

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorizing the City Manager to Execute Supplement No. 1 to Contract 8463 with H.W. Lochner for Design and Environmental Services for the SR-523 & Interstate-5 Interchange Project in the Amount of \$865,191
DEPARTMENT:	Public Works
PRESENTED BY:	Tricia Juhnke, City Engineer
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

Staff is requesting that the City Council authorize the City Manager to execute Supplement No. 1 to Contract 8463 with H.W. Lochner (Lochner), for design, environmental and right of way services related to the SR-523 (N/NE 145th Street) & Interstate-5 (I-5) Interchange Project. The proposed scope of work for this Supplement is attached to this staff report as Attachment A.

In 2016, the City began implementing improvements identified in the 145th Street Multimodal Corridor Study to improve access and Safety for all travel modes, and to improve access to Sound Transit's (ST) 145th Street Light Rail Station. In May 2017, the City Council authorized execution of Contract 8463 with H.W. Lochner, for providing engineering, right of way acquisition and environmental review up to 30 percent design completion.

During Lochner's initial design work in 2018, the Washington State Department of Transportation (WSDOT) requested a design evaluation of the intersections at the east and west ends of the existing overpass. As a result of the design evaluation, called an Intersection Control Evaluation (ICE), the City found that incorporating roundabouts into the design at these two locations will provide significantly greater multi-modal access and mobility than the signal-controlled intersections that were proposed in the City's 2016 corridor study, at approximately the same total cost. A comparative layout of the two concepts is attached to this staff report as Attachment B.

The additional analysis and extensive coordination with stakeholders to reach concurrence to proceed with the roundabouts has resulted in the need for this amendment to proceed with completion of the 30% design, including right of way acquisition and environmental review.

RESOURCE/FINANCIAL IMPACT:

This project is included in the adopted 2019-2024 Capital Improvement Plan. The project budget summary is as follows:

EXPENDITURES

City Staff	\$ 150,000
Direct Expenses	\$ 50,000
<i>Consultant Contracts</i>	
HW Lochner Contract (Expended)	\$ 832,839
HW Lochner Contract (Available Balance)	\$ 426,905
<i>HW Lochner Supplement 1, Including Management Reserve</i>	\$ 865,191
Final Design (Available Grant Funds)	\$ 2,000,065
WSDOT Review	\$ 175,000
Right of Way Acquisition	\$ 2,000,000
Construction	\$ 18,500,000
Total Expenditures	\$ 25,000,000

REVENUE

Roads Capital Fund	\$ 607,500
Federal STP Grant	\$ 3,982,500
Connecting Washington	\$ 2,000,000
Sound Transit Agreement (Pending)	\$ 10,000,000
Future Funding/Funding Gap ¹	\$ 8,500,000
Total Revenue	\$ 25,000,000

Under this Supplement 1 to the contract, H.W. Lochner will continue to provide the contracted services for the project. The cost to complete 30 percent design from this point forward will be \$1,292,096 (this includes the unexpended balance of the initial contract and supplement 1). The unspent balance of HW Lochner's original contract amount is \$426,905; this supplement to HW Lochner's contract would increase the contract amount by \$865,191, from \$1,259,744 to \$2,124,935. With this increase, the overall project remains within budget.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute Supplement No. 1 to HW Lochner's professional services contract in the amount of \$865,191, for a total contract amount of \$2,124,935, for engineering design, right of way and environmental permitting services for the SR 523/N 145th Street – Interstate 5 Interchange Project.

Approved By: City Manager **DT** City Attorney **MK**

¹ Staff is seeking additional grants and anticipates full funding by Fall 2020.

BACKGROUND

In 2016, the City began implementing improvements identified in the [145th Street Multimodal Corridor Study](#) to improve access and safety for all travel modes, and to improve access to Sound Transit's (ST) 145th Street Light Rail Station. Proposed improvements for the SR 523/145th Street – Interstate 5 interchange included traffic signal optimization, a new non-motorized bridge, and a new northbound I-5 on-ramp. In May 2017, the City Council authorized execution of contract 8463 with H. W. Lochner available at [City Council authorized execution of Contract 8463 with H.W. Lochner](#), for providing engineering, right of way acquisition and environmental review up to 30 percent design completion.

During Lochner's initial design work in 2018, the Washington State Department of Transportation (WSDOT) requested a design evaluation of the intersections at the east and west ends of the existing overpass. As a result of the design evaluation, called an Intersection Control Evaluation (ICE), the City found that incorporating roundabouts into the design at these two locations will provide significantly greater multi-modal access and mobility than the signal-controlled intersections that were proposed in the City's 2016 corridor study, and at approximately the same total cost. A comparative layout of the two concepts is attached to this staff report as Attachment B.

In January 2020, the City Council discussed the 145th Street/I-5 Interchange project delivery strategy ([available at Jan. 27, 2020 Council Meeting](#)). The Council concurred with staff's recommendation to continue with completion of 30 percent design, environmental review and right of way acquisition, and to then turn the project over to WSDOT for completion of final design, permitting and construction. The City has moved forward with the project and on May 14, staff received a copy of WSDOT's letter to the US Department of Transportation stating WSDOT's intent to accept transfer of the project from the City at 30 percent design for completion of final design, environmental permitting and construction. WSDOT's letter of intent stipulates that the City must transfer a fully funded project for this to occur. A copy of WSDOT's letter is attached to this staff report as Attachment C.

Staff is moving forward with design and is continuing to pursue full construction funding. Lochner has completed 10% of the project design and is expecting to complete National Environmental Policy Act (NEPA) environmental documentation by late fall 2020. All of the 30 percent design deliverables are scheduled for completion by December 2020.

DISCUSSION

Preparation of the ICE required Lochner to develop conceptual design of the roundabouts and the re-channelized bridge deck, additional traffic modeling, concept-level construction and design cost estimates. Lochner was also needed to support the City's substantial stakeholder coordination efforts with WSDOT, Sound Transit, King County Metro and the City of Seattle that included a demonstration that transit vehicles can successfully navigate a full-scale mockup of the roundabouts.

The initial design work on the previous interchange configuration, subsequent development of the roundabout design, and coordination support consumed \$832,839

of Lochner's initial contract amount. Consequently, this contract supplement is needed to advance design to 30 percent completion and to provide right of way and environmental review services.

ALTERNATIVE ANALYSIS

The recommended alternative is to continue to progress design, environmental documentation and right of way work to 30 percent completion as planned and transfer the project to WSDOT for design completion and construction.

The second alternative is not to execute Supplement No. 1 (not recommended) which would halt the project. This would result in loss of the Federal STP grant and the requirement to return the approximately \$750,000 of grant funds that has already been paid to the City during design development.

COUNCIL GOAL(S) ADDRESSED

This project addresses Goal 2: Continue to deliver highly valued public services through management of the City's infrastructure and stewardship of the natural environment; and, Goal 3: Continue preparation for regional mass transit in Shoreline.

RESOURCE/FINANCIAL IMPACT

This project is included in the adopted 2019-2024 Capital Improvement Plan. The project budget summary is as follows:

EXPENDITURES	
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RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute Supplement No. 1 to HW Lochner's professional services contract in the amount of \$865,191, for a total contract amount of \$2,124,935, for engineering design, right of way and environmental permitting services for the SR 523/N 145th St – Interstate 5 Interchange Project.

ATTACHMENTS

Attachment A – Scope of Work – Supplement No. 1
Attachment B – Interchange Design Layouts and Cross-Sections
Attachment C – WSDOT Letter of Intent

ATTACHMENT A

Scope of Services – Supplement 1

Concept Design Development of Roundabout
Intersection at NE 145th Street and I-5 Southbound
Ramps

City of Shoreline SR 523 & I-5 Interchange

Prepared for:

City of Shoreline, Washington



April 2020

Prepared by:

LOCHNER

915 118th Avenue SE, Suite 130
Bellevue, WA 98005

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PROJECT DESCRIPTION

The City of Shoreline completed the NE 145th Street Multimodal Corridor Study (November 2016) which outlined improvements along the entire length of NE 145th Street (SR523) as well as off-corridor improvements for bikes. The NE 145th Street and I-5 Interchange project is one of several projects identified in the plan. This project makes improvements for vehicles, bikes, and pedestrians at the I-5 interchange along NE 145th Street. The project initially proposed improvements that included the addition of a non-motorized bridge spanning I-5, immediately to the north of the existing vehicular bridge, providing an additional lane of traffic on the existing bridge, adding a new northbound on-ramp to I-5, improvements to adjacent intersections at 4th Avenue NE and 5th Avenue NE, and making non-motorized connections between the interchange area and Sound Transit's proposed light rail station north of NE 145th Street. However, the project has evolved during the design phase.

The Project's current scope includes two roundabout intersections at the intersection of NE 145th Street and 5th Avenue NE and at NE 145th Street and I-5 Southbound Ramps. The non-motorized bridge has been determined to be unnecessary and as a result has been eliminated from the project scope. The current lane configuration on the existing NE 145th Street Overpass Bridge will be reconfigured to remove the opposing left-turn lanes and add a 10'-wide bike lane on the north side of the Overpass Bridge that connects to bike lanes on 5th Avenue NE and the proposed shared use path on the north side of NE145th Street west of I-5.

SUPPLEMENT DESCRIPTION

PHASE 1 Original Scope of Services: The original contract was executed May 10, 2017, and provided for completion of an Interchange Justification Report (IJR) and preliminary engineering through the Geometric Design phase (Type, Size, and Location of Key Facilities). The original contract scheduled this work to be completed within twelve (12) months. However, a number of the original assumptions have changed over the course of this effort. Specifically, the IJR was changed to an Intersection Control Evaluation Report (ICE), the bridge structure crossing of I-5 to accommodate non-motorized use was eliminated, modifications to the I-5 northbound On-Ramp were directed, as well as other changes to the project in an effort to refine its functionality to meet an evolving purpose and need as it became shaped by adjacent projects and funding partners.

Supplement No. 1 amends the Phase I scope of services by:

- a. Providing for the additional effort necessary to identify various changes to the project's purpose and needs as well as the additional time necessary to complete the required tasks for Preliminary Engineering through Geometric Design (Type, Size, and Location of Key Features). Over these past thirty-five (35) months the H.W. Lochner, Inc. (CONSULTANT) has attended numerous project meetings at the City of Shoreline's (CITY) request and prepared conceptual roadway geometrics to identify alternative solutions including the development of roundabouts, model transit vehicle movements through the roundabouts, and other work ;
- b. Adding **six (6)** additional months of project management efforts from April 2020 to October 2020;
- c. Providing for modifications to the preferred alternative by eliminating the non-motorized use structure;
- d. Providing for modifications to channelization on the existing SR 523 Overcrossing Bridge by eliminating the opposing left turn lanes in order to accommodate the roundabout intersections; and

- e. Changing the intersections at NE 145th Street and 5th Street NE, and NE 145th Street and I-5 Southbound Ramp Terminals from signal control to roundabouts.

PHASE 2 Intersection Control Evaluation: In addition, the FHWA and WSDOT have determined as of April 2018 that an Intersection Control Evaluation Report is sufficient to summarize the analysis used to select the geometry and control of the intersections and an Interchange Justification Report (IJR) is not required for the project. Therefore, the following changes are made to Task 2 scope of services:

- a. Remaining effort for development of the IJR is deleted from the scope. This includes Policy Points 4-8;
- b. A Basis of Design (BOD) will be required. This new task is added to the scope of services (Completed, under review by WSDOT);
- c. An Intersection Control Evaluation (ICE) will be required for documentation purposes. This new task is added to the scope of services. (Completed, under review by WDOT);
- d. Additional analysis has been requested as part of the ICE development. This analysis is necessary in order to evaluate impacts to existing and planned facilities by Sound Transit, City of Seattle, and King County Metro (Completed); and
- e. Cultural and Historic Resources assessment.

PHASE 3 Intersection Design: As a result of interagency coordination with affected transit agencies, conceptual roundabout geometrics at the intersection of NE 145th Street and 5th Avenue NE will be revised to include a westbound transit queue jump and metering signal. Conceptual roundabout geometric modifications will include the following tasks:

- a. Accommodate each transit movements to address Sound Transit's request for westbound transit priority in conjunction with planned BRT improvements along NE 145th Street. (Completed)
- b. Update traffic models and corresponding traffic data in the ICE Report based upon the revised roundabout geometrics. The planning level cost estimate in the ICE Report will be updated to reflect revised roundabout geometrics. (Completed, under review by CITY)
- c. Share findings from the updated traffic analysis and the revised geometric layout of the roundabout intersection with the City of Shoreline, WSDOT, and Sound Transit. (Completed)
- d. Develop and validate two dimensional geometrics for the roundabout at NE 145th Street and I-5 Southbound Ramps based on the ICE Report for the roundabout workshop convened by the City on December 19, 2019. (Completed)

GENERAL ASSUMPTIONS

H.W. Lochner, Inc. (CONSULTANT) will provide professional services to the City of Shoreline (CITY) as outlined in the task descriptions below. The following general provisions and assumptions have been added and/or revised to the original scope of services:

- a. For budgeting purposes, the anticipated duration of the Preliminary Design and Environmental Approval phase will be extended an additional twenty-eight (28) months from June 2018 to October 2020.
- b. Original permits, approvals, agreements or other obligations will be forwarded to the CITY in hardcopy and electronic form, in formats designated by the CITY.
- c. The project will not be permitted through the City of Seattle.

DESIGN STANDARDS

Plans, specifications, and contract documents, to the extent feasible, will be developed in accordance with the following, as applicable:

- a. Washington State Department of Transportation, "Standard Specifications for Road, Bridge, and Municipal Construction", M41-10, 2020;
- b. Washington State Department of Transportation, "Design Manual", M22-01 version at time of Design Approval;
- c. Public Right of Way Accessibility Guidelines (PROWAG), current edition.
- d. Washington State Department of Transportation, "Standard Plans for Road and Bridge Construction", M21-01 latest version ;;FHWA and Washington State Department of Transportation, "Manual on Uniform Traffic Control Devices for Streets and Highways" 2009;
- e. A Policy on Geometric Design of Highways and Streets (AASHTO green book), 7th Edition, 2018;
- f. Department of Ecology (Ecology) 2012 "Stormwater Management Manual for Western Washington" (SWMMWW);
- g. 2019 WSDOT Hydraulics Manual.
- h. City of Shoreline Engineering Development Standards, 2012 or current version.
- i. City of Seattle Standards Plans and Specs.
- j. Applicable provisions of the Americans with Disabilities Act, as amended.
- k. WSDOT Bridge Design Manual (LRFD) 2019.
- l. AASHTO LRFD Bridge Specifications, 8th Edition.
- m. AASHTO Standard Specifications for Highway Bridges, 17th Edition 2002.
- n. The design elements in Tasks 4 and 5 will be developed using MicroStation and InRoads software in conjunction with WSDOT CAD standards as prescribed in the WSDOT Plans Preparation Manual M22-31.07.

TASK 1: PROJECT MANAGEMENT

1.a CONTRACT MANAGEMENT

The CONSULTANT will provide a status/progress report with invoices every four (4) weeks, to the CITY that will describe services provided by the CONSULTANT and its team members during the current reporting period. The progress reports will be prepared in a format provided and approved by the CITY's Project Manager.

Assumptions:

- a. Covers time period from April 1, 2020 to October 1, 2020 (six months) at which time the Preliminary Design Phase and CONSULTANT's scope of work will be completed.

Deliverables:

- a. Every four weeks status/progress reports, and invoice.

1.b SUBCONSULTANT MANAGEMENT

The CONSULTANT will be responsible for on-going management of the consultant team in accordance with the provisions of this Agreement.

1.c COORDINATION WITH THE CITY

The CONSULTANT will maintain regular contact and coordination with the CITY's Project Manager in accordance with the provisions of the Agreement. The CONSULTANT's Project Manager will be responsible for:

- a. Maintaining regular contact with the CITY and designated project management team staff through informal office visits, telephone conversations, e-mails, and correspondence.
- b. Maintaining open access to project information by the CITY.
- c. The CITY's Project Manager may contact team members as needed during each phase of the project with a summary of discussions sent to the CONSULTANT's Project Manager.
- d. The CONSULTANT will facilitate periodic meetings with the CITY's Project Leadership staff. It is expected that meetings of the "Project Leadership Team" (PLT) will occur on a regular basis and with a frequency that supports effective management of key transformational issues that may alter or otherwise affect the course of the project. Initially, given the projects accelerated schedule, it is expected that the PLT will meet every thirty (30) days. The PLT will include key decision makers of the CITY and the CONSULTANT that control or manage the project and its resources for delivery. Among other things, key items to be managed by the PLT include changes or modifications to the Scope of Work, Key Deliverables as defined in the Scope of Work, the Schedule that is set for the project, and established Project Budgets. Progress towards completion of the design effort will be reported to the PLT on the basis of Earned Value. Strategies for management of risk affecting the project itself and/or CONSULTANT's ability to deliver the project will be set and reviewed at the PLT meetings on an on-going basis. Emerging change will be identified to the PLT and where possible the CONSULTANT shall employ strategies that will avoid or mitigate

change to the greatest extent possible. Where change cannot be avoided, recommendations for change will be provided to the PLT for approval or redirection. Where project change is directed by the PLT, the CONSULTANT will process changes to the work plan, Scope of Work, Schedule, and/or Budget as appropriate resetting the project's base line so that continuing performance towards completion of the project can be effectively monitored.

Assumptions:

- a. Project meetings with the CITY's Project Manager are anticipated to occur bi-weekly for an additional six (6) months.
- b. Project Leadership Team meetings every 30 days or as otherwise directed by the PLT.
- c. Project and PLT Meetings will be attended by CONSULTANT staff as needed. Other CONSULTANT staff will attend when necessary to provide technical expertise. Other CONSULTANT staff may also attend via conference call if appropriate.
- d. CITY staff will provide timely and coordinated review of draft strategies and materials to streamline production and team efficiency.

Deliverables:

- a. Meeting agendas, and meeting summaries (one (1) electronic copy for six (6) additional months,
- b. Facilitated Project Meetings with the CITY's Project Manager for up to sixteen (16) meetings and up to eight (8) PLT meetings. Deliverables will include meeting agendas and one (1) electronic copy of meeting summaries.
- c. Other meeting materials will include work products that convey the current level of progress as necessary.

1.d INTERAGENCY COORDINATION

The SR 523 and I-5 Interchange project involves coordination with multiple departments of several agencies, including at a minimum, City of Shoreline, City of Seattle, King County, Washington State Department of Transportation (WSDOT), Puget Sound Regional Council (PSRC), Sound Transit (ST), Community Transit, and affected Northwest Indian Tribes. In addition, The CONSULTANT anticipates attending coordination meetings with other consultant teams concurrently developing design and construction documents for adjacent projects. The CONSULTANT will work with the CITY to facilitate stakeholder meetings to keep the parties informed about project progress, resolve project issues and obtain approvals.

Assumptions:

- a. For budgeting purposes, the following Interagency Coordination Meetings are anticipated;
 - 1. WSDOT Meetings – Sixteen (16) will be part of the bi-weekly project coordination meeting in sub-task 1c.
 - i. Bridge office
 - ii. Design office / Public Transportation
 - iii. Traffic

- iv. Other (Enviro, R/W, Permitting)
- 2. Adjacent projects Consultant Coordination Meetings – ten (10) meetings
- b. Up to ten (10) additional one-on-one meetings with WSDOT designers for continuity of roundabout design;
- c. Interagency coordination meetings will be held at the CITY or WSDOT NW Region office and facilitated by CITY staff. The CONSULTANT will organize and schedule meetings and provide meeting notes;
- d. One-on-one meeting location is anticipated to be held at the agency location
- e. At the request of the CITY, the CONSULTANT will provide materials to support each meeting; and
- f. One (1) telephone conference call per week, up to twenty-seven (27) conference calls, to support meeting preparation with other stakeholder agencies.

Deliverables:

- a. Meeting materials will include products that convey the current level of progress.

1.e PROJECT MANAGEMENT PLAN

The CONSULTANT will update the Project Management Plan that was prepared for the project on March 22, 2018

Deliverables:

- a. Project Management Plan

1.e.1 Risk Management Plan

The Risk Management Plan (RMP) previously established for the project will be updated to identify risk to the Project itself as well as the CONSULTANT's ability to deliver the work as defined in the project's Scope of Work, Schedule, and Budget. The RMP will include a summary of organizations, people, or issues that may affect the project, as well as any known risks to the project that have been identified. The Risk Management plan will assess, analyze, and develop strategy to respond to major risks affecting the project. Risk response strategies addressing selected major risks affecting the project will be presented to the PLT for approval and then implemented over the course of the project. Additional risk management efforts will be conducted as project risks evolve, or as directed by the Project Leadership Team.

Deliverables:

- a. RMP to include a facilitated review of project risks, qualitative and quantitative assessment of risks, and initial strategies for selected key risks developed.

1.e.2 Cost Risk Analysis

The project prospectus identifies the possible cost of the project to be between \$10 million and \$25 million, requiring a Cost Risk Analysis (CRA) be performed. The CRA will include a one-day workshop using a self-modeling spreadsheet template as developed by WSDOT. The CRA Workshop will be attended by subject matter cost-risk experts and the project team. The CRA Workshop will define, review, and validate cost and schedule-based estimates, document assumptions and constraints and replace the typical

traditional project “contingency” with key identifiable risks. The CRA will assess risks with respect to the engineer’s opinion of probable cost and project schedule.

Deliverables:

- a. Cost Risk Analysis Report

1.e.3 Change Management Plan

A Change Management Plan (CMP) will be developed to address changes to the scope of the planned improvements that evolve during the design phase. These changes can affect the overall scope and intent of the project. The change management plan will identify elements that monitor for emerging change. Once an emerging change is identified, the CONSULTANT will identify means that will avoid the change or the impacts of change altogether. Where change can’t be avoided, the CONSULTANT will identify efforts that will mitigate the impacts of change. Where change can’t be avoided or mitigated, the CONSULTANT will identify how change can be best accepted into the project in a manner that best supports the project while also addressing the underlying needs for the change itself. These actions, managing change to the project itself, can also affect the boundary conditions and assumptions for the project as well as the Consultant’s scope of work, schedule, and/or deliverables for the project’s design effort. These impacts will be summarized and presented to the PLT along with recommendations for further action.

The CMP identifies the means to recognize emerging change to the project impacting scope, schedule and budget. The CMP will provide a project specific process to monitor and analyze change, including risk driven change. The CMP will track change to the project using a change management log that includes response and recovery strategies.

Deliverables:

- a. Change Management Plan
- b. Summaries of changes, strategies, and recommendations provided to the PLT for direction.

1. f PROJECT CLOSEOUT

The CONSULTANT will gather project files from the CONSULTANT team, organize them, and combine them into one file. CAD files will be converted to MicroStation format to be used by WSDOT to advance the project design beyond the geometric review phase (30%) The final files will be delivered to the CITY (and WSDOT at the direction of the CITY).

Deliverables:

- a. Project deliverable files in an electronic format or formats acceptable to the CITY.
- b. Design files will be in MicroStation format for WSDOT to continue the design and AutoCAD format for the CITY archives.

TASK 2: SITE INVESTIGATIONS

2. a PROJECT DATA, SURVEY DATA, BASE MAP

Survey and Base mapping will be provided by the CITY.

Assumptions:

The CITY will provide:

- a. The CITY will coordinate with ST and WSDOT to provide updated survey base mapping in either MicroStation or AutoCAD format and one (1) hard copy (.pdf) version of the same.
- b. The CITY will coordinate with ST and WSDOT to provide Boundary Survey and Geodetic Control drawing (stamped and signed by PLS) for inclusion with final PS&E.

2.b GEOTECHNICAL ENGINEERING

2.b.1 Existing geotechnical and geologic information

The CONSULTANT will review existing geotechnical and geologic information, as follows:

- a. WSDOT historic borings for the NE 145th Street overpass
- b. Sound Transit Lynnwood Link project
- c. Regional geologic maps

2.b.2 As-built plans and supporting engineering documents

The CONSULTANT will review as-built plans and supporting engineering documents for existing structures and improvements, as follows:

- a. WSDOT NE 145th Street overpass
- b. Transit pedestrian ramps and retaining walls
- c. Utilities within project limits

2.b.3 Preliminary Geotechnical Engineering Recommendations Report

The CONSULTANT will provide the Preliminary Geotechnical Engineering Recommendations Report for:

- Permanent retaining wall types;
- Excavations, fill slopes, retaining walls for site grading; and
- Surfacing Report.

2.b.4 Pavement Design

The CONSULTANT will complete recommendations for pavement design as guided by the Chapter 620 of the Design Manual and the WSDOT Pavement Policy. The CONSULTANT will prepare draft recommendations for pavement type and a draft Pavement Report for use by the project and WSDOT concurrence.

2.b.5 Design Team Meetings

The CONSULTANT will participate in meetings and discussions with the design team.

Assumptions:

- a. No subsurface explorations will be conducted for the TS&L phase;
- b. As-built plans and supporting engineering documents for existing structures and improvements will be provided by the CITY;
- c. Exploration and laboratory test data for Sound Transit Lynnwood Link Final Design will be made available in a timely manner;
- d. No geotechnical engineering calculations will be performed for retaining walls, slopes, or embankments;

- e. Preliminary Geotechnical Engineering Recommendations report will be provided in PDF format;
- f. Pavement design will only include recommendations of pavement type.

Deliverables:

- a. Draft Preliminary Geotechnical Engineering Recommendations report.
- b. Final Preliminary Geotechnical Engineering Recommendations report after receiving comments on draft report.
- c. Draft Surfacing Report
- d. Recommendations for pavement selection and draft Pavement Report

2.c ENVIRONMENTAL SITE INVESTIGATIONS

The CONSULTANT will review available information generated during the ST study and the CITY's corridor study and follow up with ST as needed to obtain additional, relevant documentation, including jurisdictional determinations. Based on the CONSULTANT's current understanding of the area, one (1) wetland and stream was delineated within the ST station footprint east of I-5. In addition, two (2) wetlands are present on the west side of I-5 in the north- and southwest quadrants of the interchange within the WSDOT right of way, associated with ditches. The CONSULTANT understands that the ST wetland/stream area in the northeast quadrant was determined to be non-jurisdictional by the Corps and appears to have been filled as part of the ST project. Following collection and review of information, a site visit was conducted in earlier phases of this project. Additional review of the west-side ditch wetlands will be required if there are impacts to the wetlands or buffers.

Assumptions:

- a. The CONSULTANT assumes that there are no other stream or wetland critical areas within the project area requiring further assessment. No additional field work will be conducted after completion of the initial site visit.
- b. Base maps will be provided to the CONSULTANT to develop supporting environmental documents.
- c. The CITY will provide or arrange right-of-entry and access to the project area, if needed.
- d. The regulatory agencies, including the CITY, will make a determination that the west-side wetlands are non-jurisdictional and will not require further review.

Deliverables:

- a. Summary memorandum confirming and/or amending the presence and/or classification of previously and more recently identified critical areas.

TASK 3: CONCEPTUAL DESIGN, (10% P&E)

3.a CONCEPTUAL ROUNDABOUT DESIGN FOR THE ROUNDABOUT AT NE 145TH STREET AND 5TH AVENUE NE AND NE 145TH STREET AND I-5 SOUTHBOUND RAMP TERMINAL

Assumptions:

- a. Intersection improvements at NE 145th Street and 5th Avenue NE; and NE 145th Street and I-5 Southbound Ramp Terminal will be roundabouts utilizing geometrics identified in the ICE report:
- b. Intersection improvements to the I-5 Northbound ramp are not included in this scope of services and will be designed by others:
- c. Roundabout will be designed to accommodate a 40' bus and a 60' articulated bus.
- d. It is assumed that bus right-turn movements will be completed in-lane:
- e. It is assumed that bus left-turn and thru movements will be completed by splitting lanes:
- f. a transit queue jump and metering signal will be located west of 6th Avenue NE:
- g. The CITY will coordinate with ST to provide AutoCAD files for planned Bus Rapid Transit (BRT) and Lynnwood Link Extension improvements:
- h. At this time, it is assumed that existing sidewalks on the SR 523 Bridge will remain in their current configuration and the travel lanes will be restriped to accommodate the new design.

3.a.1 Develop Roundabout Geometrics (NE 145th Street and 5th Avenue NE)

The CONSULTANT will develop conceptual level design documents for two-dimensional roadway elements at the roundabout intersections for the SR 523/5th Avenue NE and SR 523/I-5 Southbound Ramp Terminals, and traffic lane and pedestrian facility reconfiguration on the SR 523/I-5 Overcrossing Bridge. Multilane roundabout geometrics will be developed to accommodate transit vehicles and add a westbound transit queue jump and metering signal.

Deliverables:

- a. Conceptual roadway plans in 11"x17" format (Five (5) hard copy sets and one (1) electronic copy in PDF format).
- b. Conceptual roundabout plans in 11x17 format (Five (5) hard copy sets and one (1) electronic copy in PDF format).

3.a.2 Roundabout Analysis (NE 145th Street and 5th Avenue NE)

The CONSULTANT will analyze roundabout geometrics. The design and figures will include the following:

- Speed curves to determine fastest paths through the roundabout layout.
- Turning movement analysis for the appropriate design vehicles.
- Natural path analysis for multilane configurations.

3.a.3 Roundabout Design Memorandum (NE 145th Street and I-5 Southbound Ramps)

The CONSULTANT will present the analyses and figures of the conceptual design in a memorandum for review by the CITY.

The memorandum will contain:

- Documentation of design assumptions used for the project.
- Revised conceptual roundabout geometrics.
- Supporting tables, figures, and appendix.

Deliverables:

- a. Roundabout Design Memorandum (Five (5) hard copies and one electronic copy in PDF format)

3.a.4 Typical Roadway Sections

The CONSULTANT will develop conceptual level typical roadway sections including dimensions of travel lanes, walkways, landscape areas and transition areas.

Deliverables:

None.

3.a.5 Pedestrian and Bicycle Connection

The CONSULTANT will develop conceptual-level pedestrian and bicycle routing providing multi-modal connectivity through the Roundabouts to existing non-motorized infrastructure and a future shared-use path on 5th Ave NE. Pedestrian routes through the Roundabouts will be designed to meet ADA requirements to the maximum extent feasible.

Deliverables:

- a. Conceptual-level pedestrian and bicycle facilities will be included on the Roadway and Roundabout Plan sheets.

3.a.6 Utility Coordination

The CONSULTANT will assist the City in efforts to manage and relocate franchised utilities within the R/W that are impacted by the project. Utility Coordination work will be completed as guided by WSDOT policies identified in the Design and Utilities Manuals. These actions generally consist of:

- a. Request utility as-built plans within WSDOT right-of-way from WSDOT.
- b. Develop a Utility Conflict Report with preliminary utility conflicts with planned improvements identified
- c. Assist the City to verify utility property and/or franchise rights
- d. Complete Subsurface Utility Engineering (SUE) efforts defined for Quality Levels C&D
- e. Working with the City, determine subsequent efforts required for SUE Quality levels A or B necessary for completion of the project's design
- f. Develop a utility relocation strategy
- g. Provide a preliminary opinion of probable cost to relocate utilities within project limits.

- h. Assist the City with exhibits and other information as necessary to meet with or otherwise notify utility owners providing an overview of the project's scope of work and its schedules towards project advertisement.
- i. Assist the City to prepare requests of utilities for relocation plans and schedules
- j. Coordinate with Seattle City Light and Communication Utility Providers that have overhead utilities in the project limit to underground their respective transmission and carrier lines;

Deliverables:

- a. Utility Conflict Report
- b. Utility Relocation Strategy.
- c. Preliminary cost estimate as necessary to relocate each utility.
- d. Assistance to the city as necessary providing information and project notification to Public Utilities and Service Providers.

3.b STRUCTURAL CONCEPTUAL DESIGN

Assumptions:

- a. Bridge structure does not require seismic retrofitting or upgrading;
- b. Bridge crash barriers do not require upgrading;
- c. Sidewalks will not be widened on the bridge;
- d. As-builts drawings of the bridge structure are available from WSDOT archives;
- e. Superstructure and substructure of the NE 145th Street/I-5 Overcrossing Bridge will not be modified as a result of this project;
- f. Illumination foundations will not require structural evaluation;
- g. Median barriers will not require structural evaluation; and
- h. Power poles will not require structural evaluation.

3.b.1 Approach Slabs

Approach slabs and header pavement joints conditions will be evaluated for consideration of replacement and/or repair. From a review of the Bridge Condition Reports, the east abutment header is in need of repair and the approach slab has failed. Joints between the roadway pavements have also failed. The CONSULTANT will develop conceptual level plans of approach slab elements.

Deliverables:

- a. Concept level plans of approach slab elements in 11"x17" plan format (five (5) printed sets of plan and one (1) electronic file in PDF format).

3.b.2 Structural Walls

The CONSULTANT will develop conceptual level designs for the retaining wall(s) anticipated to be associated with the roundabouts in order to limit the extent of fill and cut slopes.

Deliverables:

- a. Concept level plans of major design elements in 11"x17" plan format (five (5) printed sets of plan and one (1) electronic file in PDF format).

3.c DESIGN DOCUMENTATION

The design documentation will be the Project's record for design team disciplines to codify design decisions during the conceptual and preliminary design phases.

3.c.1 Design Approval

During the conceptual design phase, a Design Approval memorandum will be prepared and submitted to WSDOT for approval. The Design Approval memo will codify the design at an early stage to avoid design changes that may impact right-of-way or environmental permitting. The design approval memo will include: Project Summary, Design Criteria, Design Variances, known deviations, Channelization Plan, Alignment plans, Basis of Design, Design Parameter Worksheet, Safety Analysis, Project Design Analysis, list of known maximum extent feasible document (MEFs), and current Engineer's opinion of probable cost.

Deliverables:

- a. Design Approval memorandum

3.c.2 Basis of Design

Sections 1, 2, 3, 4, and 5 of WSDOT's BOD form have been filled out as part of the Intersection Control Evaluation report for NE 145th Street (SR 523) and I-5 Southbound On/Off ramps and NE 145th Street (SR 523) and NE 5th Avenue. As part of the Conceptual Design phase the BOD will be reviewed by the CONSULTANT and WSDOT Design Team and revised as necessary. The BOD will be prepared for the CITY to submit to WSDOT Region and FHWA for approval.

Deliverables:

- a. Basis of Design form with updated project data

3.c.3 Clear Zone Inventory

The design clear zone is in an urbanized setting. The interchange at I-5 and NE 145th street has limited access measured from 300 feet from the center of each roundabout. This places the entirety of the project within WSDOT's limited access. The operating speed of the new facility will be posted at 35 MPH. The clear zone will be inventoried for fixed objects that do not conform to WSDOT clear zone design criteria.

Deliverables:

- a. Clear zone inventory

3.c.4 Context and Modal Accommodation Report (CMAR)

The CONSULTANT will review the CMAR to insure the modal priority of the segment of NE 145th Street that passes through the limited access control area of I-5 is included in Sections 4 and 5 of the BOD. The BOD will be updated based upon the review of the CMAR.

Deliverables:

- None.

3.c.5 Project Baseline and Contextual Needs Statement

A project needs statement will be prepared by the CONSULTANT to be used in WSDOT programming documents. This statement will provide the primary reason for the project. The needs statement will consider the different travel mode use by the project. The

contextual needs are opportunities for the project to address needs that maybe identified through community engagement or increased project understanding.

Deliverables:

- a. Project Needs Statement

3.c.6 Environmental Review Summary (ERS)

The ERS I part of the project summary document. The ERS identifies environmental permits and approvals. The ERS will be prepared by the CONSULTANT and be submitted as part of the Design Approval package.

Deliverables:

- a. Completed Environmental Review Summary form

3.d CONCEPTUAL LEVEL ENGINEER'S OPINION OF PROBABLE COST (EOPC) AND CONSTRUCTION RISK ASSESSMENT

3.d.1 Basis of Estimate

The Basis of Estimate describes the project, underlying assumptions, and exclusions. The document includes project information of scope and schedule from which the project estimate can be prepared. The Basis of Estimate also documents history of the estimate process and is companion to the EOPC.

Deliverables:

- a. Basis of Estimate document

3.d.2 Conceptual Level Engineer's Opinion of Probable Cost

The CONSULTANT will develop a planning level cost estimate to support these concepts.

Deliverables:

- a. Conceptual level cost estimate (five (5) printed sets of plan and one (1) electronic file in PDF format)

3.d.3 Cost Risk Assessment

The CONSULTANT will prepare a Qualitative Cost Risk Assessment (QCRA) using the WSDOT Qualitative Risk Assessment spreadsheet to identify, assess and evaluate risk that might impact project cost and/or schedule for project delivery.

Deliverables:

- a. Conceptual QCRA worksheet (five (5) printed sets of plan and one (1) electronic file in PDF format)

3.e DESIGN VISUALIZATION

The CONSULTANT will prepare a computer animation of the project at the conceptual design level for use at public meetings, project graphics on the CITY's web page.

Deliverables:

- a. Computer Animation of Concept Level Design
- b. Computer Rendering of Concept Level Deign

3.f QA/QC OF CONCEPTUAL DESIGN DELIVERABLES

The CONSULTANT will conduct an in-house quality review of Task 4 deliverables before they are submitted to the CITY in accordance with the Project Quality Control Plan.

Deliverables:

- a. Project Quality Control Plan

TASK 4: PRELIMINARY DESIGN, (Geometric Design or Type, Size, Location of all Key Facilities – 30% Milestone)

The CONSULTANT will prepare preliminary design engineering of the public roadways and utilities for the interchange access modification improvements and access connections to the SR 523/I-5 interchange to support the environmental documentation. This preliminary design will be an advancement of the conceptual design developed under Task 4.

The preliminary design will include modifications to the existing SR 523 channelization to remove the left turn pockets and replace signalized intersections at SR 523/5th Avenue NE and SR 523/I-5 Southbound Ramp Terminals with two-lane roundabouts. The CONSULTANT will conduct quality control review by senior staff members with appropriate experience and expertise. The following elements are included:

4.a DESIGN DOCUMENTATION

The CONSULTANT will develop a Design Criteria Memorandum documenting the design standards to be used for the project; as well as documentation of design decisions made as the team moves through the design process. This documentation process will be completed in coordination with the technical team.

Assumptions:

- a. Design criteria will be documented in WSDOTs Project Design Parameters Worksheet.
- b. The Quantitative Analysis Method with emphasis of safety and capacity will be applied.
- c. All electric copies will be in PDF format.

Deliverables:

- a. Design Criteria Memorandum – five (5) hard copies and one (1) electronic copy.
- b. Design Parameters Worksheet – one (1) hard copy and one (1) electronic copy.

4.b ENVIRONMENTAL PERMIT ASSESSMENT

The CONSULTANT will update the local permit strategy memo (dated March 22, 2018) following project re-initiation and coordination/consultation with the CITY.

Deliverables:

- a. Permit Compliance Memo (One (1) hard copy and one (1) electronic copy)

4.c ROADWAY DESIGN

The CONSULTANT will advance the conceptual design developed in Task 4. Advancement of the alternative will include further development of the geometric design, earthwork quantities, channelization design, and safety improvements for the project. It will include development and

refinement of the roadway plans. Roadway plans are anticipated to include roadway plan and profile, roundabout geometrics and grading, sections, paving plans, and signing plans.

Assumptions:

- a. No change in the vertical profile of SR 523 or intersecting roadways is anticipated.
- b. Roadway design will be in accordance with the WSDOT Design Manual, the WSDOT Standard Plans, and City of Shoreline Engineering Standards.
- c. Contract Specifications will not be prepared for 30% submittal.
- d. All electronic copies will be in PDF format.

Deliverables:

- a. Preliminary Roadway plans in 11"x17" format – one (1) hard copy and one (1) electronic copy.
- b. CAD drawings of preliminary design elements in MicroStation format.

4.c.1 Roundabout Geometrics

The CONSULTANT will develop preliminary designs for three-dimensional roadway elements at the roundabout intersections of SR 523/5th Avenue NE and SR 523/I-5 Southbound Ramp Terminals, including traffic lane reconfiguration on the SR 523/I-5 overcrossing bridge.

Deliverables:

- a. Preliminary roundabout plans in 11x17 format – five (5) hard copies and one (1) electronic copy.
- b. CAD drawings of preliminary design elements in MicroStation format (to be included in the deliverable for Task 4i Preliminary Plans).

4.c.2 Roundabout Grading

Roundabouts will be designed to be micro-graded to provide smooth surface transition from negative super-elevation (cross slope) of the circulating roadway to entry and exit legs of the intersection. Design of grading will be completed to provide positive drainage for the roundabouts.

Deliverables:

- a. Preliminary Roundabout Grading Plan in 11"x17" format – five (5) hard copies and one (1) electronic copy.
- b. CAD drawings of concept level design elements in MicroStation format (to be included in the deliverable for Task 4i Preliminary Plans).

4.c.3 Roundabout Peer Review

The COUNSULTANT will prepare design documentation to the roundabouts for WSDOT peer review of the two dimensional roundabout layout prior to finalization of the channelization plan.

Deliverables:

- a. Two-dimensional plan layout of roundabout geometrics and pavement markings plan in 11"x17" format – one (1) hard copy and one (1) electronic copy.

- b. Roundabout design documentation of design vehicle turning movements and swept, fastest and natural path diagrams.

4.c.4 Roadway Horizontal and Vertical Alignments

Horizontal and vertical control alignments will be establish to act as the primary control to identify location of project elements. The alignment will also establish the horizontal and vertical geometry of the roadway and roundabout design.

Deliverables:

- a. Horizontal alignments on roadway plans and vertical alignments on roadway plans and profile sheets.

4.c.5 Roadway Super-elevation

The CONSULTANT will prepare a roadway grade transition diagram for each roadway alignment with horizontal curve.

Deliverables:

- a. Super-elevation diagram on roadway plan and profile sheets.

4.c.6 Earthwork

The CONSULTANT will prepare earthwork grading plans showing cut and fill slopes to construct the roadway, multi-modal improvements, and roundabouts. Quantities of earthwork to construct cut and fill slopes will be calculated for neat-line cuts and in-place fill quantities.

Deliverables:

- a. Cut and fill line on roadway plan and cut neat-line and fill in-place quantities.

4.c.7 Guardrail and Crash Barrier

The primary roadway plan will show the preliminary type, size and location of guardrail and/or crash barriers. Location of barriers will be based on WSDOT Design Manual Guidance. A Barrier Design Memorandum will not be prepared.

Deliverables:

- a. Type, size and location of guardrail and/or crash barriers will be shown on roadway plans and quantities will be documented in the Engineer's Opinion of Probable Cost.

4.c.8 Signage and Pavement Markings

Type, size and location of statutory and guide signage, and pavement markings required for the roundabouts and roadway improvements will be documented on the Signage and Pavement Marking Plan.

Deliverables:

- a. Preliminary Signage and Pavement Marking Plan in 11x17 format – one (1) hard copy and one (1) electronic copy.
- b. CAD drawings of concept level design elements in MicroStation format (to be included in the deliverable for Task 4i Preliminary Plans).

4.c.9 Illumination and BRT Queue Jump Signal

Illumination as-built information will be collected. Illumination light level analysis for traffic and pedestrian light will be completed. Type, size and location of illumination for traffic and pedestrians plan will be prepared.

The ONSULTANT will also prepare plan for type size and location of underground conduit and junction boxes for future BRT queue jump signal on east bound NE 145th Street for Sound Transit bus priority over east bound general purpose traffic. Location of underground conduit and junction boxes will be forward compatible for the future signal system to be designed and construction by others.

Deliverables:

- a. Preliminary illumination plan in 11"x17" format – one (1) hard copy and one (1) electronic copy.
- b. Preliminary plan of conduit and junction box layout for future queue jump signal.
- c. CAD drawings of concept level design elements in MicroStation format (to be included in the deliverable for Task 4i Preliminary Plans).

4.c.10 Safety Analysis

A project related Safety Analysis Report (SAR) will be prepared using the safety data prepared for the ICE Report and BOD. The SAR will be standalone report.

Deliverables:

- a. Safety Analysis Report – one (1) hard copy and one (1) electronic copy.

4.c.11 Work Zone Traffic Control

The CONSULTANT will develop a preliminary traffic management control plan for a temporary traffic control scheme to maintain traffic through project limits during construction.

Deliverables:

- a. Preliminary Traffic Management Plan.

4.d CHANNELIZATION PLANS

The CONSULTANT will prepare a Channelization plan for the interstate access improvements at SR 523 and I-5 interchange project using WSDOT design and plan procedures. These improvements are anticipated to include:

- a. Re-channelization of SR 523 between 3rd Ave NE and 5th Ave NE.
- b. Roundabout intersections at the I-5 Southbound ramp terminals and 5th Avenue NE.

Assumptions:

- a. Roadway design will be in accordance with the WSDOT Design Manual, the WSDOT Standard Plans, and City of Shoreline Engineering Development Standards.
- b. Plans preparation will be in accordance with WSDOT Plans Preparation Manual.
- c. One deviation or design exception is anticipated for fire access to 4th Avenue NE from the proposed roundabout.
- d. The Channelization plans will follow the WSDOT NW Region Channelization Plan Checklist.

- e. No more than three (3) rounds of WSDOT review are anticipated.
- f. All electronic copies will be in PDF format.

Deliverables:

- a. First Draft Channelization Plan submittal – five (5) hard copies and one (1) electronic copy.
- b. Response to first draft comments – one (1) hard copy and one (1) electronic copy).
- c. Second Draft Channelization Plan submittal – five (5) hard copies and one (1) electronic copy.
- d. Response to second draft comments – one (1) hard copy and one (1) electronic copy.
- e. Final Channelization Plan submittal – one (1) hard copy on Mylar and one (1) electronic copy.
- f. CAD drawings of concept level design elements in MicroStation format (to be included in the deliverable for Task 4i Preliminary Plans)

4.e RETAINING WALL

The CONSULTANT will prepare preliminary retaining wall plans to support roadway embankment at the roundabout intersections:

- Wall type selection
- Preliminary design and detailing

Assumptions:

- a. On-going coordination with urban designer, roadway designer, geotechnical engineer, and environmental permitting staff.
- b. Wall size and locations will be determined by on-ramp geometry, right-of-way, and gateway elements.
- c. All electronic copies will be in PDF format.

Deliverables:

- a. Preliminary Retaining Wall plans – five (5) hard copies and one (1) electronic copy.
- b. CAD drawings of concept level design elements in MicroStation format (to be included in the deliverable for Task 4i Preliminary Plans).

4.f TRAFFIC LANE MODIFICATION ON EXISTING BRIDGE DECK

The CONSULTANT will prepare preliminary plans including cross sections and details associated with removing the left turn lane, adding c-curb and restriping for bicycle lanes.

Deliverables:

- a. Lane striping and cross-section.
- b. CAD drawings of concept level design elements in MicroStation format (to be included in the deliverable for Task 4i Preliminary Plans).

4.g REPLACE BRIDGE APPROACH SLABS

Design will be provided for replacement of the east approach slab and header pavement joints repair. The Bridge Condition Reports identified the east abutment header to be in need of repair

and pointed out the east approach slab has sunk. Joints between the roadway pavements have also failed.

Deliverables:

- a. Bridge approach slab replacement plan included in the roadway plans.

4.h STORMWATER DESIGN

The CONSULTANT will prepare stormwater drainage plans for the SR 523 and I-5 Interchange modifications. The Stormwater Plans will include conveyance, water quality and preliminary flow control and water quality facility sizing. The 30% design submittal will include sufficient plan information to demonstrate the proposed stormwater facilities while not including details and final design information such as invert elevations. The preliminary drainage analysis and design will be developed to support the environmental documentation and will comply with the WSDOT Highway Runoff Manual requirements. Stormwater downstream runoff routes will be analyzed for capacity.

Assumptions:

- a. The existing stormwater water system on the bridge crossing I-5 will not be modified.
- b. All electronic copies will be in PDF format.

Deliverables:

- a. Stormwater Plans – five (5) hard copies and one (1) electronic copy.
- b. CAD drawings of concept level design elements in MicroStation format (to be included in the deliverable for Task 4i Preliminary Plans).
- c. Draft Drainage Analysis – one (1) hard copy and one (1) electronic copy.

4.i UTILITY RELOCATION

The CONSULTANT will assist the City in efforts to manage and relocate franchised utilities within the R/W that are impacted by the project. Utility Coordination work will be completed as guided by WSDOT policies identified in the Design and Utilities Manuals. These actions generally consist of:

- a. Request utility as-built plans within WSDOT right-of-way from WSDOT.
- b. Develop a Utility Conflict Report with preliminary utility conflicts with planned improvements identified
- c. Assist the City to verify utility property and/or franchise rights
- d. Complete Subsurface Utility Engineering (SUE) efforts defined for Quality Levels C&D
- e. Working with the City, determine subsequent efforts required for SUE Quality levels A or B necessary for completion of the project's design
- f. Develop a utility relocation strategy
- g. Provide a preliminary opinion of probable cost to relocate utilities found within the project limits.
- h. Assist the City with exhibits and other information as necessary to meet with or otherwise notify utility owners providing an overview of the project's scope of work and its schedules towards project advertisement.
- i. Assist the City to prepare requests of utilities for relocation plans and schedules

- j. Coordinate with Seattle City Light and Communication Utility Providers that have overhead utilities in the project limit to underground their respective transmission and carrier lines;

Deliverables:

None.

4.j PRELIMINARY PLANS

The CONSULTANT will compile the plans prepared for the various designs noted above into a Geometric Review (30%) plan set. This plans set will be used to conduct the 30% Design Review by the CITY, WSDOT and other stakeholders. The 30% plans will include the following plans: Typical Roadway Sections, Roadway Profiles, Stormwater Plans, Paving Plans, Bridge Modifications, Retaining Wall Plan and Elevations, and Signing Plans.

Assumptions:

- a. Plan sheets scale is anticipated to be 1:40 on an 11"x17" sheet size and 1:20 for a 22"x34" sheet size. Detail sheets will be added for clarity as required.
- b. All electronic copies will be in PDF format.

Deliverables:

- a. 30% plans package (11x17) – one (1) hard copy and one (1) electronic copy.
- b. CAD drawings of preliminary level design elements in MicroStation format.

4.k PRELIMINARY COST ESTIMATE

The CONSULTANT will calculate quantities and prepare a summary of quantities and estimate of probable construction costs using historical costs from WSDOT unit bid analysis.

Assumptions:

- a. The Preliminary Cost estimate will utilize the WSDOT Standard Item table.
- b. Unit Prices for standard items will be determined using WSDOT Unit Bid Analysis.
- c. All electronic copies will be in PDF format.

Deliverables:

- a. Preliminary Cost Estimate – five (5) hard copies and one (1) electronic copy.

4.l DESIGN DOCUMENTATION PACKAGE (DDP)

The Design Documentation Package (DDP) will be prepared at the end of the preliminary engineering phase of the project. The DDP will be a compilation of project documents that contain design decisions, justifications and approvals. The DDP will be turned over to WSDOT for document retention.

4.m QA/QC OF PRELIMINARY DESIGN

The CONSULTANT will conduct an in-house quality review of Task 4 deliverables before they are submitted to the CITY in accordance with the Project Quality Control Plan.

Deliverables:

- a. Project Quality Control Plan.

TASK 5: GATEWAY

5.a SITE INVENTORY, ANALYSIS AND COORDINATION

The CONSULTANT will prepare a base map for the preliminary design phase, review preliminary engineering plans and existing conditions data as necessary, and complete up to two site visits to confirm aesthetic design and pedestrian and bicycle circulation coordination with adjacent neighborhoods, 5th Ave NE streetscape, adjacent wetland, proposed Sound Transit station, and NE 145th Street Multi-modal Corridor Study. The CONSULTANT will participate in the following meetings:

COORDINATION

- a. Kick-off meeting (hosted online or conference call)
- b. Site visit
- c. Data review, reports, meeting materials and notes, existing conditions
- d. Code and design standard analysis
- e. Prepare base map
- f. Prepare site vicinity map

5.c CONCEPTUAL DESIGN – ALTERNATIVES

The CONSULTANT will develop two landscape concepts for the two roundabout intersections located at NE 145th Street and NE 5th Avenue and NE 145th Street and I-5 southbound ramp terminals. Concept one will consist of landscape and hardscape elements for gateway entry into the city of Shoreline. Concept two will be consistent with typical WSDOT landscaping of roundabouts located at interstate ramp terminals.

- a. Develop (2) Design Alternatives (4 plans - 2 alternatives per roundabout)
- b. Alternative Sections (4 sections - 2 alternatives per roundabout)
- c. Alternative Review meeting with City (one meeting)
- d. Draft Preferred Concept Plans (2 plans - 1 per roundabout)
- e. Draft Preferred Concept Sections (2 sections - 1 per roundabout)
- f. Draft Preferred Concept Sketch (2 - 1 per roundabout)
- g. City Review Meetings (one meeting)
- h. Final Concept Plan (2 plans - 1 per roundabout)
- i. Final Concept Sketch (2 sketches - 1 per roundabout)
- j. Final Concept Sections (2 sections - 1 per roundabout)
- k. Color Renderings for Public Meeting (2 Site Plans and 2 Sections - 1 for each roundabout)
- l. Tech Memo (up to 3 pages)
- m. Cost Estimate
- n. Web Meetings (up to 2)

Deliverables:

- a. Draft Preferred Concept Plans (2 plans - 1 per roundabout)

- b. Draft Preferred Concept Sections (2 sections - 1 per roundabout)
- c. Draft Preferred Concept Sketch (2 - 1 per roundabout)
- d. Final Concept Plan (2 plans - 1 per roundabout)
- e. Final Concept Sketch (2 sketches - 1 per roundabout)
- f. Final Concept Sections (2 sections - 1 per roundabout)
- g. Preferred Alternative Design memorandum
- h. Color Renderings for Public Meeting

5.b PRELIMINARY DESIGN

This task includes the preliminary and gateway pedestrian hardscape and landscape areas to advance the design of the preferred landscape concept from Task 5a.

The design will be refined, including identification of products and materials, decorative paving, , landscape area conceptual landforms, and landscape planting character. The design concepts will be detailed adequately to allow for coordination with the CITY and design team and to incorporate aesthetic design details of the roundabout landscaping into the project engineering design. The CONSULTANT will prepare preliminary aesthetic and landscape architectural design plans (approximately 30 percent complete) for the roundabouts and splitter islands areas.

The following drawings will be provided:

- a. Landscape Layout and Grading Concept Plan (3 sheets at 1"=20' scale)
- b. Sections (up to 4)
- c. Elevations (up to 4)

Deliverables:

- a. 30% landscape architectural design plans (as per list above)
- b. Design memorandum including product and materials information).
- c. Preliminary construction cost estimate

TASK 6: ENVIRONMENTAL PERMITTING

6.a PRE-APPLICATION CONSULTATION

We will meet with the City planning department to discuss the anticipated local permit process. In addition, we will meet with the City's project manager and coordinate with WSDOT to discuss the NEPA support documents.

6.b PERMITS, APPROVALS AND RIGHT OF WAY (ROW)

The City will provide information to the CONSULTANT regarding the status of ROW negotiations or acquisitions.

6.c NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) DOCUMENTED CATEGORICAL EXCLUSION (DCE) THROUGH FHWA

The CONSULTANT will complete the following sections of the DCE form, as described below, for the proposed project:

6.c.1 NEPA Support

The CONSULTANT will develop project data to support the NEPA permitting process. The CONSULTANT will also coordinate with environmental permitting staff and agencies in preparation of the NEPA documentation to support a Documented Categorical Exclusion.

6.c.2 Project Description

The CITY, in coordination with the CONSULTANT will develop an official project description to be used for the environmental permitting

6.c.3 Critical and Sensitive Areas

The CONSULTANT will complete this section based on existing information from previous studies, our site visit and information from the CITY.

6.c.4 Cultural Resources/Historic Structures

The CONSULTANT will complete this section using information and analysis provided by the cultural resources subconsultant.

6.c.5 Hazardous and Problem Waste

Hazardous and Problem Waste: The CONSULTANT will complete this section using information and analysis completed by others for the 145th Street Multimodal Corridor Project and Sound Transit's light rail station

6.c.6 Noise:

The CONSULTANT will prepare a noise analysis to support CONSULTANT'S completion of this section.

6.c.7 4(f)/6(f) Resources

The CONSULTANT will complete this section under the assumption that the City of Seattle will have resolved any 4(f)/6(f) resource issues at its Jackson Park Golf Course prior to or concurrent with submittal of the DCE. The City of Shoreline will provide CONSULTANT with relevant information. The CONSULTANT assumes that there are no other 4(f)/6(f) resources located within the project corridor.

6.c.8 Agricultural Lands

The CONSULTANT will complete this section.

6.c.8 Rivers, Streams or Tidal Water

The CONSULTANT will complete this section based on existing information from previous studies and information from the CITY.

6.c.9 Tribal Lands

The CONSULTANT will complete this section.

6.c.10 Water Quality/Stormwater

The CONSULTANT will complete this section.

6.c.11 Previous Environmental Commitments

The CONSULTANT will complete this section with input from the CITY, ST, City of Seattle and King County.

6.c.12 Environmental Justice

The CONSULTANT will complete this section, understanding that the partial or full acquisition of property(ies) at the northwest corner of the project intersection has been adequately addressed by City as part of its 145th Street Multimodal Corridor Project. CONSULTANT assumes that the project area outside the boundaries of the 145th Street Multimodal Corridor Project may contain other minority or low-income populations, but will not have short- or long-term “disproportionate, high and adverse” effects on them. A brief report will be prepared that summarizes the required analysis for the project area east of the 145th Street Multimodal Corridor Project, including documentation of readily available demographic information, a description of the effects and the decision-making process and rationale that generated the effects, a summary of communications with the affected party(ies), and a more general summary of the public outreach efforts and results, using information provided by the City and CONSULTANT.

6.c.13 Biological Assessments (BAs) and Essential Fish Habitat Evaluations

The CONSULTANT will complete this section, which will include a supporting BA. A Hi-Run analysis is not included in the BA.

Assumptions:

- a. CONSULTANT will participate in a project re-initiation meeting.
- b. The project does not require an Interchange Justification Report.
- c. It is assumed an Environmental Impact Statement (EIS) or Environmental Assessment (EA) is not required and the project will be processed using a DCE through WSDOT.
- d. ROW purchases will be offered after the NEPA DCE has been signed by WSDOT and Federal Highway Administration; thus, Appendix F will not be necessary
- e. No additional studies or supporting information other than those identified above will be required to complete the DCE
- f. Documents will be revised one time based on CONSULTANT review, one time based on City review, and one time based on WSDOT review
- g. The Affect Determination in the BA will be either ‘no effect’ or ‘not likely to adversely affect’. A Hi-Run analysis will not be required by WSDOT.
- h. An environmental justice discipline report or any additional supporting analysis to support an EA will not be required. The prior study completed as part of the 145th Street Multimodal Corridor Project will be adequate to address the project area immediately west of the southbound off ramp. A brief environmental justice evaluation addressing the project area east of the southbound off ramp will be sufficient.
- i. The City and/or CONSULTANT team will provide S&W with an official description of the project including a figure showing property boundaries within the project corridor.
- j. The City and/or CONSULTANT team will provide available relevant information to S&W concerning site conditions, including previous environmental, geotechnical, and wetland reports.
- k. Prior studies completed for the 145th Street Multimodal Corridor Project and Sound Transit’s light rail station will provide all of the information necessary to respond to the Hazardous Materials element of the DCE. No supplemental data collection or field review will be conducted or needed to complete the DCE.
- l. Documents will be revised one time based on CONSULTANT and City review.
- m. No meetings have been included.

Deliverables:

- a. Completed WSDOT DCE form, including draft and final
- b. Environmental Justice evaluation, including draft and final
- c. Noise Analysis, including draft and final
- d. Biological Assessment meeting WSDOT standards, including draft and final

6.d CULTURAL AND HISTORIC RESOURCES

This service will include the preparation of the Section 106 report in accordance with the State Historic Preservation Office standards and guidelines. The service will include the following:

- a. Pertinent literature on the archaeology, ethnography, and history of the project area will be reviewed to determine the existence of historic properties in the project Area of Potential Effect.
- b. CONSULTANT will maintain contact with the local tribes through WSDOT to acquire technical information relating to the cultural resource background of the project area.
- c. A systematic field reconnaissance will be conducted to identify previously recorded and/or unrecorded archaeological sites for the proposed project where ground-disturbing activities are expected to take place. Field reconnaissance will consist of pedestrian transects at varying intervals, depending on terrain throughout the proposed project area. Shovel probes (digging a hole with a shovel) will be excavated, as deep as feasible, and in areas expected to have a high probability for cultural resources. Shovel probes will be screened through ¼ inch mesh hardware cloth. Shovel test locations will be backfilled upon commencement of testing.
- d. Every effort will be made to include Tribal cultural resources personnel in assisting the field effort. Rights-of-entry will be coordinated by the CITY.

Deliverables:

- a. Section 106 report, draft and final.

6.e STATE ENVIRONMENTAL POLICY ACT (SEPA) CHECKLIST

The CONSULTANT will prepare a SEPA checklist for the proposed project. We anticipate that this project will require supporting documents for geotechnical issues, stormwater, traffic, cultural/historical resources, and wetland jurisdiction determination. If a public hearing is required by the CITY, the CONSULTANT will attend.

Assumptions:

- a. It is assumed an Environmental Impact Statement (EIS) is not required and the City will issue a Determination of Non-significance or Mitigated Determination of Non-Significance.
- b. It is assumed that the City of Seattle will agree with the City's decision to be SEPA lead agency.
- c. Documents will be revised one time based on CONSULTANT review, and one time based on City review
- d. Fees for City permit applications and environmental reviews are not included

- e. Other than attendance at a public hearing (if held), no other public outreach would be conducted or attended by the CONSULTANT.

Deliverables:

- a. SEPA checklist, draft and final.

6.f PHASE 1 ENVIRONMENTAL SITE ASSESSMENT (ESA)

The CONSULTANT will complete a Phase I ESA for King County parcel # 2881700371 located at 164th NE 145th Street in the City of Shoreline following the Phase I ESA scope as outlined above.

Assumptions:

- a. The CITY will provide 50-year Chain of Title Report with an ownership cover sheet for the title insurance company to S&W.
- b. Phase I ESA scope of services does not include provisions to collect and test soil and/or water samples, or other media including but not limited to fluorescent light ballasts, urea formaldehyde insulation, and lead-based paint or asbestos, or to test radon gas levels.
- c. The CITY or the CONSULTANT will provide S&W with an official description of the project including a figure showing the property boundary of the subject property.
- d. The CITY will provide right-of-entry and access to the subject property and for buildings on the subject property.
- e. Interviews may be conducted by telephone and will be arranged by the City.
- f. Two Phase I ESAs will be conducted for the project, the first one will be conducted for the overall project area to support the preparation of the DCE and the second is property specific for the acquisition of King County parcel # 2881700371.
- g. The CITY and/or CONSULTANT team will provide S&W with available relevant information concerning site conditions, including previous environmental, geotechnical, and wetland reports.
- h. A single report review cycle will be required.
- i. Documents will be revised one time based on CONSULTANT and CITY review.
- j. No meetings have been included.

Deliverables:

- a. Prepared Report including draft and final.

TASK 7: COMMUNICATIONS AND OUTREACH

CONSULTANT will maintain and update a Public Involvement Plan and strategy in accordance with CITY OF SHORELINE's public communications requirements. CONSULTANT will provide outreach to inform and engage those along the corridor and surrounding neighborhoods.

7.a IOPE Public Involvement Plan

In coordination with CITY OF SHORELINE's IOPE requirements and building on prior outreach activities and plans for the SR-523 (N/NE 145th Street) & I-5 Interchange Project, CONSULTANT will maintain and update the existing Public Involvement Plan (PIP) focused on communications and outreach that identifies approaches for effectively informing and involving all audiences, outreach tools and methods, and response strategies for potential project

scenarios.

CONSULTANT will maintain and update a PIP that:

- a. Outlines all proposed communications tasks, roles and responsibilities of CONSULTANT.
- b. Includes a detailed list of stakeholders, noting key target groups, interests and concerns; pertinent blogs/media; and affected businesses, residents, apartment and condominium associations and community groups. Stakeholder list will be updated as needed.
- c. Outlines process for development, review, and quarterly update of key messages for both internal and external communications

Assumptions

- a. An initial draft communications plan has been developed by CITY OF SHORELINE or another consultant. A work plan to guide CONSULTANT activities will be developed after the plan has been approved.
- b. CONSULTANT will have up to 2 planning meetings with CITY OF SHORELINE to review the plan and discuss implementation.
- c. CONSULTANT will develop and manage a project workplan that provides a schedule and outline for implementation of the PIP.
- d. CITY OF SHORELINE will provide to CONSULTANT activity logs, stakeholder lists, a summary of community commitments and other pertinent outreach documents upon Notice to Proceed.
- e. CITY OF SHORELINE will provide to CONSULTANT all pertinent documentation, as well as access to any project databases, emails and/or phone lines upon Notice to Proceed.

Deliverables

- a. PIP utilizing IOPE Guide (up to 1 updates)
- b. Key messages document (up to 2 updates)

7.b Project Meetings and Team Coordination

a. Communications Team Kickoff Meeting

CONSULTANT will plan, facilitate and report on a 1-hour communications kickoff meeting. The meeting will review communications to date and address the project's measures of success, roles, responsibilities and operating guidelines. The meeting will support efforts to ensure effective communications and decision-making during project execution. Up to 2 consultant staff will attend.

This meeting will occur within 12 days after NTP. CONSULTANT will prepare meeting agenda and summary.

b. CITY OF SHORELINE Communications Team Meetings

CONSULTANT will plan, facilitate and report on up to 6 CITY OF SHORELINE team meetings. These meetings will occur at CITY OF SHORELINE offices. Up to 2 CONSULTANT team members will attend each meeting, depending on the agenda. CONSULTANT will prepare meeting agendas, summaries and action items.

c. Consultant Team Meetings

CONSULTANT will plan and facilitate up to 8 internal consultant team meetings to coordinate work. These meetings will be 30 minutes and will occur at CONSULTANT offices with up to 3 consultant staff at each meeting.

d. Design Team Meetings and Integration

CONSULTANT will integrate and attend all necessary internal technical team meetings to include:

- I. *Regular Planning and Design Team meetings:* Participate in team meetings (in person) to stay informed of planning progress and milestones, and report back on community input.
- II. *Agency Coordination meetings:* Plan, facilitate, and summarize up to 4 agency coordination meetings around outreach, materials, and messaging (agency coordination may be with WSDOT, Sound Transit, King County Metro and/or City of Seattle)

e. General Management and Administration

CONSULTANT will have ongoing communication with the technical planning and design team, as well as the CITY OF SHORELINE project team. CONSULTANT will ensure streamlined and effective management of the various work elements.

Assumptions

- a. 6 months of CONSULTANT team meetings and Design Team meetings
- b. 6 CITY OF SHORELINE Communications team meetings

Deliverables

- a. Monthly invoicing and reporting (up to 6)
- b. Communications Team Kickoff Meeting agenda, materials and summary
- c. CITY OF SHORELINE Team Meeting agendas and meeting summaries (up to 6)
- d. Up to 4 agency coordination meetings, agendas and summaries (1 staff)

7.c Public Outreach Events, Activities, Briefings and Fieldwork

CONSULTANT, in coordination with CITY OF SHORELINE and other consultant team(s), will implement a CITY OF SHORELINE- approved public involvement plan. Activities undertaken by the CONSULTANT team to inform and involve the public will be in accordance with IOPE guidelines.

Elements include:

- a. *Open house:* Plan, promote, staff and report on one open house for the public to learn about design concepts and provide input. CONSULTANT will work with CITY OF SHORELINE to promote the event.
- b. *Community survey:* Develop, conduct and compile results of one survey to solicit ideas and input on design. These surveys will be made available in print

- and online.
- c. *Briefings and community presentations*: CONSULTANT will schedule, prep, staff and report on 1-on-1 meetings, stakeholder briefings and community presentations.
- d. *Community outreach events, pop-up tables, and neighborhood festivals*: Attend community events, and/or neighborhood fairs and festivals. CONSULTANT's responsibilities include: scheduling, preparing materials, staffing, reporting and coordinating any follow-up items with CITY OF SHORELINE.
- e. *Closeout report*: Following planning and design phases, compile and summarize outreach activities conducted. Will use CITY OF SHORELINE template.

Assumptions

- a. CONSULTANT will coordinate venues, logistics, printing and staffing plans for all public meetings.
- b. PRIME CONSULTANT will provide to PUBLIC INVOLVEMENT CONSULTANT initial information to be used for open house display boards.

Deliverables

- a. Open house event plan (1 draft and 1 final plan)
- b. Open house event materials - e.g., FAQs, maps, display boards, talking points, presentation, etc. (2 drafts and 1 final. Up to 10 display boards.)
- c. Open house event attendance/facilitation as needed (up to 1 event)
- d. Open house summary report (1 draft, 1 final summary)
- e. Community presentations (up to 4)
- f. 1-on-1 briefings (up to 8)
- g. Community events, fairs, festivals and markets (2 staff, up to 2 3-hr events)
- h. Community survey (print and online, 2 drafts, 1 final)
- i. Distribution of project materials, flyers, surveys along corridor (up to 2 staff)
- j. Closeout report

7.d Online, Social and Media Engagement

To increase project reach and accessibility of project information, and to provide additional avenues for the public to engage with the project, the CONSULTANT will, in close coordination with CITY OF SHORELINE, employ online tools and tactics.

Elements include:

- a. *CITY OF SHORELINE project webpage development and updates*: CONSULTANT will provide updates to CITY OF SHORELINE for City-hosted page. Webpage updates will be submitted to CITY OF SHORELINE for review, approval, and posting.
- b. *Online open house*: CONSULTANT will plan, develop content, set up, test, promote and report on 1 project online open house. The CONSULTANT will use infocommunity.org, CONSULTANT'S proprietary online tool. CONSULTANT reserves all rights.

Deliverables

- a. CITY OF SHORELINE project webpage updates (up to 3 updates)

- b. Online open house (plan, draft content, test, monitor and report on up to 1)

7.e Communications Materials Development

CONSULTANT will coordinate with CITY OF SHORELINE and the project team to facilitate preparation, production and distribution of communications materials.

Elements include:

- a. *Fact sheets*: Develop and update project fact sheets to share the project's purpose and need, schedule and public input opportunities.
- b. *Open house promotional flyers and mailer*: Develop material to help build awareness of the project and promote engagement through the online and in-person open houses.
- c. *Email updates*: Develop project listserv and project email updates. Other email updates to stakeholders via email as necessary.
- d. *Press releases*: Develop press release drafts as needed to share major milestones.
- e. *PowerPoint presentations*: Coordinate with CITY OF SHORELINE to develop presentations for briefings to stakeholder groups, internal audiences, City Council and/or Mayor's Office.
- f. *CITY OF SHORELINE blog posts*: Develop blog post drafts as needed to share major milestones.

Assumptions

- a. CITY OF SHORELINE will review and approve all materials prior to distribution/use.
- b. CONSULTANT will produce mailer draft(s) and final content for CITY OF SHORELINE to review and approve.
- c. CONSULTANT will be responsible for coordination with printers and mail houses
- d. CONSULTANT will coordinate translation of materials. CITY OF SHORELINE will be responsible to pay directly for costs.
- e. CITY OF SHORELINE will be responsible for and pay directly for the cost of large batches of printing/mailing

Deliverables

- a. Fact sheet/folio (2 drafts and 1 final, up to 1 update)
- b. Email updates (1 draft and 1 final, up to 3)
- c. Press releases (1 draft and 1 final, up to 1)
- d. PowerPoint presentations (1 draft and 1 final, up to 2 updates)
- e. CITY OF SHORELINE blog posts (1 draft and 1 final, up to 2)

7.f Stakeholder comment tracking, responses and reporting

CONSULTANT, in coordination with CITY OF SHORELINE, will track, draft responses for CITY OF SHORELINE review, record and report all stakeholder comments.

Elements include:

- a. *Communications log*: Maintain a log of all communications with the public regarding the project, including both comments received, and responses provided. Communications log will track all forms of communications including emails, phone calls, 1-on-1 outreach and briefings.

- b. *Response development:* Develop responses to public communications and facilitate CITY OF SHORELINE and technical team review. Respond to inquiries directly as appropriate based on discussion with CITY OF SHORELINE.
- c. *Outreach report:* Provide reports of all communications and activities completed as part of public engagement efforts to share at design team meetings. Timing would follow 25 days after completion of outreach activities.

Assumptions

- a. CONSULTANT will use data management system provided by CITY OF SHORELINE to manage project data, including but not limited to contacts, comments, correspondence and other supplemental information.
- b. CONSULTANT will maintain CITY OF SHORELINE project email inbox account. CITY OF SHORELINE will set up and provide CONSULTANT access to account.

Deliverables

- a. Maintain project database and communications log (up to 100 entries)
- b. Develop responses to public communications (up to 10 responses)
- c. Deliver reports of all communications (1 draft and 1 final report)

TASK 8: RIGHT-OF-WAY

8.a ROW NEEDS PLAN

Right-of-way is not assumed to be needed for the project as currently planned. If required, maps will be prepared for up to five (5) parcels to assist with cost estimating and impact identification. This task will include providing preliminary plans showing limits of acquisition areas. The acquisition appraisal processes will be included in the future scope of services.

Assumptions:

- a. No legal descriptions or final exhibit maps will be prepared.
- b. Title reports will not be obtained.

Deliverables:

- a. Exhibit maps to identify preliminary right-of-way acquisition.

8.b ROW ACQUISITION SERVICES

1. Appraisal, acquisition and relocation activities will conform to WSDOT, FHWA and USPAP rules and regulations.
2. All activities will commence during the appropriate project phase.
3. Community meetings and onsite visits as needed
4. Appraiser and appraisal reviewer will be on approved WSDOT appraiser roster
5. Weekly status report to the CONSULTANT/CITY
6. Negotiations to commence after just compensation is determined by appraiser and approved by the CITY.

Assumptions:

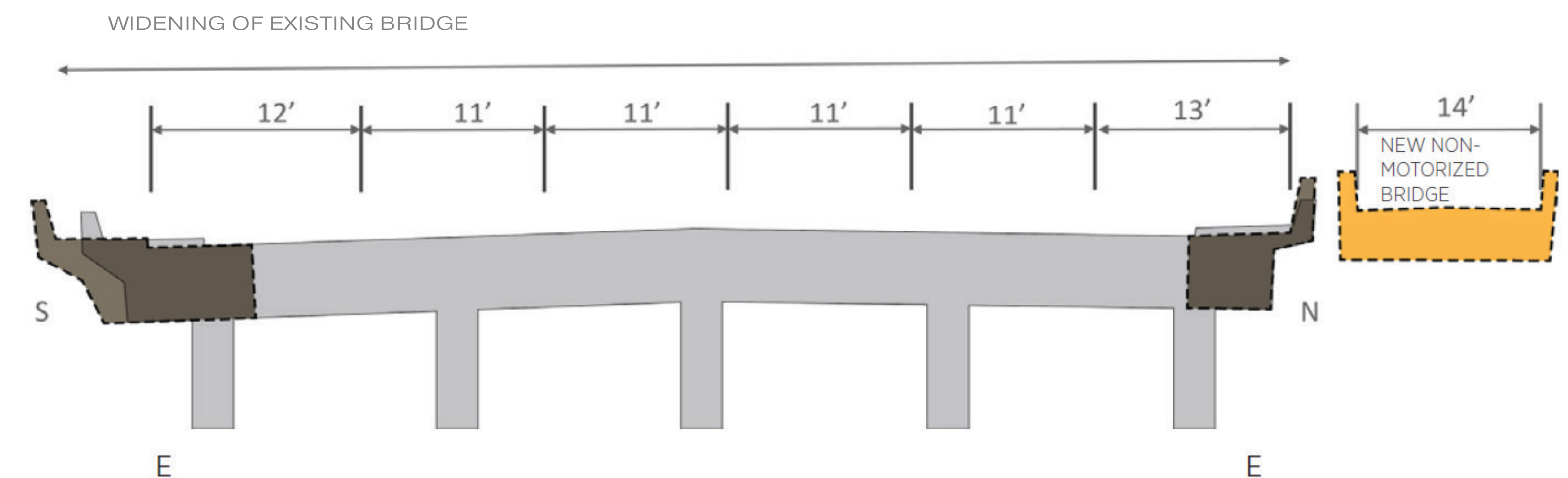
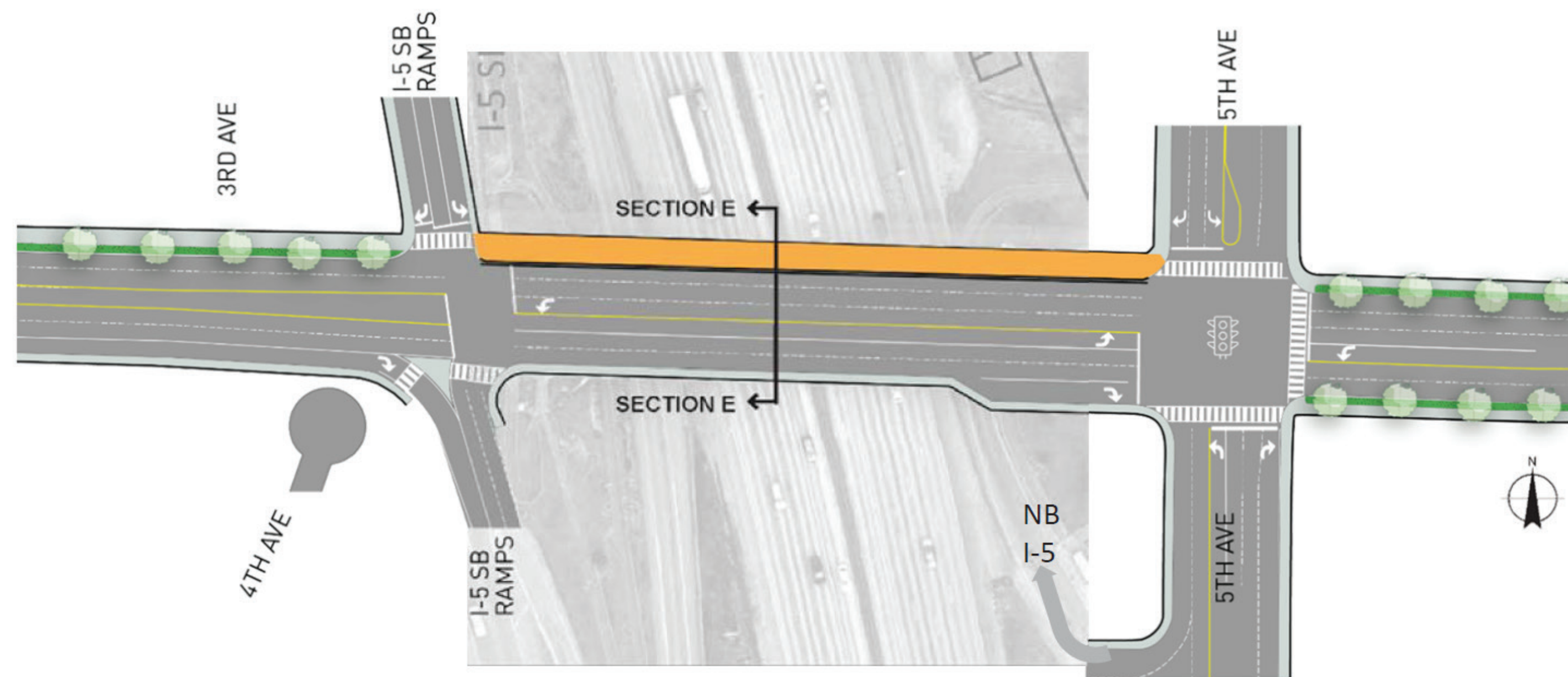
- a. Design consultant to provide current RW maps that show all impacted areas to be acquired
- b. Legal descriptions describing easement area(s) provided by the CONSULTANT.
- c. Title reports to be provided by the CONSULTANT
- d. Scope of fees are for one (1) acquisitions (parcels 283210-0190 Lakeside School;
- e. Recording and escrow fees are not included in scope of fees
- f. Any changes to the acquisition areas that require additional ROW impacts may require additional scope of fees. Option Scope:
 - o Acquisition of two parcels 288170-0371 Portal North LLC; 288170-0373 Lin Cheng Chung & Sei-Hai)
 - o Relocation costs are assumed that there are 2 displaces
- g. The CITY will provide a copy of their approved WSDOT ROW procedures to CONSULTANT's ROW project manager.
- h. Access Control is excluded from this scope of services and assumed if access rights are needed WSDOT will acquire the access rights from adjacent property owners.
- i. Excludes right-of-way acquisition from City of Seattle Parks and Public Utility Department and King County.

Deliverables:

- a. Develop a relocation plan identifying all impacted persons, businesses.
- b. Provide one (1) narrative appraisal and appraisal reviews, for setting just compensation by the CITY.
- c. Develop cost estimates for the required Project Funding estimates
- d. Acquire needed property rights in fee and/or easement as required for the project
- e. Coordinate escrow closings and recording of conveyance documents.
- f. Title clearing as needed
- g. Coordination with WSDOT LAC for file review and certification.
- h. Provide relocation assistance to displaced persons and/or businesses. This includes move estimates, replacement housing assistance, business inventory, site visits, move plans and coordination and advisory services.
Weekly status reports.

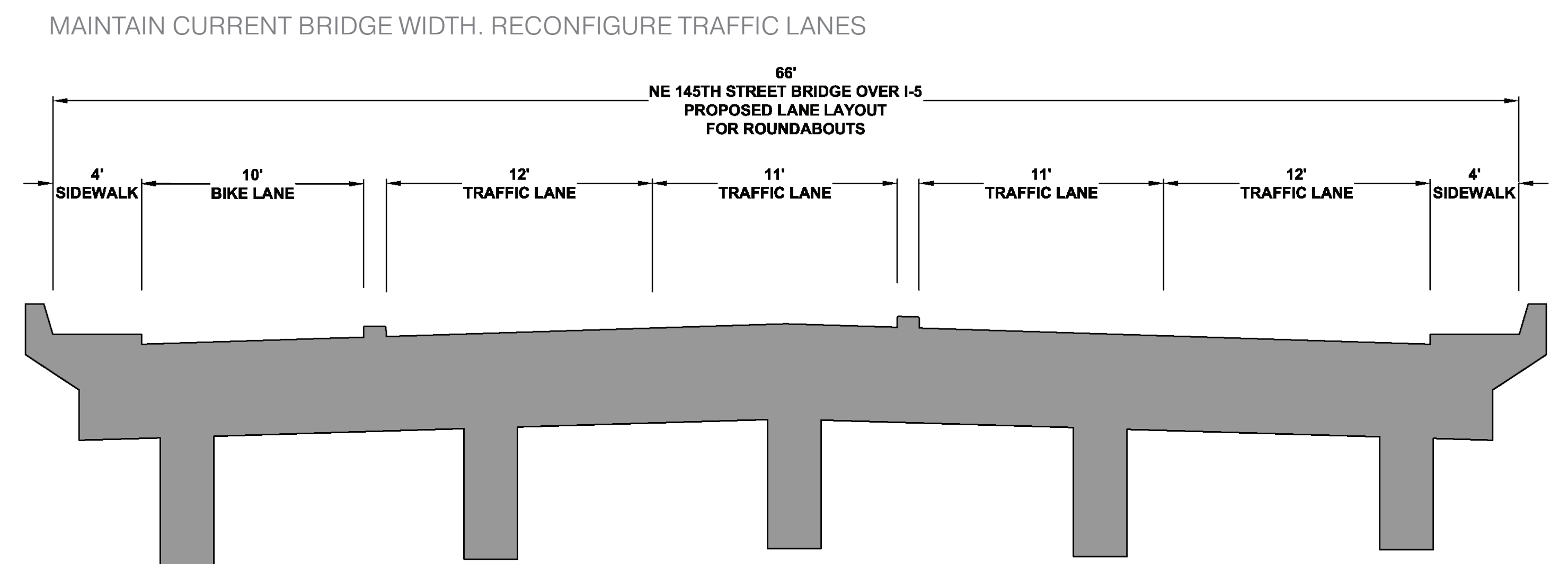
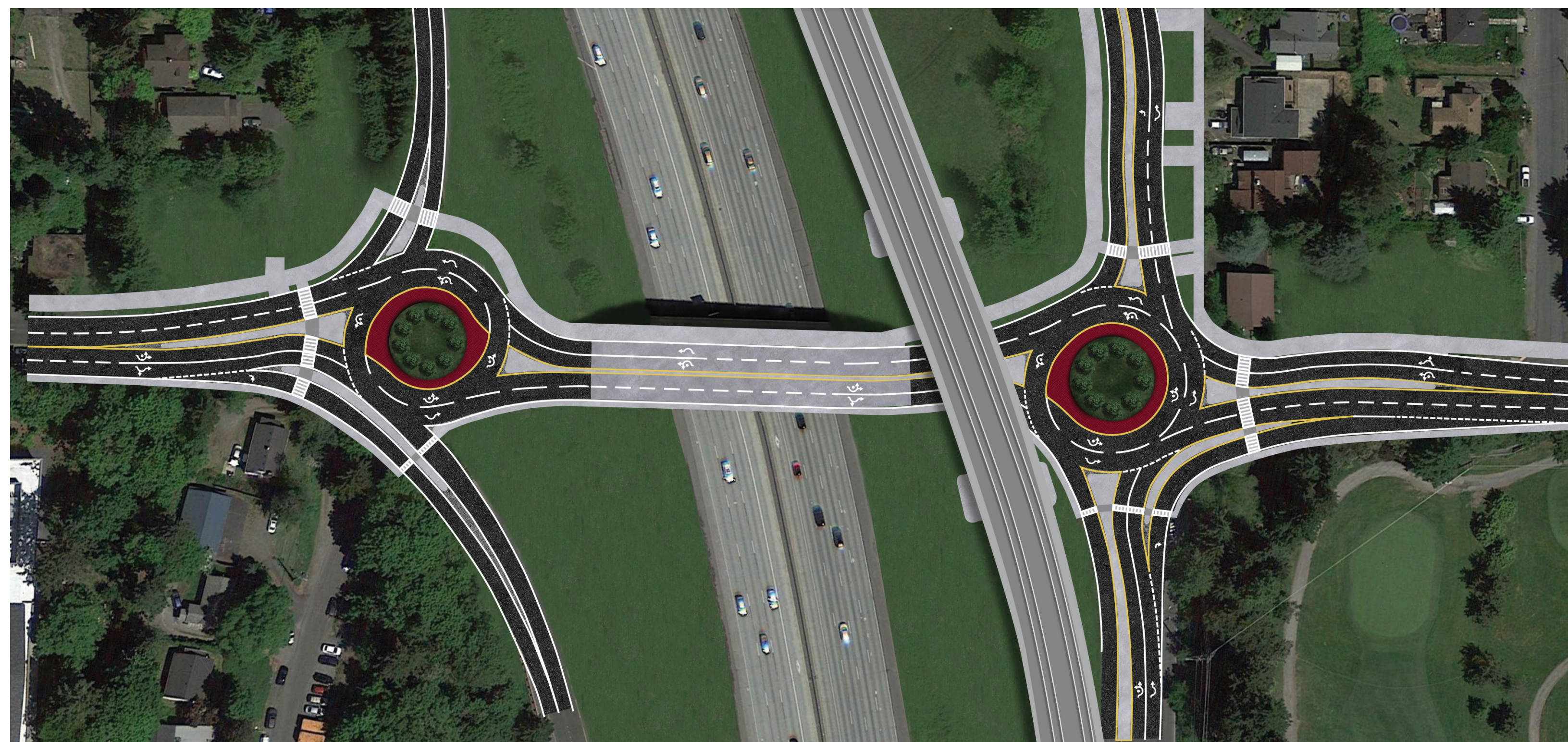
Attachment B - NE 145th Street & I-5 Interchange Project

NE 145th Street and I-5 Interchange - Signalized Intersections



SECTION E

NE 145th Street and I-5 Interchange - Multi-Lane Roundabout Concept



ATTACHMENT C



**Washington State
Department of Transportation**

Northwest Region
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133-9710
206-440-4000
TTY: 1-800-833-6388
www.wsdot.wa.gov

May 15, 2020

The Honorable Elaine Chao
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Letter of Intent to assume transfer of the State Route 523 (N/NE 145th Street) & Interstate 5 (I-5) Interchange Project from the City of Shoreline

Dear Secretary Chao:

On behalf of the Washington State Department of Transportation, after multi-year coordination with the City of Shoreline in regard to its State Route 523 (N/NE 145th Street) & Interstate 5 (I-5) Interchange Project ("Interchange Project"), WSDOT submits this letter of intent regarding a project transfer from the City of Shoreline to WSDOT after environmental documentation and 30% design is completed. WSDOT would complete all elements for right-of-way certification, final design, and construction, delivering a completed project.

It has been stipulated that the City of Shoreline must transfer a fully funded project for this to occur. The City of Shoreline is currently applying to the U.S. Department of Transportation for Better Utilizing Investments to Leverage Development Program grant funding. The total project cost is approximately \$25 million. The BUILD grant funding would provide for the remaining balance of the project and allow the transfer to move forward on schedule in fall 2020.

WSDOT staff have worked closely with the City of Shoreline regarding this Interchange Project and agree that the 145th/I-5 interchange, as it is today, creates a bottleneck that interferes with safe and effective connections along this corridor for all users. SR 523 is a regional travel corridor linking I-5 with SR 99 and SR 522, and it provides a critical link for freight, commuters, transit, bicyclists, and pedestrians. It provides access to the regional transit system that connects or will soon connect to our regional growth centers. The number of commuters accessing these growth centers is projected to increase significantly with the new bus rapid transit and light rail services, which will be operating in this corridor by 2024.

WSDOT has been coordinating with the City of Shoreline and other agencies and their projects in this vicinity. The City of Shoreline has built a strong regional partnership for this project with WSDOT; its local elected leaders; Shoreline's state and federal legislative delegations; north Lake Washington cities of Lake Forest Park, Kenmore, Bothell, and Woodinville; the City of Seattle; King County; regional transit agencies, including King County Metro and Sound Transit; the Puget Sound Regional Council; and a number of citizen advocacy organizations.

Ms. Elaine Chao
May 15, 2020
Page 2

As the City of Shoreline progressed the Interchange Project from the conceptual phase to the design phase, our agency asked the City of Shoreline to evaluate roundabouts as an alternative approach for the interchange improvements in addition to the originally proposed preferred design option in their Intersection Control Evaluation. The City's traffic modeling results, as well as national empirical research, have demonstrated that roundabouts are safer and perform better for all modes of transportation at a lower cost than the initial standard proposed improvements. WSDOT concurs with this safety-first approach.

Having supported this project and coordinating with Sound Transit (regional transit authority), which will have both light rail station mitigation and new Bus Rapid Transit facilities that will converge on this Interchange Project area, WSDOT and the City of Shoreline see several advantages in transferring this Interchange Project to WSDOT once environmental documentation and 30% design have been reached (the City of Shoreline has a consultant under contract through these milestones). Some of those advantages include:

- WSDOT has governance of the interchange. Permitting would be able to be expedited more readily in-house.
- WSDOT has a larger staff and more readily available resources for a project of this nature.
- WSDOT is working with Sound Transit and their area projects and would be well-suited for the overall coordination of constructing projects in this area.

WSDOT commends the City of Shoreline for taking initial steps to keep their residents mobile with improvements to safely and efficiently access the region's strong investment in transportation. These improvements will benefit multiple local municipalities and their residents. With the large number of infrastructure improvements required in one of the fastest growing regions in the nation, WSDOT is not able to fund this project; therefore, require that the City secure all necessary funding prior to a transfer to our agency.

It is the intent of WSDOT to assume this project in its entirety once the stipulations above have been met. If full funding is secured, the current schedule would have WSDOT enter into an agreement with the City of Shoreline late this year, 2020, outlining the transfer of this project. WSDOT believes this to be a vital project and a successful partnership for all those involved, and strongly encourages your support to fund the Interchange Project. WSDOT looks forward to working with you for a successful partnership in delivering the completed project.

Sincerely,



Brian Nielsen, PE
Deputy Regional Administrator
Northwest Region