Kimley-Horn will rely on Spotsylvania County to provide appropriate real estate valuations. Utility relocation costs will be estimated as a percent of construction cost.

6.5.7: Design exception check. Kimley-Horn will consider the following design elements and check to determine whether or not a formal endorsement of a design exception may be needed by VDOT in subsequent design phases: Design speed, lane width, shoulder width, bridge width, horizontal alignment, grade, stopping sight distance, cross slope, superelevation, horizontal clearance (other than the "clear zone"), vertical clearance, and breaks in limited access within 100 feet of ramp termini.

6.6 Interchange Alternatives Matrix. Assuming two interchange alternatives as the "build options," Kimley-Horn will perform an analysis of each alternative, as described in Task 4, including CORSIM, Synchro, and HCM analyses as identified in previous tasks.

6.6.1: Evaluation Matrix Application. Kimley-Horn will apply the evaluation matrix developed in Task 6.1.

6.6.2: Technical Memorandum on Interchange Alternatives. Kimley-Horn will summarize the results of the analyses in a brief technical memorandum. Aspects of the concept designs affecting feasibility of the alternatives will be described in the memo, in the context of the evaluation criteria. Accompanying the report will be the concept designs developed in Task 6.5. The memorandum will include a recommended "preferred concept." The design alternatives will be shown on 11"X17" plans.

Kimley-Horn will submit the alternatives analysis memo to the Client for review. It is anticipated that the results of the analysis of the alternatives will be discussed at a PAC meeting. It is anticipated that the Client and PAC will comment on the designs, the analysis, and the recommended preferred alternative. It is assumed that the Client will provide direction to Kimley-Horn to allow the process to proceed.

6.7 Interchange Financing Planning. Kimley-Horn, with support from Commonwealth Service Company, will develop possible financing plans for interchange and arterial access roads within the two (2) build options. To develop these plans, a review of existing state statutes will be performed followed by targeted meetings with federal, state, and local officials as well as private sector interests (developers and land owners). All meetings will be coordinated with FAMPO prior to being conducted and are assumed to have involvement from VDOT as appropriate.

6.7.1: Evaluation and Identification of Potential Funding Sources. Federal and state funding sources to be evaluated will include earmarks, National Highway System Funds, TIFIA, State Primary Road Funds, TPOF, Revenue Sharing Program, State Secondary Road Funds, and Other Discretionary Funds. Local funding sources to be evaluated include Special Tax Districts, Community Development Authorities, Tax Increment Financing, and Revenue Sharing. Additional sources of funding (private sources) to be

evaluated include direct contributions/proffers, and credit enhancers for a TIF and/or Special Tax District. Specific coordination with Spotsylvania County will be performed as it relates to the use of Secondary Road Funds and Revenue Sharing Funds. At the conclusion of research, a brief memorandum will be prepared and will identify possible funding sources and the level of potential funding available (possible) from the source.

No toll feasibility study will be performed; however, the use of tolls, e.g., connection to High-Occupancy Toll (HOT) lanes, will be considered for the connector road and the new interchange as part of a larger strategy.

6.7.2: Meetings and Coordination. Meetings will be conducted with the following groups/individuals to understand alternative financing opportunities for the Jackson Gateway interchange:

- Spotsylvania County (1 meeting)
- VDOT and/or the Secretary of Transportation (2 meetings)
- Developers (2 meetings) – parties to be met with will be determined through conversations with the Client and Project Advisory Committee
- CTB Member(s) (1 meetings)

A summary of meeting findings (memorandum) will be prepared and provided to the Client for reference and use.

Task 6 Deliverables

- Evaluation criteria matrix
- Technical memorandum on development of six (6) interchange concepts with graphics (up to 20 copies)
- Technical memorandum on analysis of two (2) interchange alternatives with graphics (up to 20 copies)
- Memorandum and summary of funding sources and levels and meetings summary from funding coordination meetings

Task 7 - Preferred Alternative

Kimley-Horn will develop a draft final report in preparation for completion of the study.

7.1 Draft Final Report. Kimley-Horn will submit the draft final report to the Client and PAC for review and comment in hard copy format. Up to 20 copies of the report will be provided. The format will closely follow the anticipated IJR. One round of revisions to the draft report is included in this task. Kimley-Horn will incorporate one set of consolidated comments from the Client and the PAC. The revised report will then be provided in electronic format (PDF) for the Client's records and for distribution.

7.2 Presentations to FAMPO and County Boards. Kimley-Horn will present the results of the interchange study, including the preferred alternative, to the FAMPO and Spotsylvania County Boards. Kimley-Horn assumes that two boards and a PowerPoint presentation will be used in presentation. It is assumed that following these presentations, the preferred alternative

will be approved by the elected officials and VDOT, and that the Client will direct Kimley-Horn to proceed with the completion of the IJR.

Task 7 Deliverables

- Draft Final Report (IJR format) to Client and PAC
- Presentation materials

Task 8 - Interchange Justification Report

Following approval of the preferred alternative and with confirmation of the IJR approval process from VDOT and FHWA, Kimley-Horn will proceed with completion of the study report submitted in Task 7, compiling and formatting the information in accordance with VDOT IIM-LD-200.3 and consisting of the following elements:

- Background Information
- Description and configuration of alternatives considered, including:
 - No-Build Option
 - TSM Options
 - Build Options
- Roadway Geometry (AASHTO Green Book)
- Traffic Volumes: Average daily traffic (ADT), AM/PM peak hour volumes, and AM/PM peak hour level of service for Current Year, Opening Year, and Design Year (Ad date plus 22 years)
- Traffic Analysis: Objectives are to describe the need for interstate access modifications and the most appropriate location for those modifications as well as demonstrate that the new or revised access point does not have a significant adverse impact on the safety and operation of the limited access facility based on an analysis of current and future traffic. Items to be addressed for existing conditions, design year "no-build" conditions, and design year "build" conditions:
 - Freeway Analysis
 - Weave Analysis
 - Ramp Junction Analysis
 - Upstream and Downstream Impacts
 - Summary of Highway Capacity Manual analysis and Corsim analysis
- Land Use
- Environmental Compliance (NEPA procedures)
- Appendix:
 - Letter of Commitment from Locality
 - Certified Traffic Data
 - HCS Analysis Results
 - Environmental Document (Summary/Overview)
- Additional Information
 - Financing plan/options

8.1 Submission to FAMPO. Kimley-Horn will submit the pre-final report to FAMPO for review and distribution. The report will be submitted in hard-copy (up to 20 copies) and electronic (PDF) formats for FAMPO's use. It is assumed that Kimley-Horn will finalize the report to address consolidated comments provided by the Client. Following the revision of the

report, the final report will be submitted to FAMPO for use in hard copy and electronic (PDF) formats. When the final report is provided, electronic original files (MS-Word and graphics files) will be provided to FAMPO on CD or DVD media.

Task 8 Deliverables

- Pre-final report for FAMPO distribution and review
- Final report

Attachment B

Interstate Access Study for I-95 in the Jackson Gateway Area Fee Proposal

	<u>Description</u>	<u>Kimley-Horn</u>	<u>Sabra, Wang & Associates, Inc.</u>	<u>Peggy Malone</u>	<u>Commonwealth Services Company</u>
Task 1	Kickoff Meeting / Project Management	\$ 7,550.00	\$ -	\$ -	\$ -
Task 2	Field Review	\$ 5,220.00	\$ -	\$ -	\$ -
Task 3	Project Coordination	\$ 24,910.00	\$ -	\$ -	\$ -
Task 4	Transportation Analysis	\$ 84,710.00	\$ 15,600.00	\$ 7,500.00	\$ -
Task 5	Environmental Due Diligence	\$ 16,060.00	\$ -	\$ -	\$ -
Task 6	Alternatives Analysis	\$ 78,500.00	\$ 10,600.00	\$ -	\$ 12,500.00
Task 7	Preferred Alternative	\$ 14,820.00	\$ -	\$ -	\$ -
Task 8	Interchange Justification Report	\$ 7,730.00	\$ -	\$ -	\$ -
Expenses					
	General Expenses	\$ 10,800.00	\$ 3,500.00	Included in Above	Included in Above
	<i>Subtotal</i>	<i>\$ 250,300.00</i>	<i>\$ 29,700.00</i>	<i>\$ 7,500.00</i>	<i>\$ 12,500.00</i>
	Project Total	\$ 300,000.00			